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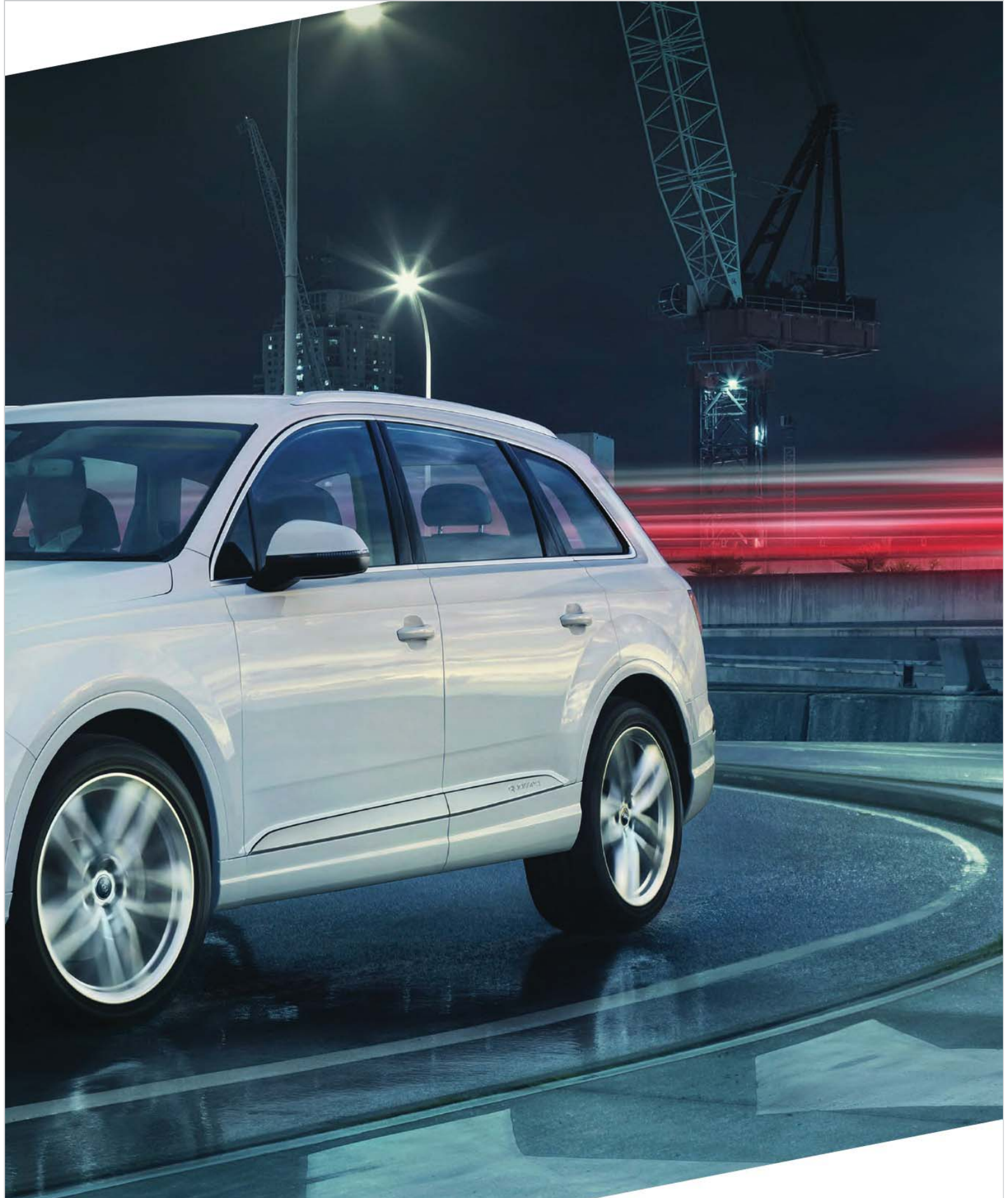
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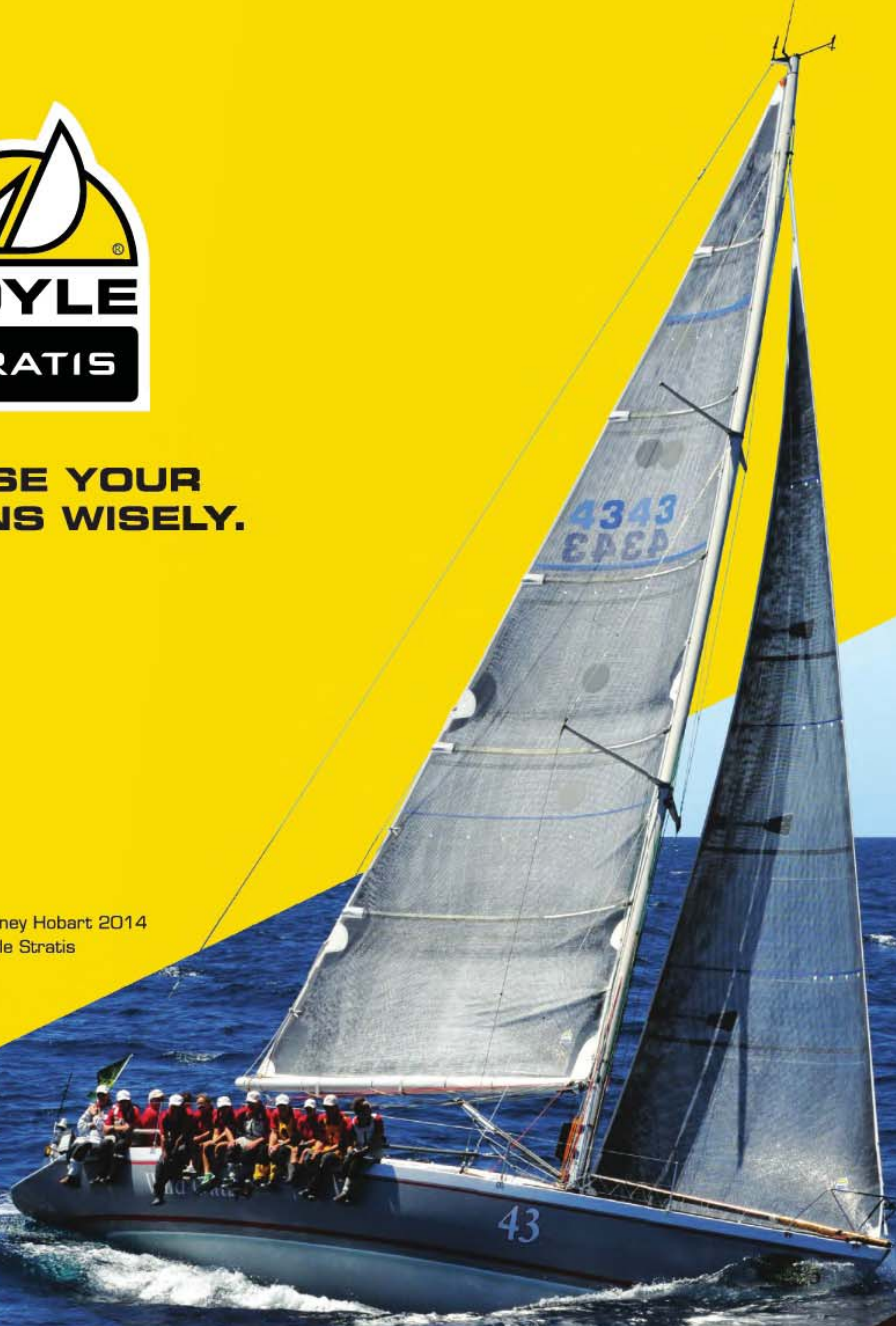


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**71st ROLEX SYDNEY HOBART 2015 OFFICIAL PROGRAM**

- |    |                                                                                                                                                            |    |                                                                                                                                                    |     |                                                                                                                                                    |
|----|------------------------------------------------------------------------------------------------------------------------------------------------------------|----|----------------------------------------------------------------------------------------------------------------------------------------------------|-----|----------------------------------------------------------------------------------------------------------------------------------------------------|
| 6  | <b>At the Helm</b>                                                                                                                                         | 72 | <b>One on One</b><br>Jeni Bone chats with Tony Cable about his 50th race milestone this year.                                                      | 90  | <b>2014 Results</b><br>Full results of the 2014 Rolex Sydney Hobart.                                                                               |
| 8  | <b>Commodore's Message</b>                                                                                                                                 | 74 | <b>Handicapping</b><br>An explanation about how the overall winner is decided.                                                                     | 94  | <b>The Fleet</b><br>The full line-up of all 110 yachts competing this year.                                                                        |
| 11 | <b>Seamark</b><br>News from around the club.                                                                                                               | 76 | <b>Weather Wisdom</b><br>Ken Batt gives a rundown of the typical weather to expect en-route.                                                       | 97  | <b>Boat Notes</b><br>A yacht-by-yacht compendium of the boats and crews that will pass through the heads.                                          |
| 19 | <b>Rolex Sydney Hobart Yacht Race 2015</b><br>The official program.                                                                                        | 80 | <b>First Fleet</b><br>Peter Campbell reports on the first sailors to make the journey to Hobart in 1945.                                           | 120 | <b>The Finish</b><br>Peter Campbell on the famous warm welcome at the arrival in Hobart.                                                           |
| 21 | <b>Race Preview</b><br>Bruce Montgomery reveals an international line-up of the best boats and crews as they prepare to battle in the 71st Sydney Hobart.  | 81 | <b>Eight Bells</b><br><i>Offshore Yachting</i> pays its respects to one of the founding fathers of the Sydney Hobart Yacht Race, Magnus Halvorsen. | 126 | <b>Hobart Legends</b><br>We celebrate those who have defined and shaped the Sydney Hobart over the years.                                          |
| 30 | <b>Aperture</b><br>Amazing moments from last year's race caught on camera by Rolex photographers, Carlo Borlenghi and Daniel Forster.                      | 83 | <b>Stats and Facts</b><br>Fascinating facts from 70 years of the great race.                                                                       | 133 | <b>Keeping Score</b><br>Those diehard sailors who compete in the Rolex Sydney Hobart year after year.                                              |
| 43 | <b>Form Guide</b><br>Di Pearson gives a rundown of the yachts to watch for the Boxing Day race start.                                                      | 88 | <b>Winners</b><br>The legends, luminaries and record breakers throughout the history of the great race south.                                      | 134 | <b>Calendar</b><br>Stay abreast of what's on the race and regatta circuit this summer.                                                             |
| 53 | <b>Skipper Profiles</b><br>Jeni Bone chats with an array of skippers racing in this year's Sydney Hobart about their impressions of the bluewater classic. |    |                                                                                                                                                    | 135 | <b>Down the Rhumbline</b><br>Hobart yachtsman David Graney takes the long way home, circumnavigating the world to sail in his first Sydney Hobart. |
| 63 | <b>Viewing Guide</b><br>Advice on the best spots to catch all the action.                                                                                  |    |                                                                                                                                                    |     |                                                                                                                                                    |
| 70 | <b>Following the Race</b><br>Where to watch and track the race on the web.                                                                                 |    |                                                                                                                                                    |     |                                                                                                                                                    |





# We are witnessing a resurgence of the best sport in the world, which is being verified by the 110 entries, including 28 internationals and six female skippers, for the 2015 Rolex Sydney Hobart Yacht Race.

The strength of the field is phenomenal. Four super maxis, *Rambler 88* and the Volvo 70s at the pointy end and strong contenders for the Tattersall's Cup, with last year's winner, *Wild Rose*, there to keep the fleet honest and the 2015 Land Rover Sydney Gold Coast overall winner Shane Kearns will be striving for the 2015 double with *Quickpoint Azzurro*.

The CYCA is pleased to have the Clipper Fleet return for the 71st edition of the race with 12 boats scheduled to sail into the Harbour around December 14, in anticipation for Boxing Day.

With the Clipper Fleet added to the mix for the second time, we look forward to the colour and character that only Sir Robin Knox-Johnston and his yachts and crews can provide.

We are also thrilled to have a large number of international yachts making the voyage to our eastern shores to contest the race. Among those international entries there will be a lot of hype around *Comanche* and *Rambler 88* who are hungry for line honours but they will have to contest the locals in *Wild Oats*, *Perpetual Loyal* and *Ragamuffin*.

This year marks the anniversary of *Freya's* third consecutive Sydney Hobart victory. To celebrate the occasion, official race starters who will be firing the cannon are: Colin Betts and Norman Hyett who sailed on *Freya* and Chris Oxenbold, a retired rear admiral who has competed in 10 Sydney Hobart Races including the 1965 edition of the Race.

With such an exciting and diverse fleet, credit must be paid to the CYCA Sailing Office for all of their efforts leading up to the event and what will continue during the race. The work that they contribute to this race is always of the highest quality and the reason why we continue to deliver such a spectacular event.

This year we are pleased to unveil the Rolex Village in Sydney and Hobart, which will add a new dynamic to the event providing competitors, members and the community with an opportunity to be a part of the lead-up to and conclusion of the race.



The Rolex Sydney Hobart Yacht Race would not be what it is today without the long-standing commitment and sponsorship of Rolex. Their support and input to this event enables the CYCA alongside the Royal Yacht Club of Tasmania to maintain and grow this iconic Australian sporting event.

The Royal Yacht Club of Tasmania has also provided us with endless support in ensuring the race finish is flawless and we thank them for their ongoing support and commitment.

On behalf of the CYCA I would also like to thank the New South Wales and Tasmanian Governments for their support and input alongside their agencies who ensure that our race runs smoothly on and off the water.

I would like to take this opportunity to mention Tony Cable who is competing in his 50th Sydney Hobart this year. We would all like to congratulate him on such an illustrious career on the water and at the 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 1965 race.

Our Youth Sailing Academy continues to improve both on and off the water as the calendar year draws to an end. The YSA building has had a face-lift, improving the look and feel around the CYCA. The MUSTO International Youth Match Racing Regatta will showcase the finest talent from the Australia, New Zealand and New Caledonia in November. We wish all competitors the best of luck and look forward to hosting them at the CYCA.

December is a busy month at the CYCA with the arrival of the Clipper Fleet, the CYCA Trophy Series, the SOLAS Big Boat Challenge and Extreme 40s, all in the first couple of weeks. Stay up to date with all CYCA events and additional information at [www.cyca.com.au](http://www.cyca.com.au) or follow us on Facebook [www.facebook.com/CruisingYachtClubOfAustralia](http://www.facebook.com/CruisingYachtClubOfAustralia)

I would also like to highlight a milestone for our charity, the CYCA SOLAS Trusts, which in October, donated their one-millionth dollar to maritime marine safety, rescue and support. Since inception following the tragic 1998 Hobart, the Trusts have donated funds to every state and territory in Australia – the scope and amount donated is truly remarkable. Thank you to all who have supported and continue to support the Trusts. Without the ongoing support and donations of members and the community, none of this would be possible. If you wish to make a donation to the Trusts, please visit our website for further information.

I cannot let this time go by without congratulating CYCA Member, Mike Fletcher, who won the 2015 Yachting Australia Presidents Award. Congratulations are also in order for CYCA Members Will Ryan, Bob Oatley, Mike Fletcher, Liesl Tesch and CYCA Sailing Manager, Justine Kirkjian, who were all recognised at the annual YA Awards.

Tesch was our guest speaker at the recent SOLAS Dinner and I would like to thank her for sharing her life story with us, her continual support of the CYCA and we wish her, Will Ryan and Matt Belcher the best of luck in Rio.

On closing I would like to wish all members and their families a Merry Christmas and a safe and prosperous New Year. We look forward to welcoming you all at the CYCA at Rushcutters Bay over the Summer period to enjoy the facility and celebrate sailing.

**JOHN CAMERON**  
Commodore CYCA



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The Royal Yacht Club of Tasmania is proud to be associated with Rolex and the CYCA in this iconic event.



We have been the Hobart partner for the race since its inception in 1945 and are looking forward to the build up towards the 75th in 2018.

The finish of the Rolex Sydney Hobart Yacht Race is complex and involves a lot of players to make it work as well as it does.

This is led by the RYCT's "Biddy" Badenach and his tribe of volunteers that work 24/7 in different capacities during the period of the race and beyond. We also appreciate the continued support that is provided by the Hobart City Council, Tasports, Tasmanian Police and the Tasmanian Government. Our Premier, Will Hodgman, is a big supporter of this event and we appreciate the personal time that he gives up as well.

There are 110 confirmed entries including the 12 x 70' Clipper Round The World fleet and the start on Boxing Day will be spectacular as these massive yachts load up with full sails to try and be first to turn the corner south.

The Hobart finish is also a sight to behold and we are hoping that it is as exciting as last year as there was less than an hour separating 1st (Wild Oats XI) from 2nd (Comanche).

Based on pedigree and form, the "Oats" is still the form boat to beat on line honours and she is currently undergoing a major refit with a new bow section. She will once again face very stiff competition from the US-based Comanche as was the case last year as well as the US-based Rambler 88. The other Australian maxis Perpetual Loyal and Ragamuffin 100 cannot be underestimated either.

Snapping at their heels will be the 60 to 70-footers including the Volvo 70's Maserati and Black Jack as well as yachts like Chinese Whisper, Ichi Ban and Triton.

For handicap honours, that is anyone's guess, but there is certainly a fantastic fleet and hopefully our two Tasmanian entrants, Cougar II (Tony Lyall) and Helsal 3 (Rob Fisher) will be well up the leader table at the end of the race.

While the number of Tasmanian numbers are down a bit on recent years, the two yachts that are flying the flag have some of Tasmania's most experienced offshore sailors on board and I know that Tasmanian numbers will continue to grow over the ensuing years leading up to the 75th.

Given Tasmania's strong sailing culture, there are a lot of "local" sailors that are on board some of the more fancied yachts in the race. These include Justin "Juggy" Clougher aboard Comanche, Julian Freeman on the new Concubine, David Morris on last year's winner Wild Rose and David Graney on the Clipper 70 De Nang-Viet Nam to name a few.

There are quite a few positive changes to the format of the event dockside in Hobart this year, which will see a new look with the Rolex village up at the Hobart docks. RYCT will be manning and operating the liaison centre as per previous years along with offering an array of RYCT merchandise. The hospitality marquee will be catering for all food and beverage requirements highlighting Tasmanian fare.

The official prizegiving for the 71st race will be held at the Grand Chancellor concert hall on the morning of New Years Day. This is a change from previous years (normally held at the RYCT) in order to accommodate up to 500 people, which includes the Clipper crews.

The RYCT will still have their normal functions at the club over this period including a black tie dinner on New Year's Eve and the traditional Cray Bake on New Year's Day. There will also be a welcome function for the Clipper fleet on the 1st January dockside.

From all of us in Hobart, we wish all of the sailors a great race and we look forward to rolling out the hospitality on your arrival.

All the best,

MATTHEW R JOHNSTON
Commodore
The Royal Yacht Club of Tasmania

offshore YACHTING

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Cover photography

Comanche sets a new record in the 2015 Transatlantic Race. Photograph by Onne Van Der Wal

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Photo - Andrea Francellini

One builder has delivered 17 overall victories in the Rolex Sydney to Hobart Yacht Race

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2015 YACHTING AUSTRALIA AWARDS

## Winners are grinners

*Mike Fletcher has won the coveted Presidents Award from Yachting Australia with Will Ryan, Bob Oatley, Bill Buckle and Liesl Tesch also recognised for their achievements while Justine Kirkjian won the Sport Professional Award.*

The coveted President's Award was presented to the highly decorated Olympic sailing coach Mike Fletcher.

CYCA Commodore, John Cameron said that Fletcher is a highly regarded CYCA Member and a deserving recipient of the prestigious award.

"Commonly known around the club as 'Coach', Fletch is now a part of an elite group to be recognised with this award," Cameron said.

"Jock Sturrock was the first person to ever receive this award and since then all candidates have been of a high level.

"The quality of recipients for all Yachting Australia Awards is of a high standard and to have a number of CYCA Members recognised this year has been very well received."

Fresh from their World Championship and World Cup final wins, 470 sailors Mathew Belcher and Will Ryan have continued their extraordinary run of success by taking out the 2015 Yachting Australia Male Sailor of the Year award.

Daniel Fitzgibbon and Liesl Tesch have continued to dominate in their Skud 18 Class since winning gold at the 2012 London Paralympic Games. The pair won the award for Sailor of the Year with a Disability.

"It was a pretty tough field out there," Tesch said. "The other sailors have done some amazing things. It's a great honour for us and it reinforces that we have a big year ahead of us and a big responsibility on our shoulders on behalf of Australia."

Lifelong friends and yachting legends Bill Buckle and Bob Oatley were recognised for their huge contributions to the sport with Lifetime Achievement Awards.

The Sport Professional Award was won by Justine Kirkjian who plays a pivotal role in the organisation of the Rolex Sydney to Hobart Yacht Race. Kirkjian also develops and oversees all racing undertaken at the Cruising Yacht Club of Australia including ocean racing, club racing, social racing, special events and regattas. ⚓

### NEWS IN BRIEF

#### Important dates

- 5 December** Bird Island Blue Water Pointscore Race
- 11-13 December** Land Rover Extreme Sailing Series
- 12-13 December** CYCA Trophy
- 14 December** Clipper Round the World Yacht Race arrival (estimate)
- 15 December** SOLAS Big Boat Challenge
- 26 December** Rolex Sydney Hobart Yacht Race

#### Keepers of the Cup

*The Royal Sydney Yacht Squadron's historic Gascoigne Cup was contested by 25 yachts.*

For the second consecutive year, Rod Pearce's Dehler 41 *Ultreya* has won the Gascoigne Cup short ocean race, the second race in this season's Grant Thornton Short Ocean Pointscore. Sailed off Sydney Heads in a light to moderate east to north-easterly, winners were decided on PHS handicaps. In Division 1, *Ultreya* took first place from *Saltshaker* and *The Goat*. Renowned Sydney handicapper and RSYS life member John Maclurcan sailed with veteran yacht *Morag Bheag* to win PHS Division 2. [www.cyca.com.au](http://www.cyca.com.au)

#### New home

*Yachting Australia will host the IRC Australian Championship at the CYCA.*

Yachting Australia will rename what was known as the IRC Australian Championship and has confirmed the locations of the regatta for the next four years, which will include the CYCA in 2017.

Commodore John Cameron said the news will be a fantastic opportunity for the club to deliver a quality sailing event. "This is shaping to be a competitive event and we look forward to a long association with Yachting Australia to further these events."

**PRESIDENTIAL TREATMENT**  
Above: CYCA Member Mike Fletcher wins the coveted Presidents Award, pictured with Yachting Australia President Matt Allen.



## NEWCASTLE BASS ISLAND RACE

## Wild at heart

*Wild Rose* won the heartbreaker Newcastle Bass Island Race, writes DI PEARSON.

Roger Hickman sailed his Farr 43 *Wild Rose* to a convincing win in the Cruising Yacht Club of Australia's Blue Water Pointscore Series (BWPS), declared winner of the very difficult Newcastle Bass Island Yacht Race.

As has become a pattern with the 30-year-old *Wild Rose*, she held the leading contenders to ransom as they awaited her arrival. In the box seat was Paul Clitheroe's *Balance*, but the gods smiled down on the smaller boats and pushed *Balance* down to fourth overall.

*Wild Rose* won from the Sydney 38 *Calibre* (Richard Williams) by over one hour, and by nearly one-and-a-half hours from third placed *Black Sheep* (Derek and Martin Sheppard).

*Wild Rose* also won ORCi overall, from Rupert Henry's JV62 *Chinese Whisper* and *Balance*. With three races completed, the three also rule the top of the BWPS leader board on an equal 14 points. Les Goodridge's *Wax Lyrical* topped the PHS results for the second race in succession, with *Calibre* second and *Wild Rose* third.

In a final communication from *Wild Rose* at 4.39am on October 18, navigator Jenifer Wells said they had rounded Bass Island around 4am. "It was a tough afternoon in the office, drifting with the East Australian Current, waiting for the forecast north-easterly that never arrived.

"Finally the south-south/easterly kicked in about 10.30pm and we had up to 19 knots on the way down south to Bass. We're still holding up

at 15 knots or so under 3A spinnaker, abeam of *Flagstaff Point*. We passed *Black Sheep* and *Wax Lyrical* a few miles before the Islet and hope to hang on to them on the way home."

Her prayers were answered in a race that took patience and courage – 200 nautical miles worth.

*Chinese Whisper* (with Michael Coxon skippering in Henry's absence), took line honours 44 minutes and 49 seconds after midnight in the time of 1 day 5 hours 44 minutes 49 seconds. Race record creator, *Ichi Ban* (Matt Allen), finished just over two minutes later, having led her rival for most of the race.

*Ichi Ban* keeps the record she created in last year's inaugural race, of 20 hours 52 minutes and 49 seconds.

Two TP52s, *Balance* (Paul Clitheroe) and *Celestial* (Sam Haynes), were next to finish, nearly two hours after *Ichi Ban* and just four minutes apart.

According to Tony Kirby (*Patrice*), who finished eighth overall, the top four took a big dig offshore: "They went 30-odd miles out to sea. It was a gutsy call. Halfway through the race they were well behind us, but it soon became apparent they had made the right move."

Aboard *Wild Rose* at 11.22am on Saturday, navigator Jenifer Wells said: "We're a pretty happy boat this morning. It was on the nose all night and the breeze went into the south-south/west about 15 miles from the mark after daybreak. ⚓

## CLIPPER ROUND THE WORLD YACHT RACE

## Clippers have the coast covered

*The Clipper fleet will race due south to Hobart, then north to Airlie.*

The Clipper Round the World Race fleet is officially entered for the second time in the Rolex Sydney Hobart Yacht Race, which starts on December 26.

The fleet will have sailed halfway around the world to compete in the Australian offshore classic with amateur sailors from some 26 different nationalities.

Legendary British sailor and Clipper Race founder and chairman Sir Robin Knox-Johnston will race on one of two Clipper 68 Events yachts taking part.

Sir Robin said: "There is a real buzz amongst our Clipper Race crew about racing with the world's best sailors again in one of the most famous offshore races. The crew will have sailed half way round the world in order to participate, and will be excited to pit themselves against the best competitors in the sport.

"The event was one of the highlights of the entire circumnavigation when we first competed in 2013, and we are very excited to be coming back to compete again."

Amongst the Clipper Race competitors will be Sydney skipper and CYCA member Wendy Tuck, the first Australian female skipper in the history of the race, who is leading the *Da Nang-Viet Nam* entry. It will be her ninth Sydney Hobart. *Great Britain* and *Visit Seattle* skippers Peter Thornton and Huw Fernie will also compete in their second Hobart race. Around 50 Australian amateur crew from various states are competing in the 2015-2016 Clipper circumnavigation.

The fleet will arrive in Sydney mid-December from Albany, Western Australia, before racing in the Sydney Hobart, which will form Race 5 of the 14-race global Clipper 2015-16 Race series.

The fleet will then race on to Airlie Beach in Queensland for Race 6, departing Hobart at 11am on 2 January. Sailing up the east coast of Australia to the azure waters of the Great Barrier Reef in far north Queensland, the fleet should arrive at Airlie Beach around 13 to 14 January where a series of welcome events are planned at Abell Point Marina during the stopover, including outrigger racing, an official prizegiving, an oyster festival and open boats for the public to come and view. Airlie Beach is also a changeover point for the global race where some 100 crew will leave the race and another 100 will join. The Whitsundays' region that is so popular with boaties is planning a huge send off for the Clipper fleet when they set sail on the long leg to Dan Nang, Vietnam and then on to China.

[www.clipperroundtheworld.com/australia](http://www.clipperroundtheworld.com/australia)



If you are not aboard a competing yacht for this year's SOLAS Big Boat Challenge (SBBC), or at least viewing from the water – or attending the post-party at the Cruising Yacht Club of Australia, you are missing out.

Introduced in 1994, lovers of yachting come out of the woodwork each year to catch up and mingle with some of the world's biggest names in yachting as well as Olympic medallists and world champions, after they have sparred in the SBBC on the Sydney Harbour course.

Last year, James Spithill and some of his Oracle Racing America's Cup crew received equal billing with *Comanche* owners Jim Clark and his Australian supermodel wife, Kristy Hinze-Clark along with their skipper, Ken Read.

This year it's on the cards that *Maserati's* Pierre Casiraghi (son of Caroline Princess of Hanover and the late Stefano Casiraghi), *Rambler 88* owner George David and former Australian cricket captain, Michael Clarke aboard *Perpetual Loyal*, will steal the limelight.

But the big question is, will *Comanche* finally roll 'The Oats', or will Bob Oatley's super maxi prevail?



## SOLAS BIG BOAT CHALLENGE

### Big boat battle

*The SOLAS Big Boat Challenge has taken on a life of its own, attracting the best big boats from the Sydney Hobart line-up, along with royalty and stars of sport and media, writes DI PEARSON.*

The 2014 edition was memorable. We witnessed the American super maxi's superior turn of speed as skipper Ken Read and crew cranked her up and overtook *Wild Oats XI*, but were not able to roll the Mark Richards-skipped *Wild Oats XI* with her many years of experience and a close-knit crew, whose team work was impeccable.

*Comanche* though, was so new that her race debut was at the SBBC itself. The 'aircraft carrier' returns in 2015 having set a new 24-hour monohull speed record in the 2015 Transatlantic Race, sailing 618.01 nautical miles, averaging 25.75 knots. She took line honours in the Rolex Fastnet Race and in all four races at the Maxi Yacht Rolex Cup too.

*Wild Oats* has been undercover at McConaghy receiving major hull surgery, so will be a virtually unknown quantity. The last one to beat her in this race was in 2009 when Neville Crichton's *Alfa Romeo* took line honours

from *Oats* in the 2009 Sydney Hobart.

In her favour, *Wild Oats XI* brings to the table a record eight line honours triumphs in the Rolex Sydney Hobart, including her 2005 launch year, when the defending line honours champion won the first of two triple crowns for line honours, record and overall honours. The second was in 2012 and still holds today.

Other likely starters are George David's much touted *Rambler 88*, fresh from her latest conquest – line honours in the Rolex Middle Sea Race, along with Anthony Bell's *Perpetual Loyal*, which displayed potential in the last two races, but came a cropper with gear problems.

Two well-named V70s will lock horns when Peter Harburg's *Black Jack* (named for Australian race car legend, Jack Brabham) and Giovanni Soldini's *Maserati* (named for the luxury sports cars) meet on the SBBC course for the first time.

*Black Jack* is the newer of the two. The former *Telefonica* won the first three legs of the 2011-2012 Volvo Ocean Race, but ultimately finished fourth overall. *Maserati* also finished the VOR fourth overall, but in the 2008-2009 edition, under the name *Ericsson 3*.

Harburg and crew have local knowledge and some great results, but in return, Italy's Soldini can claim thousands of sea miles sailed aboard this boat and single-handed races in other boats, inclusive of more than 40 transoceanic races, winning and breaking records along the way.

It is hoped that Jeremy Pilkington's RP78 *Lupa of London* and *Uxorious IV*, the Swan 62 owned by Colin Buffin, will arrive in time to stake their claim for Britain. The same can be said for the first Chinese entrant in the Rolex Sydney Hobart. *Ark323*, the Noahs Group's TP52, was sailing to Sydney after competing in the Hong Kong to Vietnam Race.

Joining other Australians in the fleet are Jim Cooney's *Brindabella*, winner of the inaugural Big Boat Challenge, Rupert Henry's JV62 *Chinese Whisper*, already a force to be reckoned with since landing in Australia this year; Ray Roberts' Far 55, *Hollywood Boulevard* and one or both of Matt Allen's *Ichi Bans* – a TP52 and Carkeek 60.

The SOLAS Big Boat Challenge starts at 12.30pm on Tuesday 15 December. It has been moved a week nearer to the Rolex Sydney Hobart to allow more international entries an opportunity to take part.

Contenders will sail a 14-nautical mile two-and-a-half-lap race. From the start at Steele Point, Vaucluse, the course takes in famous Sydney landmarks including Shark Island, Fort Denison, Mrs Macquarie's Chair, Manly and the Sydney Opera House, where the race ends.

Since 2007, the race has been named 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 over \$1.1 million and disbursed over \$900,000 to search and rescue organisations in every state of Australia and the ACT.

As in the past, members of the public are afforded the opportunity of being aboard a select number of competing boats via an eBay auction, with the proceeds going to the CYCA Safety of Life at Sea Trusts (SOLAS).

For all CYCA SOLAS Trusts information, including details of the eBay auction, visit the website. [www.cyca.com.au](http://www.cyca.com.au)

**IT'S TIGHT AT THE TOP**  
Above: *Comanche*, *Wild Oats XI* and *Perpetual Loyal* size each other up during last year's SOLAS Big Boat Challenge on Sydney Harbour. Opposite page top: Skipper Roger Hickman and crew aboard *Wild Rose* made the most of the conditions and went on to win the Newcastle Bass Island Race. Opposite page bottom: Airlie Beach's Abell Point Marina will host the Clipper fleet during their stopover in the Whitsundays.



### A Quiet Little Drink

The CYCA Youth Sailing Academy and 25 Hobart Award winners were recently recognised at the annual Quiet Little Drink. Yachties who in 2014 sailed in their 25th Hobart: Matt Allen, Adam Brown, Steve Grellis, Sean Langman, Phil Molony and Colin O'Connor. Youth Sailing Academy Representatives who sailed in their first Hobart: Nicola Bradley, Emma May, Evan Walker, Jaidan Stevens and Brett Dixon. This year also recognised ladies who have competed in 10 and 20 Hobarts: Anne Lawrence (10), Felicity Nelson (20) and Gail Harland (20).



### CYCA SOLAS Trusts Dinner

The 2015 CYCA SOLAS Trusts Dinner was held in the Freya and Morna Rooms at the CYCA on Friday 23 October with 150 guests enjoying an evening with Liesl Tesch. The silent auction on the evening raised \$30,000 for the Trusts to assist the immediate and needy family of those lost at sea during Yachting Australia sanctioned races, provide assistance to search and rescue organisations and foster research and training to improve procedures and equipment for use at sea.



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EXTREME SAILING SERIES

## Extreme Sailing's wild card

*It may indeed be the case that the talented all-Australian crew of 33 South Racing, skippered by Katie Spithill, won't be needing 'beginners luck' on their side as they take on the eighth and final Act of the Extreme Sailing Series™ on home waters, writes RENÉE BRACK.*

If skipper Katie Spithill and the 33 South Racing (33SR) wild card team win the Extreme Sailing Series™, it'll become one of the greatest victories in the event's history.

It's not because 33SR is a long shot for the prize. It's because this team is a genuine wild card with those special qualities that make the sailing community and the general public want to get down to Sydney Harbour and cheer them on to a win.

It's the first time an Extreme 40 team has been led by a female skipper since double Olympic gold medalist Shirley Robertson in 2009.

33SR is unique in that it has an all-Australian crew – every other team has a mix of nationalities.

Spithill is a world champion sailor with numerous awards and is a silver medal-winning match racer. She also

completed an ultra marathon this year.

"I have loved watching and following this series the last few years and was lucky enough to be part of the umpire team for the Sydney Act in December 2014. When 33 South approached me about skippering a team I jumped at the chance and started to lock in some core crewmembers."

Having highly-respected sailor Stacey Jackson also on board makes 33SR the only Extreme 40 with two women on the same team in the Extreme Sailing Series' nine-year history. Jackson finished her navigation around the world in the latest edition of the Volvo Ocean Race (VOR) and is ready to switch from open waters to the challenge of high-speed professional inshore racing.

While waiting for their Extreme 40 to clear Customs, the team worked on



**STAR SAILORS**  
Katie Spithill (above right) is pictured with VOR sailor Stacey Jackson and A-class world champion Steve Brewin.

the preparation they needed to do out of the water.

"We have all been going hard in the gym to make sure we are at peak physical fitness," said Spithill. "We are also spending a lot of time studying video footage of previous Acts to get a better understanding of the boats."

They won't have the opportunity to race in a fleet environment until the official practice day but they do have the chance to train as a team on their catamaran and get to know Sydney Harbour as an inshore racecourse for Act 8. They're aware that they don't have the fleet experience of other teams who are already competing against one another in Extreme Sailing Series Acts around the world, but what might be in 33SR's favour is the home-water advantage. Skipper Spithill and her team will know that stretch of harbour between the Opera House and Mrs Macquarie's Chair like their own backyard.

When the minister for trade, tourism and major events and minister for sport, Stuart Ayres, announced earlier this year that the New South Wales Government had secured the final stage of the Extreme Sailing Series, there was much excitement from the sporting community.

"The Extreme Sailing Series made its first Australian appearance in Sydney last year, and I am pleased the NSW Government has secured its return through our tourism and major events agency Destination NSW.

"Extreme Sailing is fast, competitive and entertaining, and with the breathtaking backdrop of Sydney Harbour it promises to be a thrill for spectators and competitors alike," Ayres said.

"The event is expected to attract more than 3,500 domestic and international visitors, with an estimated expenditure of almost \$4 million, which will provide yet another boost to the NSW visitor economy."

Sydney is the international sporting

### Event info



*Extreme Sailing Series™ Act 8 Sydney, presented by Land Rover*

Activities will include sailing demos by Elliot, Open BIC, SUP Ball and SUP Demo. The Land Rover Experience Zone will allow guests and the public to test the capabilities of the Land Rover vehicles. The prizegiving on Sunday 13 December will be open to all and a great chance to see the sailors up close.

**What to expect and daily event schedules:**  
[www.extremesailingseries.com/events/view/sydney](http://www.extremesailingseries.com/events/view/sydney)

**Where to go and how to get there:**  
[www.transportnsw.info](http://www.transportnsw.info) or call 131 500

**All about 33 South Racing and other competing teams:**  
[www.extremesailingseries.com/teams/view/33-south-racing](http://www.extremesailingseries.com/teams/view/33-south-racing)



and major events capital of Australia and the Extreme Sailing Series Sydney is a key event on the NSW calendar. Sydney has secured an impressive portfolio of sports events cementing New South Wales as the number one state for sport in Australia, according to Ayres.

Act 8 in Sydney is the big finale of this world-class event and even though a couple of teams such as The Wave, Muscat have dominated Series Acts so far, anything can happen on those final race days to help or hinder a team's chance of winning the major prize – the Perpetual Extreme Sailing Series Trophy. And Sydney's weather conditions of late may surprise even the most experienced and intuitive sailors.

When it comes to 333 South Racing's chances of winning, both Spithill and Jackson manage their expectations with modesty.

"We are a very inexperienced team in this class of racing," says Jackson. "We will be aiming at having a good

clean regatta with the least amount of mistakes possible."

Spithill adds, "the public can expect some extremely exciting fast-paced sprint races in a stadium-styled atmosphere on 40-foot catamarans – there's not much room for error."

Individual races are short-ranging – between 10 and 15 minutes – with every bit of the action in full view. It's easy to understand with one main rule – first to cross the finish line wins the race. There's also state-of-the-art SAP analytics and dynamic leaderboards capturing the latest race data and live streaming it to the website with expert commentary.

The Cruising Yacht Club of Australia at Rushcutters Bay is providing berthing for the Extreme 40 racers and will be a hot spot for de-briefings at the end of each day.

Everybody from sailing fanatics to sports lovers in general and the public are encouraged to come along and be part of the free event on the foreshore

**"Extreme Sailing is fast, competitive and entertaining, and with the breathtaking backdrop of Sydney Harbour it promises to be a thrill for spectators and competitors alike"**

of Sydney Harbour. The Race Village opens at 10am each day from December 10 to 13 at Mrs Macquarie's Chair with lots of sailing showcases and family activities including a driving experience zone provided by Series Main Partner Land Rover. There are plenty of public transport options to the main sites, for example: a ferry to Circular Quay then a picturesque walk through the Royal Botanic Gardens; a bus to the NSW Art Gallery or a train to St James station and a stroll along Prince Albert Road. If you prefer to drive, head for the Domain carpark.

Also known as the Formula One Of The Sea, the Extreme Sailing Series™ Act 8, Sydney presented by Land Rover offers the public a clean, green, thrilling spectator experience. It's a great opportunity to see sailing's elite compete for glory, many of whom are Olympiads, global champions and America's Cup winners.

Jackson is looking forward to the intense challenge. "The Extreme Sailing Series has always been an event to follow for me with spectacular sailing on extreme boats in amazing parts of the world. To join the event on 'our' Sydney Harbour will be a proud moment."

Spithill is excited to get the 33 South Racing team to the start line.

"With the evolution of multihulls being used in more events, this is a great opportunity to race in a world-class series against some of the world's best sailors. I can't wait for the first start gun to go off and represent our country on the amazing Sydney Harbour."

While the talented sailors of 33 South Racing may be the first all-Australian team to have their maiden race in the final Act of the Series, they may also have 'beginner's luck' on their side.

If skipper Katie Spithill is first across the finish line to claim a great win with her wild card team, there will be much jubilation and celebration at the CYCA and the Extreme Sailing Series Race Village well into the night. ⚓



ANDREA FRANCOLINI

#### Social:

Twitter handle: @exssLIVE  
Hashtag: #exss

#### Thursday 10 December

Media Day (Race Village Closed)  
11.30-12.00 Press Conference (open to media)  
13.30-14.00 Boat Parade  
14.00-17.00 Extreme 40 Racing  
17.00-17.30 Boat Check out Parade

#### Friday 11 December

10.00 Race Village Opens  
12.00-13.15 Elliot Match Racing (CYCA Youth Development Group)  
14.00-14.30 Extreme 40 Boat Parade  
14.30-17.30 Extreme 40 Racing Day 1  
17.30-18.30 Knock Out Challenge  
18.30-19.00 Boat Check out parade  
19.00 Race Village Closes

#### Saturday 12 December

10.00 Race Village Opens  
11.00-13.15 Extreme 40 Boat Parade  
14.00-17.00 Extreme 40 Racing Day 2  
17.00-18.00 Fringe events  
17.00-17.30 Boat Check out parade  
19.00 Race Village Closes

#### Sunday 13 December

10.00 Race Village Opens  
11.00-13.15 Fringe events  
13.30-14.00 Extreme 40 Boat Parade  
14.00-17.00 Extreme 40 Racing Day 3  
17.00-17.45 Fringe Events  
17.00-17.30 Boat Check out parade  
17.45-18.30 Prize Giving  
19.00 Race Village Closes

Extreme Sailing will be shown live on FoxSports



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The leading contenders in this year's Rolex Sydney Hobart Yacht Race fleet boast the strongest ocean racing pedigrees in the event's history.

The fleet of 110 in the Cruising Yacht Club of Australia's bluewater classic includes the winners of the latest editions of the Rolex Fastnet Race, the Transpac, the Transatlantic Race, the Hong Kong to Vietnam Race as well as the Rolex Sydney Hobart Race itself.

Among the yachtsmen and women are the America's Cup winning helmsman James Spithill, Italy's idolised, heroic singlehander Giovanni Soldini, an army of Volvo Ocean Race veterans aboard four super maxis and the highly fancied *Rambler 88*, George David's latest warhorse. And out of left field, former Australian cricket captain Michael Clarke.

Ken Read, who doubles as global president of North Sails, returns with the extraordinary 100-foot enlarged IMOCA 60 *Comanche* to lead the international assault on what has become *Wild Oats XI*'s stranglehold on the Rolex Sydney Hobart Yacht Race.

For his part, *Wild Oats XI*'s owner

# RACING RENAISSANCE

SAILING IS ENJOYING A TREMENDOUS REVIVAL AND NO RACE MORE THAN THE VOYAGE SOUTH TO HOBART, WHICH, COME BOXING DAY, WILL REVEAL THE WORLD'S BEST AS CREWS AND BOATS PREPARE FOR THE ACTION WITH NO SHORTAGE OF ONE-ON-ONE BATTLES, AS BRUCE MONTGOMERY DISCOVERS.

Bob Oatley, fears the threat from *Comanche* (owned by Jim Clark and Kristy Hinze-Clark), already the line honours winner of this year's Rolex Fastnet Race. Oatley has gone for the knife, ordering plastic surgery fore and aft on her hull to bring his 10-year-old super maxi up to date and in contention for her ninth Hobart line honours.

*Wild Oats XI*, *Comanche*, Syd

**STARTING SPECTACLE**  
The Sydney Hobart fleet as they start last year's race, and make the dash for Sydney Heads.

Fischer's *Ragamuffin 100* and Anthony Bell's *Perpetual LOYAL* are the 100-foot frontrunners but, given her record this year, *Rambler 88* should be towards the front of the pack as the fleet crosses Bass Strait and closes on the Tasmanian east coast following the Boxing Day start in Sydney.

The questions this race will answer are: Does *Comanche* have what it takes to beat *Wild Oats XI* when it gets the right conditions?

Will the reshaping of *Wild Oats XI*, now a grandfather's axe of a super maxi, give her a new lease on life or has it been in vain?

Don't expect the December 15 Big Boat Challenge to be an indicator. Ken Read says *Comanche* is a doubtful starter even though she will have arrived in Sydney. The lead-up race, he says, may be too early for his campaign to get its international crew into Sydney.

The highly respectable fleet of 110 starters includes 28 from overseas, the first entries from mainland China and the 12-boat Clipper fleet from the UK. They last sailed in the race in 2013. Also from the UK are Jeremy Pilkington's *Lupa of London* and Colin Buffin's *Uxorious IV*.





Rambler 88 will be a strong contender for corrected time honours together with entry *Courier du Leon*, now *Leon*, which won this year's Fastnet on corrected time. Australian hopes will be pinned on the three local super maxis for line honours, and for overall honours favourites are 2013 winner *Victoire* (Darryl Hodgkinson), *Black Jack* (Peter Harburg), *Chinese Whisper* (Rupert Henry) and last year's winner *Wild Rose* (Roger Hickman).

Among the NSW entries are *Brindabella* (Jim Cooney), *Celestial* (Sam Haynes), *Great Xpectations* (Rod Wills), *Komodo* (Andrew Butler) and *Quikpoint Azzurro*, the 34-year-old S&S 34 owned by Shane Kearns, which won the Land Rover Sydney Gold Coast Yacht Race in July. Tasmania has only two entries this year: Anthony Lyall's *Cougar II* and Rob Fischer's *Helsal 3*.

Does *Comanche* have what it takes to beat *Wild Oats XI* when it gets the right conditions? Will the reshaping of *Wild Oats XI*, now a grandfather's axe of a super maxi, give her a new lease on life?



**RAMBLE ON**  
From top: *Comanche*, with her beamy size, returns for a second shot at the winning title; *Rambler 88* and her top-level crew are also ready for a win.





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**TOP & TAIL**

Above: *Wild Oats XI* aims to make it a ninth line honours win this year, beating her own record of eight line honours wins. Right: Two metres were removed from the stern and two metres added to the bow of *Wild Oats XI*. The new design changes the overall configuration, sailplan and rig, though the mid-section remains much the same. There is a small modification to the DSS hydrofoil wing, the new bowsprit is longer and the downwind sail and Code Zero will be significantly larger.

After her eighth line honours win in the race last year, *Wild Oats XI* took her first foray into the northern hemisphere to take the fastest elapsed time in the Transpac Race from Los Angeles to Hawaii.

Oatley decided that on her return to Australia she would undergo a major makeover in a bid to continue her domination of the Hobart race. The Reichel-Pugh design was 10 years old. He decided to top and tail her: two metres removed from the stern and two metres added to the bow. The new design changes the overall configuration, sailplan and rig, though the mid-section remains much the same.

Bob's son, Sandy Oatley, oversaw the surgery at McConaghy's boatbuilding facility at Mona Vale on Sydney's northern beaches.

"Our goal is to take a decade-old, proven, all-round yacht and make her leaner, lighter and faster," says skipper Mark Richards.

The new design is a collaborative effort: Reichel-Pugh, Steve Quigley of One2Three Naval Architect,

Sandy Oatley, with Mark Richards among them.

The design underwent a complete naval architecture procedure, including computer design testing. The rudder, keel, daggerboards and mast step remain in the same location in the hull. There is a small modification to the DSS hydrofoil wing. The new bowsprit is longer. The basic sailplan (main and jib) remains the same, but the biggest downwind sail and Code Zero will be "significantly larger."

The Oatleys say research in the design phase point to increased buoyancy forward of the mast and extra lift from the hydrofoil that will make *Wild Oats XI* faster downwind.

She is scheduled to be sailing late November/early December. She will need it. This year in winning line honours in the Transatlantic Race from Newport to the Lizard, *Comanche* averaged more than 25 knots for a day and set a new 24-hour world record for monohull yachts of 618.01 nautical miles, virtually a Hobart race in one day.





"If we have 10 hours of light winds and head-on seas we would lose again," Read says. In other words, he feels they sailed to their best last year and were not holding back because it was a brand new boat. However, last year it took a crew of 24 to sail *Comanche*. This year it will be only 19 or 20.

"We've learned how to sail her with fewer people," Read says.

*Comanche* is designed by VPLP-Verdier, best known for its IMOCA (International Monohull Open Class Association) 60 designs. In reality, *Comanche* is a scaled-up version of the Open 60s that are seen in major solo and double-handed races such as the Vendee Globe and the Barcelona World Race. Hence, the aircraft carrier proportions of her transom.

*Comanche* retains the core crew that raced last year and who have won the three major races on her agenda this year. Spithill is the only one that has not sailed on her since the last Hobart race and he will be back aboard this year.

In May, *Comanche* won the Storm Trysail Club's 185-nautical mile Block Island Race from Stamford Yacht Club in Connecticut, down Long Island Sound, around Block Island in Rhode Island and back to Stamford, taking out line honours, race record and overall win.

In July, she set the fastest time for the Transatlantic Race from Newport Rhode Island to the Lizard: seven days, 11 hours, 35 minutes and 11 seconds, to beat *Rambler* by more than

**WAR PATH**  
From top: With her fierce dragon-decorated sail, *iQ Komodo* is a local NSW entry; International entry *Uxorious IV* is travelling from the UK to compete; Australian cricketer Michael Clarke will be a star act this year aboard *Perpetual Loyal*.



five hours. More significantly, she set that new 24-hour speed record for a monohull, reaching speeds into the mid-30s. This bettered the previous record of 596.6 nautical miles set by Torben Grael and the *Ericsson 4* VO70 crew during the 2008/9 Volvo Ocean Race. Two *Ericsson 4* crew, Tony Mutter and Ryan Godfrey, were sailing on board *Comanche* in the Transatlantic Race. They will be back aboard for the Hobart race as they were last year.

In August, *Comanche* was the fastest monohull finisher in the Rolex Fastnet Race, beating *Rambler* by just four minutes.

*Rambler 88* is George David's latest yacht of the same name (*Perpetual Loyal* is a previous *Rambler*).

Like *Wild Oats XI*, she has a side foil able to be deployed to leeward when off the wind helping to keep the bow out of the water and increase boat speed.





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in the Hong Kong to Vietnam Race and this year *Ragamuffin 100* set a new record after reaching speeds of more than 35 knots. Fischer was not aboard; David Witt was skipper.

The international Clipper Race fleet will once again compete in the race, 12 boats crewed by Corinthian sailors of 26 nationalities. Its founder, Sir Robin Knox-Johnston, will also race on one of two Clipper 68s taking part.

The Clipper fleet left London at the end of August and its arrival in Sydney from Albany represents the half-way mark of its race.

"There is a real buzz amongst our Clipper Race crew about racing with the world's best sailors again in one of the most famous offshore races. The crew will have sailed half way round the world in order to participate, and will be excited to pit themselves against the best competitors in the sport," Sir Robin said.

Her crew comes with America's Cup, Volvo Ocean Race and world championship experience.

"I don't think we could have a better group," *Rambler's* Mick Harvey says. "We would like to do well in the race, both for line honours and corrected time. We probably have a slight advantage on the corrected time race, as our handicap is favourable compared to the 100-footers.

"We are not focused on any particular boat to beat."

Both Read and Harvey believe that, while her major modifications are potentially risky, *Wild Oats XI* will still be the competition.

"They are a smart team and know their strengths and weaknesses, and I'm sure this will give *Oats* another dimension against the newer boats she may not have had before," Harvey says.

Michael Clarke is the headline act for Anthony Bell's maxi *Perpetual Loyal*. Clarke competed in his first ocean race aboard the boat in the Land Rover Sydney Gold Coast Race last year.

"I have to say it wasn't the most enjoyable few days of my life, in fact, I found it extremely tough," he confessed. That's a similar theme to that emanating from other celebrities on the boat in previous Hobart races. Inexplicably, they come back for more.

Syd Fischer's *Ragamuffin 100* returns to the Hobart race after another Asian success. In 2013 his *Ragamuffin 90* broke the race record



**FULLY FLEDGED**  
From top: Overall winner of the 2013 race, *Victoire*; Right: Seasoned ocean racer *Lupa of London* is coming from the UK to try her hand in adding Sydney Hobart silverware to her impressive Rolex race collection.





**ACTION PACKED**  
From top: Last year's overall winner *Wild Rose*, will race again; *Chinese Whisper* took line honours in the recent Newcastle Bass Island Yacht Race and will have another chance to show what she is made of in the Sydney Hobart; *Ark323* is the first ever entrant from mainland China.

race after a disastrous opening leg and, along the way, he captured the world's admiration by rescuing fellow competitor Isabelle Autissier, who had capsized in a remote part of the Southern Ocean, 1,900 nautical miles west of Cape Horn.

Three-time winner Roger Hickman returns to the race in his beloved Farr 43 *Wild Rose* with the recent 2015 Newcastle Bass Island Yacht Race win under his belt.

Other Hobart race entrants to shine in what was a difficult Newcastle Bass Island Race were Rupert Henry's JV62 *Chinese Whisper*, which took line honours with Michael Coxon skippering.

Finally and perhaps a portent of things to come, mainland China makes its debut in the race and there is a significant presence.

*Ark323* is a purely Chinese entry; a Chinese owner, crew and administrators. The yacht represents the Noahs Sailing Club in Shanghai, and is owned by Wilson Lee's Noahs Group.

Skippered by Robert Hielkema, *Ark323* is a TP52, formerly known under her previous identities of *Sled* and *Warpath*.

The Rolex Sydney Hobart Yacht Race starts on Boxing Day, December 26 at 1pm AEDT.

The start will be broadcast live on the Seven Network throughout Australia, webcast live to a global audience on Yahoo!7 and live streamed via mobile. ⚓



French sailor G ry Trentesaux is one of the most capped sailors from the Royal Ocean Racing Club. He won this year's Fastnet in *Courier du Leon*, now *Leon* at his 13th attempt.

*Leon*'s Fastnet win was extraordinary. She was over early at the start. In no wind and adverse tide it took her almost 40 minutes to return to recross the start line yet she went on to win the race by two hours and 20 minutes.

Trentesaux is a hard taskmaster. "I think we are very tough on the boat," he says. "If I ask them to hoist the spinnaker, then within five minutes we take it down and within five minutes we put it up – there are no questions..."

Giovanni Soldini brings the Volvo 70 *Maserati* to the race with her carbon mast, canting keel, water ballast tanks and canards. As a sailor, he is in the pantheon of the gods.

He won the 1998/99 Around Alone





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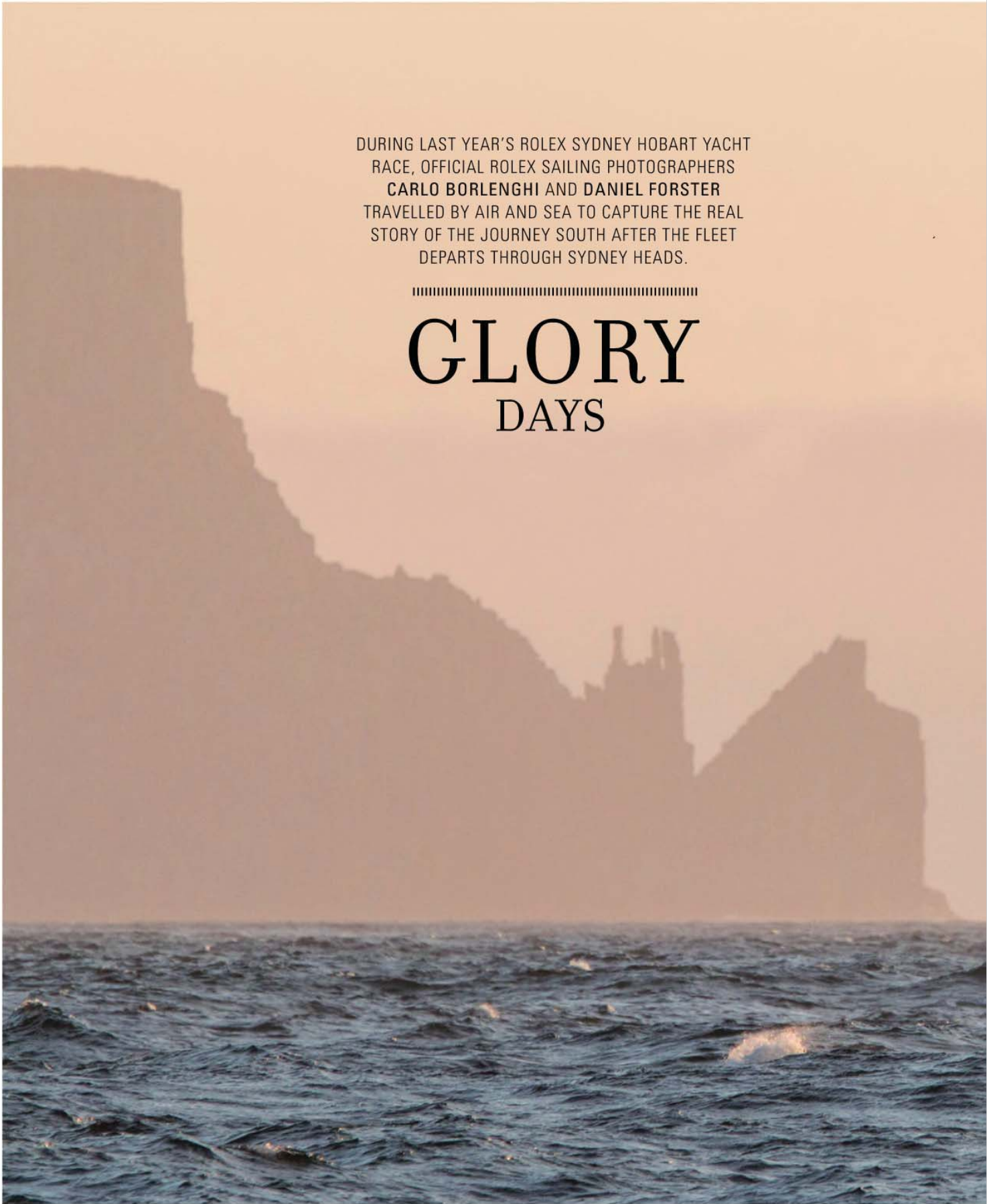
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DURING LAST YEAR'S ROLEX SYDNEY HOBART YACHT RACE, OFFICIAL ROLEX SAILING PHOTOGRAPHERS **CARLO BORLENGHI** AND **DANIEL FORSTER** TRAVELLED BY AIR AND SEA TO CAPTURE THE REAL STORY OF THE JOURNEY SOUTH AFTER THE FLEET DEPARTS THROUGH SYDNEY HEADS.



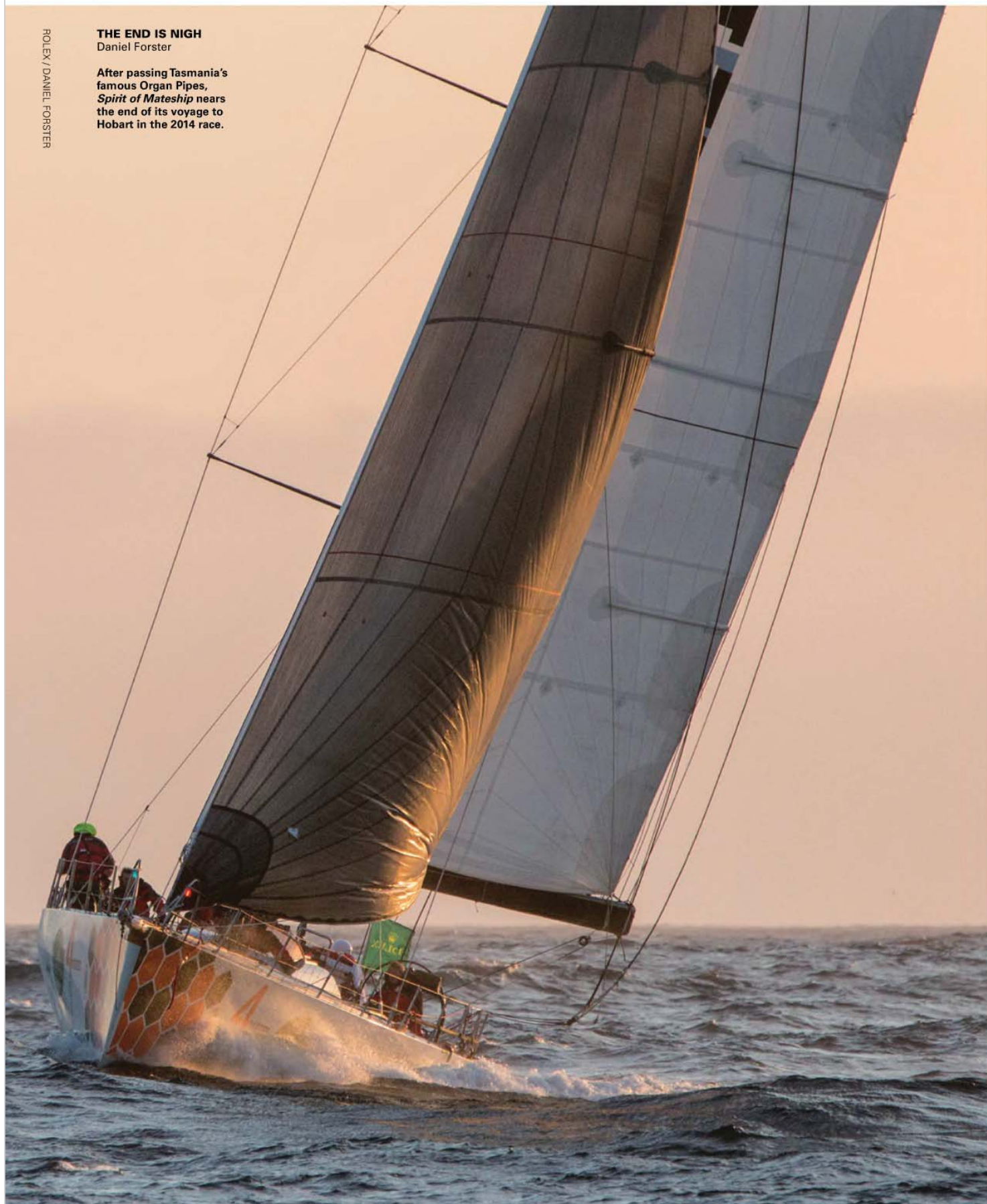
# GLORY DAYS



ROLEX / DANIEL FORSTER

**THE END IS NIGH**  
Daniel Forster

After passing Tasmania's famous Organ Pipes, *Spirit of Mateship* nears the end of its voyage to Hobart in the 2014 race.



LIKE A BIRD  
Daniel Forster

Soaring overhead, Forster follows *One Sails Racing* as she travels in full flight.





ROLEX / CARLO BORLENGHI



**PUSHING THROUGH**  
Carlo Borlenghi

Borlenghi gets in close to capture the crews as they take on Mother Earth.

ROLEX / DANIEL FORSTER



**POWER OF THE WIND**  
Daniel Forster

Forster shoots from a helicopter, capturing *Southern Excellence* as she makes gains during a good stretch on her journey to Hobart.



**HOME STRETCH**

Daniel Forster

**Above:** *Spirit of Mateship* heads past the Organ Pipes in Tasmania.

**Left:** *Patrice* makes a dash during a clear run.

**HEAD FIRST**  
Carlo Borlenghi

**Right:** Photographers and crews soldier on during Day 2 of the 2014 race.





**MAGIC WAND**  
Carlo Borlenghi

Borlenghi flies close to the crew of *Abraçadabra* as they brave the elements clad in wet weather gear during the 2014 Sydney Hobart.





**MIGHT AND MAIN**  
Carlo Borlenghi

Up close and personal for some serious team work.



**EARLY BIRD**  
Daniel Forster

The misty Organ Pipes set a majestic background as *Louise* sails close by during its home stretch on an early Tasmanian morning.



**SMOOTH SAILING**  
Daniel Forstner

A peaceful stretch for *Eleni* in last year's race as the sun goes down on the first day.







**LAST LIGHT**  
Daniel Forster

Above: Forster tracks many of the competing yachts closely to capture rarer moments such as this peaceful run before nightfall.



**FULL FRONTAL**  
Carlo Borlenghi

Left: A previous winner on corrected time, *Love & War* sees the end in sight in the 2014 race.  
Right: *Ocean Affinity* sails onwards despite rising swells.



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## COMANCHE 12358

To use an old idiom, *Comanche* (below) was the 'fly in the ointment' in the race last year, and although owners Jim Clark and Kristy Hinze-Clark along with skipper Ken Read said the boat would not be back this year, they changed their minds. The Rolex Sydney Hobart may have been the domain of *Wild Oats XI* up until now, but we have seen what *Comanche* is capable of.

*Comanche* left no doubt in anybody's mind as to her speed when she unfurled her massive spinnaker and ran for Sydney Heads last year. Brand new, with few miles on the water, and her only prior race the SOLAS Big Boat Challenge, *Comanche's* startling turn of speed, sailing almost on the edge of her hull, left everyone stunned. Even Mark Richards, microphoned up for Channel 7's live coverage of the start, could be clearly heard: "She's smoking – look at that thing go."



# YACHTS TO WATCH

IN A DYNAMIC FLEET THAT STRETCHES TO BOATS UP TO 100 FEET, DI PEARSON DISCOVERS SOME OF THE HOTTEST YACHTS TO KEEP AN EYE ON IN THIS YEAR'S SYDNEY HOBART.



Verdier Yacht Design and Vplp designed the American boat for fast broad reaching, so the 15-knot-plus south-easterly breeze on the Harbour was tailor-made.

On July 12, the wide *Comanche* dubbed the 'aircraft carrier,' set a new 24-hour monohull speed record in the 2015 Transatlantic Race, covering 618.01 nautical miles (10 miles short of the Sydney Hobart distance) averaging 25.75 knots. *Wild Oats'* record is 42 hours 23 minutes 12 seconds. However, the proof will be in the pudding in late December, when the two contest the same race, on the same ocean, in the same conditions.

In August, *Comanche* beat George David's new *Rambler 88* across the Rolex Fastnet finish line in Plymouth by four and a half minutes after a race-long battle in stop-start conditions of the race where becalm took on a double meaning. She then took line honours in all four races at the Maxi Yacht Rolex Cup.

# 100

FOOTERS

## WILD OATS XI AUS10001

*Wild Oats XI* (above) has her name on many records, including superseding *Morna/Kurrewa IV's* seven Sydney Hobart line honours victories by taking her eighth last year. The 'Silver Bullet' or 'Swiss Army Knife,' as Bob Oatley's boat is variously known, has also twice taken the treble of line honours, race record and overall honours – in 2005 and in 2012, when she finished the race in a record 1 day 18 hours, 23 minutes 12 seconds. She has only twice been beaten to the Rolex Sydney Hobart finish line since launching in 2005: by Neville Crichton's *Alfa Romeo* in 2009 and Anthony Bell's *Investec Loyal* in 2011.

*Wild Oats XI* is also the holder of the following race records: Sydney Gold Coast Open record (22 hours 3 minutes 46 seconds set in 2012), Cabbage Tree Island (12 hours 15 minutes 55 seconds set in 2012) and Port Hacking Bird Islet (10 hours 51 minutes 41 seconds set in 2013). Under the leadership of usual skipper, Mark Richards, the super maxi took line honours in the 2,225-nautical mile Transpac Race from Los Angeles to Honolulu in July this year.

When Bob and Sandy Oatley's family discovered *Comanche* was returning and George David's latest *Rambler 88* would join her, they took drastic but practical measures to make sure their 10-year-old would be on an even playing field with their near-new contemporaries. The boat

was cut in half and ferried by water to Sydney City Marine, craned out of the water and trucked to the McConaghy yard (the boat's original builder) in mid-September. A new, longer bow section was attached and two metres cut off the stern, necessitating reconfiguration of the sail plan and rig. Much of the design work for the new-look super maxi was done by the original designers, Reichel/Pugh in the USA. By extending the bow forward, the yacht will have considerably more buoyancy, a feature that design tests indicate will make her considerably faster. She will also be lighter.

"This is exciting," Mark Richards said when sharing the first chainsaw cut with owner, Bob Oatley. "I wasn't sure how I'd feel about it when we started. She will be an even better yacht when we have finished though. The more we cut, the better I felt."

Some wondered if such radical changes would disadvantage a crew learning to sail a different boat. Richards says not. "From a sailing point of view, nothing will have changed – that's the joy of it. We haven't changed any of the major components. The only difference will be a bigger jib and spinnakers," he said. A recreated yacht and a tight-knit, first-class crew will be ready to withstand any challengers. The 2015 Rolex Sydney Hobart will decide if they got it right.





### MASERATI ITA70

Giovani Soldini (below) is a household name in sailing worldwide. Italy's best loved yachtsman is mostly recognised for his round the world single-handed sailing successes and highly regarded as the best solo sailor ever. He is renowned for rescuing Isabelle Autissier in the 1998/99 Around Alone race, when her boat capsized approximately 1,900 miles west of Cape Horn. In 2000, the Italian received the legion d'honneur from French President Jacques Chirac for that rescue. In 2004, the President of the Republic, Carlo Azeglio Ciampi, appointed him Officer of the Order of Merit of the Italian Republic.

In 2013, Soldini and his crew sailed *Maserati* into the record books, shaving 10 days off the 13,225-nautical mile New York to San Francisco record, in 47 days 42 minutes. In January, the two set a new record in the Cape2Rio, the longest race between two southern hemisphere continents, covering the 3,300-nautical mile route from Cape Town to Rio in 10 days 11 hours 29 minutes 57 seconds, slashing more than two days off the previous time. In May they set a new Pacific Ocean record of 21 days, 19hrs 32mins 54secs for the 7,000nm route between San Francisco and Shanghai. They kept sailing, all the way to Australia, so have serious miles and a few records under their belts.

This will be Soldini and *Maserati*'s first Rolex Sydney Hobart. "It is a race at the highest level. We will have to deal with true racing yachts," says the Italian superstar, whose main aim is to capture race records with *Maserati*, which as *Ericsson 3*, finished fourth overall in the 2008/09 Volvo Ocean Race. The added attraction of this campaign (not that it needed one) is Pierre Casiraghi, son of Caroline Princess of Hanover and the late Stefano Casiraghi, who has already put in some miles on this boat and will sail his first Hobart.

# 60+

FOOTERS

### BLACK JACK 52570

Queenslander Peter Harburg is a well-known Australian car enthusiast, historic race driver and a committed yachtsman, who names his yachts for old friend, Jack Brabham. The boats are always fast, so live up to the late car racing legend's name. This *Black Jack* (above), which as *Telefonica* won the first three legs of the 2011-2012 Volvo Ocean Race, finished the 2013 Rolex Sydney Hobart fourth over the line, beating *Giacomo* (won the last VOR as *Groupama*). In 2014, *Black Jack* was fifth over the line, and not off the pace in terms of the super maxis, finishing just 13 minutes astern of *Ragamuffin 100* (third on line), and two minutes behind fourth-placed *RIO 100*, *Black Jack* has claimed line honours and top places in various races. Earlier in the year, she underwent modifications to improve her light weather performance and was second on line behind *Perpetual Loyal* and third overall in the light to moderate Land Rover Sydney Gold Coast Yacht Race. All of Harburg's yachts, skippered by Mark Bradford, have been quick and well-sailed.





## CHINESE WHISPER AUS13

This boat may well be the 'Loki' of the fleet. Built in 2009, this Judel/Vrolijk V62 is similar in size to the RP63 winner of the 2011 Rolex Sydney Hobart and the 2010/2011 Blue Water Pointscore. Before Rupert Henry purchased *Chinese Whisper* (below), she raced as *Jethou* and won the Maxi division at Palma Vela in 2012. She can also boast victories at Copa del Rey, Les Voiles de St. Tropez, the Maxi Rolex World Championship and Giraglia Rolex Cup. Henry bought the ultra-light carbon fibre-hulled, fully optimised yacht in Europe and she has lived up to the hype since hitting Australian waters in August, coming up trumps in her trio of races.

*Chinese Whisper* was second over the line to *Perpetual Loyal* and second overall in the Land Rover Sydney Gold Coast Yacht Race. Next she took line honours and third overall in the Flinders Islet Race and subsequently sailed to line honours in the Newcastle Bass Island Race. Henry can boast small boat, keel boat (Etchells) and offshore experience, including two Sydney Hobarts. The Sydney businessman has essentially chosen crew from long standing friends he has sailed with at the top level. 'Names' on the boat include Tom Braidwood, Peter Merrington and Spaniard, Rafa Trujillo, a triple Finn Olympian with a silver medal from the Athens Games.

## RAMBLER 88 USA25555

American technologies billionaire George David launched his latest *Rambler* (above) in December 2014. Christened *Rambler 88*, and designed by Juan Kouyoumdjian specifically for offshore speeding, she is an all-carbon all-canting boat with long daggerboards and a deep chine. Alongside *Comanche*, she is rated the most sophisticated boat in the Rolex Sydney Hobart fleet and has been blitzing the racing scene since hitting the water with a crew of yachting's finest, including the likes of Andrew Cape, Will McCarthy, Stu Bannatyne, Robbie Naismith and Joca Signorini.

In February, *Rambler 88* won Les Voiles de St-Barths and took line honours in the RORC Caribbean 600 (finishing four hours outside of the record David set with his *Rambler 100* in 2011), and capped of her efforts with third overall. Fast forward to May and the 2015 Transatlantic Race, where she was second on line to, and five hours behind, *Comanche*. *Rambler 88* repeated her performance in August's Rolex Fastnet Race, finishing a mere four minutes behind *Comanche*. David commented at the time that her radical side foils, which turbo-charge the boat's speed in 18-plus knots of wind, had been removed. *Rambler 88* took line honours in the Rolex Middle Sea Race in late October, but did not beat the treble of line and overall honours and race record of 1 day 23 hours 55 minutes and 3 seconds that David set with his previous 90-foot *Rambler* in 2007.

David is equally famous for *Rambler 100*'s capsize after her keel snapped off in the 2011 Rolex Fastnet Race. Fortunately all aboard were saved by *Speedboat*, which David had chartered and renamed. Anthony Bell purchased the yacht in 2013 and undertook its massive restructure, renaming it as *Loyal*. Bell returns with the boat and is among the line honours contenders in the 2015 Rolex Sydney Hobart. There are many serious line honours and overall winner contenders in the race this year, it will be riveting viewing. It is anyone's guess as to where *Rambler 88* fits in, in the scheme of things, taking into consideration *Chinese Whisper*, the V70's *Black Jack* and *Maserati*, and the Swan 62, *Uxorious IV*. As is well-documented, it's not always the newest boats with the gun crew that finish on top of the two podiums in this race.





### VICTOIRE AUS5299

Darryl Hodgkinson brings to the table his status of winning the 2013 Rolex Sydney Hobart Yacht Race, being named 2012 Ocean Racing Rookie of the Year and 2013 Ocean Racer of the Year, the latter after winning the 2012 Blue Water Pointscore, before purchasing this *Victoire* (above). He also claimed victory in the 2014 Gosford Lord Howe race. *Victoire* completed the 2014 Hobart 45th overall, but finished second in Division O – a real indication of what she is made of. It is an incredible experience to win the Hobart, but in Dr Darryl's case, it was even more so. He had only purchased the yacht a few months before the big race, stepping up from his successful Beneteau 45 of the same name, but a very different beast to the current Cookson 50. *Victoire* was an astute buy for the perfectionist plastic surgeon who won the Flinders Islet Race in September. Ray Roberts first owned the boat, then named *Evolution Racing* and sailed to a line and handicap double in the 2007 Sydney Gold Coast Race and then to second in Division O of the 2009 Sydney Hobart. Englishman Chris Bull bought her next and earned great Hobart results from the renamed *Jazz*; from second overall and first under ORCi in 2010, to fourth overall and first in IRC Division 0 in 2011 and fourth overall and third in division in 2012. Definitely one to watch.

### BALANCE 52002

Last year, Paul Clitheroe purchased the 2008 Rolex Sydney Hobart winning TP52 *Quest*, and on the brink of winning the CYCA's 2014 Blue Water Pointscore (BWPS), the renamed *Balance* (right) suffered a setback when 36th overall in the Rolex Sydney Hobart relegated her to second place in an unusually close series. In the lead-up, *Balance* was second in IRC Division 1 of the Land Rover Sydney Gold Coast Race and won the Cabbage Tree Island Race. She is doing well in this season's BWPS, finishing second in the Flinders Islet Race. Late in the Newcastle Bass Island Race, the smaller boats benefitted from some strong winds and the TP52 dropped to fourth. Clitheroe has a big job ahead of him, as this year's fleet is an exceptional one by any standards and there are an unprecedented 10 TP52's entered in the race. However it pans out, the money guru will use one of his well-worn expressions: "it is what it is."



### M3 AUS52

In September, West Australian Peter Hickson purchased the TP52 formerly known as *Calm*. Under that name, she was well-sailed by her Victorian syndicate, who bought the Rhode Island-built fourth generation Farr TP52 (which had been successfully competing on the European circuit) and took the line and handicap double in the 2009 Melbourne to Stanley Race. Her last Rolex Sydney Hobart was 2009, where she finished fifth overall, the best performed of the five TP52's that year. Hickson, who is a regular on the Western Australian racing scene, and one of two owners representing the Royal Freshwater Bay Yacht Club in the Rolex Sydney Hobart, raced her for the first time in September's George Law Memorial Foundation Race. With Brent Fowler installed as skipper of the boat, and in winds gusting 30 knots, they won the line and handicap double. Disappointment struck when the old main ripped early in the Fremantle to Geraldton Race, but despite it, or perhaps in spite of it, they finished third overall. Skipper, Fowler, is confident that with a new racing main from his Quantum loft, they will do the state proud.

50+  
FOOTERS

### HOLLYWOOD BOULEVARD AUS8899

Ray Roberts has bought and sold many yachts over a distinguished sailing career that includes representing Australia internationally, being named 2006 Ocean Racer of the Year, and completing 19 Sydney Hobarts. This Farr 55 is the ex-*Living Doll*, which Roberts bought in 2014 and raced to Hobart under the name *OneSails Racing* to 49th overall and 10th in Division 1, after colliding with a sunfish that took out one of the boat's twin rudders. After finishing the 2009 Hobart second in Division 0, with the yacht now racing as *Victoire*, Roberts left Australian waters to make his name on the Asian racing circuit. The Workforce International Group founder won all before him multiple times and was rewarded with the title of '2009-10 Asian Yachting Champion Skipper and Yacht of the Year,' before returning to the Australian scene in 2014. A recent change for the Farr 55 is the name '*Hollywood Boulevard*,' which re-emerges from previous campaigns and in a nod to Roberts' famed nickname of 'Hollywood,' as depicted on the boat's rear-end. As *Living Doll*, before Roberts purchased her, the boat contested four Hobarts and came close with second overall in 2011. But a series of breakages cost her dearly, which suited Roberts' purposes, as he had an eye for a good boat in need of some TLC. Steve McConaghy is in the tactician role again, and is a bonus on any boat wanting to win.





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## WILD ROSE 4343

Roger Hickman and his Farr 43, *Wild Rose*, (above) won the race last year on corrected time. The media, yachties and sailing fans loved it in equal measure: a 29-year-old smaller boat, its crew made up of amateur male and female crew, winning the race. It was the second time *Wild Rose* has won the race. Hickman, Bruce Foye and Lance Peckman sailed her to IOR victory in 1993, sharing the limelight with the IMS winner, *Cookoos Nest*. Earlier last year 'Hicko' won Division 2 of the NSW IRC Championship and Class C of the Australian IRC Championship and won the 2013 Blue Water Pointscore (his fifth time – two with *Wild Rose*). He was a finalist of the 2014 Australian Yachting Awards and was named 2014 CYCA Ocean Racer of the Year. *Wild Rose* finished fourth overall in the 2015 Sydney Gold Coast race, two weeks later finishing second overall in Division 2 at Airlie Beach Race Week and went on to win Division C at the Australian IRC Championship at Hamilton Island. Born and bred in Tasmania, but living in Sydney for years now, Hickman has sailed other owners' yachts to top results as well, most memorably helping Kevan Pearce win the 1991 Sydney Hobart. Hickman is widely regarded as one of the best offshore yachtsmen around, backed by 38 Sydney Hobart races and *Wild Rose* is considered the benchmark by many yacht crews. All of these ingredients make him a formidable opponent.

# 40+

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## FOOTERS

## CHUTZPAH R33

Bruce Taylor and his evergreen crew on *Chutzpah* (below) finished second overall in last year's Division 2, missing the overall win by just 39 minutes. Taylor has made 34 attempts to win the race and has scored a surprising tally of top places in the Hobart with six different *Chutzpahs*. He was fourth overall in 2003 when the IMS system was used to decide the winner, and was third overall under IRC, which became the deciding system in 2004. He was fourth overall in 2007 and fifth in 2013, with this latest *Chutzpah*, a Caprice 40. He also amassed 11 divisional wins and a host of divisional places. The low-key dentist from Victoria has not missed a Hobart race since 1986, when he took delivery of the first of six *Chutzpahs* – that's 29 straight from a total of 34 Hobart races. Most of his crew have achieved 25 Hobarts and more, or are nearing that milestone.



## MIDNIGHT RAMBLER 8338

Owners of the McConaghy Ker 40, *Midnight Rambler*, are Ed Psaltis, Bob Thomas and Michael Bencsik, who won the fatal 1998 Sydney Hobart, with Psaltis and Thomas' Hick 35, AFR *Midnight Rambler*. Psaltis is one of the best offshore skippers and helmsmen in Australia, experience earned by his 34 Sydney Hobarts. In last year's 628 nautical mile race south, *Midnight Rambler* finished 18th overall, not indicative of her usual good results. She finished second overall in the 2014 Gosford Lord Howe Island Yacht Race; 10th overall and won Division 2 in the 2014 Land Rover Gold Coast Yacht Race and finished second in Division 2 of the CYCA Trophy in December 2014 – which paints a truer picture. Psaltis and Thomas have won every major offshore race on the east coast and were twice named CYCA's joint Ocean Racers of the Year; in 1999 after winning the 1998 Hobart and 2007 after winning the 2006/07 Blue Water Pointscore.



## PATRICE 360

*Patrice* (above) is a McConaghy Ker 46 grand prix yacht named for his mother Patricia (as have all his and his father's yachts) and was christened by Tony Kirby in late 2013. She proved an impressive performer from the word go, finishing the Cabbage Tree Island Race in fourth place and won the SSORC regatta straight after. *Patrice* then placed second in Division 1 of the CYCA Trophy. Various modifications have taken place along the way to enhance her performance, and Kirby was thrilled to win IRC Division 1 overall at the 2014 Airlie Beach Race Week, claiming six races straight. *Patrice* placed ninth overall and won Division 1 of the 2014 Sydney Hobart. In March, she won Division 1 at the Sydney Harbour Regatta, then placed third in Division 1 at the NSW IRC Championship. Next she was seventh overall and won Division 1 in August's Sydney Gold Coast race and placed fourth overall in the 2015 Brisbane Keppel Race. Kirby has done well with previous *Patrice's* over a long yachting career, but this one is the jewel in the crown.







## AFTER MIDNIGHT 8778

After competing in five Sydney Hobarts each, Mark and Greg Tobin sailed their modified Farr 40 to fourth overall in last year's race. The brothers feel they had it in the bag until that capricious Derwent River flattened them with a 68-knot squall that drove the boat backwards in its ferocity, costing them the race. They went on this year to finish second overall in IRC and ORCi in the 2015 Brisbane Keppel race, so are on the up. *After Midnight* (above right) is a well set-up boat, courtesy of previous owners, Ed Psaltis and Bob Thomas. The two name their various boats *Midnight Rambler*, hence the twist on her latest name. Psaltis and Thomas modified the boat in 2004 and won the 2006/2007 Blue Water Point Score, the 2009 Gold Coast Race and Short Ocean Point Score with her. Given the right conditions again, the Tobins have her primed to fire.



## INDIAN AUS47

*Indian* (below) is the second West Australian boat from the Royal Freshwater Bay Yacht Club, which could be a real threat in this race. The Carkeek 47 by Premier Composites was launched in January 2014, but leased for the ORC Worlds in Germany. Owner Craig Carter eventually took delivery of the boat when it arrived at Woolwich in Sydney, where she was optimised for offshore sailing and hit the water last October. Enlisting the help of Paul Eldrid, a state, national and world champion sailor (and owner of OneSails in Perth), to helm the boat, *Indian* first tasted racing Aussie style in the Cabbage Tree Island Race and finished a credible ninth overall. It went on to finish fourth overall in the Bird Island



Race in December. The light grey boat finished the 2014 Hobart 38th overall and sixth in Division 1, a good result considering the top placings were filled with the smaller and older yachts in the fleet. In May, *Indian* took the line and handicap double in the 1440-nautical mile Fremantle Bali Race. She won line honours in the Fremantle to Geraldton Race in October, chipping 7 minutes off the 20-year-old record and finished second overall in the 220-nautical mile race. Carter has added Simon Minoprio, a noted Kiwi match racer with a lot of firsts on his resumé, to the crew for Hobart. Watch this space.

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## LEON FRA39337

Frenchman Gery Trentesaux sailed his 35-foot *Courier du Leon* (below) to victory in this year's Rolex Fastnet Race. The skipper had been trying for 13 years to win what is one of the world's classic ocean races and finally succeeded. His Jacques Valer-designed JPK 10.80 gave a hint of good things to come in the 608-nautical mile race from Cowes to Plymouth via the Fastnet Rock, when Trentesaux won the challenging 2015 Myth of Malham race, playing a difficult tide along the 229-nautical mile coastal race. The yachtsman also led a French team to victory in the 2006 Commodores' Cup and was in the French Admiral's Cup winning team back in 1991. An added string to the Frenchman's bow are his skills as a single-handed and one-design racer, not to mention his determination to win two of the greatest ocean classics consecutively.



## QUIKPOINT AZZURRO 3430

*Quikpoint Azzurro* (above) has been somewhat of a lucky charm for Shane Kearns, who by his own admission, has spent more than his fair share of time looking at the sterns of yachts through too many yacht races and years of ocean racing. But the whole story is a charming one, starting with Kearns finding the well-known 34-year-old S&S 34, *Shenandoah II*, nearly sinking in Queensland. He bought her on a credit card for \$23,000 and thought he would spend a little money doing her up. But the thousands kept adding up and when he finished, the boat was better than fully restored, including a couple of modern touches such as a Code Zero and a staysail.

Kearns had not had time to think about who would crew the boat, but putting the finishing touches to the boat, he attended his old skipper, John Walker's funeral last year. There he met up with many of his former crew mates, and they decided to make the race together in memory of Walker. They finished 33rd overall, seventh in Division 4, fourth in 30 Year and sixth in 20 Year Veterans. Fast forward to the 2015 Land Rover Sydney Gold Coast Yacht Race, with two of the largest boats in the fleet, *Chinese Whisper* and *Black Jack*, filling out second and third places behind her and prompting her owner to call her 'The Little Boat That Could.' Kearns maintains 'Gentleman John,' had a hand in their winning. By far the greatest thrill for Kearns in that race was beating the 2014 Rolex Sydney Hobart winner, Roger Hickman (*Wild Rose*) overall and in Division. The Sydney yachtsman says he would love to complete the mission by beating Hickman and winning this edition of the Hobart – and the Rolex timepiece that comes with that fame.



## ENCHANTRESS SA346

Still waters run deep and this unassuming 30-year-old Muirhead 11 from South Australia was not considered a serious threat last year, but showed her true colours when John Willoughby and crew sailed the boat to 19th overall, fourth in Division 4, third in the Veterans 30 Year and fourth in the Veterans 20 Year divisions. Part of the secret to their good result was sailing the long miles from the Royal South Australian Yacht Squadron to Sydney ahead of the race. They are repeating the experience again this year to prepare, and should the weather sway in favour of the smaller and/or older yachts, as they did last year, the *Enchantress* crew will take their chances. Owner of the Bay of Shoals Winery on Kangaroo Island, Willoughby won the 2010 Melbourne to Hobart Westcoaster race, the first South Australian yacht to do so since *Morning Hustler* in 1983. The South Australian's passion for sailing came from his father, who sailed on the famous *Nerida* with winemaker, Tom Hardy.

## CALIBRE 7777

*Calibre* (below) was jointly owned by Geoff Bonus and Richard Williams and contested mainly Sydney 38 One Design events and local regattas. Williams is now the sole owner, and following some favourable offshore results this season, will take *Calibre* for her first Hobart jaunt this year. Williams steered *Calibre* to sixth overall in the Land Rover Sydney Gold Coast Yacht Race after finishing the 2015 Land Rover Winter Series third overall, when she outsailed five of the six other Sydney 38's and eight other boats in the division. The Sydneysider was pleased to end October's Newcastle Bass Island Race in second overall, and is looking forward to the 628-nautical mile challenge ahead. A good benchmark for *Calibre* will be *TSA Management*, Tony Levett's solid performer, which has previously won the Sydney 38 division and scored divisional placings in the race.



# 30+

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Some Boxing Day 2015, 110 yachts will take their marks for what has become a Bucket List event for sailors from all continents and all walks of life.

CYCA Commodore, John Cameron said this year's fleet is large and eclectic, testament to the global appeal of the other race that stops the nation over the unpredictable summer season.

"We are witnessing a resurgence of the best sport in the world, which is verified by the statistics of 110 entries, including 28 from around the globe and six women skippers," said Cameron.

"The strength of the field is phenomenal. Four super maxis, *Rambler 88* and the Volvo 70s at the pointy end and strong contenders for the Tattersall's Cup, with last year's winner, *Wild Rose*, there to keep the fleet honest. And the 12-strong Clipper fleet will bring the same colourful spectacle to the race as it did in 2013."

In terms of international entries, the UK can boast the largest numbers with 17, while mainland China comes to the race for the first time with two full Chinese crews; one whose base is Sanya, the other from Shenzhen. Other entries represent Italy, Switzerland, Japan, the Netherlands, Germany, Russia, Belgium and the US.

At 76, Sir Robin Knox-Johnston will lead the Clipper yachts joining the fleet this year.

The Clipper fleet will compete in the Australian offshore classic for the second time as part of its 40,000-nautical mile circumnavigation, and will once again have its own Clipper Race class.

Knox-Johnston, founder of the world's longest ocean race and the first man to sail solo, nonstop round the world in 1968/9, will also race on one of two Clipper 68 Events yachts taking part.

"There is a real buzz amongst our Clipper Race crew about racing with the world's best sailors again in one of the most famous offshore races," he said. "The event was one of the highlights of the entire circumnavigation when we first competed in 2013, and we are very excited to be coming back to compete again."

Among the Clipper Race competitors will be Sydney skipper Wendy Tuck, the first Australian female skipper in the history of the Clipper Race, who is leading the *Da Nang - Viet Nam* entry. It will be her ninth RSHYR.

There are six female skippers in



# BRAVE HEARTS

SAILING LEGENDS, OLYMPIC MEDALLISTS, VOLVO VETERANS, KNIGHTS, CHEVALIERS AND WEEKEND WARRIORS COMPRISE THIS YEAR'S BATCH OF SKIPPERS IN THE 71ST ROLEX SYDNEY HOBART YACHT RACE, EACH AS PASSIONATE AS THE NEXT ABOUT COMPETITIVE RACING AND CAMARADERIE IN THE INFAMOUS BLUEWATER RACE. JENI BONE TRACKED THEM DOWN, FIRST-TIMERS AND OLD SALTS ALIKE, AND TRIED TO FATHOM THE ALLURE OF THIS ICONIC EVENT.

**"It's a true, all-round test of yacht and crew: light winds and strong, upwind and down, smooth seas and massive, the course itself comprises just about everything imaginable: it's part coastal, part open water (Bass Strait) and then you have Storm Bay and the finish in the Derwent River to contend with"**

Mark Richards, *Wild Oats XI*

the fleet, including boat owners Stephanie Kerin (*Dekadence*), in her first RSHYR, and Sibby Ilzhofer (*Dare Devil*), last year's winner of the Jane Tate Memorial Trophy, awarded to the first female skipper to finish the race each year.

The US is sending two of the world's most technically advanced yachts: *Comanche* and *Rambler 88*. *Comanche* owners, Jim Clark and his Australian wife Kristy Hinze-Clark, announced their intentions earlier in the year, eager to claim line honours this time after coming runner-up in the 70th edition.

George David was among the final entries this year, confirming the substantial presence of his much-lauded, Juan Kouyoumdjian-designed canting *Rambler 88* for what will be his first Sydney-Hobart. Crewed by some of the world's finest offshore and America's Cup sailors, this year alone the yacht has won Les Voiles de St-Barths, claimed line honours in the RORC Caribbean 600 (just four hours behind the 2011 record set by David with *Rambler 100*).

In May, *Rambler 88* was second on line and five hours behind the victor, Hodgdon-designed 100-foot *Comanche*, in the Transatlantic Race, and just four minutes behind her in the Rolex Fastnet Race in August.

Another iconic boat, *Maserati* is helmed by an equally larger-than-life skipper, the highly-decorated (Legion d'honneur and Officer of the Order of Merit of the Italian Republic) and famous single-handed sailor, Giovanni Soldini. Having sailed over 100,000 miles, generally in single-handed classes, Soldini and a crew recently sailed *Maserati* into the record books, cutting 10 days off the New York to San Francisco record, and setting a new record in the Cape2Rio race. In May they set a new Pacific Ocean record for the route between San Francisco and Shanghai and kept sailing, all the way to Australia.

The 2015 Rolex Fastnet Race winner, *Courrier du Leon*, now simply *Leon*, Gery Trentesaux's 35-footer, will be among the line-up, as will Shane Kearns' 2015 Land Rover Sydney Gold Coast winner, *Quikpoint Azzurro*, a 34-year-old S&S 34.

Australia's most successful supermaxi, race record holder and defending Line Honours champion, *Wild Oats XI*, has undergone massive modifications to keep pace with the newer rivals, such as *Comanche*, dubbed the "aircraft carrier" because it is almost double the width of *Wild Oats XI*.

Other familiar faces include Syd





Fischer and *Ragamuffin 100*, Anthony Bell on *Perpetual Loyal* and Peter Harburg's *Black Jack*.

"All in all, we are all looking forward to a very exciting event, with adrenaline pumping from the start on Boxing Day, to the last yacht finishing in the Derwent River," said commodore John Cameron summing up the sentiment of fanatics and fans the world over.

#### SKIPPER IN FOCUS

Mark "Ricko" Richards has 13 Sydney Hobarts under his belt, 10 of them as skipper of *Wild Oats XI*.

Describing the race as a "true, all-round test of yacht and crew: light winds and strong, upwind and down, smooth seas and massive, the course itself comprises just about everything imaginable: it's part coastal, part open water (Bass Strait) and then you have Storm Bay and the finish in the Derwent River to contend with."

Richards says the recent modifications will improve the yacht's all-round performance. "*WOXI* is designed as an all-round racer, not a one-way yacht. We believe that by extending the bow and gaining considerably more buoyancy forward she will be faster on all points of sailing.

"The race is tactically challenging in every sense. To do well, you generally need an all-round yacht, and a crew that is quick to adapt to changing conditions and circumstance."

The allure of the Sydney Hobart is as sharp today as when he undertook his first. "It's an adrenalin-charged experience from start to finish. You have the spectacle of the start, the race south, then the excitement of the finish in Hobart. There's no race in the world to compare with it."

With his eye on the other super maxis and *Rambler 88*, Richards believes his crew has the stuff to take out another line honours. "It's a yacht race where you are confronted by a myriad of 'variables'! But, if things go our way then we should be near or at the front. Our crew this year will be essentially the same as last year. Some have been with me since *Wild Oats XI* was launched in 2005. Everyone knows the boat and their tasks. That makes my job easier."

Of course, to ensure good fortune, Richards will have on board owner, Bob Oatley's walking stick, known as the 'Voodoo stick.' "He presents it to us before the start each year. It's his favourite walking stick: it has a model of *Wild Oats XI*'s hull as the handle."

Among the challengers, Anthony



Bell's *Perpetual Loyal* is well positioned to put up a great fight this year, having come off the back of taking line honours in the 2015 Land Rover Sydney Gold Coast Yacht Race in July, and still savouring the taste of victory in the 2011 Sydney Hobart.

For his part, Bell has undertaken five editions of the RSHYR, with a second in 2010 and 2013.

Bell's prime focus, apart from the accolades and prestige, is the donations to his charity, the Loyal Foundation, raising funds for charities such as the Humpty Dumpty Foundation, which provides children's medical equipment to Australian hospitals. "After that, the challenge and camaraderie" are fundamental to the race's appeal.

"It's the race that has everything: toughness, strategy, testing endurance and stamina. We have a great crew, Michael Coxon as tactician, Adrienne Cahallan as navigator and Tom Slingsby as strategist join Black Joe (Akacich) and I in the leadership group. Then there are guys like John Flannery and Peter Calligeros who amplify everything *Loyal* is about."

This year, *Perpetual Loyal* has also enjoyed a revamp, with a complete change of the fin and the keel, which served them well in their win in the Sydney to Gold Coast race.

**"It's the race that has everything: toughness, strategy, testing endurance and stamina"**

Anthony Bell,  
*Perpetual Loyal*

**EYES ON THE PRIZE**  
Skipper Anthony Bell of *Perpetual Loyal* has upgraded the boat with a new fin and keel.

Bell admits the field this year is exceptional strong, but is confident they will be in the mix. "No lucky charms, but we will be copying everything we did in 2011!"

Past CYCA commodore and current president of Yachting Australia, Matt Allen, is owner and skipper of *Ichi Ban*. With 25 Sydney Hobarts to his credit and title of overall winner in 1983, Allen has two boats in the running – a TP52 and a Carkeek 60-footer – and will decide which to enter depending on conditions.

Allen says the RSHYR is an integral part of Australian heritage as "an organised cruise that turned into a race that turned into an icon."

"The allure of the race is that it's a wonderful Australian sporting tradition, like the Melbourne Cup or the AFL Grand Final. Half a million people line the harbour foreshores and millions more watch the start on TV. It's a great time of year and Sydney Harbour is the perfect amphitheatre for a beautiful spectacle. Compared to other great ocean races, you have a magnificent start and equally picturesque finish."

Joining Allen on board either *Ichi Ban* this year will be Gordon McGuire as sailing master, who has done "20 or so" Sydney Hobarts as well as five editions of the Volvo Ocean Race; Anthony Merrington as watch captain, Craig Garnett as bow and Tim Sellers as boat captain.

"It's a great tactical race. The challenge is pushing yourself and your boat as hard as you can without breaking the crew or the boat."

The hardest part of the Sydney Hobart, according to Allen is "at three or five o'clock in the morning, heading into a southerly, on no sleep."

"That's when you start to feel it. You have to keep mentally alert and keep functioning. It usually happens at the beginning or the end of the race, but not both."

Allen rates their chances this year, and given the right conditions and choices along the way, believes they have the boat and the crew to do it. "It's a difficult race to win. Whichever boat we go in, we have two of the best boats and crews in Australia. My aim is to arrive in one piece, win our division or the overall win. Basically, you plan to beat the boats your size, then cross your fingers!"

Roger Hickman, owner and skipper of *Wild Rose*, the 30-year-old ex-*Wild Oats*, overall winner of the 2014 Rolex Sydney Hobart Yacht Race among numerous other victories, will be competing in his 39th



edition, 26 as skipper.

Hickman says just finishing the race is an achievement in itself, but adds there's nothing better than holding a trophy aloft. "Podium finishes are always a bonus and it can't get better than the one you remember last, which for the *Wild Rose* was to win the handicap honours almost 30 years after her launch. Then there was the Tattersall's Cup win in 1993, which was very special as it was *Wild Oats*' first win. The win in 2000 on *Ausmaid* was also a highlight as it was deemed a very competitive fleet."

Despite the hazards and challenges, such as "No wind, too much wind, have we made the right tactical decisions?" Hickman states that all these concerns vanish by the end of the race.

"The very best features of this race can be perceived as the worst aspects while enduring them. At the end of the day we are so privileged to compete in such a magnificent sport, see the amazing coast line and share experiences with our fellow crew and competitors, that it is not long before we forget the hard times and look forward to the next race."

The crew on *Wild Rose* is much the same as last year, with one change. Hickman says his crew's depth of experience – 136 Sydney Hobarts on board – gives them an added edge.

"We are all amateurs from a variety of different day jobs. This brings very different strengths and experiences and that is what makes team work so important. If one was to name a few, Peter Inchbold is 2IC and offers enormous knowledge, both in this race and all sailing aspects. Jennifer Wells has gained a lot of experience in the art of navigating and understanding the complexities of this race south and can offer very good tactical knowledge."

While Hickman and crew won't observe any special rituals or carry lucky charms on *Wild Rose*, bananas are banned and they always take time to remember passed friends and loved ones.

"For me, it will be strange to get to Hobart again this year without my mother Leslie welcoming us in – she missed our arrival last year. It is wonderful to know that we are sailing our hardest for the people back on shore cheering us towards the finish line. We know there are serious Yacht Tracker addicts following every moment!"

Preparation is crucial, and *Wild Rose* is prepared, he assures us. "We believe that we have done as much



as we possibly can for the boat and crew and our main challenge is to win Division 4. If we can achieve that, then we are allowed to dream further of a possible podium finish in the overall standings. There is certainly no law against dreaming and so, dream we shall!"

One of the race's and indeed sailing's perennial talents, Syd Fischer OBE is indivisible from Team *Ragamuffin* and is coming up to his 47th race.

His first Hobart race was in 1962 aboard *Malohi*, finishing fifth from 42 starters. In 2013, Syd equalled John Walker's record for the oldest competitor in the Sydney Hobart race at age 86.

Fischer says the Sydney Hobart "is renowned as the toughest Category 1 race in the world given the stretch of water we sail through known as the Bass Strait," ranking among his favourites alongside the Hong Kong to Vietnam Race, the Rolex China Sea Race and the Fastnet Race.

Not one to gush, Fischer says he keeps coming back each year "because I can't think of anything better to do on Boxing Day!" But he is realistic about the challenges that keep it interesting: "the sea state, variable wind conditions and pushing the crew."

The one-year-old *Ragamuffin 100* will be crewed by Fischer's long-

**"It's a great time of year and Sydney Harbour is the perfect amphitheatre for a beautiful spectacle. Compared to other great ocean races, you have a magnificent start and equally picturesque finish"**

Matt Allen, *Ichi Ban*

**IN IT TO WIN IT**  
Skipper Matt Allen of *Ichi Ban* has clocked 25 Hobarts to his name so far.

time sailing master, David Witt, who will notch up 21 Hobart races, Matt Humphries as watch captain, Andrew Crowe and Vanessa Dudley, to name just a few.

In a special turn of events, lining up for his second RSHYR and first as skipper of *Ragamuffin 52* is Fischer's grandson, Brenton Fischer, general manager at Sydney City Marine.

The baby of the fleet, *Ragamuffin 52* is a modified TP52 built in 2005. Her most recent win was the Pittwater to Coffs Harbour race in January 2014.

Fischer says that while it's a lot smaller, older and slower than the Dovell-designed 100, he and his crew "are in it to win it."

"We have a new deck, new sails – we gave it the complete berth day! We have a good, experienced crew. Grant Warrington from *Wild Thing* is sailing with us. It will be tough and we will feel every mile, but I'm looking forward to it. I was spoilt last year with a smooth ride on the 100, but it was quick! We were doing 20 knots upwind."

Fischer believes both "Rags" rate well and if all planets align, they could even arrive in Hobart toasting an historic, headline-stealing line honours and handicap win.

Another stalwart of the Sydney Hobart, *Brindabella*, is back again for another year.

*Brindabella* held the open and conventionally ballasted race record for 13 years until it was broken by *Wild Oats XI* and *Loki* 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 bought *Brindabella* in 2010 and this year, will undertake his sixth Sydney Hobart as owner/skipper. It's a family affair for Cooney, and significant for the number of Rugby luminaries on board. As he explains: "My daughter Julia will compete in her first Sydney Hobart, along with my nephew Paddy Ryan who's a Wallaby and NSW Waratah, and my cousin Dr Nick Ryan, Paddy's father. In addition, we have another Waratah in Jeremy Tilse, plus a few race veterans like Lindsay May (42 races, three wins), Bill Sykes (26), Bradshaw Kellet (21)."

According to Cooney, the challenges that make the race unique are the sheer distance and unpredictable conditions. "It's a race for the





dedicated in many ways, and every race is different. Then there's the significant challenge of Bass Strait, which makes it an achievement just to conquer that element of the race.

"Overall the race is very rewarding and *Brindabella* is a great Hobart boat – strong and reliable. It would be a shame to see her sitting at the dock on Boxing Day."

Despite the complexities of the IRC handicapping, which Cooney points out are unfavourable for IMS boats like *Brindabella*, he believes if things go their way, they're in with a chance.

"Boats older and younger than *Brindabella* can rate reasonably well, but we are caught in the middle. But we have a reasonable chance at the top five if there is consistent and strong breeze. *Brindabella* is built to take the rough stuff and she can be pressed hard while the lighter boats are thinking about breakages."

Cooney and his crew are not believers in totems or charms, content to make their own luck. "Staying alert for 60 hours makes the luck," he quips.

Sam Haynes is the owner/skipper of *Celestial*. Having done five Sydney Hobarts, he is looking forward to this edition with a thoroughly revamped yacht.

"I have had a few different yachts. The current *Celestial* is a TP52, ex-*Wot Now* and *Shogun*. My previous boat was also *Celestial*, a Rogers 46. I won last year's Bluewater Point Score with that yacht. I bought this yacht in April and have done a lot to her. We have a new sail wardrobe, repainted the boat – looks a glamour – refaired



**"The very best features of this race can be perceived as the worst aspects while enduring them. At the end of the day we are so privileged to compete in such a magnificent sport, see the amazing coast line and share experiences with our fellow crew and competitors, that it is not long before we forget the hard times and look forward to the next race"**

Roger Hickman, *Wild Rose*

and painted below waterline, which will add performance, installed new deck grip and a lot of new upgraded running rigging as well as various improvements to on-deck management of ropes and so forth. It goes on, but currently the yacht is in good order."

Haynes has a strong record of achievements in various offshore events, including third overall in the 2013 RSHYR, first in the Bluewater Point Score in IRC, ORCI and PHS 2014; a winner of all handicaps in the Sydney Gold Coast Yacht Race 2014 and State IRC Champion 2013. "And we won the Bird Island Race three years running."

For him, the Hobart stands alone for its iconic start and the fact that it's anybody's race.

"It's a race where you get the most changeable conditions and there it's not over until it's over. The fleet that turns up is always the best and you know that everyone has been preparing and training for this race. Then there is the start: Boxing day, on Sydney Harbour – pretty hard to beat! Finishing in Hobart and having a New Year's Eve party on the deck of the yacht as a celebration. The crowds and media are great.

"The race is the toughest we have and you have to be ready for any and all conditions. Just doing the race is a commitment. Getting results is something of which the crew and I can be proud."

Not daunted by the many obstacles to mounting a team, Haynes says it's all worth it at the finish.

"Boat preparation and training are the main challenges, and the costs involved – it's an expensive exercise. Last, but not least is the demand on family who have this race hanging over Christmas day and the holidays. My kids do love being down in Hobart for the finish, and my eldest son sails with me as well, but not in the Sydney Hobart as he is only 17 years old.

"He was on board when we won the Gold Coast race, and at 16, he was the youngest winning crew ever, apparently. He has delivered the yacht back from Tasmania. So we do look forward to being in Hobart as well as the race, but it is still hard on everyone around Christmas."

*Celestial* will have about 75 percent of the crew from previous years and some new faces, but key crew are the same. "Just to name a few, there is Ben DeCoster from Hoods Sails who has been with me for years and is a key person on the boat. Kevin Clarkson is the boat captain, Colin Janes is



**TEAM EFFORT**  
Skipper Jim Cooney with crew and family on *Brindabella*.





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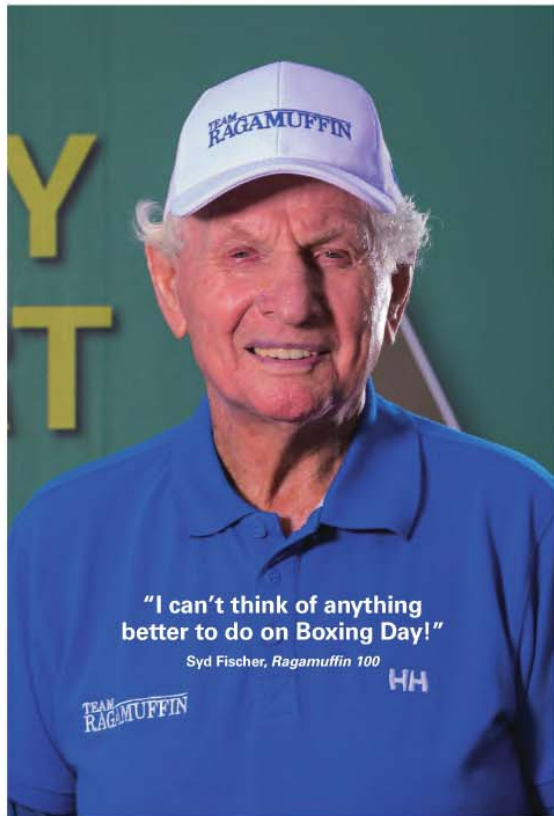
downwind trim, the navigator in James Walker, who has only just joined us but will be a big asset to us. Tim Davis is the tactician and has sailed with me a fair bit over the years. Geoff Beauchop is the main trim. I think this could be his 20th Hobart."

While he is not at all superstitious, Haynes says there are some race rules: "No bananas, no crew photos on the back of the boat at the dock, no rating of chances, no pointing out other boats' mistakes or bad luck. But otherwise no, no charms or traditions!"

RP 78 *Lupa of London* is helmed by Daniel Stump from the Isle of Wight, appearing in his first RSHYR. Stump has been cruising and competing on the international circuit for 15 years, nine of those on *Lupa*.

"*Lupa* has been racing competitively since 2012 and it has been amazing! We have worked hard at making her as competitive as possible. After all, she is 15 years old and you can see from our results, she is still going strong."

Stump is referring to an impressive list of achievements, most notably: first Overall Class Maxi 2 at Les Voiles de St Barth, line honours and first in IRC Overall at the RORC Transat



"I can't think of anything better to do on Boxing Day!"

Syd Fischer, *Ragamuffin 100*

Race 2014, first in class Racer/Cruiser at Rolex Maxi World Sardinia 2014, first in Combined Class IRC 0 at the Giraglia Rolex Cup 2014, and first in class Racer/Cruiser at the Rolex Maxi World Sardinia 2013.

Competing in the Sydney Hobart is "a dream come true," he affirms. "For all of us, and we are thankful to our boss to allow us the opportunity to be here to compete. It is the toughest race we have entered for sure, and it will be a defining moment for *Lupa* and the team."

Stump is not looking forward to Bass Strait, which is the stuff of legend in the offshore sailing fraternity.

"But we have a great team of professional sailors who have sailed together for a while now, including Laurent Pages and Robert Salthouse. We have added sails specifically for this race. If we sail well and have the right conditions, we should have a good race. But we are sailing against veteran Hobart sailors who know this race inside out."

Another first-timer and one of six female skippers in the race, Stephanie Kerin, is sharing the helm of *Dekadence* with her husband Stephen.

# SOLARIS, 40 YEARS EXPE

## FROM BIG TO SMALL WITH THE SAME QUALITY

Solaris is one of the few boatyards that can boast over forty years experience in the design and construction of big sailing yachts. Today Solaris is the only yard that applies the quality and the specific know how of the bigger one-off yachts to a range of smaller production boats from 37 to 60ft where reliability, strength, stiffness and top build quality combine to create performance, easy handling and comfort at sea. The design and construction solutions comply with the same strict requirements necessary for the ocean maxi-yachts where the construction complexity and the planning and definition of the systems call for much higher expertise and specific experience. This is obtained by using one material only (fiberglass), avoiding filler and silicone in the five key points: 50 mm composite main bulkhead resin

bonded to the hull and most importantly of all to the deck; composite chainplates (instead of steel) vacuum bonded with 48 layers of uni- and bidirectional fibres; longitudinal, transverse and side girders are not an inner moulding construction, but are fully laminated and resin bonded to the hull; keel attachment provided with a 50 mm stainless steel AISI 316 mounting flange connected to the hull by means of no. 12 stainless steel bolts measuring a diameter of at least 30mm. Moreover, while the mass-production boatyards start with small boats and over time grow in size, Solaris is driven by its big yachts DNA which is reproduced in the smaller models its «historical wisdom». This is the uniqueness of Solaris. A uniqueness that other yards, even if they wished, can not and will not be able to replicate.





both of whom grew up in Hobart and have vivid memories of watching the fleet straggle in over many days.

"I sailed at school and always enjoyed it. My dad, Lionel Boyle, did a couple of Sydney Hobarts, and it's always been on our Bucket List," she says. "Dad's supportive, but he keeps saying 'are you sure?' He knows we're in for a rough time."

Like true bluewater sailors, Stephanie has no fear of what lies ahead. "I'm not worried. I'm aware of what can happen at sea, but we will wait and see and respond when the time comes."

Stephanie and her husband, Stephen, have owned *Dekadence* for nearly three years and in that time, have competed in the Brisbane to Keppel, Brisbane to Gladstone, and Airlie Beach and Hamilton Island Race Weeks.

"We're both from rowing backgrounds and have been sailing for five years, so it's still quite new to us. But we have plenty of crew on board who have solid offshore experience, such as Peter Walsh who's doing his 20th or so. It's a mixed bag. Some are very experienced and some



**THE GOOD FIGHT**  
Skipper Ken Read will again lead newcomer *Comanche* into battle this year.

are new to sailing."

They have just refurbished the mast and have high hopes of finishing well against boats in their league. "She's a good sturdy boat, built for it, upwind and down. We felt like we were in with a good chance to finish in the first 30, then we saw the quality of the fleet! We'd be happy to beat boats of the same size and enjoy the whole experience as well."

Mum of four, Stephanie says her twin sons will be driving from Brisbane to Sydney with fresh sails, then on to Hobart to join the rest of the family, including Lionel and his wife, Diane, at the finish line.

Perhaps the highest profile first-timer entry is the first ever by mainland China, aboard *Ark323*, a TP52, best known under her previous identities of *Sled* and *Warpath* and representing Shanghai's Noah's Sailing Club.

The team consists of 12 male sailors, drawn from all over China who have been training together since March.

Yacht manager, Serena Cai says the fully Chinese crew, under the direction of skipper, Zhao Chuanbao, are champing at the bit to take on the challenge the race represents.

# RIENCE FROM 37' to 100'



WINDCRAFT GROUP



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www.windcraftsolaris.com





"Ark323 is a purely Chinese entry; a Chinese owner, crew and administrators. While the yacht is representing a Chinese club, we do have a coach from New Zealand, Robert Hielkema. The boat is owned by Noahs Group, which is led by Wilson Lee and sponsored by e-commerce company Nuogo.com."

Lee, a Chinese businessman who lived in Australia for a time, adds, "We made a decision to enter the Rolex Sydney Hobart because of the nature of the prestigious event, the challenge it presents. It is also one of the ultimate platforms to showcase the Chinese team and the club's passion to increase a Chinese presence at international yachting events."

Skipper, Zhao Chuanbao, has seven years' experience with JV52 boats and more than 43,000 nautical miles under his belt. He has participated in the China Cup, King's Cup Regatta Thailand, Rolex China Sea Regatta (Hong Kong to the Philippines) and the 2015 Audi Hong Kong to Vietnam Race.

He says he is looking forward to the rigours of the race and hopes it will be a debut that heralds the start of a long tradition.

"As one of the most difficult and challenging offshore races in the world, the Sydney Hobart is known for its furious weather and complicated water conditions, which altogether make this race a huge attraction to every sailor who is fascinated with extreme and glorious sailing."

While he acknowledges that inexperience and unfamiliarity are against them, Zhao Chuanbao says he's hoping "to optimise the pressures and challenge to complete the race, enjoy it and get experience."

"As for a young team that is a first-time entrant, our ultimate goal is to complete the race and enjoy it as much we can. It is also a great opportunity for our sailors to broaden their horizon and networking in the sailing world."

From the least to arguably the most seasoned sailor in this edition, the final word belongs to living legend, Sir William Robert Patrick "Robin" Knox-Johnston, CBE, undertaking his third RSHYR, his second as navigator.

Knox-Johnston observes that the event is appealing for "the quality and number of entries, and the interesting course."

"The weather can change so much during the course, and from year to year. That makes it very interesting tactics wise. The entire Clipper Race fleet taking part keeps me coming back. It is very fun to race against them



**"The weather can change so much during the course, and from year to year. That makes it very interesting tactics wise. The entire Clipper Race fleet taking part keeps me coming back. It is very fun to race against them and see all the amateur crew members taking part"**

Sir William Robert Patrick Knox-Johnston CBE

and see all the amateur crew members taking part."

Results are not the focus, but Knox-Johnston is still keen to take on the quicker, larger yachts in the Clipper cohort.

"We are going there to participate. I will be on an older and less modern boat, the Clipper 68, but I am looking forward to taking on the quicker Clipper 70s and seeing my chances against our Clipper Race skippers and if I can beat any of them."

Among his crew is Dirk Van Daele, chairman of the Sapinda Rainbow Foundation, a team partner of team sponsor *IchorCoal*. "Dirk participated in the 2009-10 edition of the Clipper Race and saw a race project make a profound difference for young people from deprived inner city areas in Europe. He launched the first South African initiative in 2013 and created the Sapinda Rainbow Foundation last year to provide longer term support and development opportunities for the selected candidates from challenging backgrounds in South Africa.

"This year again, eight ambassadors will be taking part in the Clipper Race, including the Sydney Hobart Yacht Race."

For his part, Knox-Johnston is just as enthusiastic about the chance to reunite with fellow sailors from around the globe.

"I am looking forward to seeing friends and other competitors in the RSHYR such as Giovanni Soldini, who built my *Open 60 Grey Power* and sailed her before me. He is one of my good old friends." ⚓



**POWER AND PASSION**  
Skipper Giovanni Soldini at the helm of *Maserati*. Above: Sir Robin Knox-Johnston will be racing alongside the Clipper Race fleet this year.



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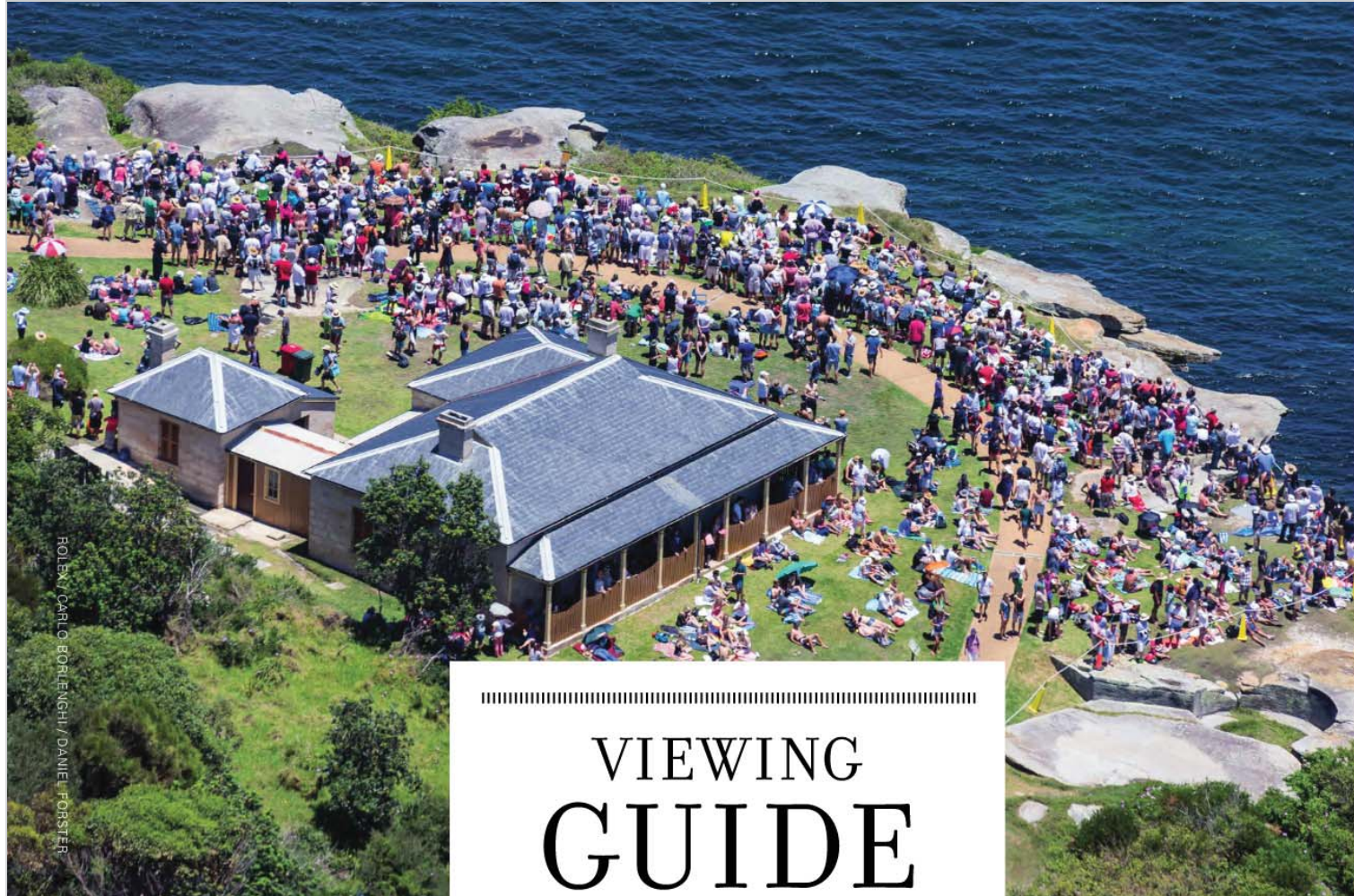
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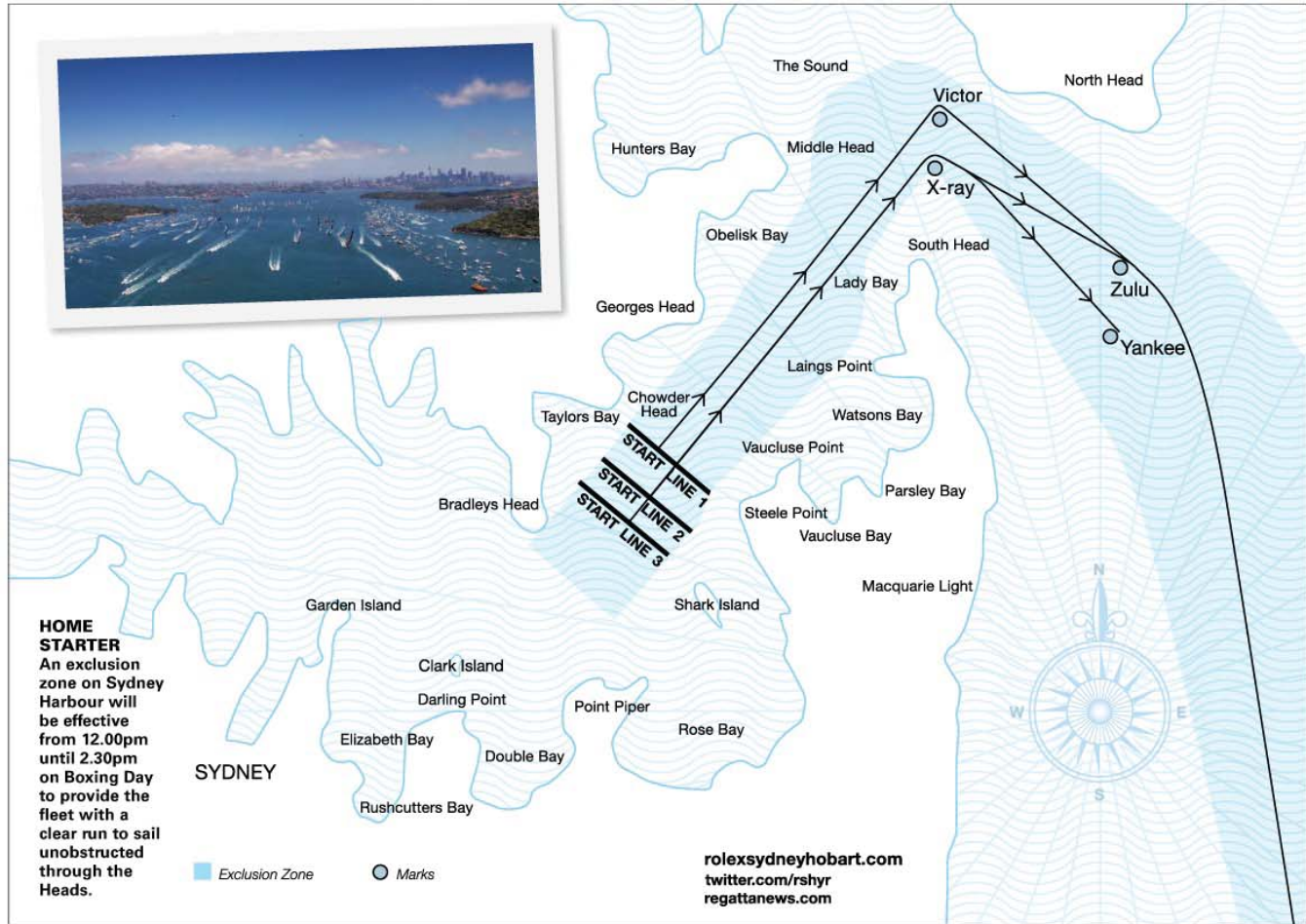
*no one sees it  
like you*

ROLEX / CARLO BORILENGHI / DANIEL FORSTER

# VIEWING GUIDE

SYDNEY HARBOUR WILL TEEM WITH LIFE – AND KEEP US ON THE TIP OF OUR TOES – AS A 110 STRONG FLEET OF MANY SHAPES AND SIZES HEADS OUT THE HEADS FOR THE 71ST ROLEX SYDNEY HOBART YACHT RACE THIS BOXING DAY.





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 71st consecutive year.

**THE START LINE EXPLAINED**

No other commercial port in the world can boast the start of such an internationally recognised bluewater 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 110 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.



ROLEX / CARLO BORLENGHI





More information regarding spectator vessels can be found on the NSW Roads and Maritime website, <http://www.rms.nsw.gov.au/maritime/index.html>

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, due to the size of the fleet and increased number of super maxis. These big boats will start off 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.



#### STARTING ORDERS

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, as follows:

- 1250 hours (12.50pm) – Ten-minute warning signal – Code flag W hoisted and cannon fired
- 1255 hours (12.55pm) – Five-minute preparatory signal – Code flag P hoisted and cannon fired
- 1300 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

*The Sydney Harbour exclusion zone will come into force at 12pm and continue through to 1420 hours (2:20pm). The zone will be marked with yellow buoys and some fixed navigational aids.*

- The rounding marks Victor and X-ray 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.
- All spectator craft must remain outside the exclusion zone until 1420 hours (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 six-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. 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).



Competing yachts will display a special Rolex green race flag on their backstay. Please keep clear of any vessels displaying the flag.



**STARTING VANTAGE POINTS**

The sight of 110 yachts taking to Sydney Harbour on 26 December to mark the start of the 71st 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 CYCA, responsible for the deployment of all the 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 of 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 water who don't own a boat, there are a couple of options available. The CYCA runs two spectator craft – one with access to the exclusion zone and one without.

*John Cadman III* does not have access to the exclusion zone. This spectator vessel will depart from McKell Park Public Wharf, Darling Point at 11.30am and returns at 2.30pm. 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 <http://www.rolexsydneyhobart.com/spectators/spectator-vessels/> at a cost of \$120 per adult; \$65.00 for children aged 5 to 12; with children under five 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, Vaucluse Point, South Head and The Gap on the eastern shore; North Head in the north, which offers a magnificent panoramic view back up the Harbour and also to sea and down the coast. Get in early to claim the best vantage points! ⚓



**Guardian of the fleet**

*Radio Relay Vessel*

For the 11th consecutive year, CYCA Life Member John Winning has generously donated *JBW* as the Radio Relay Vessel for the Rolex Sydney to Hobart Yacht Race and other major offshore races thereby assuring the excellent safety reputation of the CYCA races is maintained.

Former CYCA Commodore and Life Member David Kellett will again lead the radio relay vessel team joined by his regular radio crew of John Woodford (28 Hobarts), Colin Wildman (46) and Colin Tipney (31) who conduct the four daily radio skeds with the fleet and are supported by the *JBW* crew of Andrew 'Steak' Copley (Captain) (25), John Harris (31), Bruce Gould (44) and Richard Winning (11). This will be David Kellett's 16th year as Chief Radio Operator and he will notch up his 42 Hobart race voyage

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 back to race control at the Royal Yacht Club of Tasmania, as well as providing weather updates and other information from the Race Director Tim Cox.

Should an emergency arise as has happened with yachts sinking in previous races, the radio relay team control the search and rescue operations from sea, co-ordinating race yachts close by to render assistance if possible and to keep the rescue services informed as to the status of the vessel in trouble.

The team also liaise with the media team about the conditions at sea providing competitors with handicap and sporting results where possible, not to mention keeping the vessel running smoothly and positioned in about the middle of the fleet.

*JBW* is a long range displacement motor yacht, which is named after John's father, the well-known yachtsman 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, 5.5 metres beam with 2.5 metres 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 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. Visit the website for more information.

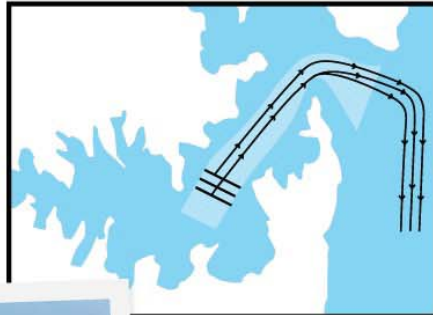
[www.jbw.com.au](http://www.jbw.com.au)



**FROM START TO FINISH**

The finish of the Sydney Hobart 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 should finish off 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.

**SYDNEY START**



**Melbourne**

Port Phillip Bay



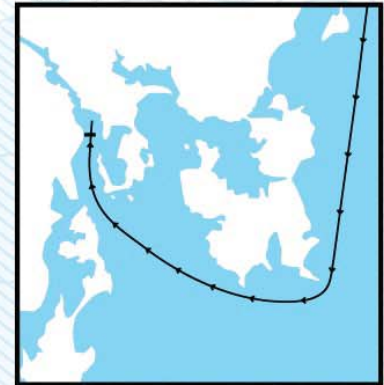
**BASS STRAIT**

Flinders Island  
 Clarke Island Swan Island  
 Eddystone Point  
 St Helens Point  
 St Patricks Head  
 Bicheno  
 Cape Tourville



Cape Pillar  
 Cape Raoul  
**Hobart**  
 Derwent River  
 Storm Bay  
 Tasman Island

**HOBART FINISH**



[rolexsydneyhobart.com](http://rolexsydneyhobart.com)  
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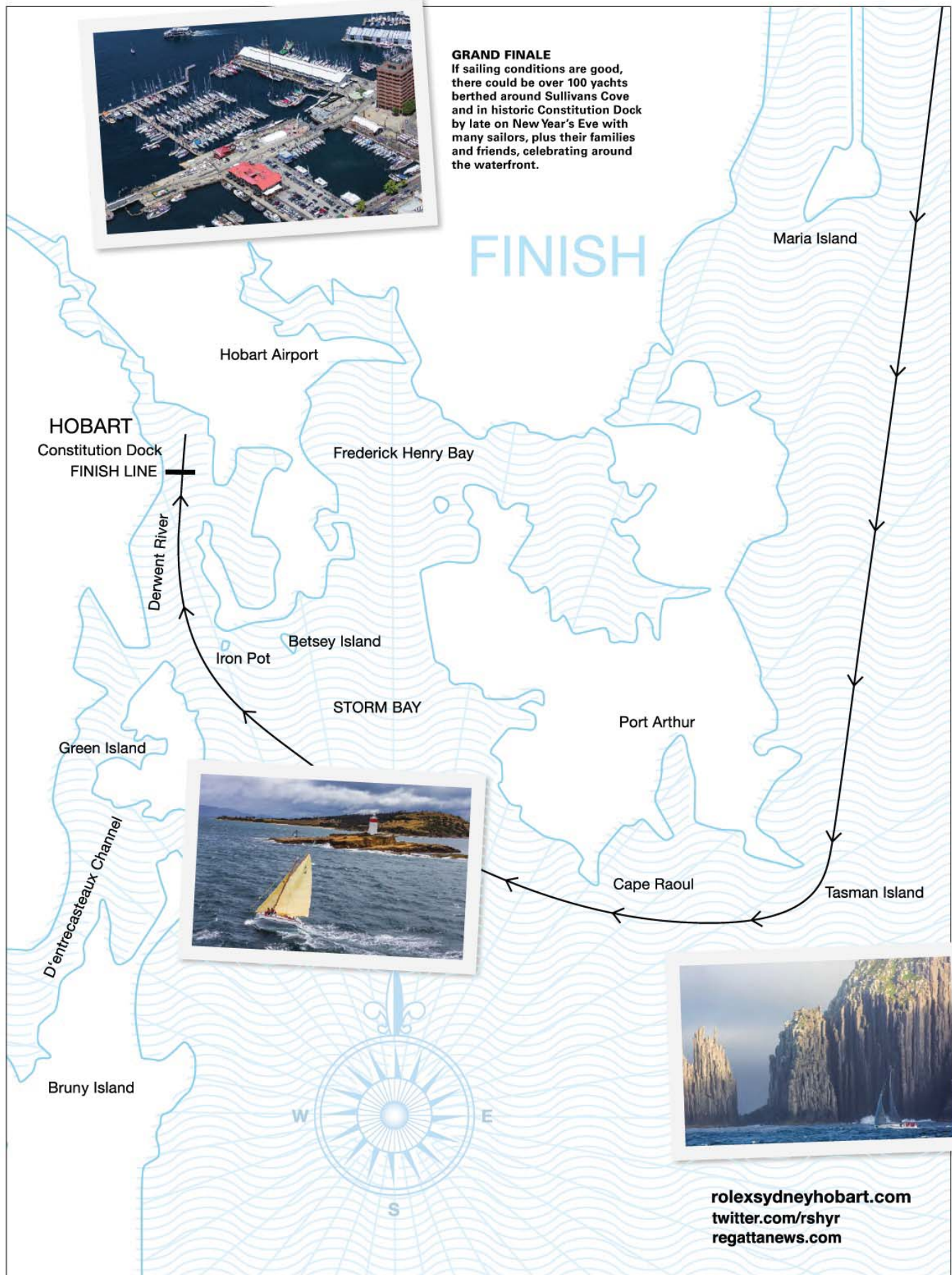
*rhumblin course 628 nautical miles*





**GRAND FINALE**  
If sailing conditions are good, there could be over 100 yachts berthed around Sullivans Cove and in historic Constitution Dock by late on New Year's Eve with many sailors, plus their families and friends, celebrating around the waterfront.

# FINISH



[rolexsydneyhobart.com](http://rolexsydneyhobart.com)  
[twitter.com/rshyr](https://twitter.com/rshyr)  
[regattanews.com](http://regattanews.com)





# Sail into Abell Point Marina for the Clipper Race Stopover.

13th – 18th January 2016

Experience the Whitsundays this summer from the beautifully redeveloped Abell Point Marina for the welcome of the Clipper 2015-16 Round the World Yacht Race – Airlie Beach stopover.

Sail into Abell Point and reserve your front row seat for the end of the all-Australian Leg and take part in the festivities and welcome of the Clipper Race fleet

Visit [ClipperRace-Whitsundays.com](http://ClipperRace-Whitsundays.com) to book your piece of the action.

*Abell Point Marina – expect the 'blue carpet' treatment.*





Whatever the results of the Rolex Sydney Hobart Yacht Race 2015, 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**

Channel 7 will once again broadcast the start of the race live around Australia at 12:30pm AEDT.

Seven Sport and Sunrise presenter Mark Beretta will be anchoring the commentary team for the 90 minute coverage of the race start.

Mark has covered every Summer and Winter Olympic Games since Atlanta in 1996 and was also a host of the Sydney 2000 Olympics broadcast.

'Beretts' will again 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

# YACHT TRACKING

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

start lines off Nielsen Park to the 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.

Four helicopters and four chase boats ride alongside the fleet. Two of these helicopters supply aerial footage whilst the third and fourth 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.

Stay tuned to Seven for daily race updates, along with reports on Sunrise, Weekend Sunrise and Seven News. ABC TV will also be following the fleet down the eastern seaboard.

Seven's coverage will also be streamed live via the PLUS 7 app, giving Australians access to the start of the race anywhere, anytime and on any device.

**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 and New Year holiday period and is an information portal for everything there is to know about the bluewater 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

**FOLLOW THE LEADER**  
*Wild Oats XI sails up the Derwent River towards its line honours win followed by spectators on land, sea and air last year.*





over the past 12 months, after its major re-development in 2012, with new map features being added to the Yacht Tracker and a re-structure 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.

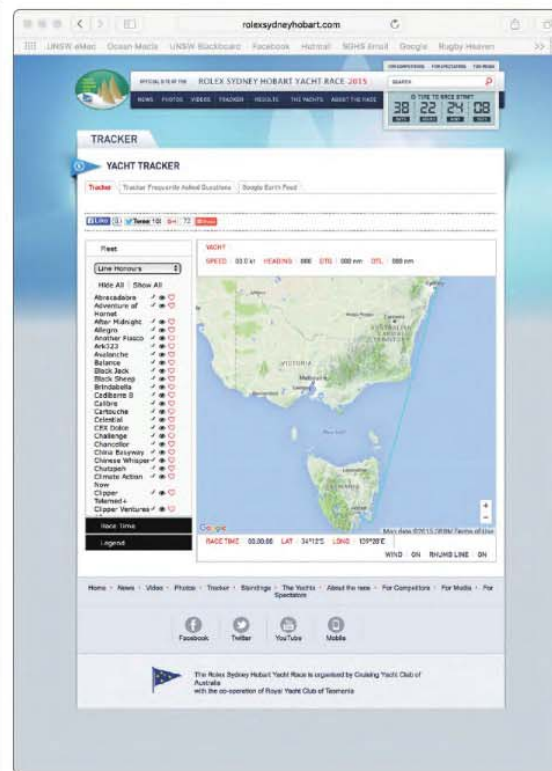
Included on the website is the complete list of yachts entered, along with a photograph and description of each boat, a rundown on the crew, and the boat's past racing record.

There's also archival data including results of the past 70 races since the first in 1945 and the weather they encountered; a summary of line and overall handicap winners of those races; historical reports and statistical information; designers of those 70 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 @RSHYR and via Facebook [www.facebook.com/RoloxSydneyHobart](http://www.facebook.com/RoloxSydneyHobart)

**YACHT TRACKER**

By far the most visited page of the website is the Yacht Tracker page,



**The yacht tracker system shows distance to the finish line and progressive corrected positions under the handicap categories.**

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 each boat's performance.

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 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.

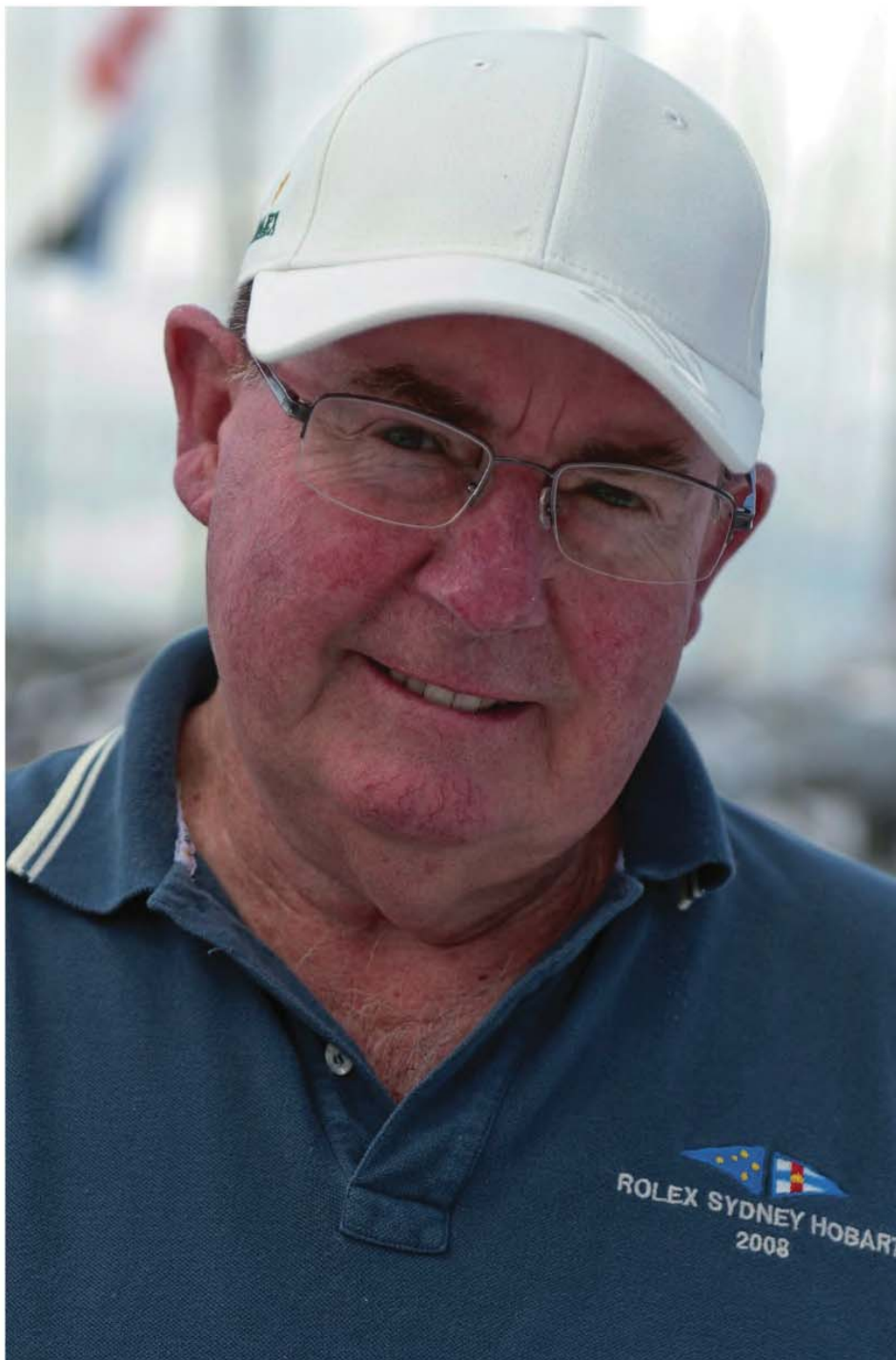
In addition, the yacht tracker system also shows distance to the finish line and progressive corrected time positions under the IRC, ORCi and PHS handicap divisions.

Line honours and progressive corrected times under the handicap categories are updated every 10 minutes. ⚓





**T**ony Cable, nicknamed “Glark,” lives a stone’s throw from Sydney’s Cruising Yacht Club of Australia and has been sailing most of his life. Set to clock up 50 editions of the Rolex Sydney Hobart Yacht Race this year, he describes the feat in typical self-effacing style as “a big surprise.”



This veteran of the world’s greatest bluewater race and repository of its history is quick to stress that hitting the big 5-0 doesn’t mean he has tickets on himself, nor does it distinguish him as anybody special. The 250 or so people he’s sailed with over 54 years, and the rest of us, beg to differ.

**Do you still remember your first RSHYR and what was memorable about it?**

It was 1961 aboard *Tarni*, a 33-foot boat from Tasmania. You don’t forget the names of your boats. I was 19 and so keen to do it. As I recall, we had to pull out because we busted some important gear. But it was special.

It seems incredible that my first race was 54 years ago and that it’s the 71st year of the race this year. It was never a great ambition of mine to notch up 50 races. I’m not phased. I have no special sense of pride. Reaching 50 doesn’t make me special for my sailing abilities, especially knowing all the great sailors over the years – Olympians, gold medallists and Volvo Ocean Race sailors. I’m amazed I stuck to it!

**Were there any years you skipped an event?**

In 1971 I was overseas on a working holiday. I did the Fastnet Race instead on a 36-footer named *Morningtown* with an English crew and one other Aussie. We won our division. What a bonus!

My son was born the day after Boxing Day in the mid-70s, so I would have been in trouble if I’d sailed off that year!

**What are the highlights over the past 50?**

I’ve been on the Line Honours boat twice: *Sovereign* in 1987, when we won the double, Line Honours and Handicap, and sailing with the legendary David Kellett on *Vengeance* (ex-*Siska*) in 1981.

Then there was a second in 1980, again with Kellett as skipper on Sir Frank Packer’s former yacht, *Gretel*, which won the second race against *Weatherly* in the 1962 America’s Cup, beating the Americans for the first time since the 1930s – which really kicked off the Australian challenge.

We came third in the veteran boat *Southerly* in the 40th Sydney Hobart, which was special, and then in the mid-70s there was a fourth place on the Cole 43, *Taurus*.

I must have sailed on 20-odd boats and probably pulled out of about five







...races due to broken gear.

I would say the best race in terms of memories would have to be the US boat, *Final Approach* in the mid-80s. The crew was made up of three Americans and three father-son teams – a very happy crew. That was the most enjoyable trip I've ever had!

You don't remember every race day by day, minute by minute, but you do remember the boats and the people. I must have sailed with more than 250 different guys, many of them multiple times.

It's not as if it's a blur, more routine. I don't remember particular days in Bass Strait in a 30-knot breeze, but I do recall the boat, the camaraderie, the mood.

**What is so compelling about the event – what keeps you coming back year after year?**

Well, for one thing, I live within walking distance from the CYCA so it's no effort for me to access, it's very convenient. I don't know how the 50 crept up – I just keep on doing it. When I began in '61, I never would have conceived the race would last this long! There has been some sacrifice at home, but one of my sons, Ross, has done four races himself over the years, three with me aboard *Witch Doctor* and one on *Love & War*.

Thankfully, I don't get seasick, which is one of the blessings that's kept me in it.

**Why is the RSHYR an exceptional international event – what makes it special?**

As a competitor, it's the allure of the challenge. Every year is different. It's a testing race. I have endured every hard blow since 1961 to '63, '70, which was very hard, '77 and of course, '98.

From a spectator perspective, this is a race that started off with a bang and now commands the interest of people around the world. I think the race captures people's attention because of the spectacle – it takes over Sydney Harbour on Boxing Day. Then there's the drama at sea, it's anybody's race.

I don't agree with the media's focus on the maxis and large yachts – to my mind, that's boring! What's the point in reaching Hobart in one-and-a-half days? The smaller boats have the really interesting stories to tell.

**Do you ever get frightened or worried about the conditions at sea?**

Never "terrified" as such. We're all trained and prepared for every

situation. We know full well we're going to cop it. You just accept it. I've only been on one boat where a bloke wanted to step ashore. If you don't like it or get seasick, you drop out. Nobody discusses why.

Obviously, 1998 was a terribly tragic year. I sailed on *Southerly*, a 35-foot boat and well behind the leaders. We sought shelter heading

**"Hardcore sailors keep going year after year. They're solid, up for everything"**  
Tony Cable



# TRAIL BLAZER

TONY CABLE IS ABOUT TO CELEBRATE HIS 50th ROLEX SYDNEY HOBART YACHT RACE. HE SHARES WITH JENI BONE SOME OF HIS MEMORIES OF THE RACE AND THE REASON HE KEEPS COMING BACK TO "COP IT" EACH BOXING DAY.



for Eden, we couldn't weather it, so we retired, fortunately with no damage or injuries. Coming home about 10 miles back north, we saw the red flares of one of the boats that later sank. That year, there was a loss of six lives and five yachts, plus many serious injuries that went un-noted. Many people were carted off to Pambula hospital with injuries. We felt a deep sadness at the loss of life, people we knew.

But you'll find the hardcore sailors don't get "freaked out." Outsiders to the sport hear terrible stories and probably get scared. But for old-timers, fear and trepidation don't come into it, not for one minute. Hardcore sailors keep going year after year. They're solid, up for everything.

I'm just an average sailor who plays his part in a crew, who hasn't given up yet!

**What do you love about sailing?**

I wouldn't say I "love" sailing, it's just my sport. I wonder if anybody could love it? Because every now and then it comes up and bites you!

**What is your profession and other interests?**

I'm still active in business, as a manufacturers' agent for artists' and drafting materials. I am a Life Member of the CYCA and involved

**THE CABLE GUY**  
Tony Cable, who is coming up for race number 50, 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 fourth time heading south on yacht *Duende*.

in many roles. I have been on the Publications and Archives Committee for the past 40 years and actively involved in raising funds for the Youth Sailing Academy.

**How have you been preparing for your 50th race?**

We have normal training days in the lead up to the race, to get the crew coordinated. Then there's the 180-nautical mile race to Cabbage Tree Island (20 November), which is a qualifying event. I'm still physically as fit as I have been for many years. I don't know how many press-ups I can do, but I went for a 50-minute jog yesterday as part of my general fitness. I'm not decrepit!

**Who are you sailing with this year?**

This will be my fifth year on *Duende*, sailing with skipper and consummate seaman, Damian Parkes. There are a number of old hands on board and a few new guys, who I am yet to know well. I know them by their nicknames, which of course is an Australian custom and common in our sport. For instance, there's "Tits," which I found refers to his family name of Tidswell, an old South Australian wine family who will be a sponsor of *Duende* this year.

I'm known simply as "Cabes" or "Glark," which was given to me by the late, famous old sailor Curley Brydon, for years a manager for Rupert Murdoch's and a war-time fighter pilot who said I was no Clark Gable, more like "Glark Cable." So it stuck.

**What is your forté on board?**

I've done everything over the years: in the cockpit, on the mainsheet, general work. I can cook without getting seasick, so I can rustle up a meal – though they're mostly freeze-dried these days. Sleep's not so important to me, so I don't flake out. I can do whatever needs to be done.

**Any lucky charms you carry with you at sea?**

I am not superstitious. I had never even heard of the folklore about bananas! But there's one thing no sailor would be silly enough to do at sea, and that's curse or even unkindly mention the God of Wind and Waves, "Huey."

**Will you keep going for your 51st Sydney Hobart and onwards?**

I have given no thought to numbers. We will have more than 365 days until I have to think about that! If somebody will give me a ride, feed me and put up with me, then I'm in! ⚓





The fleet of yachts lining up for this year's Rolex Sydney Hobart will vary wildly in size, from 10 metres to more than 30 metres in length. How is that fair?



Again this year, 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 across the 80-year 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 70 years, the rating system has changed with names like IOR, IMS, IRC and now ORCi, but the end result is a time correction calculation, or handicap. For the 71st 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.

LEVEL BEST

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

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 drag race 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 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.

**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 a race that is both exciting and fair.

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 that 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 the 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 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 course in 1 day, 18 hours, 23 minutes, and 12 seconds, 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 *Kurrewa IV*, exceeds that record, having cracked its race record twice.

**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 such as in last year's race when *Wild Rose* won.

We should know the line honours winner of the 2015 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

**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.**

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 the other rating handicap system used. 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 in each division.

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. ↓



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**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 southerly during the day. Winds would 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

PRESSURE POINTS

UNDERSTANDING THE WEATHER PATTERNS DURING THE ROLEX SYDNEY HOBART YACHT RACE IS VITAL TO ENSURING A SAFE PASSAGE, EXPLAINS METEOROLOGIST KENN BATT.

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

**CLIMATE CHANGE**

*Ariel sailing into storm clouds on her way to Hobart in the 2014 Rolex Sydney Hobart Yacht 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 Jervis 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 (capes, 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, 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, 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 Huay). 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

**"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!"**

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 one 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 according to the following:

**"Another 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 it!"**

**Strong wind warning:**

Ten-minute average wind speeds from 25 to 33 knots.

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

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

**Hurricane wind warning:**

Ten-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. ⚓

— 2016 —  
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TRAVELVIEW CRUISEVIEW



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 length overall, 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.

# FIRST PAST THE POST

THE ROYAL YACHT CLUB OF TASMANIA'S CLUBHOUSE, LOCATED ON THE BANKS OF THE RIVER DERWENT AT SANDY BAY, HAS A WALL OF THE MEMBERS BAR DEDICATED TO THE SYDNEY HOBART YACHT RACE, PETER CAMPBELL REPORTS.



**FREE SPIRITS**  
Left: 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 Hobart race.

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.

The nine yachts that 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 Colquhoun & 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 the 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 Yacht 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 and Magnus Halvorsen, there are probably few remaining from the second race in 1946. ⚓





VALE

# Magnus Halvorsen



*Innovative boatbuilder, seaman, and celestial navigator, Magnus Halvorsen shaped the future Sydney Hobart Yacht Race aboard his winning yacht FREYA. PETER CAMPBELL and JOHN CAMERON remember a man who also left his mark on the sailing world, building many yachts that contested some of the world's greatest ocean races.*

An extraordinary era in Australian yacht design, building and ocean racing came to an end on Monday 27 July 2015, with the death in Sydney of Magnus Halvorsen at the age of 97.

The record set by Magnus and his younger brother Trygve (who died in November 2014) in the Rolex Sydney Hobart Yacht Race may never be eclipsed. They won three consecutive races with *Freya*, in total achieving five firsts and five seconds in the 1950s and 1960s in Australia's famous ocean race.

In October last year, Trygve and Magnus generously rededicated the Iron Pot Trophies they won for *Freya*'s victories in 1963 and 1964, adding to the 1965 trophy they had rededicated to the CYCA many years ago. In fact, they said "to help the club celebrate its 70th race edition."

The Halvorsen brothers came from a line of Norwegian shipbuilders and sea captains on both sides of a family that went back five generations, migrating with their parents and siblings to Australia via South Africa in 1925.

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 Cynt*, *Anitra V* and *Freya*, the only yacht to win three consecutive Sydney Hobart Races on corrected time and for which the 'Freya Room' at the CYCA is named.

Trygve's great talent was in design, Magnus' in celestial navigation, a self-taught skill. Magnus said he learned the basics of celestial

navigation by taking sightings of the sun and stars from the foreshores of Waikiki in Hawaii. He was a great seaman, too, a gregarious giant of a man who could do everything at sea.

Both Magnus and Trygve contributed much to the Cruising Yacht Club of Australia's ocean racing organisation, becoming members in the early days of the club. The CYCA recognised the brothers by inviting them to be the official starting team of the Sydney Hobart in 2007. In 2012 Trygve and Magnus also performed the starting cannon honours when a small group of yachtsmen attended the Royal Sydney Yacht Squadron luncheon marking 50 years since Australia's first Americas Cup challenge with *Gretel* in 1962.

In fact, Trygve and Magnus were invited as the official starting team many times, which included firing the start cannon for the 70th edition of the race last year, recognising the 50th anniversary of their hat trick of wins with *Freya*. Magnus was not well enough and Trygve had passed away in November. Both were uppermost in many sailors' minds that day when the blast of the cannon was heard that sent the fleet on its way, and fired on the brothers' behalf by Niel Halvorsen, Magnus' son.

After the Halvorsen family's arrival in Sydney, their father established a small boatbuilding enterprise on the Harbour but when he died at a relatively early age, his sons took it over, with Magnus and Trygve subsequently becoming joint owners of the expanding business.

During World War II, the

Halvorsens became an important part of the war effort, building many vessels for the Australian and US armed services, including the well-known *Fairmile*.

As wooden boatbuilders, 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 the America's Cup challengers *Gretel* and *Gretel II*.

Both brothers built the Alan Payne-designed *Gretel* for Sir Frank Packer's 1962 Challenge for the America's Cup, with Trygve going on to be part of the shore team and then the sailing 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 second overall with *Saga* in 1946, followed by a third with *Peer Cynt* in 1947 and a win with *Solveig IV* in 1954. Trygve then designed *Anitra V*, a 38-footer double-ender that 'went like a scalded cat' downwind, with which they had 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 for the Admiral's Cup in England in which the team finished second.

*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 (where wedge is 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.

The transition from *Solveig IV* to *Freya* saw many innovative changes in hull shape, keels and rudders, and in yacht construction engineering.

The brothers won four Trans-Tasman races between 1948 and 1961 with *Peer Cynt*, *Solveig* and *Norla* and also competed in the Transatlantic Race.

After sharing the 1966 Australian Yachtsman of the Year honour, Trygve and Magnus went their separate ways in yachting; Trygve sailing in several more Hobarts, and Magnus navigating the American maxi yacht *Kialoa III* when she set a long-standing Sydney Hobart race record in 1975.

They were Australia's most successful yacht designers, builders and ocean racing sailors of the 1950s and 1960s.

Whenever 'old salts' get together to talk about ocean racing, Magnus and Trygve will be remembered in awe. ⚓

## BROTHERS IN ARMS

Last year, Magnus and his brother Trygve rededicated the Iron Pot Trophies they won in the Sydney Hobart race in 1963 and 1964. Magnus was a great seaman but also had a talent for celestial navigation, which was self-taught and which he began learning on the shores of Waikiki in Hawaii.



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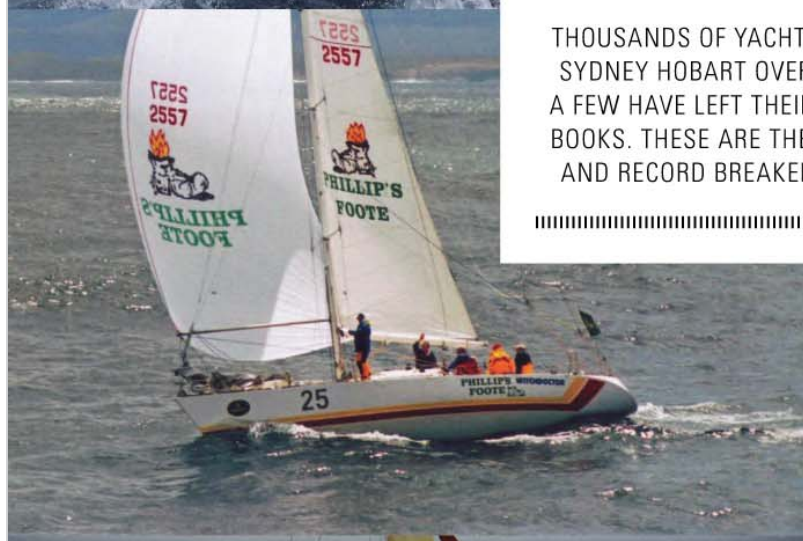
ROLEX / CARLO BORLENGHI / DANIEL FORSTER



# RACE FACTS & STATS

THOUSANDS OF YACHTS HAVE SET SAIL IN THE SYDNEY 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.

**RECORD BREAKERS**  
 Clockwise: *Helsal* broke a record that stood for 10 years; *Nokia* broke the longest standing race record of 21 years in 1999 with 1 day 19 hours 48 minutes 02 seconds; *Phillip's Foote Witchdoctor* set a record of competing in 27 Hobarts in 2007; Three-time overall winner *Love & War*.





**Number of Sydney Hobart Yacht Races conducted by the Cruising Yacht Club of Australia since 1945:** 70. 2015 will be the 71st.

**Number of yachts to have competed:** 1945-2013: 5,720 (4,735 completed the race, 985 retired or were disqualified).

**Estimated total crew to have competed:** About 53,389 between 1945 and 2014.

**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), 117 in 2014 (103 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 (2014):** 117 starters, 03 finishers (14 retirements).

**Last year's winner – IRC Overall:** *Wild Rose*, a Farr 43 owned by Roger Hickman, Cruising Yacht Club of Australia.

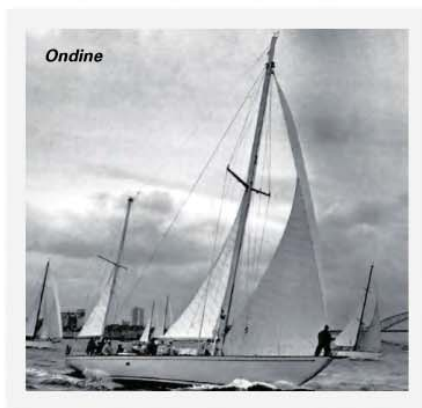


**Last year's line honours winner:** *Wild Oats XI*, a Reichel/Pugh 100 owned by Robert Oatley, skippered by Mark Richards, Royal Prince Alfred Yacht Club/Hamilton Island Yacht Club, in the time of 2 days, 2 hours, 3 minutes and 26 seconds.

**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 3 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 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



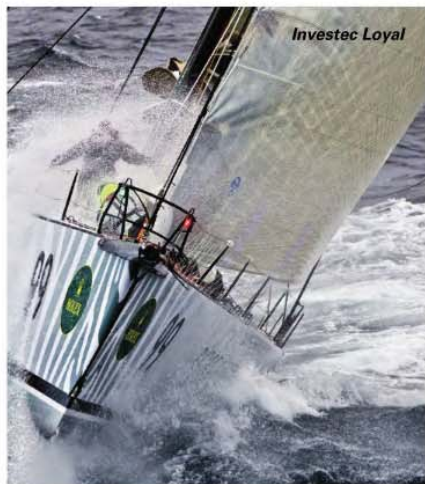

**Multiple line honours winners:**

- *Wild Oats XI* (NSW/QLD) – 8 races (a record) including 4 successive races (2005–2008)
- *Morna/Kurrewa IV* (NSW) – 7 races
- *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


**The Freya crew**
**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/VIC) – 2 races: 1996 and 2000
- *Wild Oats XI* (NSW/QLD) – 2 races: 2005 and 2012
- *Wild Rose* (NSW) – 2 races: 1993 and 2014

**Largest line honours winners:** *Wild Oats XI*, Australia AUS (2010, 2012, 2014) – LOA 30.48m (100 feet); *Investec Loyal*, AUS (2011) – LOA 30.48m (100 feet); *Alfa Romeo*, NZL/AUS (2009) – LOA 30.48m (100 feet); *Wild Oats XI*, Australia (2005–2008) – LOA 30m (98 feet); *Nicorette*, Australia (2004) – LOA 27.38m (90 feet); *Skandia*, Australia (2003) – LOA: 30m (98 feet); *Alfa Romeo/Shockwave*, Australia/New Zealand (2002) – LOA: 27.43m (89 feet)


**Smallest line honours winner:**

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

**Smallest line honours winner in modern times:**

*Ninety Seven*, NSW (1993) – LOA 14.3m (47 feet)

**Largest overall handicap winner:**

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

**Smallest overall handicap winner:**

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

**Smallest official competitor:**

*Klinger*, NSW (1978) – LOA 8.23m (27 feet)

**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 (98 feet). *Maximus* (later to become *Loyal*), also 30m, contested the 2006 race along with *Wild Oats XI* and *Skandia*. *City Index Leopard* (later known as *ICAP Leopard*) at 29.99m, contested the 2007 race.

In 2009, the maximum LOA was extended to 30.48m (100 feet), bringing the race into line with overseas events. 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).


**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.


**Tony Cable**

**Record races by an individual:** Tony Cable (NSW) holds the record for the most races sailed by an individual by sailing his 50th race aboard *Duende* in 2014.

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. Syd Fischer, Bill Ratcliff and Colin Wildman from NSW have competed in 46 races each (Wildman aboard the Radio Relay Vessel since 2005). Bruce Gould (NSW) has attained 44 races (aboard the Radio Relay vessel since 2010), CYCA Life member David Kellett has attained 41 races, acting as the chief radio operator aboard the Radio Relay Vessel since 2000, while the late Richard 'Sightie' Hammond (NSW) and Bernie Case (VIC) sailed to Hobart 40 times, and Hammond was the first person to ever attain 40 races (in 1998).





Lou Abrahams

**Most races completed in a row:**

Lou Abrahams did 43 from 1965 until 2007 with his own yachts; Lindsay May competed in his 42nd successive race in 2014, having started in 1973.

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

Syd Fischer, 46 from 1962 to 2014; Lou Abrahams, 43 from 1965 to 2007.

**Record races by yachtsmen:** Up to and including 2014, 115 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.

**Most line honours victories by a 25-plus race sailor:** Steve Jarvin. *Wild Oats XI's* 2014 line honours win made it 13 victories, including two record breaking runs with *Wild Oats XI* in 2005 and 2012.

**Youngest ever sailor to achieve 25 Hobart milestone:** Darren Senogles sailed his 25th Hobart on *Ichi Ban* (Matt Allen's Carkeek 60) in 2013. His first was at 14 years of age in 1987 and has only missed two races since. His record is unlikely to be broken because of 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.



Darren Senogles



Adrienne Cahalan

**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 (2014 marked her 23rd 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. She is also the most decorated, with six line honours and two overall wins, all but one achieved as *Wild Oats XI's* navigator.

Gail Harland and Felicity Nelson are the next most capped women with 20 races each; Vanessa Dudley 19; Mary Holley 16; the late Sally Gordon 15; Jan Howard 14; Sue Crafer 13; Amanda Wilmot, Julie Hodder 12; and Audrey Brown with 11 of 12 races aboard the radio relay vessel.



Bacardi

**Record races by yachts:** In 2014, *Bacardi*, a Peterson 44 now owned by Martin Power (VIC), set a new record of 28 races. In 2013, *Bacardi* equalled the previous record of 27 races set in 2007 by Phillip's *Footie Witchdoctor*, a Davidson 42 from NSW.

*Polaris of Belmont*, a Cole 43, sailed her 26th race in 2010; *Spirit of Koomooloo* (formerly *Ragamuffin*, then *Margaret Rintoul II*), a Sparkman and Stephens 48, sailed her 26th in 2014; *Mark Twain*, a Sparkman & Stephens 38, sailed her 25th in 2002; *Impeccable*, a Peterson 34, sailed her 25th in 2008.



**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 23 Hobarts together aboard *Chutzpah* in 2014. It was Bruce's 34th race and his 29th successive as an owner/skipper.



Jessica Watson and crew

**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. In 2011, three 18-year-olds skippered yachts: Jessica Watson (*Ella Bache*), Peter Langman (*Maluka of Kermandie*) and Christopher Percy (*Alacrity*), the latter two under the guidance of their well-known sailing parents, Sean and Matt.

**Peter and Sean Langman**



**Oldest skipper:** In 2014, at 87, Syd Fischer became the oldest yachtsman to sail the race. In 2013 at 86, he equalled the record set by John Walker (*Impeccable*) in 2008, who retired after that race. He and *Impeccable* are the only owner/boat combination to compete in 25 races together.

In 1999, aged 84, Alby Burgin skippered *AStar* 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:** Syd Fischer (87 years, 2014).

**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.

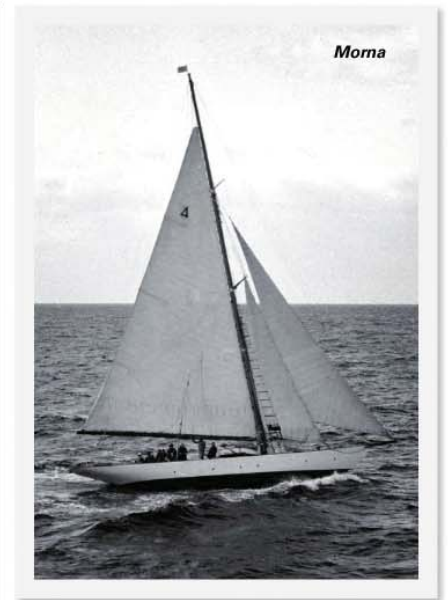
**First all-women crew to compete:** 1975, Vicki Wilman skippered *Barbarian*.

**Other all women crews:**

1989 – Christine Evans (*Belles Long Ranger*); 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*) as an unofficial entry starting 5mins ahead of the fleet; 2001 – Lisa McDonald (*Amer Sports Too*)

**First time international crew members:**

In 2013, the international flavour of the fleet was bolstered with the inclusion for the first time of the 2013-2014 Clipper Round the World Yacht Race fleet (12 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). In 2014, aboard the lone Clipper entry, *Clipper Ventures 10*, was the first South Korean to race, Sang Cho.



Morna

**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) – can claim 19 overall wins. ⚓

*These statistics have been compiled up to and including the 2014 Rolex Sydney Hobart Yacht Race, based on records from the Cruising Yacht Club of Australia, the Royal Yacht Club of Tasmania, CYCA life member and historian ALAN CAMPBELL, TONY CABLE, DI PEARSON, PETER CAMPBELL and other sources.*

The Brooker family aboard *Touchwood*

**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.

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 in the fatal 1998 race aboard *Aspect Computing*, which won PHS overall.

In 1978, the Brooker family sailed aboard their yacht *Touchwood* – parents Doug and Val and their children, Peter (13), Jacqueline (10), Kathryn (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.



Maluka of Kermandie

**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 raced in the Hobart for the first time in 2006 as *Maluka* at age 74 years. He raced her again in 2008, 2011 and 2012 as *Maluka of Kermandie*. However, in 2014, competitors from the early Hobart races, *Landfall* (built in 1935) and *Southern Myth* (built 1953) returned to the race.

Prior to *Maluka of Kermandie*, the oldest boat was *Southerly* (Don Mickleborough), 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.





## 1945-2014 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.



Hickman's third (two in *Wild Rose* and one as sailing master aboard *SAP Ausmaid* in 2000) is the stuff of legends, and one for the underdogs.

## 2014

**WILD ROSE**  
*Wild Rose's* second overall win (she won the Tattersall's Cup in 1993) and owner/skipper Roger



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 overall







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, New Zealand Bruce Farr, New Zealand	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 Lykiardopulo, 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
2014	<i>Wild Rose</i> , Roger Hickman, NSW	Bruce Farr, New Zealand	117	<i>Wild Oats XI</i> , Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	02:02:03:26

**\* 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).



**2012 WILD OATS XI**

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

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



**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.













# 2015 Fleet

BOAT NAME	OWNER	SKIPPER	DESIGNER	DESIGN	FROM	DIVISON	LOA	BEAM	DRAFT
<i>Abracadabra</i>	James Murchison	James Murchison	Bill Tripp	Tripp 47	RSYS	PHS	14.3	4.3	2.7
<i>Adventure of Hornet</i>	JSASTC	TBA	Rob Humphreys	Challenge 72	HSSC	IRC	21.9	5.5	3.2
<i>After Midnight</i>	Mark & Greg Tobin	Mark & Greg Tobin	Bruce Farr	Farr 40 Mod	CYCA	IRC / ORCi	12.4	4.0	2.5
<i>Allegro</i>	Adrian Lewis	Adrian Lewis	Warwick Yacht Design	Warwick 67	CYCA	PHS	20.3	5.1	3.0
<i>Another Fiasco</i>	Damian Suckling	Damian Suckling	Scott Jutson	Jutson 43	WSC	PHS	12.6	3.9	2.8
<i>Ark 323</i>	Noah's Sailing Club	Chuanbao Zhao	Farr Yacht Design	TP 52	NSC	IRC	15.9	4.3	3.2
<i>Avalanche</i>	Hugh Ellis	Garry Caulfield & Hugh Ellis	Robert Hick	Hick 40	RYCV	IRC / ORCi	12.3	4.1	2.5
<i>Balance</i>	Paul Clitheroe	Paul Clitheroe	Farr Yacht Design	TP52	CYCA	IRC / ORCi	15.9	4.3	3.2
<i>Black Jack</i>	Peter Harburg	Mark Bradford	Juan Kouyoumdjian	Volvo 70 Modified	RQYS	IRC	21.5	5.7	5.5
<i>Black Sheep</i>	Derek & Martin Sheppard	Derek Sheppard	Phillippe Briand	Beneteau 45	CYCA	IRC / ORCi	13.7	4.2	2.7
<i>Brindabella</i>	Jim Cooney	Jim Cooney	Scott Jutson	Jutson 80	CYCA	PHS	24.1	5.6	4.3
<i>C.ex Dolce</i>	Pierre Gal & Doug Gayford	Pierre Gal	Jim Inglis	Inglis 47 Mod	CHYC	IRC	14.3	4.6	2.7
<i>Cadibarra 8</i>	Paul Roberts	Paul Roberts	Don Jones	Jones 42	RYCV	IRC	12.9	4.0	2.9
<i>Calibre</i>	Richard Williams	Richard Williams	Murray Burns Dovell	Sydney 38	CYCA	IRC / ORCi	11.8	3.8	2.7
<i>Cartouche</i>	Steven Fahey	Steven Fahey	Farr Yacht Design	Beneteau First 50	RBYC	IRC	15.0	4.4	2.4
<i>Celestial</i>	Sam Haynes	Sam Haynes	Judel / Vrolijk	JV 52	CYCA	IRC / ORCi	15.9	4.4	3.2
<i>Challenge</i>	Chris Mrakas	Chris Mrakas	Murray Burns Dovell	Sydney 38	SYC	IRC	11.8	3.7	2.6
<i>Chancellor</i>	Edward Tooher	Edward Tooher	Farr Yacht Design	Beneteau 47.7	CYCA	IRC / ORCi	14.8	4.5	2.8
<i>China Easyway</i>	Travis Read	Travis Read & Wayne Pan	John King	Jarkan 12.5	PHOSC	IRC / ORCi	12.7	4.0	2.2
<i>Chinese Whisper</i>	Rupert Henry	Rupert Henry	Judel / Vrolijk	JV 62	CYCA	IRC / ORCi	18.9	4.9	4.2
<i>Chutzpah</i>	Bruce Taylor	Bruce Taylor	Reichel Pugh	Caprice 40	RYCV	IRC / ORCi	12.0	3.2	3.0
<i>Climate Action Now</i>	Lisa Blair	Lisa Blair	Robert Hick	Hick 50	NCYC	IRC / ORCi	15.3	3.9	3.4
<i>ClipperTelemed+</i>	Clipper Ventures	Matt Mitchell	Tony Castro	Clipper 70	RORC	IRC	21.3	5.6	3.0
<i>Clipper Ventures 5</i>	Clipper Ventures Australia	Drew Hulton-Smith	Ed Dubois	Clipper 68	RSAYS	IRC	20.7	5.7	3.0
<i>Clipper Ventures 10</i>	Clipper Ventures Australia	Gregor McGowan	Ed Dubois	Clipper 68	RSAYS	IRC	20.7	5.9	3.0
<i>Comanche</i>	Jim Clark & Kirsty Hinze-Clark	Ken Read	Verdier Yacht Design & VPLP	Super Maxi	NYYC	IRC	30.45	6.8	6.8
<i>Concubine</i>	Jason Ward	Jason Ward	Mark Mills	Mills 45	CYCSA	IRC / ORCi	13.7	4.4	3.3
<i>Cougar II</i>	Anthony Lyall	Anthony Lyall	Farr Yacht Design	TP 52	RYCT	IRC / ORCi	15.9	4.4	3.3
<i>Da Nang-Viet Nam</i>	Clipper Ventures	Wendy Tuck	Tony Castro	Clipper 70	RORC	IRC	21.3	5.6	3.0
<i>Dare Devil</i>	Sibby Ilzhofer	Sibby Ilzhofer	Farr Yacht Design	Farr/Cookson 47	NCYC	IRC	14.3	3.9	2.8
<i>Dekadence</i>	Stephanie Kerin	Stephanie Kerin	Mark Mills	DK 46	RQYS	IRC/ORCi	14.1	4.0	3.0
<i>Derry-Londonderry-Doire</i>	Clipper Ventures	Daniel Smith	Tony Castro	Clipper 70	Rorc	Irc	21.3	5.6	3.0
<i>Discoverer of Hornet</i>	JSASTC	Rebecca Walford	Rob Humphreys	Challenge 72	HSSC	IRC	21.9	5.5	3.1
<i>Duende</i>	Damien Parkes	Damien Parkes	Judel / Vrolijk	JV 52	CYCA	PHS	15.4	3.9	3.9
<i>Enchantress</i>	John Willoughby	John Willoughby	John Muirhead	Muirhead 11	RSAYS	IRC	11.0	3.2	2.3
<i>Flying Fish Arctos</i>	Flying Fish Online	Ivan Signorelli	Graham Radford	McIntyre 55	MHYC	PHS	15.2	3.7	2.7
<i>Frantic</i>	Michael Martin	Michael Martin	James Donovan	TP52	NCYC	IRC/ORCi	15.9	4.2	3.3
<i>Garmin</i>	Clipper Ventures	Ashley Skett	Tony Castro	Clipper 70	RORC	IRC	21.3	5.6	3.0
<i>Great Britain</i>	Clipper Ventures	Peter Thornton	Tony Castro	Clipper 70	RORC	IRC	21.3	5.6	3.0
<i>Great Xpectations</i>	Rod Wills	Rod Wills	Niels Jeppesen	X-43	CYCA	IRC/ORCi	12.9	4.0	2.2
<i>Gyr Wot Eva</i>	Global Yacht Racing	Andy Middleton	Nelson Marek	TP 52	RORC	IRC	15.9	4.2	3.2
<i>Hartbreaker</i>	Antony Walton & Alan Bredahl	Antony Walton	Reichel Pugh	Reichel Pugh 46	RBYC	IRC/ORCi	14.2	3.6	3.3
<i>Haspa Hamburg</i>	Hamburgerischer Verein Seefahrt	Johan Schultz	Judel / Vrolijk	JV 52	HVS	IRC /ORCi	15.9	4.8	3.5
<i>Helsal 3</i>	Rob Fisher & Paul Mara	Rob Fisher	Joe Adams / Fred Barrett	Adams/Barrett	RYCT	PHS	20.0	4.6	3.5
<i>Hollywood Boulevard</i>	Ray Roberts	Ray Roberts	Farr Yacht Design	Farr 55	CYCA	IRC	16.8	4.6	3.7
<i>Ichi Ban</i>	Matt Allen	Matt Allen	Carkeek Design Partners	Carkeek 60	CYCA	IRC	18.3	4.4	3.6
<i>Ichi Ban</i>	Matt Allen	Matt Allen	Judel / Vrolijk	JV 52	CYCA	IRC / ORCi	15.9	5.0	4.2
<i>Ichor Coal</i>	Clipper Ventures	Darren Ladd	Tony Castro	Clipper 70	RORC	IRC	21.3	5.6	3.0
<i>Imagination</i>	Robin & Annette Hawthorn	Robin Hawthorn	Bruce Farr	Beneteau 47.7	CYCA	IRC	14.5	4.5	2.8
<i>Indian</i>	Craig Carter	Craig Carter	Carkeek Design Partners	Carkeek 47	RFBYC	IRC/ORCi	14.3	4.3	3.4
<i>iQ Komodo</i>	Andrew Butler	Andrew Butler	Bruce Farr	Farr 40	RPAYC	IRC / ORCi	12.4	4.0	2.6
<i>Jaffa</i>	Terry Posma	Terry Posma	Malcolm Runnalls	Runnalls 39	FCYC	IRC / ORCi	12.0	3.5	2.6
<i>Kayle - Sailors With Disabilities</i>	David Pescud	John Whitfield	David Lyons	Lyons 54	CYCA	PHS	16.2	4.3	3.3
<i>King Billy</i>	Phil Bennett	Phil Bennett	John King	Custom / John King	RSYS	IRC/ORCi	11.5	3.8	2.1
<i>King's Legend</i>	Gijs Van Liebergen	Gijs Van Liebergen	Sparkman & Stephens	Swan 65	RORC	IRC	19.9	5.0	2.9
<i>KLC Bengal 7</i>	Yochihiko Murase	Yochihiko Murase	Tom Humphreys	Humphreys 54	LMYC	IRC	16.5	4.4	3.5
<i>Koa</i>	Peter Wrigley & Andy Kearman	Peter Wrigley & Andy Kearman	Bruce Farr	TP 52	CYCA	IRC/ORCi	15.9	4.3	3.1
<i>Landfall</i>	Michael Strong	Michael Strong	Sparkman & Stephens	S & S 44	RYCT	ORCi	13.4	3.0	2.0
<i>Last Tango</i>	Phillip King	Phillip King	J & J Yachts	Salona 44	CYCA	ORCi	13.6	4.2	2.6
<i>Leon</i>	Gery Trentseaux	M Quintin/ G Trentseaux	Jacques Valer	Valer /Jpk 10,80	RYS/CNC	IRC	10.8	3.7	2.2
<i>Lmax Exchange</i>	Clipper Ventures	Olivier Cardin	Tony Castro	Clipper 70	RORC	IRC	21.3	5.6	3.0





<i>Local Hero</i>	Peter Mosely	Matthew Bassett	Murray Burns Dovell	BH 36	MYC/NHSC	IRC / ORCi	11.0	3.4	2.3
<i>Lupa Of London</i>	Jeremy Pikington	Daniel Stump	Reichel Pugh	Baltic 78	RORC	IRC	24.0	5.5	3.9
<i>M3</i>	Peter Hickson	Brent Fowler	Farr Yacht Design	TP 52	RFBYC/FSC	IRC / ORCi	15.8	4.5	3.2
<i>Mahlgai</i>	Murray Owen & Jenny Kings	Murray Owen	Murray Burns Dovell	Sydney 46	CYCA	PHS	14.3	4.0	2.7
<i>Maserati</i>	Orca srl	Giovanni Soldini	Juan Kouyoumdjian	Volvo 70 Modified	YCI	IRC / ORCi	21.3	5.7	5.3
<i>Maxi Ragamuffin</i>	Graham Eaton	Graham Eaton	German Frers	Frers 79	ROYYS	IRC	24.4	5.5	4.3
<i>Mayfair</i>	James Irvine	James Irvine	Farr Yacht Design	Beneteau First 40	ROYYS	IRC / ORCi	12.2	3.9	2.5
<i>Merlin</i>	David Forbes	Joseph Earl	Kaiko / Forbes	Kaiko 52	RSYS	IRC / ORCi	15.6	4.0	3.1
<i>Midnight Rambler</i>	E. Psaltis/M. Bencsik/B. Thomas	Ed Psaltis	Ker Yacht Design	Ker 40	CYCA	IRC	12.2	4.1	2.6
<i>Mission Performance</i>	Clipper Ventures	Greg Miller	Tony Castro	Clipper 70	RORC	IRC	21.3	5.6	3.0
<i>Myuna III</i>	Geoffrey Nixon	Geoffrey Nixon	Laurie Davidson	Cavalier 37	SYC	PHS	11.9	3.5	2.0
<i>Not A Diamond</i>	David Redfern	David Redfern	Farr Yacht Design	Beneteau First 40	ROYYS	IRC / ORCi	12.2	3.9	2.5
<i>Ocean Affinity</i>	Stewart Lewis	Stewart Lewis	Reichel Pugh	Marten 49	ROYYS	PHS	15.0	4.2	3.6
<i>Papillon</i>	Phil Molony	Phil Molony	Joubert / Nivelte	Archambault A40rc	CYCA	IRC	12.0	3.8	2.5
<i>Patrice</i>	Tony Kirby	Tony Kirby	Ker Yacht Design	Ker 46	CYCA	IRC / ORCi	13.9	4.3	3.4
<i>Patrice Six</i>	Shaun Lane	Shaun Lane	Niels Jeppesen	X-41	MHYC	IRC / ORCi	12.5	3.6	2.5
<i>Pazazz</i>	Rob Drury	Rob Drury	Bill Tripp	Cookson 12	RSYS	IRC / ORCi	11.9	3.8	2.8
<i>Pelagic Magic</i>	Simon Dunlop	Simon Dunlop	Farr Yacht Design	Beneteau 40.7	RPAYC	IRC	11.9	3.8	2.4
<i>Perpetual Loyal</i>	Anthony Bell	Anthony Bell	Juan Kouyoumdjian	Juan-K 100	CYCA	IRC	30.48	7.5	6.1
<i>Pretty Fly III</i>	Colin Woods	Colin Woods	Farr Yacht Design	Cookson 50	CYCA	IRC / ORCi	15.2	4.3	3.3
<i>Primitive Cool</i>	John Newbold	John Newbold	Reichel Pugh	RP 51	RMYS	IRC	15.6	4.4	3.3
<i>PSP Logistics</i>	Clipper Ventures	Max Stunell	Tony Castro	Clipper 70	RORC	IRC	21.3	5.6	3.0
<i>Qingdao</i>	Clipper Ventures	Robert Beggs	Tony Castro	Clipper 70	RORC	IRC	21.3	5.6	3.0
<i>Quikpoint Azzurro</i>	Shane Kearns	Shane Kearns	Sparkman & Stephens	S & S 34	CYCA	IRC / ORCi	10.1	3.1	1.9
<i>Ragamuffin 52</i>	Brenton Fischer	Brenton Fischer	Bruce Farr	TP 52	CYCA	IRC / ORCi	15.9	4.5	3.2
<i>Ragamuffin 100</i>	Syd Fischer	Syd Fischer	Andy Dovell	Dovell 100	CYCA/AYC	IRC / ORCi	30.48	6.0	6.0
<i>Rambler 88</i>	George David	George David	Juan Kouyoumdjian	Canting Maxi	NYC	IRC	27.0	7.0	6.0
<i>Rush</i>	John Paterson	John Paterson	Bruce Farr	Farr 45	RBYC	IRC	13.8	4.1	2.9
<i>Samurai Jack</i>	Michael Lazzarini	Michael Lazzarini	Farr Yacht Design	Farr 39ml Mod	QCYC	PHS	11.9	3.7	2.9
<i>Scamp</i>	Mike & Angela Mollison	Mike Mollison	Philippe Briand	Beneteau First 45	MBTBC	ORCi	14.1	4.2	2.4
<i>She's The Culprit</i>	The Culprit Syndicate	Glen Picasso	Inglis/Jones	Inglis-Jones/Hart 39	LMYC/NCYC	PHS	12.0	3.8	2.5
<i>Shuguang Haiyang</i>	Roy Pan	Dong Qing	Marc Lombard	Jeanneau 42i	DSC	IRC	12.9	4.0	2.1
<i>St Jude</i>	Noel Cornish	Noel Cornish	Murray Burns Dovell	Sydney 47	CYCA	IRC	14.2	4.1	3.2
<i>Takani</i>	James Whittle	James Whittle	Judel / Vrolijk	Hanse 495	RPAYC	PHS	15.4	4.8	2.4
<i>Teasing Machine</i>	Eric De Turckheim	Eric De Turckheim	Bernard Nivelte	Archambault 13	SRR	IRC	13.1	4.2	2.6
<i>The Goat</i>	Bruce Foye & Sebastian Bohm	Bruce Foye & Sebastian Bohm	Rogers Yacht Design	Rogers 46	CYCA	IRC / ORCi	14.0	4.0	2.9
<i>Triton</i>	Michael Cranitch & David Gotze	Michael Cranitch	David Lyons / Richard Cawse	LC60	CYCA	IRC / ORCi	18.3	4.4	3.7
<i>Trybooking.com</i>	Grant Dunoon	Grant Dunoon	Dixon Yacht Design	Moody 54 Ds	RBYC	IRC	17.2	5.2	2.7
<i>TSA Management</i>	Tony Levett	Tony Levett	Murray Burns Dovell	Sydney 38	MHYC	IRC	11.8	3.7	2.6
<i>Ugg Australia</i>	Steven Capell	Steven Capell	Sparkman & Stephens	Swan 65	CYCA	IRC	19.9	5.0	2.9
<i>Unicef</i>	Clipper Ventures	Jim Prendegast	Tony Castro	Clipper 70	RORC	IRC	21.3	5.6	3.0
<i>Uxorious IV</i>	Colin Buffin	Colin Buffin	German Frers	Swan 62 Fd	RSYC	IRC / ORCi	18.9	5.3	3.0
<i>Victoire</i>	Darryl Hodgkinson	Darryl Hodgkinson	Farr Yacht Design	Cookson 50	CYCA	IRC	15.2	4.3	3.5
<i>Visit Seattle</i>	Clipper Ventures	Huw Fernie	Tony Castro	Clipper 70	RORC	IRC	21.3	5.6	3.0
<i>Wax Lyrical</i>	Les Goodridge	Les Goodridge	Niels Jeppesen	X-50	CYCA	PHS	15.2	4.2	3.0
<i>Wild Oats XI</i>	Robert Oatley	Mark Richards	Reichel Pugh	RP 100	HIYC	IRC / ORCi	30.48	5.1	5.9
<i>Wild Rose</i>	Roger Hickman	Roger Hickman	Bruce Farr	Farr 43	CYCA	IRC / ORCi	13.1	4.2	2.5
<i>Willyama</i>	R. Barron & S. Sanlorenzo	Richard Barron	Farr Yacht Design	Beneteau First 40	RSYS	PHS	12.2	3.9	2.5
<i>Yeah Baby</i>	Marc & Louis Ryckmanns	Evgeny Neugodnikov	Hugh Welbourn	Welbourn 50	TYC	IRC	15.2	4.6	3.0

MAJOR PRIZES

Winners' trophies

Each year the Rolex Sydney Hobart produces two major winners from the fleet: line honours (first across the finish line) and overall winner (first on corrected time).



George Adams Tattersall's Cup

This trophy is awarded to the overall winner, which is determined by the application of a time correction handicap system to the IRC fleet. Boats sailing in PHS cannot win the Tattersall's Cup. The race's naming rights sponsor Rolex also awards a superb Yacht-Master timepiece to the overall winning skipper.



J. H. Illingworth Trophy

This trophy is awarded to the line honours winner – the first boat to cross the line in Hobart. It is generally won by one of the larger 'maxi' boats in the fleet, which have a speed advantage over yachts with shorter hull lengths. The race's naming rights sponsor Rolex also awards a superb Yacht-Master timepiece to the line honours winning skipper.



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**ABRACADABRA**

SAIL NO: 5612  
 LOA: 14.3m  
 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 (5) – Skipper, M Sheaffe (5), I Rushton (3), S D'Arx (1), D Maddock (2), J Francis (6), B Paton (1), M Formosa (21), P Loxton (3) P Craig (1).

James Murchison and his boat last year finished 10th overall under PHS and seventh in Division 2, with 33rd in Corinthian Division of the Rolex Sydney Hobart Yacht Race. Previous results include seventh overall in 1996, with all others sailed under PHS for 13th in 2006, 18th in 2008, 14th in 2010 and seventh in 2012. *Abacadabra* finished 10th overall in the Land Rover Sydney Gold Coast Yacht Race in July, not her best result for the race. She placed third in the PHS division in 2014 and won PHS overall win in 2013. Other past events Murchison has contested include the Melbourne Osaka double handed, Pittwater to Coffs Harbour and Sydney Mooloolaba races.

**ADVENTURE OF HORNET**

SAIL NO: GBR3900L  
 LOA: 20.4m  
 CLASS: IRC  
 DESIGNER: Rob Humphreys (UK)  
 YEAR BUILT: 2000  
 TYPE: Challenge 72  
 NUMBER OF HOBARTS: 1  
 OWNER: JSASTC Sailing Club  
 SKIPPER: TBA  
 CLUB: JSASTC Sailing Club, UK  
 CREW: TBA

Constructed of steel and built by Devonport Yachts Ltd in England, *Adventure* was one of the identical 72-foot yachts originally built for The Challenge Business in 2000 for amateur crews to race around the world in the Global Challenge. Representing the Navy, Richard Tarr skippered her to 66th overall and 14th in Division 3 in 2009. The boat was procured by the UK Ministry of Defence for the Joint Services Adventurous Sail Training Centre (JSASTC)

in Gosport, Hampshire for a Sail Training Vessel this year. Their aim is to develop the personal qualities of HM Forces through a sail training environment. The boat will sail from the UK to Australia as part of a circumnavigation – 'Exercise Transglobe' and will be crewed in our 628 nautical mile race solely by members of UK Armed Forces.

**AFTER MIDNIGHT**

SAIL NO: 8778  
 LOA: 12.4m  
 CLASS: IRC/ORCi  
 DESIGNER: Bruce Farr (USA)  
 YEAR BUILT: 2002  
 TYPE: Farr 40 Mod  
 NUMBER OF HOBARTS: 9  
 OWNER: Mark and Greg Tobin  
 CLUB: Cruising Yacht Club of Australia, NSW  
 CREW: M Tobin (6) – Skipper, G Tobin (5) – Skipper/Navigator, C Preen (2), H Ray (2), J Restall (1), J Rae (1), M Linhart (1)

Mark and Greg Tobin finished the 2014 Rolex Sydney Hobart a brilliant fourth overall, second in Division 3 and won ORCi Division 2. They were not as happy as they could be, because a 68-knot squall flattened the boat and drove it backwards down the Derwent when in contention to win the race overall. Moving on, they finished 13th overall and third in Division 2 of the 2015 Sydney Gold Coast Race and second overall in IRC and ORCi in the Brisbane Keppel race. Next was sixth place in Division 2 at the Australian IRC Championship.

This well-used boat was originally one of Ed Psaltis and Bob Thomas' *AFR Midnight Ramblers*, which the duo modified for the 2004 Hobart. They went on to win the 2006/2007 Blue Water Point Score, the 2009 Gold Coast Race and the Short Ocean Point Score with her. The yacht was sold to John Newbold, who renamed it *Primitive Cool* and contested the 2012 Hobart before selling it to the Tobins in March 2014. This boat bears watching.

**ALLEGRO**

SAIL NO: 6723  
 LOA: 20.3m  
 CLASS: PHS  
 DESIGNER: Warwick Yacht Design (NZL)  
 YEAR BUILT: 2006  
 TYPE: Warwick 67  
 NUMBER OF HOBARTS: 1  
 OWNER: Adrian Lewis

CLUB: Cruising Yacht Club of Australia, NSW

CREW: Adrian Lewis (3) - Skipper, B Renshaw (2), G Scheen (1), M Sheppard, P Whybird (2), S Hand (1), T Humphris (3) Anatasia Lewis (1)

*Allegro* raced for the first time in the Rolex Sydney Hobart last year under the name *Geomatic Allegro* and limped over the line with sail and rig damage to finish 19th under PHS. Adrian Lewis has since won PHS in the ORCVs 2015 Melbourne to King Island race and returns for this attractive yacht's second tilt at the PHS trophy in our race. Lewis and *Allegro* stayed in the Whitsundays after competing in the Cruising division at Hamilton Island and sailed a leisurely trip to Sydney with an ETA of November 8. This boat is a combination of serious luxury and carbon fibre, making for comfortable yet fast racing for the longstanding crew of family and friends. With his previous yacht, *Geomatic*, a Hanse 495, Lewis placed PHS sixth overall and fourth in Division 2 of the 2013 Hobart, after finishing 10th overall in 2012.

**ANOTHER FIASCO**

SAIL NO: Q999  
 LOA: 12.6m  
 CLASS: PHS  
 DESIGNER: Scott Jutson (AUS)  
 YEAR BUILT: 1994  
 TYPE: Jutson 43  
 NO OF HOBARTS: 10  
 OWNER: Damian Suckling  
 CLUB: Whitsunday Sailing Club, QLD  
 CREW: D Suckling – Skipper (4), D Fornasiero (3), B Fleming (1), P Burger, M Sullivan, L Reumer, D Leake

The green-hulled *Another Fiasco* was launched as *Maglieri Wines* for Geoff Vercoe who finished well down in the record 371-boat fleet in 1994. He went on to fifth overall in '95, was 10th in '96, 17th in '97 (with a ninth in IMS) before the boat was sold and became *Esprit de Corps* and retired from the 1998 and 1999 Hobarts. Queenslander Brian Graves was her next owner, and the renamed *Frontier Economics* finished 15th overall under IRC in the 2000 Hobart. Damian Suckling purchased her and won PHS overall in the 2006 Hobart before re-rating for IRC. He finished 29th overall in 2007 and 57th overall in 2009. Suckling, who spends untold time offshore aboard ships for employer Offshore Unlimited, a provider of a comprehensive range of offshore services for Australia's oil and gas industry, put in practice at Airlie Beach Race Week in August to prepare for his fifth Rolex Sydney Hobart.

**ARK323**

SAIL NO: 2382  
 LOA: 15.9m  
 CLASS: IRC  
 DESIGNER: Farr Yacht Design (USA)  
 YEAR BUILT: 2006  
 TYPE: TP52  
 NUMBER OF HOBARTS: 0  
 OWNER: Noahs Group  
 SKIPPER: Robert Hielkema  
 CLUB: Noahs Sailing Club, China  
 CREW: C Zhao – Skipper, R Hielkema, F Yao, F Chen, J Ren, J Shen, J Lin, J Zhu, J Lai, J Qin, K Sun, K Zhou, M Zhang, X Cai, X Yi, Z Zou

The race had attracted entries from Hong Kong in the past, but never from Mainland China and never with a full Chinese crew. *Ark323*, one of the earliest entries received by the CYCA, changes that. The yacht is owned by Noahs Group, which is led by Wilson Lee and sponsored by E-commerce company, Nuoegeo.com. Lee, a Chinese businessman, lived in Australia for a time. He says the nature of the prestigious Rolex Sydney Hobart and the challenge it presents made it a 'must do' event. It is also one of the ultimate platforms to showcase the Chinese team and the Club's passion to increase a Chinese presence at international yachting events. It is made up almost exclusively of Chinese sailors from a variety of sailing backgrounds and experience, from windsurfers to dinghies and keelboats, who all bring something different to the team.

Twelve sailors from all over China, and possessing a wide range of skills, came here fully prepared after sailing from their home base at Serenity Marina in Sanya, to take part in the 673-nautical mile Hong Kong to Vietnam Race in October. They finished fifth (last) in Division O overall after the propeller fell off the boat at the start, costing them dearly in time. From there, the crew were sailing the yacht to Sydney. The crew are very excited to be the first entry from mainland China to enter the race. The boat, a TP52, is best known under her previous identities of *Sled* and *Warpath* and she will have a second Chinese boat to compete against in Shuguang Hayang.

**AVALANCHE**

SAIL NO: R40  
 LOA: 12.3m  
 CLASS: IRC/ORCi  
 DESIGNER: Robert Hick





**YEAR BUILT:** 2015  
**TYPE:** Hick 40  
**NUMBER OF HOBARTS:** 0  
**OWNER:** Hugh Ellis and Gary Caulfield  
**CLUB:** Royal Yacht Club of Victoria, VIC  
**CREW:** H Ellis (1) – Skipper, G Caulfield (3) – Skipper, P Cox (1) – Navigator, T Klestadt (4), R Hick (15), B Bult (10), D Miles (14), L Smith (12), P Cannon (4), R Jaroszczuk (1)

Brand new *Avalanche* was launched in the first week of November for Victorians Hugh Ellis and Gary Caulfield, who campaigned the Beneteau First 44.7, *Twitich*, in last year's Hobart race. On the crew was *Avalanche's* designer and brains trust, Robert Hick. They finished 37th overall and 14th in Division 3. The two launched their new Rob Hick designed *Avalanche* in November and Hick joins them for the race. "He's a great designer, builder and yachting," Ellis says. Built for all-round performance in Williamstown, and probably the only racing yacht built in Australia in the last handful of years, *Avalanche's* owners plan to start with a couple of CYCA races. Next is the Rolex Sydney Hobart, Festival of Sails, Port Lincoln Race Week, Sydney Gold Coast race and Airlie and Hamilton Island Race Weeks. One of the dark horses in the fleet, keeping in mind it was a Hick design that won the 1998 Hobart.



**BALANCE**

**SAIL NO:** 52002  
**LOA:** 15.9m  
**CLASS:** IRC/ORCi  
**DESIGNER:** Farr Yacht Design (USA)  
**YEAR BUILT:** 2005  
**TYPE:** TP52  
**NUMBER OF HOBARTS:** 4  
**OWNER:** Paul Clitheroe  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** P Clitheroe (7) – Skipper, N Scott Perry (6) – Navigator, M Green (36), A Brown (28), A Cribb (8), C Evans (3), D Keddie (3), D Taylor (7), J Dock (13), M Craig (2), M de Montgolfier (2), T Brewer (2), M Slinn (10).

CYCA director Paul Clitheroe purchased his fifth *Balance* mid-last year. It was previously the 2008 Rolex Sydney Hobart overall victor, *Quest*, which Bob Steel also sailed to 27th overall in the 2009 race and seventh overall in 2012. Going into the 2014 Hobart, *Balance* was leading the chase for the Blue Water Point Score, inclusive of claiming second overall IRC Division 1 in the 2014 Gold Coast race and winning the Cabbage Tree Island Race. When Hobart conditions smiled down on the smaller yachts, *Balance* finished 36th overall, but was top TP52 and therefore accepted second overall in the BWPS. *Balance* finished third on line in October's Newcastle Bass Island Race and looked likely to win overall until the small

boats sailed home in good pressure and *Balance* was relegated to fourth place. Clitheroe turned 60 in July, so was celebrating with others of his vintage in Ireland when *Balance* was sailed to 19th overall and seventh in Division 0 by his crew, led by Mike Green, a veteran of 36 Hobarts. Previously, Clitheroe owned a Beneteau 45 also named *Balance*, which he also sailed with successful results. Despite his protests, the money guru does know how to race a yacht to its potential.



**BLACK JACK**

**SAIL NO:** 52570  
**LOA:** 21.5m  
**CLASS:** IRC  
**DESIGNER:** Juan Kouyoumdjian (ARG)  
**YEAR BUILT:** 2011  
**TYPE:** Volvo 70  
**NUMBER OF HOBARTS:** 2  
**OWNER:** Peter Harburg  
**SKIPPER:** Mark Bradford  
**CLUB:** Royal Queensland Yacht Squadron, QLD  
**CREW:** M Bradford (8) – Skipper, P Harburg (4), P Elkington (10) – Navigator, A Nolan (9), A Nossiter (14), B Hilliar (6), B Clarke (17), D Hutchison (7), G Van Lunteren (4), M Von Bribra (8), P Dowdney (15), V Prentice (7), C Anderson (1), S Jackson (6)

*Black Jack* has two Rolex Sydney Hobarts in the pocket, and finished fifth on line last year. She was just 13 minutes behind *Ragamuffin 100* (third on line), and two minutes behind fourth placed *RIO 100*, while stablemate, *Giacomo* (the ex VOR winner, *Groupama*) was dismantled off the Tasmanian coast late in the race. A quick yacht off the wind, the former *Telefonica* was fourth on line in the 2013 Hobart, defeating *Giacomo* by two places and just 2 minutes 17 seconds on line. She went on to claim line honours in the 2014 Brisbane to Gladstone Yacht Race.

Earlier in the year, Peter Harburg's yacht underwent modifications to improve her light weather performance. She was tested in the light to moderate wind Gold Coast race and was second home to *Perpetual Loyal* and third overall. Straight after, Harburg's boat trailed his former RP66 *Black Jack* (now called *Alive*) in the shifty and light Brisbane Keppel race by nearly five hours to finish second on line. Boat and crew are sure to enjoy competing against the other, but four-year-old *V70*, *Maserati*, and her skipper, the famed *Giovani Soldini*.



**BLACK SHEEP**

**SAIL NO:** 33345  
**LOA:** 13.7m  
**CLASS:** IRC/ORCi  
**DESIGNER:** Philippe Briand (FRA)  
**YEAR BUILT:** 2008  
**TYPE:** Beneteau 45  
**NUMBER OF HOBARTS:** 2  
**OWNER:** Derek and Martin Sheppard  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** D Sheppard (8) - Skipper, M Sheppard (7) – Skipper, T Rodwell, B Hardy, D Souter, J Middleton, K Bennett, M Ivaneza (5), M Jones (1), P Lee, S Garrie, S Sellers, T Curry, W McKinnon, Y Heritage

*Black Sheep* finished 40th overall and 16th in Division 3 in the 2014 Rolex Sydney Hobart, which was a bit disappointing for Martin and Derek Sheppard, who had been doing so well earlier in the year. However, they finished fifth overall to win Division 2 in the 2015 Land Rover Sydney Gold Coast Race and were third in October's Newcastle Bass Island Race.

In their first season campaigning the former *Honeysuckle*, the Sheppards won the CYCA's 2014 Ocean Racing Rookies of the Year, following a successful first season in the 2013-2014 Blue Water Point Score, where they finished seventh overall and second overall in ORCi.



**BRINDABELLA**

**SAIL NO:** 10000  
**LOA:** 24.1m  
**CLASS:** PHS  
**DESIGNER:** Scott Jutson (AUS)  
**YEAR BUILT:** 1993  
**TYPE:** Jutson 80  
**NUMBER OF HOBARTS:** 19  
**OWNER:** Jim Cooney  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** J Cooney (4) – Skipper, A Fisk, A Berman (1), B Sykes (25), B Kellett (23), C Buchanan (4), C Price, D Hislop (1), H Slawson, J Natherson (3), J Tulse, J Verheggen (1), J Atkinson, J Sutherland (5), L May (42), M Robinson, M Blake (1), N Armstrong (2), O Court (1), P Ryan, P Eakins, P Sigaloff, S Don (10), T Drayton (1), W Hedberg (2), S King (2)

Jim Cooney purchased *Brindabella* in 2010 and religiously contests the Hobart and other races, keeping her name alive and in the books. In a rarity, she retired from the last Hobart, on night one off Kiama, after taking on water when the rudder bearing became loose. She finished 12th on line and 11th overall under PHS in the 2015 Sydney Gold Coast race.

Built in 1993 for George Snow, he took line honours in the 1997 Hobart and won the inaugural Big Boat Challenge in 1994. *Brindabella* retains the Hobart record for a conventionally ballasted yacht (1 day 20 hours 46 minutes 33 seconds), which she achieved in 1999 after a second over the line and held the Sydney Gold Coast race record for 13 years, until *Wild Oats XI* and *Loki* finally beat it in 2012 after a few tries. Still holds the Sydney-Mooloolaba, Sydney-Noumea and Sydney-Wollongong race records. Her long Hobart history stands at: retired in '93, 19th o/a in '94, 30th o/a in '95, ret in '96, ninth o/a '98, second overall in '99, ret in 2000, 13th o/a in '01, 27th o/a in '02, 32nd o/a in '03, fifth o/a in '04. In '07 she competed as *Toyota Aurion V6* and won PHS, in '08 she was *ASM Brindabella*, and finished 12th PHS. Ret in '10, 38th o/a in '11, second under PHS in '12, eighth PHS in '13 and ret in '14.



**C. EX DOLCE**

**SAIL NO:** 9550  
**LOA:** 14.3m  
**CLASS:** IRC  
**DESIGNER:** Jim Inglis (AUS)  
**YEAR BUILT:** 1989  
**TYPE:** Inglis 47 Mod  
**NUMBER OF HOBARTS:** 4  
**OWNER:** Pierre Gal and Doug Gayford  
**CLUB:** Coffs Harbour Yacht Club, NSW  
**CREW:** P Gal – Skipper, D Gayford, P Orr, D O'Mullane, G Peronchik,

Originally *Vendetta*, *C. Ex Dolce* first contested the Hobart in 1990 and finished 49th in IMS. In 1991 she was 10th in IMS and became *AHC Hospitals* and finished the 1994 race 18th overall, as *Computerland*, was PHS sixth overall in 1998. Along with *Scavenger*, *Dolce* was the first Inglis 47 to launch. Inglis boats are designed for downwind speed and this one was built, owned and raced by Alex and Paul Cittadini. Pierre Gal and Doug Gayford bought it in 2012, and in 2013, revitalised it with a new deck and interior, converting it from a racer to a cruiser-racer. *Dolce* finished third in Performance Racing at Airlie Beach last year and finished 27th overall in the 2015 Sydney Gold Coast Race. The Cittadini loaned the mould of this yacht to Grant Wharington to build his first *Wild Thing*, which took 1990 Melbourne Hobart line honours and race record and went on to race as *Wild One*.





**CADIBARRA 8**

SAIL NO: R420  
 LOA: 12.9m  
 CLASS: IRC  
 DESIGNER: Don Jones (AUS)  
 YEAR BUILT: 2001  
 TYPE: Jones 42  
 NUMBER OF HOBARTS: 4  
 OWNER: Paul Roberts  
 CLUB: Royal Yacht Club of Victoria, VIC  
 CREW: P Roberts (8) – Skipper, B Murphy (10), rest TBA

In 2014, on her fourth Sydney Hobart attempt, Paul Roberts sailed *Cadibarra 8* to 15th overall and third in Division 2, after placing 34th overall and ninth in Division 2 in the 2010 Hobart. In 2011 he finished 50th overall and ninth in IRC Division 2. In 2012, *Cadibarra 8* underwent major modifications in preparation for the Melbourne to Osaka Double-Handed Yacht Race, in which he won IRC overall after finishing second on line. She also contested the 2014/2015 Victorian summer racing season and finished first in AMS Division 0 in the Range series and recently was second on line in the Melbourne Stanley Race. Roberts purchased this Jones 42 in 2010 from previous Victorian owner and designer, Don Jones, who contested the 2001 race from which he retired.



**CALIBRE**

SAIL NO: 7777  
 LOA: 11.8m  
 CLASS: IRC/ORCi  
 DESIGNER: Murray Burns Dovell (AUS)  
 YEAR BUILT: 2001  
 TYPE: Sydney 38  
 NUMBER OF HOBARTS: 0  
 OWNER: Richard Williams  
 CLUB: Cruising Yacht Club of Australia, NSW  
 CREW: R Williams – Skipper, A Carpenter (1), A Bailey (3), C Sheers, C Townsend (3), K Deane, P Rose (1) N Black

A maiden Sydney Hobart for *Calibre*, although she has competed in many other events. Richard Williams recently sailed her to sixth overall in the Sydney Gold Coast race after finishing third overall in the 2015 Land Rover Winter Series, outdoing all but one of the six Sydney 38's and eight other boats in her division. Finishing a solid second in October's Newcastle Bass Island Race, it appears Williams and

crew are in good form. In recent years, the yacht was campaigned by Williams and former co-owner, Geoff Bonus, who mostly concentrated on sailing in Sydney 38 One-Design events for seven seasons and also in those such as the CYCA Trophy and the SSORC.



**CARTOUCHE**

SAIL NO: B10  
 LOA: 15.0m  
 CLASS: IRC  
 DESIGNER: Farr Yacht Design (USA)  
 YEAR BUILT: 2012  
 TYPE: Beneteau 50  
 NUMBER OF HOBARTS: 0  
 OWNER: Steven Fahey  
 CLUB: Royal Brighton Yacht Club, VIC  
 CREW: S Fahey – Skipper, B Colman (1), D Fahey, G Merchand, J Hurst, K Kilgariff, K Ribton-Turner, L Hulley (1), N Fahey, S Smith, T Kenner

This is a first Hobart for Steven Fahey and *Cartouche's* first Sydney Hobart. Joining him are the two reasons he is doing the race, his 21 and 18-year-old sons David and Nick, who have done a few offshore races with him. *Cartouche* scored overall victory in the 2014 Melbourne Hobart East Coaster and finished fourth overall in the 2014 Apollo Bay Race and was third out of three under IRC in the Melbourne Vanuatu race. A stylish Beneteau 50, she also finished second overall in the 2013-2014 ORCV Offshore Championship. Most recently, *Cartouche* finished fifth overall in the Melbourne Stanley Race. Regular crew will prepare the boat for Hobart, while Fahey's sons will deliver it to Sydney, where a relaxed owner will step aboard for the big race on Boxing Day.



**CELESTIAL**

SAIL NO: 6952  
 LOA: 15.9m  
 CLASS: IRC/ORCi  
 DESIGNER: Judel/Vrolijk (GER)  
 YEAR BUILT: 2007  
 TYPE: TP52  
 NUMBER OF HOBARTS: 4  
 OWNER: Sam Haynes  
 CLUB: Cruising Yacht Club of Australia, NSW  
 CREW: S Haynes (5) – Skipper, G Bauchop (19), D Burt (6), B Decoster (12), S Francis, K Clarkson (8), E Walker, C Janes (11), J Walker, D Palazzi (5), B Todter (2), T Davis, L Stead

With his previous *Celestial*, a Rogers 46, Haynes finished second in the 2012 Blue Water Pointscore and came from behind to take the trifecta of crowns under IRC, ORCi and PHS in 2014 series – one of the closest on record. He started that campaign by winning the 2014 Land Rover Sydney Gold Coast race and clinched victory with 11th overall and second in Division 2 of the 2014 Rolex Sydney Hobart after finishing third overall in the 2013 race, and second overall under ORCi. There were other wins and podium places between the two races, with Haynes and crew coming into their own over the last three years.

This year, the Sydney vet bought the former *Wat Now/Shogun IV/Famo*. As *Wat Now* (owned by Graeme Wood), she finished the Hobart third overall. As *Shogun IV* (Rob Hanna) was third again in 2010, then 15th in 2011 and ninth in 2012. Haynes' first hit out with the new *Celestial* was the Gold Coast race, where he finished 23rd overall and ninth in Division 0. Next stop was Hamilton Island, where he placed seventh from seven in IRC Division 1, then sailed a good Newcastle Bass Island Race with fourth on line. Was looking good for second overall, but finished fifth when the smaller boats came home in good pressure.



**CHALLENGE**

SAIL NO: SM28  
 LOA: 11.8m  
 CLASS: IRC  
 DESIGNER: Murray Burns Dovell (AUS)  
 YEAR BUILT: 2004  
 TYPE: Sydney 38  
 NUMBER OF HOBARTS: 4  
 OWNER: Chris Mrakas  
 CLUB: Sandringham Yacht Club, VIC  
 CREW: Chris Mrakas (1) – Skipper, A Gilbert (1), D Charlton, D Connaughton, G Cantwell (1), J Anderson, M Molina, P Swider

Chris Mrakas is a new Sydney 38 owner, purchasing the late and great Lou Abrahams' immaculately prepared boat, *Challenge*. His first race with this boat, and as an owner, was the Festival of Sails in January and in October he raced to eighth overall in the Melbourne Stanley Race. Mrakas has done the Hobart though, aboard the Sydney 38 *Mille Sabords*, in 2011. *Challenge* was arguably the most successful Sydney 38 in Australia, the one to come closest to winning the Sydney Hobart, with third overall and a Division D win in 2006. It has also been Australian and Victorian champion, and won numerous one-design events. Fittingly, *Challenge's* home base remains Sandringham Yacht Club, where Lou was a past commodore and life member.

Abrahams last raced this yacht to Hobart in 2007 when he was 80; his passion for the sport never extinguished. In doing so, he equalled the 44 race-record set by the late John Bennetto in 2004, but *Challenge*

finished an uncharacteristic 40th overall, 14th in Division D and fifth in the Sydney 38 OD division that year.



**CHANCELLOR**

SAIL NO: 8824  
 LOA: 14.8m  
 CLASS: IRC/ORCi  
 DESIGNER: Farr Yacht Design (USA)  
 YEAR BUILT: 2004  
 TYPE: Beneteau 47.7  
 NUMBER OF HOBARTS: 5  
 OWNER: Edward Toohar  
 CLUB: Cruising Yacht Club of Australia, NSW  
 CREW: E Toohar (9) – Skipper, S Lipman, P May (4), J Stark, S Dawson (5), M Ward (5), J Lin, P Drake-Brockman (8), G Smith (1), J Davis

Ted Toohar's fourth Beneteau named *Chancellor* retired from last year's race when it did not comply with SI 44.1 & 44.2 (basically, crew did not report via radio before entering Bass Strait). However, Toohar finished the previous Hobart in 57th overall and was 43rd overall in the 2015 Land Rover Sydney Gold Coast Yacht Race. Along with others, she recently retired from the Newcastle Bass Island Race when fickle and no winds took their toll. This yacht is the former *Pretty Fly II* and was campaigned extensively by Colin and Gladys Woods, racing in the CYCA's Blue Water Pointscore.



**CHINA EASYWAY**

SAIL NO: 4527  
 LOA: 12.7m  
 CLASS: IRC/ORCi  
 DESIGNER: John King (AUS)  
 YEAR BUILT: 1988  
 TYPE: Jarkan 12.5  
 NUMBER OF HOBARTS: 6  
 OWNER: Travis Read  
 CLUB: Port Hacking Open Sailing Club, NSW  
 CREW: T Read (5) – Skipper, W. Pan – Skipper, rest TBA

This is the former *She's Apples II*, which then owner David Strong sailed to an overall IMS win (in conjunction with IOR winner, *Atara*) in the 1991 Sydney Hobart. He sailed her to 26th overall in 1992, retiring in 1993. In 1994, under the name *AFS Freight*, Strong finished 71st overall. It was sold to Max Prentice, who kept the *She's Apples II* name. He retired from the





1997 race, but was one of the few finishers of the tragic 1998 race in 21st overall. Travis Read has purchased the boat he has renamed *China Easyway*, which still bears the original sail number. His new co-skipper is Wayne Pan from China, who will be joined by two other Chinese crew members. Read's last Hobart campaign as an owner was 2012 with *Illusion* (won the 1988 Hobart under original owner, Gino Knezic). He finished 23rd overall and fourth in Division 4 with co-owner Kim Jaggar. In 2013 minus Jaggar, he scored 21st overall and second behind *Wild Rose*, in Division 2.



**CHINESE WHISPER**

**SAIL NO:** AUS13  
**LOA:** 18.9m  
**CLASS:** IRC/ORC  
**DESIGNER:** Judel/Vrolijk (GER)  
**YEAR BUILT:** 2009  
**TYPE:** J/62  
**NUMBER OF HOBARTS:** 0  
**OWNER:** Rupert Henry  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** R Henry (2) – Skipper, C Crafoord (29) – Navigator, B Lamb (3), C Baillie (2), I MacKillop (1), L Hornsby (1), P Merrington (19), R Trujillo (1), S Hunt (21), S Diviney, T Braidwood (20), W Parker (2), M Dunstan (11), G OShea, F O'Leary, D Edwards

Rupert Henry purchased the former *Jethou* from Europe and prepared her in time for the Sydney Gold Coast Yacht Race, when she lived up to her reputation, finishing second on line and second overall. She took line honours in the Flinders Islet Race in September, missing *Loki's* race record by 15 minutes – and finished third overall, then won line honours in October's Newcastle Bass Island Race. A rock-solid crew including Tom Braidwood, Peter Merrington and Spanish triple Finn Olympian (won the silver medal in Athens), Raffa Trujillo, adds to the serious cred of this ultra-light carbon fibre-hulled fully optimised yacht built purely for speed. As *Jethou*, it won the Maxi division at Palma Vela in 2012 and scored victories at Copa del Rey, Les Voiles de St. Tropez, the Maxi Rolex World Championship and Giraglia Rolex Cup. *Chinese Whisper* is highly rated to win the Rolex Sydney Hobart overall.

Henry, who has been a champion dinghy sailor and a competitor in a number of Etchells Worlds, sold his TP52 *Fomo* to Sam Haynes (now *Celestial*). Prior to that, he contested two Hobarts on *Team Lexus*, owned in partnership with James Mayo and Angus Miller. They finished eighth overall and third in the Sydney 38 Division in 2003 and went on to finish third overall in the Sydney Mooloolaba Yacht Race ahead of their 11th overall and Divisional fourth in the 2004 Hobart.



**CHUTZPAH**

**SAIL NO:** R33  
**LOA:** 12.3m  
**CLASS:** IRC/ORC  
**DESIGNER:** Reichel/Pugh (USA)  
**YEAR BUILT:** 2007  
**TYPE:** Caprice 40  
**NUMBER OF HOBARTS:** 8  
**OWNER:** Bruce Taylor  
**CLUB:** Royal Yacht Club of Victoria, VIC  
**CREW:** B Taylor (34) – Skipper, K Piesse (32) – Navigator, G Gourley (28), P Fletcher (28), A Taylor (23), B Anderson (4), I Taylor (14), J Permezal (24), M Te Hau, R Chamberlain

After 34 attempts, Bruce Taylor came oh so close again, finishing last year's 70th edition of the Sydney Hobart second overall to *Wild Rose*, by just under 39 minutes. He also won Division 2, while nearest division rival, *Celestial*, was 11th overall, showing how well the boat was sailed. The Caprice 40's other best overall Hobart results were fourth 2007 and fifth in 2013. With previous *Chutzpahs*, Taylor's best results were second in IMS Division 3 in 1994 (371 boats were entered), sixth overall in 2001, fifth in 2002 and third in IRC and fourth in IMS in 2003, plus a host of divisional wins and places. From 1980 to 1984, Taylor sailed the Hobart as crew for other owners. He missed 1985, but since 1986, has owned six yachts bearing the name *Chutzpah*, and has not missed a single Hobart since – that's 29 straight.

This will be Taylor's 35th race south, and son Drew's 24th. The Victorian dentist's sailing ambition is to win the Rolex Sydney Hobart and there will be a few fingers crossed for him again this year. His crew is a solid core who have sailed with Taylor throughout, and have serious Hobart cred – four have notched up 25 races plus, and Drew is nearing the mark.



**CLIMATE ACTION NOW**

**SAIL NO:** N11  
**LOA:** 15.3m  
**CLASS:** IRC/ORC  
**DESIGNER:** Robert Hick (AUS)  
**YEAR BUILT:** 2003  
**TYPE:** Hick 50  
**NUMBER OF HOBARTS:** 1  
**OWNER:** Lisa Blair  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** L Blair – Skipper, rest TBA

Lisa Blair initially circumnavigated the world via the 2011/2012 Clipper Round the World Yacht Race and went on to compete in the ITL Solo Tasman Challenge from New Zealand to Australia. Her next goal is to become the first woman to circumnavigate Antarctica, solo, non-stop and unassisted. First she will take on the Sydney Hobart and hopes to raise awareness of the environmental climate along the way. The Queenslander has over 50,000 sea miles under the belt and a multitude of sailing qualifications.

In September she found the right boat in *Funnel-Web*, a bright yellow Open 50 designed by Robert Hick and commissioned by Ivan and Sibby MacFadyen (Sibby is also contesting the race with *Dare Devil*). They contested the tough 2004 Sydney Hobart and finished 48th overall in a race where 59 finished and 57 retired. The MacFadyens also contested the 2003 Melbourne to Osaka double-handed race and finished third over the line, so this is the right boat for Blair, who has been through the wringer in her endeavours to finance the boat and her projects.



**CLIPPERTELEM+**

**CLIPPER ROUND THE WORLD YACHT**  
**SAIL NO:** GBR726X  
**LOA:** 21.3m  
**CLASS:** IRC  
**DESIGNER:** Tony Castro (UK)  
**YEAR BUILT:** 2013  
**TYPE:** Clipper 70  
**NUMBER OF HOBARTS:** 1  
**OWNER:** Clipper Ventures  
**SKIPPER:** Matt Mitchell  
**CLUB:** Royal Ocean Racing Club, UK  
**CREW:** M Mitchell – Skipper, A Laline, B Webb, D Elliott, E Snijders, E Hargreaves, E Miglin, H Kim, H Greenfield, J Howard, L McDavitt, M Paskowitz, M Turner, N Abramczyk, N Rainey, R Krieger, R Finlay, T John, T Hong Truong

*Clippertelem+* was skippered by Diane Reid, but she had to leave the race in Cape Town, so Matt Mitchell, who skippered *Mission Performance* in the 2013 Rolex Sydney Hobart, has taken over the role. The boat was skippered by Simon Talbot as *GREAT Britain* in the 2013 Rolex Sydney Hobart and finished in 59th overall and eighth in Division 1, the second best placed of the Clipper yachts behind *Derry Londonderry-Doire*. On the crew is Han Kim, the first South Korean Clipper Race competitor. One of the crew hoping to help Mitchell keep the yacht's reputation intact is Linda McDavitt, a 69-year-old retired band teacher from Texas, and the oldest female in this edition of the Clipper Race. Nothing stops this woman who got fit for the race with some pole dancing.



**CLIPPER VENTURES 5**

**SAIL NO:** 9354T  
**LOA:** 20.7m  
**CLASS:** IRC  
**DESIGNER:** Ed Dubois (UK)  
**YEAR BUILT:** 2005  
**TYPE:** Clipper 68  
**NUMBER OF HOBARTS:** 1  
**OWNER:** Clipper Ventures Australia  
**CLUB:** Royal South Australian Yacht Squadron, SA  
**SKIPPER:** Drew Hulton-Smith  
**CREW:** D Hulton-Smith – Skipper, C Kobusch – Navigator, W Parbury, H Jin, S Jones, A Woodward, N Woodward, D Armstrong, J Martins, D Pande, C Doudy, P Cause, C Gram, S Cubitt

This is the former *Gold Coast Australia* that won 12 of the 15 legs in the 2011-12 edition of the Clipper Round the World Yacht Race under Tasmanian skipper Richard Hewson and his crew. Prior to that, it competed in the previous three editions respectively as *Team Finland* (was second), *Jamaica* (10th) and *Jersey* (ninth). It last sailed in the Rolex Sydney Hobart in 2013, skippered by Clipper skipper, Piers Dudin, to 56th place overall. The boat is now utilised for Clipper race crew training and development and to participate in local sailing events at Clipper Ventures' new Sydney base. She will be skippered to Hobart by Drew Hulton-Smith, a watch captain on Clipper Ventures 10 in last year's race. Husband and wife team, Anne and Nick Woodward join the crew.



**CLIPPER VENTURES 10**

**SAIL NO:** 9359T  
**LOA:** 20.7m  
**CLASS:** IRC  
**DESIGNER:** Ed Dubois (UK)  
**YEAR BUILT:** 2005  
**TYPE:** Clipper 68  
**NUMBER OF HOBARTS:** 2  
**OWNER:** Clipper Ventures Australia  
**CLUB:** Royal South Australian Yacht Squadron, SA  
**SKIPPER:** Gregor McGowan  
**CREW:** Gregor McGowan (2) – Skipper, R Knox-Johnston (2) – Navigator, W Reed, D Van Daele, M Docter, J Allen, K Camelliri, J Sherwood, M Anning, T Brom, S Blakey, D Purdy, A Blake



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The former *Derry-Londonderry* contested the 2014 Rolex Sydney Hobart as *Clipper Ventures 10* and finished 79th overall representing the UK and under the guidance of Clipper skipper, Piers Dudin. The previous year she was skippered by James Dobie (also a Clipper skipper) to 49th overall. This time she is skippered by Gregor McGowan, who last year skippered *Flying Fish Arctos* to 18th overall in PHS for 12th in Division 2 and also sailed her to Hobart in 2013. With four circumnavigations and more than 140,000 miles under her hull, *Clipper Ventures 10* is a tried and tested yacht. The boat will be crewed by mostly trainees. Sir Robin Knox-Johnston, founder of the Clipper Race, will navigate, while Joanna Allen, Dirk Van Dael and Minke Docter who all sailed the 2009/10 Clipper Race on *Team Finland* and wanted to get together again, will join.



COMANCHE

SAIL NO: 12358
LOA: 30.46m
CLASS: IRC
DESIGNER: Verdier Yacht Design and VPLP (FRA)
YEAR BUILT: 2014
TYPE: 100-foot Super Maxi
NO OF HOBARTS: 1
OWNER: Jim Clark and Kristy Hinze-Clark
SKIPPER: Ken Read
CLUB: New York Yacht Club, USA
CREW: K Read (1) – Skipper, S Honey – Navigator, C Smith (11), D Wislang (1), D De Ridder, J Spithill (2), J Fanelli, J Von Schwarz (1), J Clougher (12), K Keely, K Harrap (1), L Sinclair (1), N Dana, P Arrate, R Clarke (1), R Godfrey (10), T Mutter (1), W Fleury (1)

Comanche came to the race fresh out of her wrapping last year and left mouths agape with her speed as she made good her escape from Sydney Harbour. Light winds in Bass Strait and little time on the water were her downfall and she settled for second on line to record holder Wild Oats XI. In May, she took the treble of line, record and overall win in the 185-nautical mile Block Island Race. On July 12, the 'aircraft carrier' set a new 24-hour monohull speed record in the 2015 Transatlantic Race, covering 618.01 nautical miles (25.75 knots average) – nearly the equivalent of the Rolex Sydney Hobart Yacht Race distance of 628 nautical miles. In August, Comanche took line honours from George David's Rambler 88 in the fluky light Rolex Fastnet Race by four and a half minutes after a race-long battle, with Rambler 88 finishing six hours ahead overall. The super maxi then took line honours in all four races at the Maxi Yacht Rolex Cup. Skipper, Ken Read, and crew are looking forward to their Hobart stoush with the other super maxis, in particular Wild Oats XI. Diehard yachties are looking forward to the outcome of this race for line honours. James Spithill joins a heavy-

hitting crew again, among them Aussie colleagues Casey Smith, Justin Clougher and Ryan Godfrey.



CONCUBINE

SAIL NO: YC45
LOA: 13.7m
CLASS: IRC/ORCi
DESIGNER: Mark Mills (IRE)
YEAR BUILT: 2015
TYPE: Mills 45
NO OF HOBARTS: 0
OWNER: Jason Ward
CLUB: Cruising Yacht Club of South Australia, SA
CREW: Jason Ward (1) – Skipper, S Bruland (2), J Freeman (27), S Nolan (13), N Partridge (18), S Kemp (18), A Henshall (4), J Paterson (6), J Clark (4), A Mitton (5), J Mitton (1), L Stephens (1), M Pernini

A brand new Concubine for Jason Ward who last year, following many years of one-design racing, contested his first Sydney Hobart last year with co-owner and wife, Shevaun Bruland aboard their former Concubine, a Beneteau First 40. After delivering the yacht to Sydney together, they finished 43rd overall and 18th in Division 3 and 36th overall in ORCi for 11th in Division 3. In February, they finished fifth overall in the Lexus Adelaide Port Lincoln Yacht Race and second overall at the Port Lincoln Race Week. It will be interesting to see what they bring to the table with the new boat from well-respected designer, Mark Mills. The boat arrived by ship on 11 November, giving the crew little time to adapt. However, a strong line-up is bolstered by Steve Kemp, Julian Freeman, Silas Nolan and Nick Partridge, while father and son, Anthony and Jesse Mitton, join the crew again.



COUGAR II

SAIL NO: 5200
LOA: 15.9m
CLASS: IRC/ORCi
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2005
TYPE: TP52
NUMBER OF HOBARTS: 6
OWNER: Anthony Lyall
CLUB: Royal Yacht Club of Tasmania, TAS
CREW: A Lyall (13) – Skipper, R Cohen (1), M Jeffrey (5), A Sayers (1), R Parker

(5), G Peacock (6), T Grafton (15), D Woods (1), M Cubit (2), B Wells, D Meincke (16)

Tony Lyall sailed Cougar II to 13th on line, finishing one place and 45 minutes behind the top TP52, Balance. Overall, the Tassie boat was 46th and seventh in Division 1. Previously, she was 16th on line and 33rd overall in 2012. Cougar II's best Hobart result so far was second overall in 2008 under her previous owner, Alan Whiteley, whom Lyall bought the boat from in late November 2011 and drove her to second overall in the TP52 Southern Cross Cup Series 2013. Last year, the Tasmanian went on to break the Maria Island race record he set with Cougar II in 2013, in 18 hours 49 minutes 06 seconds, clipping 38 minutes and 35 seconds off it. Lyall is primed to win overall, but he will face a lot more TP52 competition this year, and the rest.



DA NANG-VIET NAM

CLIPPER ROUND THE WORLD YACHT
SAIL NO: GBR725X
LOA: 21.3m
CLASS: IRC
DESIGNER: Tony Castro (UK)
YEAR BUILT: 2013
TYPE: Clipper 70
NUMBER OF HOBARTS: 1
OWNER: Clipper Ventures
SKIPPER: Wendy Tuck
CLUB: Royal Ocean Racing Club, UK
CREW: W Tuck (8) – Skipper, Stott, A Eley, B Keevil, C Bayliss, D Graney, D Lees, E Fripp, K Svedjefalt, K Mohun-Smith, L Sword, L Blunt, M Hundleby, M Ogg, M Molesworth, S Snell, S Gratchev, S Cunningham, V Saint-Pierre

Da Nang-Viet Nam is skippered by Sydney sailor and sailing instructor, Wendy Tuck, who has notched up eight Hobart races already. Tuck will steer the former Invest Africa, which was skippered to 69th overall, 17th in Division 1 and 11th in the Clipper division by Rich Gould in the 2013 Rolex Sydney Hobart. Aboard the boat with Aussie flavour is Australian soldier, Craig Baylis, who is finally fulfilling an ambition to race across an ocean. Joining him is Bridget Keevil, a British travel agent and novice sailor. She has visited most places on the Clipper route – but never sailed into them. Da Nang is a first time sponsor, and Tuck is the most experienced Hobart skipper, so will be keen to make an impression.



DARE DEVIL

SAIL NO: RF5095
LOA: 14.3m
CLASS: IRC
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2000
TYPE: Farr/Cookson 47
NUMBER OF HOBARTS: 1
OWNER: Sibby Ilzhofer
CLUB: Newcastle Cruising Yacht Club, NSW
CREW: S Ilzhofer (2) – Skipper, E Christidis, M Tieman, G Scarlett, I Dumduz, O Kenny, A Garnett, W Coster, G Stromov (3), D Watt, R Yeo

Dare Devil contested her first Hobart race last year with an international crew and finished 52nd overall and 13th in IRC Division 2. The jewel in the crown for Sibby Ilzhofer was receiving the Jane Tate Memorial Trophy, awarded to the first female skipper to finish. In July, Ilzhofer contested the 2015 Land Rover Sydney Gold Coast Yacht Race, placing 50th overall and 11th in Division 1. Travel Play Live is supporting Dare Devil's three year global campaign in partnership with White Ribbon to raise money and awareness about violence against women. Dare Devil was launched in 2000 as Sea Hawk for the 2000/2001 Kenwood Cup. Campaigned by Naohiko Sera and Roy Davies of AC fame, and with her two team mates, they won the Cup. Western Australia yachtie Tony Mitchell bought and re-christened her Sled before German/Aussie Sibby Ilzhofer bought and renamed the boat.



DEKADENCE

SAIL NO: RQ432
LOA: 14.1m
CLASS: IRC/ORCi
DESIGNER: Mark Mills (IRE)
YEAR BUILT: 2004
TYPE: DK46
NUMBER OF HOBARTS: 4
OWNER: Stephanie Kerin
CLUB: Royal Queensland Yacht Squadron, QLD
CREW: S. Kerin – Skipper, B Mann, B Miethke (1), B Kennett (5), C Johnson, G Tomlins, G Durran (5), G Paulsen, P Walsh, R Bakker, S Hunter

Dekadence has bounced around from initial owner, Victorian Phil Coombs, to Tasmanian David Creese, back to Melbourne to Ken Simpson and now to Queensland's





Stephanie Kerin. She raced in the Brisbane Gladstone, Keppel Island, Airlie Beach (finished eighth in IRC Division 2) and Hamilton Island (seventh in IRC Division 2), but says she is keeping the best for last – the Hobart. *Dekadence* last went to Hobart in 2012 with Ken Simpson and finished 53rd overall from 54 IRC finishers. She contested two Hobarts under Coombs, finishing 10th in the tough 2004 race and 19th the following year. He and Peter Walsh (who is aboard with Kerin for the Hobart) took on the 2007 Melbourne-Osaka double-handed race and were fifth over the line. The boat also had many local successes before being sold to David Creese, who contested the 2009 Hobart and finished 21st overall.



**DERRY-LONDONDERRY-DOIRE**

**CLIPPER ROUND THE WORLD YACHT**  
SAIL NO: GBR729X  
LOA: 21.3m  
CLASS: IRC  
DESIGNER: Tony Castro (UK)

**YEAR BUILT: 2013**  
**TYPE: Clipper 70**  
**NUMBER OF HOBARTS: 1**  
**OWNER: Clipper Ventures**  
**SKIPPER: Daniel Smith**  
**CLUB: Royal Ocean Racing Club, UK**  
**CREW: D Smith – Skipper, C Whelan, A Boeree, R Charles, M Kece, J Curtis, E O’Farrell, D Smith, C Cunningham, R Ryan, M Gaskin, J Chatzis, D O’Donovan, D Jones, A Milsom, S Spence, P Upson, K Proudman, E Fearon, D Pollock**

Daniel Smith is skippering the boat that was known as *Old Pulteney* in the 2013 Hobart race, which was skippered by Patrick van der Zijden to 60th overall (one place behind fellow Clipper Yacht, *Great Britain*) and ninth in Division 1, filling out the final podium place in the Clipper division. She ultimately finished second overall in the 2013 Clipper Round the World Yacht Race, and that is where she is situated now, following two Clipper legs. On board for the Rolex Sydney Hobart is former nurse, Alison Boeree, who now teaches criminal law at a British university. Boeree lost her husband three years ago and has the desire to make the most of every day and every opportunity, just as her husband did.



**DISCOVERER OF HORNET**

**SAIL NO: GBR7804T**  
**LOA: 21.9m**  
**CLASS: IRC**  
**DESIGNER: Rob Humphreys (UK)**  
**YEAR BUILT: 2000**  
**TYPE: Challenge 72**  
**NUMBER OF HOBARTS: 1**  
**OWNER: JSASTC**  
**SKIPPER: Rebecca Walford**  
**CLUB: JSASTC Sailing Club, UK**  
**CREW: Rebecca Walford – Skipper, rest TBA**

To be skippered by Rebecca Walford again, who steered the yacht to 50th overall in the 2009 Hobart, the best placed of the three JSATC yachts entered that year. Part of the British invasion to our shores for the race, *Discover of Hornet* is one of two yachts entered by JSASTC. It is one of the identical 72-foot yachts originally built for The Challenge Business in 2000 for amateur crews to race around the world in the

Global Challenge. The yacht was procured by the UK Ministry of Defence for the Joint Services Adventurous Sail Training Centre (JSASTC) in Gosport, Hampshire this year as a Sail Training Vessel. The aim is to develop the personal qualities of HM Forces through a sail training environment. The boat will sail from the UK to Australia as part of a circumnavigation as ‘Exercise Transglobe’ and will be crewed solely by members of the UK Armed Forces.



**DUENDE**

**SAIL NO: ESP6100**  
**LOA: 15.4m**  
**CLASS: PH5**  
**DESIGNER: Judel/Vrolijk (GER)**  
**YEAR BUILT: 2003**  
**TYPE: Judel/Vrolijk 52**  
**NUMBER OF HOBARTS: 4**  
**OWNER: Damien Parkes**  
**CLUB: Cruising Yacht Club of Australia, NSW**  
**CREW: D Parkes – Skipper (27),**



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C Tidswell, D Lambert (1), D Graham (10), F Adamson, J Porter, L Gilbert (2), L Baker, M Cassidy (4), N Parkes (7), R MacMillan (1), S Vegh, T Cable (49)

Duende will be heading to Hobart for a fifth consecutive time with its rather special crew member, Tony 'Glark' Cable, who will achieve his 50th Sydney Hobart this year, breaking his own record of 49 last year. His nearest rivals for the title are Tony Ellis (with 47) and Syd Fischer and Bill Ratcliff with 46 each. This will be a momentous race for Glark, a CYCA life member. In last year's race, Duende finished 11th overall in PHS and fourth in Division 1 and are hoping for a win to mark Cable's 50th, when the 'Short Fat Bald Man' stickers are sure to make a comeback. Prior to that, she was ninth overall in 2013, and retired from the 2012 race after suffering engine problems heading into Bass Strait. Duende previously raced as Tau Ceramics and Lacoste in Europe, and Parkes purchased her and modified the yacht to suit Australian conditions, also optimising her for IRC.



ENCHANTRESS

SAIL NO: SA346
LOA: 11.0m
CLASS: IRC
DESIGNER: John Muirhead (AUS)
YEAR BUILT: 1983
TYPE: Muirhead 11
NUMBER OF HOBARTS: 2
OWNER: John Willoughby
CLUB: Royal South Australian Yacht Squadron, SA
CREW: J Willoughby - Skipper, F Orozco (1), N Swain (1), A Berlot, P Craig, P Latimer

John Willoughby and his crew sailed this red-hulled yacht all the way from South Australia before heading to Hobart in 2014, and finished 19th overall, fourth in Division 4, third in the Veterans 30 Year and fourth in the Veterans 20 Year divisions. They will sail the yacht to Sydney again this year, putting in solid offshore miles upfront, which helped account for their good result in 2014. Enchantress is home-designed and built of cold moulded cedar frames and stringers. In her first Hobart in 2012, she was 19th overall and third in Division 4, when owned by her designer, John Muirhead. Since launching, Enchantress has been cruised and raced, inclusive of 20 Adelaide Port Lincoln races and winning the 2010 Melbourne to Hobart West Coaster under IRC, PHS and AMS. Built to perform downwind, Enchantress can handle her share of hard on the nose stuff too.



FLYING FISH ARCTOS

SAIL NO: 7551
LOA: 15.2m
CLASS: PHS
DESIGNER: Graham Radford (AUS)
YEAR BUILT: 2001
TYPE: McIntyre 55
NUMBER OF HOBARTS: 9
OWNER: Flying Fish Online
SKIPPER: Ivan Signorelli
CLUB: Middle Harbour Yacht Club, NSW
CREW: I Signorelli, R Bonner (1), rest TBA

The crew of Flying Fish Arctos would love to repeat their 2010 PHS overall win in the Hobart, or even their PHS second in 2009 and third in 2012. Under the leadership of Gregor McGowan last year, the boat finished 18th overall in PHS, after finishing 10th in 2013. The crew typically comprises some experienced local yachties and international trainees, all graduates of the Flying Fish sailing school who want to meet a personal challenge. This yacht has raced to Hobart variously as Arctos and Flying Fish Arctos, with other PHS results of 16th in 2006, seventh in 2007 and 2008, and sixth in 2011.



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: Lake Macquarie Yacht Club/ Newcastle Cruising Yacht Club, NSW
CREW: M Martin (6) - Skipper, B Leask (6), B Greenrod (5), B Davies (6), J McCrudden (1), J Roberts (8), J Henty (1), J Francis, M Dean (5), M Hewitt-Park (7), R Carlile (13), S Hunter (3)

Mick Martin sailed Frantic to 48th overall in the 2014 Rolex Sydney Hobart after finishing 24th overall in 2013. The former Wallabies winger produced 38th overall in the 2015 Land Rover Sydney Gold Coast Yacht Race and is hoping to recapture the form that led to his taking overall honours in the 2013 Gosford-Lord Howe Island race and his fourth the following year. Martin has added some skiff types to the crew, including Brad Greenrod, James McCrudden

and Jimmy Francis. He bought the former Strewth in 2012, on-selling the Sayer 40, LMR Solar/Frantic. He is competing in the CYCA's 2015 Blue Water Pointscore Series and finished 13th overall in the Newcastle Bass Island Race in October.



GARMIN

CLIPPER ROUND THE WORLD YACHT
SAIL NO: GBR720X
LOA: 21.3m
CLASS: IRC
DESIGNER: Tony Castro (UK)
YEAR BUILT: 2013
TYPE: Clipper 70
NUMBER OF HOBARTS: 1
OWNER: Clipper Ventures
SKIPPER: Ashley Skett
CLUB: Royal Ocean Racing Club, UK
CREW: A Skett - Skipper, A Kerrison, C Makie, C Anderson, H Wimpory, J Worby, J Oygard, K Harwood-Lane, K Kroehl, L Bowen, L Myroniuk, M Anderson, M Adams, P Finch, R Perkin, R Ham, S Pither, T Langley, T Blunt, T Reese, W Obrist

Ashley Skett is the skipper of Garmin, and his round the world crew includes Aussie Ross Ham from Brisbane, who is circumnavigating the globe for the second time after competing in the Clipper 2013-14 race. Also aboard is Rich Perkin from Las Vegas, USA. Perkin, who works for Cirque du Soleil as head of automation in his normal life, wanted to recapture the immortality of his youth. The 2013 Rolex Sydney Hobart provided one-design racing at its best, when nine of the Clipper fleet finished in succession, while two others had just one non-Clipper boat between them. This boat competed then as One DLL, and was 61st overall, 10th in Division 1 and fourth in the Clipper division, skippered by Oliver Cotterell, who went on to take the final podium place overall in the 2013 Clipper Round the World Race.



GREAT BRITAIN

CLIPPER ROUND THE WORLD YACHT
SAIL NO: GBR727X
LOA: 21.3m
CLASS: IRC
DESIGNER: Tony Castro (UK)
YEAR BUILT: 2013
TYPE: Clipper 70
NUMBER OF HOBARTS: 1
OWNER: Clipper Ventures

SKIPPER: Peter Thornton
CLUB: Royal Ocean Racing Club, UK
CREW: P Thornton (1) - Skipper, A Oyepitan, A Navalkar, A Hendley, C Morton-Haworth, C Chapman, F Christopherson, I Howe, J Charles, M Gallagher, M Tatham, P Orford, R Fernando, S Rosbottom, S Prabhakar, S Chesters, W Brown

In the 2013 Rolex Sydney Hobart, Mark Burkes skippered the former Team Garmin to 67th overall, 16th in Division 1 and 10th in the Clipper division. Now it is up to Peter Thornton to attempt to better that result with the re-named GREAT Britain. Crew for the Rolex Sydney Hobart Yacht Race includes British Olympic sprinter, Abi Oyepitan, who reached the Athens 2004 Olympic finals and competed in the 200-metre semi-finals at the London 2012 Olympics, after which she retired from athletics. Also aboard is British offshore crane operator, Mike Tatham, who works in the North Sea oil industry and has travelled the world as a merchant seaman. GREAT Britain was leading the 2015 Clipper Race rankings after two legs.



GREAT XPECTATIONS

SAIL NO: 6343
LOA: 12.9m
CLASS: IRC/ORCi
DESIGNER: Niels Jeppesen (DEN)
YEAR BUILT: 2003
TYPE: X43
NUMBER OF HOBARTS: 0
OWNER: Rod Wills
CLUB: Cruising Yacht Club of Australia, NSW
CREW: R Wills - Skipper, A Solomonson, J Horner, M Browne (1), P Telford (2), R Johnston (2), R Masters (1), S Ellis (3)

This will be Great Xpectations' (the name comes from a play on her design) first Hobart race. In the lead-up in July, she contested her first Sydney Gold Coast Yacht Race since 2007 and finished 24th overall and 11th in Division 3, showing promise. A regular performer at events such as the Sydney Harbour Regatta and the CYCA's 2014/2015 OPS, where she finished fourth overall in IRC, third overall in ORCi and won PHS. Great Xpectations also won the 2011 Australia Day Cup and was the first of a new breed of X-Yachts to come into Australia when Rod Wills took delivery of her in December 2003.







### GYR WOT EVA

**SAIL NO:** 6953  
**LOA:** 15.9m  
**CLASS:** IRC  
**DESIGNER:** Nelson Marek (USA)  
**YEAR BUILT:** 2001  
**TYPE:** TP52  
**NUMBER OF HOBARTS:** 6  
**CHARTERER:** Global Yacht Racing  
**SKIPPER:** Andy Middleton  
**CLUB:** Royal Ocean Racing Club, UK  
**CREW:** A Middleton – Skipper, J Gair, R Arnold, K Twibble, D Buckingham, N Joyce, M O'Garey, R Hoyt, G Johnstone, A James, T Kase, A Foulds

Since 2010, the *Sailors With Disabilities* team has been racing and training on the TP52, *Wot Eva* (the former *Yassou*, *Glory* and *Wot Yot*), which was generously donated to SWD by wotif.com co-founder Graeme Wood after he contested three Hobarts with it. Last year, SWD, led by David Pescud, finished the Rolex Sydney Hobart 47th overall in IRC and eighth in Division 1. This year, SWD has chartered the yacht to Global Yacht Racing, which last entered the race under charter with *Kioni* in 2008 and finished 59th overall. GYR also chartered *Kioni* in 2007, next in 2006 and *Eureka II* in 2004. For the upcoming Rolex Sydney Hobart, the yacht will be crewed by some experienced yachties and paying crew members.



### HARTBREAKER

**SAIL NO:** B330  
**LOA:** 14.2m  
**CLASS:** IRC/ORCi  
**DESIGNER:** Reichel/Pugh (USA)  
**YEAR BUILT:** 2004  
**TYPE:** Reichel Pugh 46  
**NUMBER OF HOBARTS:** 6  
**OWNER:** Antony Walton and Alan Bredahl  
**CLUB:** Royal Brighton Yacht Club, VIC  
**CREW:** A Walton (2) – Skipper, A Delahunty (1), C Stott (1), G Carr (3), J Whiteside (5), J Rankin, L Irving (1), P Stewart (8), G Buchan

In March 2013, Tony Walton and Alan Bredahl purchased the boat known in the past as *Hardys Secret Mens Business 2* and *Shamrock*. Coinciding with its re-launch anniversary, they retitled it *Hartbreaker*, in a nod to the boat's builder, Hart Marine, and because it was severely damaged in

the pre-start of Race 1 at Hamilton Island in 2007, and then fell off the truck on the way to the repairers. The name also denotes Walton's career as a cardiologist. As *Shamrock*, it won the triple of line honours, IRC and PHS in the 2008 Melbourne Hobart race, but retired from the 2010 Rolex Sydney Hobart with rudder damage.

Walton and Bredahl appear to have changed the boat's fortunes, finishing every race and regatta they have started – and in one piece. They were 66th overall and 12th in Division 1 in last year's Rolex Sydney Hobart, ninth overall at the Festival of Sails, 49th overall and 10th in Division 1 in the Sydney Gold Coast and were sixth in Division 1 at Airlie Beach Race Week against tough competition, such as *Ichi Ban* (the TP52) and *OneSails Racing*. *Hartbreaker* went on to place sixth overall in the Brisbane to Keppel race in August.



### HASPA HAMBURG

**SAIL NO:** GER6300  
**LOA:** 15.9m  
**CLASS:** IRC/ORCi  
**DESIGNER:** Judel/Vroljik (GER)  
**YEAR BUILT:** 2009  
**TYPE:** J/V52  
**NUMBER OF HOBARTS:** 0  
**OWNER:** Hamburgischer Verein Seefahrt  
**SKIPPER:** Johan Schultz  
**CLUB:** Hamburg Sailing Club, GER  
**CREW:** Johan Schultz – Skipper, Gregor Franke – Navigator, D Rueter, H L Werneyer, F Mueller, J Schmeichel, J Fackler, L Szczepaniak, M Hemep, P Broedermann, R Vohwinkel, P Koller

Built by Hakes Marine in New Zealand, this J/V52 will be skippered by Johan Schultz, a sailor in his mid-twenties. It fits the brief of the boat's owner, Hamburg Verein Seefahrt, whose focus is to give young sailors an opportunity to sail and race offshore. To prepare, the crew recently contested the Round Bornholm Race in the Baltic Sea. Haspa Hamburg is supported by Hamburg's Haspa Bank in Germany and her crew are looking forward to the competition the Sydney Hobart will provide them.



### HEL SAL 3

**SAIL NO:** 262  
**LOA:** 20.0m  
**CLASS:** PHS  
**DESIGNER:** Joe Adams/Fred Barrett

(AUS)  
**YEAR BUILT:** 1984  
**TYPE:** Adams 20  
**NUMBER OF HOBARTS:** 11  
**OWNER:** Rob Fisher and Paul Mara  
**CLUB:** Royal Yacht Club of Tasmania, TAS  
**CREW:** R Fisher (19) – Skipper, P Mara (2), C Oliver, D Stephenson (1), J Thompson, J Davis (5), J Wood (3), M Hickman (1), M Flynn, O Overstall, P Jackson (4), S Collins

Rob Fisher is back to skipper *Helsal III* after leaving the boat in the hands of others for the past two Hobarts. Last year she finished 15th overall in PHS and second last in Division 1. Fisher is hoping to whip her back into shape for a better result and contested the Gold Coast race in July to limber up and finished seventh overall in PHS (after winning PHS the previous year). In August, she placed sixth overall in Cruising Division 1 at Airlie Beach Race Week in a fleet of 17 and was 10th from 26 at Hamilton Island.

*Helsal III* was originally Arthur Bloore's *The Office*. She retired from the 1984 Hobart and was dismasted heading to the start area the next year. The yacht was badly fire damaged in 1986 when the Fisher family purchased and restored her to place eighth on line in the '87 and fifth in the '88 race. They also broke the boat's own record for the Gosford to Lord Howe Island race, – and scored Sydney Mooloolaba line and handicap wins along the way. It was sold to John Wertheimer and finished seventh on line in the 1990 Hobart. Chartered in '91, she was seventh on line. Rob Fisher repurchased her in 2007 after finding her in an unkempt condition and has since raced the yacht in the '08, '09, '10, '12, '13 and '14 Hobarts.



### HOLLYWOOD BOULEVARD

**SAIL NO:** AUS8899  
**LOA:** 16.8m  
**CLASS:** IRC  
**DESIGNER:** Farr Yacht Design (USA)  
**YEAR BUILT:** 2008  
**TYPE:** Farr 55  
**NUMBER OF HOBARTS:** 5  
**OWNER:** Ray Roberts  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** R Roberts (20) – Skipper, S McConaghy, rest TBA

Racing under the name *OneSails Racing*, Ray Roberts was not impressed with their 49th overall and 10th in Division 1 in last year's Rolex Sydney Hobart, but breakage played its part when a collision with a sunfish sheered away half of the port rudder on the Tasmanian Coast. Like many others, she also suffered sail damage, but at least her sailmaker, Bruce Anson, was aboard. In January, she finished third in Division 1 at the Festival of Sails. In July, finished ninth overall and third in Division

O in the Sydney Gold Coast, then placed second overall to the TP52 *Ichi Ban* (former *Shogun V*) at Airlie Beach Race Week, and fourth in the Australian IRC Championship. The rebadged *Hollywood Boulevard* will rate amongst the favourites to win the Tattersall's Cup.

Named 2006 Ocean Racer of the Year, Roberts scored some good results through the years, including taking what is now *Victoire*, to line and overall honours in the 2008 Sydney Gold Coast race as *Quantum Racing*. Under the name *Evolution Racing*, also finished second in Division O of the 2009 Hobart, the same year he won Brisbane Gladstone line honours for the second year in succession. 'Hollywood' left Australian then, taking the Asian racing scene by storm with various yachts, winning every regatta on the circuit. He returned home last year, purchased the Farr 55, *Living Doll* and optimised it. Under that name, and owned by Michael Hiatt of the 'Living Doll' label, it was second overall in the 2011 Hobart.



### ICHI BAN

**SAIL NO:** AUS01  
**LOA:** 18.3m  
**CLASS:** IRC  
**DESIGNER:** Carkeek Design Partners (RSA)  
**YEAR BUILT:** 2013  
**TYPE:** Carkeek 60  
**NUMBER OF HOBARTS:** 2  
**OWNER:** Matt Allen  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** M Allen (25) – Skipper, W Oxley (14) – Navigator, G Maguire (15), J Drummond (1), A Merrington (8), T Sellars (9), J Rae (22), D Conigrave (5), J Dann (5), C Garnett (13), W Sykes Jnr (3)

*Ichi Ban* placed fourth on line and fourth overall and third in Division in the 2014 Sydney Gold Coast race. It underwent modifications ahead of the 2014 Rolex Sydney Hobart, improving the yacht's overall performance. She finished eighth on line in a hot fleet, but 63rd overall and fourth in Division O, when conditions helped the smaller yachts. Earlier in December, she finished third overall in the CYCA Trophy Series. Yachting Australia President and past CYCA commodore, Matt Allen, launched this *Ichi Ban* a month before the 2013 Sydney Hobart and sailed it to eighth overall and eighth overall. It took line and overall honours in the 2014 Sydney Newcastle Race, a new rudder making all the difference. Finished second on line in the 2015 Newcastle Bass Island Race after taking line honours in the inaugural race last October to create the race record.



**ICHI BAN**

**SAIL NO:** AUS001  
**LOA:** 15.9m  
**CLASS:** IRC/ORCi  
**DESIGNER:** Judel/Vrolijk (GER)  
**YEAR BUILT:** 2011  
**TYPE:** TP52  
**NUMBER OF HOBARTS:** 0  
**OWNER:** Matt Allen  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** M Allen (25) – Skipper, W Oxley (14) – Navigator, G Maguire (15), J Drummond (1), A Merrington (8), T Sellars (9), J Rae (22), D Conigrave (5), J Dann (5), C Garnett (13), W Sykes Jnr (3)

Yachting Australia president Matt Allen bought Rob Hanna's *Shogun V* earlier this year. He sailed her for the first time in early July after adding a new keel fin and mast. While he competed in the Transpac Race on *Ragamuffin 100*, Allen left *Ichi Ban* in the capable hands of Gordon Maguire for her first major hit out, the Land Rover Sydney Gold Coast race. She finished 12th overall and fifth in division in light to moderate conditions. Allen returned to Australia and dominated to win Division 1 at Airlie Beach Race Week. Allen went on to finish second in Division A to the brand new *Beau Geste* in the Australian IRC Championship at Hamilton Island in August. As *Shogun V*, under the ownership of Rob Hanna, she led the 2014 Blue Water Pointscore after winning the Flinders Islet and Newcastle Bass Island races, but did not compete in the Sydney-Hobart which cost her the series.

**ICHOR COAL**

**CLIPPER ROUND THE WORLD YACHT**  
**SAIL NO:** GBR721X  
**LOA:** 21.3m  
**CLASS:** IRC  
**DESIGNER:** Tony Castro (UK)  
**YEAR BUILT:** 2013  
**TYPE:** Clipper 70  
**NUMBER OF HOBARTS:** 1  
**OWNER:** Clipper Ventures  
**SKIPPER:** Darren Ladd  
**CLUB:** Royal Ocean Racing Club, UK  
**CREW:** D Ladd – Skipper, A Murden, D Ladd, A Hadshar, A Sinclair, A Nel, G Bransgrove, G Willis, I Kamcke, J Rafferty, L Thomas, M Berry, N Horak, R Schwab, S Young, S Lee, T Lekalake, T Virno

Darren Ladd and his crew will be out to ensure that *Ichor Coal* finishes the Rolex Sydney Hobart. In the 2013, the former *Henri Lloyd*, skippered by Eric Holden, was the only Clipper retirement when she suffered rudder damage. However, the dedicated crew plowed on and won the Clipper Round the World Race. In the current crew is Rick Schwab, who after losing his wife to cancer last year, and struggling coming to terms with her death, decided to fill every single day of his life. Joining him aboard the boat is Sapinda Rainbow ambassador, Thulisile Lekalake, a 22-year-old from Kwamhlanga, South Africa. She wanted to study journalism, but because both parents were out of work, it was difficult to further her studies – until she started her own small business that helps support her family.

**IMAGINATION**

**SAIL NO:** 35  
**LOA:** 14.5m  
**CLASS:** IRC  
**DESIGNER:** Bruce Farr (USA)  
**YEAR BUILT:** 2002  
**TYPE:** Beneteau First 47.7  
**NUMBER OF HOBARTS:** 2  
**OWNER:** Robin and Annette Hawthorn  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** R Hawthorn (2) – Skipper, M Short (7), G Cooper (8), C Hawthorn (1), E Markey, H Hawthorn (1)

Robin Hawthorn has only contested two Rolex Sydney Hobarts with his *Imagination* and finished well up in both. Last year the Beneteau First 47.7 was 14th overall and eighth in Division 3, and in 2009, she was ninth overall and fifth in Division 3. Last year, the Sydney yachtsman was joined by his two sons, Hamish and Campbell, for their first taste of the 628-nautical mile race, this after winning the Bird Island race earlier in December – and the two join him again. *Imagination* finished the CYCA's 2013-214 Short Ocean Pointscore season with IRC wins in the Combined SOP's and Spring Pointscore and was IRC third in the Autumn Pointscore.

**INDIAN**

**SAIL NO:** AUS47  
**LOA:** 14.3m  
**CLASS:** IRC/ORCi  
**DESIGNER:** Shaun Carkeek (RSA)

**YEAR BUILT:** 2014  
**TYPE:** Carkeek 47  
**NUMBER OF HOBARTS:** 1  
**OWNER:** Craig Carter  
**CLUB:** Royal Freshwater Bay Yacht Club, WA  
**CREW:** C Carter (2) – Skipper, P Eldrid (4), D Palmer, D Ward (14), P Nielsen, R Howell (1), S Disley (1), S Minoprio (1), S Locke, S Thomas, T Barton, T Lynch

*Indian* was launched in January 2014, but leased to the Platoon TP2 team for the ORC Worlds in Germany, so Craig Carter did not see his boat until late October, when she arrived in Sydney. *Indian* showed promise, finishing ninth overall in the Cabbage Tree Island Race and fourth in last December's Bird Island Race, as she prepared for the 2014 Hobart, in which she finished 38th overall and sixth in Division 1. This May, *Indian* took the line honours and was second overall in the 1,440-nautical mile Fremantle Bali Race, then took line honours and shaved seven minutes off *Elle's* (Adrienne Cahalan) 20-year-old race record of 17 hours 18 minutes in the 220-nautical mile Fremantle to Geraldton Race in October, and finished second overall. In great shape, Carter is back for a second go at the Hobart, and adding noted Kiwi match racer, Simon Minoprio to an already great crew, should be advantageous.

**IQ KOMODO**

**SAIL NO:** 9327  
**LOA:** 12.4m  
**CLASS:** IRC/ORCi  
**DESIGNER:** Bruce Farr (USA)  
**YEAR BUILT:** 2000  
**TYPE:** Farr 40  
**NUMBER OF HOBARTS:** 0  
**OWNER:** Andrew Butler  
**CLUB:** Royal Prince Alfred Yacht Club, NSW  
**CREW:** A Butler – Skipper, R Antill, L Antill, A Ebbott, S French, P Williamson, K Onslow, S McLintock, P Taylor, H Ritchie

A Hobart novice, this is the former *Kokomo*, then owned by development tycoon, Lang Walker, who campaigned at major Farr 40 one-design events in Australia and overseas with his fair share of success. Andrew and Amber Butler previously owned a Dufour 36e before making the step up to this Farr 40 they renamed *Komodo* to raise awareness of the endangered Komodo dragon. Together, they made their debut in the 2015 Land Rover Sydney Gold Coast Yacht Race and finished 47th overall, keeping company with the likes of *Wild Rose* through tricky conditions on Days 1 and 2. The iQGroup and Team Komodo Racing have partnered for the 2015 Rolex Sydney Hobart. The boat is distinguishable by the Komodo dragon on its main with an iQ over its head and a huge iQ on the headsail.

**JAFFA**

**SAIL NO:** R39  
**LOA:** 12.0m  
**CLASS:** IRC/ORCi  
**DESIGNER:** Malcolm Runnalls (GER)  
**YEAR BUILT:** 2008  
**TYPE:** Runnalls 39  
**NUMBER OF HOBARTS:** 1  
**OWNER:** Terry Posma  
**CLUB:** Fremantle Cruising Yacht Club, WA  
**CREW:** T Posma (1) – Skipper, A Nuttman, Brown, M Powell, J Gough, H Arthur, S Vazquez

Jaffa returns from the west for her second tilt at the Rolex Sydney Hobart Yacht Race after finishing 39th overall (one place behind fellow Western Australia boat *Indian*) and 20th overall in ORCi. From there, she went on to finish 17th in Cruiser/Racer Division 1 at the Festival of Sails. Twice runner-up in the Siska Trophy, Western Australia's overall bluewater racing championship trophy, she has competed in most major offshore races on the west coast, and was specifically for those conditions. Jaffa was constructed by well-known West Australian builder Peter Milner, and is based in Fremantle, the home of the America's Cup in Australia.

**KAYLE**

**SAILORS WITH DISABILITIES**  
**SAIL NO:** 7878  
**LOA:** 16.2m  
**CLASS:** PHS  
**DESIGNER:** David Lyons (AUS)  
**YEAR BUILT:** 2000  
**TYPE:** Lyons 54  
**NUMBER OF HOBARTS:** 11  
**OWNER:** David Pescud  
**SKIPPER:** John Whitfield  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** J Whitfield (21), A Lawrence (10), G Pugh (1), H Atkinson, J Wilson, J Igoe, J Harrison, K Rainbow, K Jagger (32), K Foster, M Ralph (1), M Thompson (8), P Palmer, P Hopkins (25), P Walker (3), R Montague

Sailors With Disabilities raced its TP52, *Wot Eva* to 47th overall in the 2014 Hobart, but it is chartered for the race, so SWD will take their Lyons 54 in which they finished the 2013 Hobart seventh overall as





**WHAT STARTS HERE CHANGES THE WORLD**

The iQ Group Global partnering with Team Komodo Racing  
2015 Rolex Sydney Hobart Yacht Race

[www.theiqgroupglobal.com](http://www.theiqgroupglobal.com)



Faceboat Sailors with disabilities. SWD has a new competition, 'Design a Colour Scheme for our Yachts.' The winning design will be printed on all three SWD yachts and it will be seen by viewers of the Rolex Sydney Hobart and other races, visit: [www.sailorswithdisabilities.com/yacht-disability-design-competition](http://www.sailorswithdisabilities.com/yacht-disability-design-competition). Pescud is focused on giving disabled people opportunities to sail via SWD. It has won many accolades, including the Minister's Volunteer Management Award for a state sporting organisation 2015, for its dedication to improving the lives of millions of people from NSW through sport, and later named NSW Volunteer Team of the Year. Pescud skippered this boat to PHS victory in the 2007 Hobart. In 2003, he and a disabled crew shattered the circumnavigation of Australia monohull record, which still holds today. In late October, he and a mainly disabled crew set the Sydney-Lord Howe Island record aboard *Wot Eva*. With a disabled crew, he also famously won PHS overall in the fatal 1998 Hobart with a former yacht. John Whitfield will skipper the yacht to Hobart, while Pescud unusually stays ashore – to help celebrate his mother's Boxing Day birthday.



### KING BILLY

**SAIL NO:** 4966  
**LOA:** 11.5m  
**CLASS:** IRC/ORCI  
**DESIGNER:** John King (AUS)  
**YEAR BUILT:** 1992  
**TYPE:** John King/Custom  
**NUMBER OF HOBARTS:** 3  
**OWNER:** Philip Bennett  
**CLUB:** Royal Sydney Yacht Squadron, NSW  
**CREW:** P Bennett – Skipper, A Hay (4), B Wright (16), J Stephenson (4), J Sweeny, J Taylor (16), P Bennett (3), R Brown (2), W Parkes

Built from King Billy Pine and designed by Australian John King, Phil Bennett's boat had to be named *King Billy*. She contested the 50th Hobart in 1994, placing fourth in Division F, finished 50th overall in 1995, and along with the multitude, retired from the 1998 race. Bennett says: "After the '98 race, my wife cancelled my license to go south, but it has been reinstated for this one, provided the weather doesn't look like a repeat of 1998." The boat has done four Gosford Lord Howe Island races, seven Pittwater Coffs' and twice won the RSYS's Gascoigne Cup. She also contested the 2014/2015 Grant Thornton Short Ocean Pointscore, finishing seventh under PHS (the main category) and sixth in IRC.



### KING'S LEGEND

**SAIL NO:** NED6572  
**LOA:** 19.9m  
**CLASS:** IRC  
**DESIGNER:** Sparkman & Stephens (USA)  
**YEAR BUILT:** 1975  
**TYPE:** Swan 65  
**NUMBER OF HOBARTS:** 0  
**OWNER:** Gijs van Liebergen  
**CLUB:** Royal Ocean Racing Club, UK  
**CREW:** G Liebergen – Skipper, B IJzerman, L Osse, C Petter, E Zandstra, D Loman, E Helsing, U Moser, W van Hasselt, K Huisjes, J Nieuwkoop, R Combrink, S Bakker

*King's Legend* is attached to the RORC in London, but she is from and representing the Netherlands. She contested the 1977/1978 Whitbread Round the World Race as *King's Legend*, finishing second under the English flag, and aboard was the now legendary navigator, Skip Novak, contesting his first round the world race. In 1999, Gijs van Liebergen bought and sailed the yacht back to Holland. He converted the racer into a comfortable boat, fitted with modern conveniences, but she has kept her original design and charm. After wintering in the Caribbean, *King's Legend* crossed the Atlantic and this year sailed into the Pacific, taking in Samoa, Tonga, Fiji, Vanuatu, New Caledonia and the Whitsundays before arriving in Sydney. She has previously taken part in the Rolex Middle Sea Race, Daimler Chrysler North Atlantic Challenge and others, so comes well prepared.



### KLC BENGAL 7

**SAIL NUMBER:** JPN4321  
**LOA:** 16.5m  
**CLASS:** IRC  
**DESIGNER:** Tom Humphreys (UK)  
**YEAR BUILT:** 2010  
**TYPE:** Humphreys 54  
**NUMBER OF HOBARTS:** 1  
**OWNER:** Yoshihiko Murase  
**CLUB:** Laguna Marina Yacht Club, JPN  
**CREW:** Y Murase (1) – Skipper, Y Takagi, Y Ito, U Arakawa, T Mishima, H Mori, Y Yabe, Y Arakawa, Y Hirano, T Nakane, N Igei, F Furukawa, Y Ando, T Hara, M Nagao,

*Bengal 7* returns to the Rolex Sydney Hobart having first sailed from Japan to Sydney for the 2012 race and finished an excellent 12th overall and sixth in Division 1. Launched

in October 2010, the boat features an all-carbon hull and hydraulically operated lifting keel. The former *Dystercatcher XXVIII* competed in her maiden regatta at Okinawa-Tokai Yacht Race in May 2012 and claimed line honours and overall victory. She will again be skippered by owner, Yoshihiko Murase, a gynaecologist who runs the Kanayama Lady's Clinic in Japan, hence the *KLC* in front of *Bengal 7*. An experienced ocean racer, Murase competed in the Melbourne to Osaka Double-Handed Yacht Race in 1991 and 1995, with a former yacht named *Bengal*. He has also competed in six consecutive Transpacific Yacht Races since 2001.



### KOA

**SAIL NO:** 52152  
**LOA:** 15.9m  
**CLASS:** IRC/ORCI  
**DESIGNER:** Bruce Farr (USA)  
**YEAR BUILT:** 2004  
**TYPE:** TP52  
**NUMBER OF HOBARTS:** 0  
**OWNER:** Peter Wrigley and Andy Kearnan  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** A Kearnan Skipper, P Wrigley, M Spies (38), W Miller (11), R Keenan (15), M Nolan, K Downing, H Hardy, A Kear, M Wrigley, H van Kretschmar (24), J McCrudden, R Case (30), B Wrigley

Peter Wrigley and Andy Kearnan recently purchased Bryon Ehrhart's *Lucky*, which proved just that for her owner, winning the 2010 Rolex Middle Sea Race overall and finishing second in the 2014 Rolex China Sea Race. Michael Spies, who helped in the purchase, joins the crew. Wrigley skippered *Vamp* to 26th overall and won Division 2 in the 2011 Hobart. Kearnan propelled his *L'Altra Donna*, to 19th overall and second in Division 4 in the boats lone Hobart in 2010. He finished eighth overall and third in Division 3 in the 2015 Sydney Gold Coast race and fourth overall and second in Division of the previous year and won Division 2 of the 2013 CYCA Trophy Rating Series. Spies won Hobart line and overall honours in 1999 and 2003 respectively. Also joining him is imported Kiwi star, Rodney Keenan. With a formidable team, it will still have to beat a hot fleet that includes at least eight other TP52s.



### LANDFALL

**SAIL NO:** 554  
**LOA:** 13.4m  
**CLASS:** ORCI  
**DESIGNER:** Sparkman & Stephens (USA)  
**YEAR BUILT:** 1935  
**TYPE:** S&S 44  
**NUMBER OF HOBARTS:** 4  
**OWNER:** Michael Strong  
**CLUB:** Royal Yacht Club of Tasmania, TAS  
**CREW:** M Strong – Skipper, K Bloor, P Verstoep, T St Clare, M Swinburn, D Rauch, D Smith

Built in 1935, Michael Strong's pretty wood S&S one-off design No. 54 is again the oldest yacht in the fleet and the first S&S built outside of the USA – by Percy Coverdale at Battery Point in Tasmania. *Landfall* has previously contested the Sydney Hobart four times, disappointingly retiring from the race last year with sail damage that left her floundering at the back of the fleet. She finished seventh in 1952, retired in 1954, and competed again in 1976 when she was 40, and finished 52nd overall. *Landfall* returned after a long absence last year to celebrate her 80th birthday and the 70th Hobart. It was a fight to get her to the start, with Strong sailing her up from Tasmania. His main aim this year is to finish the race.



### LAST TANGO

**SAIL NO:** 8975  
**LOA:** 13.6m  
**CLASS:** ORCI  
**DESIGNER:** J&J Yachts (SLO)  
**YEAR BUILT:** 2010  
**TYPE:** Salona 44  
**NUMBER OF HOBARTS:** 4  
**OWNER:** Phillip King  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** P King - Skipper, C Flood (3), D Blanch, M Forbes (1), R Blanch (4), T Scott, V Whitby (2), R Eder, T Johnson, M Pemberton

Wendy Tuck, who is currently skippering *Da Nang-Viet Nam* in the Clipper race, skippered this yacht in the Rolex Sydney Hobart last year and retired around 8pm on the first night after having to drop off a crew member who had suffered a hernia, and because the boat had torn sails. It also retired from the 2014 Sydney Gold Coast race, which it did not compete in this year.





In the 2013 Rolex Sydney Hobart *Last Tango* placed 59th on line and 25th in ORC. She is a cruising design from AD Boats in Croatia, based on their Salona 45 series and specifically designed as a heavy weather working boat. She has been modified to gain greater upwind performance.

**LEON**

**SAIL NO:** FRA39337  
**LOA:** 10.8m  
**CLASS:** IRC  
**DESIGNER:** Jacques Valer (FRA)  
**YEAR BUILT:** 2014  
**TYPE:** Valer/JPK 10.80  
**NUMBER OF HOBARTS:** 0  
**OWNER:** Gery Trentesaux  
**CLUB:** Royal Yacht Squadron, UK/CNC  
**CREW:** M Quintin – Skipper, G Trentesaux – Skipper, rest TBA

Although Gery Trentesaux is French, *Leon* (formerly *Courrier du Leon*) is flying the flag for Belgium. She won the tactical 2015 Myth of Malham Race, having to play dodgem cars with the tide in the 229-nautical mile coastal race. Then it was on to the Rolex Fastnet Race, which Trentesaux won on his 13th attempt – so 13 is not always unlucky. An IRC Division 3, entry, he also beat all Division 2 yachts home. The yachtsman has been around a long time, leading a French team to victory in the 2006 Commodores' Cup and competing in France's winning Corum team at Admirals' Cup in 1991. He also raced single-handed in the 2006 Route du Rhum and is an avid competitor in one-design classes, racing his J/80 regularly.

**LMAX EXCHANGE**

**CLIPPER ROUND THE WORLD YACHT**  
**SAIL NO:** GBR724X  
**LOA:** 21.3m  
**CLASS:** IRC  
**DESIGNER:** Tony Castro (UK)  
**YEAR BUILT:** 2013  
**TYPE:** Clipper 70  
**NUMBER OF HOBARTS:** 1  
**OWNER:** Clipper Ventures  
**SKIPPER:** Olivier Cardin  
**CLUB:** Royal Ocean Racing Club, UK  
**CREW:** O Cardin – Skipper, A Roberts, A Estruch, A Clifford, B Simatos, C Lorho, C Miles, D Hausser, A Mehta, F Brugnol, F Dankers, G Barthelemy, G Plant, H Morel, J Peters, J Hoorelbeke, N Cook, P Caussil, S O'Connor, S McDowall, T Beattie,

**V Jubenet**

Olivier Cardin takes the reins of *LMAX Exchange*, the former *Switzerland*, which Vicky Ellis (the only female skipper in the 2013 Clipper fleet) took to 62nd overall, 11th in Division 1 and fifth in the Clipper Division of the 2013 Rolex Sydney Hobart. *LMAX*'s crew members include Stephen O'Connor, a group commander from the London Fire Brigade, retired after 30 years' service. He wants to test himself to make sure he is alive and says the round the world race is the hardest thing he will have done with his life. Featuring crew members who come from all walks of life and from all over the world, also aboard for the race is Vanessa Jubenet, a French Canadian recently made redundant after 13 years at Sony Corp. Instead of buying a house or doing an MBA, she decided to sail around the world.

**LOCAL HERO**

**SAIL NO:** 1236  
**LOA:** 10.9m  
**CLASS:** IRC/ORC  
**DESIGNER:** Murray Burns Dovell (AUS)  
**YEAR BUILT:** 1995  
**TYPE:** BH 36  
**NUMBER OF HOBARTS:** 4  
**OWNER:** Peter Mosely  
**SKIPPER:** Matthew Bassett  
**CLUB:** Manly Yacht Club, NSW  
**CREW:** M Bassett (6) – Skipper, M Miller, A Gunton, A Sims, J Oliver, rest TBA

*Local Hero* finished the 2014 Rolex Sydney Hobart in 54th overall under the guidance of skipper Matt Bassett, deputy for Peter Mosely who no longer enjoys long ocean races. Previously, the BH36 sailed to Hobart in 2012 and was PHS fourth overall, and in 2010 placed 20th overall and third in IRC Division 4. This team is energised after finishing 11th overall and fourth in Division 3 in the 2015 Land Rover Sydney Gold Coast Yacht Race. *Local Hero* has made a name for herself at Hamilton Island Race Week. She won IRC Division 3 and was named 'Yacht of the Regatta' in 2014, and this year, gun Canberra sailor, Matt Owen, skippered her to a Division 4 win of the IRC Australian Championship.

**LUPA OF LONDON**

**SAIL NO:** GBR23N  
**LOA:** 24.0m

**CLASS: IRC**

**DESIGNER:** Reichel/Pugh (USA)  
**YEAR BUILT:** 2000  
**TYPE:** Baltic 78 Custom  
**NUMBER OF HOBARTS:** 0  
**OWNER:** Jeremy Pilkington  
**SKIPPER:** Daniel Stump  
**CLUB:** Royal Ocean Racing Club, UK  
**CREW:** D Stump – Skipper, J Pilkington, A Humphrey, E Oldigs, H Gautier, J Bouttell, J Malbon, L Pages, M Kelway (3), O Young, O Nilsson, P Cumming, S Jones, S Stump, D Dytch, R Salthouse, P Bicknell

*Lupa of London* is a stunning luxury yacht, which is at odds with her canting keel. Built by Baltic yachts in Finland, she commenced her racing career in 2012. She finished first overall in the Maxi 2 division at Les Voiles des St. Barth, took line honours and won IRC overall at the RORC Transat Race 2014, was first in IRC 0 at the Giraglia Rolex Cup 2014. In 2013, she won the Racer/Cruiser class at Rolex Maxi Worlds, was second in the IRC Canting Keel class at the Rolex Fastnet Race 2013, won IRC 1 at Rolex St. Thomas Regatta and won CSA 1 at the 33rd Heineken Cup Regatta. Since taking line and overall honours in the 2015 Transatlantic Race, she set sail for Sydney and has the Rolex Sydney Hobart Yacht Race in her sights. Crew includes Vendee Globe skipper, Jonny Malbon.

**M3**

**SAIL NO:** AUS52  
**LOA:** 15.8m  
**CLASS:** IRC/ORC  
**DESIGNER:** Farr Yacht Design (USA)  
**YEAR BUILT:** 2006  
**TYPE:** TP52  
**NUMBER OF HOBARTS:** 4  
**OWNER:** Peter Hickson  
**SKIPPER:** Brent Fowler  
**CLUB:** Royal Freshwater Bay Yacht Club, WA  
**CREW:** B Fowler – Skipper, J Clough – Navigator, P Hickson, B Skeggs, F Forbes, T McCrae, B McMaster, S Mackintosh, J Barr, J Naughton, J Enkelmann, T Kelly, J Halligan, A Stock, K Ireland

Peter Hickson purchased *Calm* in September, renaming her *M3*. Her first race was the George Law Memorial Foundation Race, where, in big winds, she took line and overall honours. Next was the Fremantle Geraldton race where the main tore and her crew were forced to sail at 70 percent. She still finished third overall. They are ready for the Hobart and their competitors, including club mates on *Indian*. While Hickson owns the boat, crew members Brian McMaster, John Naughton and Brad Skeggs also have a financial interest in the boat for the race. Under Victorian ownership, the boat last went to Hobart in 2012 and was the best placed TP52 in fifth overall and second in

Division 1, and finished fifth again the next year. The Victorians had purchased the boat in 2009 and took line and IRC honours in the 2009 Melbourne Stanley Race. Western Australia's Tony Mitchell was her next owner, until illness claimed his life last year.

**MAHLIGAI**

**SAIL NO:** NZL1  
**LOA:** 14.3m  
**CLASS:** PHS  
**DESIGNER:** Murray Burns Dovell (AUS)  
**YEAR BUILT:** 1998  
**TYPE:** Sydney 46  
**NUMBER OF HOBARTS:** 6  
**OWNER:** Murray Owen and Jenny Kings  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** M Owen (7) – Skipper, J Kings (6) – Navigator, M Perry, A Fletcher, H Daniel, M Heazlewood, B Dunsheath, G Chambers

Skipped by Murray Owens and navigated by Jenny Kings, but crewed mainly by Russians in last year's race, *Mahligai*, sailing as *Art Equity Mahligai*, finished sixth overall under PHS and won Division 1, living up to their other best results. In the 2013 Rolex Sydney Hobart, they moved up a notch from their ninth overall under PHS in 2011, with a sixth overall in PHS, to claim first in Division 1. The two New Zealand owners live in Sydney and race out of the Cruising Yacht Club of Australia. They have contested the Hobart race five times with their Sydney 46 and finished every one.

**MASERATI**

**SAIL NO:** ITA70  
**LOA:** 21.5m  
**CLASS:** IRC/ORC  
**DESIGNER:** Juan Kouyoumdjian (ARG)  
**YEAR BUILT:** 2007  
**TYPE:** Volvo 70  
**NUMBER OF HOBARTS:** 0  
**OWNER:** Orca srl  
**SKIPPER:** Giovanni Soldini  
**CLUB:** Yacht Club Italiano, ITALY  
**CREW:** G Soldini – Skipper, P Casiraghi, F Malingri, M Ivaldi, G P Broggi, A Fantini, C Rossignoli, M Spertini, S Goodchild, M O Herrera Perez, C L Hernandez Roba

One of Italy's favourite sailing sons, Giovanni Soldini, is best known for his single-handed sailing successes, winning and placing





second in two around-the-world races. He has contested six Ostars (two victories in the 50-foot class and in the 40-foot class), three Jacques Vabres (one victory in the 40-foot class), and more than 40 transoceanic races. This will be his and the boat's first Rolex Sydney Hobart. He says: "It is a race at the highest level. Maserati will have to deal with true racing yachts." The yacht's main aim has been to capture race records with the yacht that started life as Ericsson 3 and finished fourth overall in the 2008/09 Volvo Ocean Race.

In 2013, crew Soldini shaved 10 days of the 13,225-nm New York to San Francisco record, in 47 days 42 minutes. In January, they set a new Cape2Rio record, the longest race between two southern hemisphere continents, covering the 3,300-mile route from Cape Town to Rio in 10 days, 11 hours 29 minutes 57 seconds, slashing more than two days off the previous record. And in May, set a new Pacific Ocean record of 21 days, 19 hours 32 minutes 54 seconds for the 7,000-mile route between San Francisco and Shanghai. She will provide great competition for the newer V70, Black Jack, and others. While the Aussies may have the local knowledge, the Italian entry has put in serious miles, including sailing the boat from the USA to Australia. It is rumoured that semi-regular crew, Pierre Casiraghi - Caroline Princess of Hanover and the late Stefano Casiraghi's son - will sail, adding a touch of royal glamour to the race.



**MAXI RAGAMUFFIN**

**SAIL NO:** 7007  
**LOA:** 24.4m  
**CLASS:** IRC  
**DESIGNER:** German Frers (ARG)  
**YEAR BUILT:** 1979  
**TYPE:** Maxi  
**NUMBER OF HOBARTS:** 8  
**OWNER:** Nant Whiskey  
**CLUB:** Royal Queensland Yacht Squadron, NSW  
**CREW:** S Williams, R Roberts, R Snell, G Eaton, M Belyea, K Batt, C Snell, L McLean, J Norton, C Turner, C Cummins, M McLean, S Wallace

Maxi Ragamuffin's history is extraordinary, particularly in the Hobart race. She was built by Kelly & Haugh at Mona Vale and launched in 1979 as *Bumblebee IV* for John Kahlbetzer. A state-of-the-art maxi on the international circuit, she was the yacht to beat. She won line honours in the 1979 Sydney Hobart (from 147 boats), her only Hobart under Kahlbetzer's ownership, as spent the majority of time competing overseas, including taking line honours in the 1980 Newport Bermuda Race.

Syd Fischer bought her in 1984, but retired from the Hobart that year, but finished third on line in the 1985 Hobart from 180 boats. Rechristened *Gazebo* (after his hotel) for the 1987 race, she was second on line before becoming

*Ragamuffin* again, and took line honours in 1988. She was second on line in 1989 and controversially took line honours in 1990, when Rothmans crossed first, but was penalised for breaching the rules (carried advertising). Anton Starling bought the boat in 1993, renaming her *Maxi Ragamuffin*. He contested the tough 1993 race, but like many others, retired. In 1994 she retired to charter in Queensland, where she still resides with a new owner. It is good to see her back in the race.



**MAYFAIR**

**SAIL NO:** W1424  
**LOA:** 12.2m  
**CLASS:** IRC/ORC  
**DESIGNER:** Farr Yacht Design (USA)  
**YEAR BUILT:** 2011  
**TYPE:** Beneteau First 40  
**NUMBER OF HOBARTS:** 0  
**OWNER:** James Irvine  
**CLUB:** Royal Queensland Yacht Squadron, QLD  
**CREW:** J Irvine - Skipper, I Davis (11), S Butt, J Gundry, T Rose, J Marshall, S Chelli,

*Mayfair*, the former *Take Flight*, is a Rolex Sydney Hobart rookie. She was purchased by James Irvine to campaign in all east coast and local races as a build up for the Rolex Sydney Hobart. Irvine has put together an experienced, but colourful crew of local characters, who if led well, have the ability to do the boat justice. *Mayfair* was third in Queensland's 2014 Beneteau Cup and finished 14th overall from 16 competitors in the 2015 Brisbane to Keppel Yacht Race, having better luck the previous year when she was 12th overall from 25 entries, in her first blue outing under Irvine's leadership. Ian 'Ox' Davis, a veteran Hobart yachtsman, will join the crew.



**MERLIN**

**SAIL NO:** 93  
**LOA:** 15.6m  
**CLASS:** IRC/ORC  
**DESIGNER:** Kaiko/Forbes (AUS)  
**YEAR BUILT:** 2000  
**TYPE:** Kaiko 52  
**NUMBER OF HOBARTS:** 4  
**OWNER:** David Forbes  
**SKIPPER:** Joseph Earl  
**CLUB:** Royal Sydney Yacht Squadron, NSW  
**CREW:** J Earl (2) - Skipper, R Brooks (6)

- Navigator, C Heenan, P Smith, J Meggison, C Thornton, M Heenan (16), A Heenan (4)

*Merlin* was 16th overall and fourth in Division 2 of the Rolex Sydney Hobart last year and was the best overall performed boat over 50 feet. In her other three Hobarts, she finished 17th overall and eighth in Division A in 2003, retired along with many others from the difficult 2004 race, and finished 14th overall and second in Division C in 2006. Dave Forbes will leave the boat in the hands of Joseph Earl, as he did last year. At 81, he has done more sailing than most. A triple Olympian, representing Australia at the 1968 Mexico (Star), 1972 Munich (won gold in the Star) and 1976 Montreal Games (Soling), Forbes was only the second Australian to win an Olympic gold medal. He competed in the 1970 and 1977 Americas Cup challenges and represented Australia in six Admirals Cup teams and also sailed numerous Hobart races, including helping helm *Love & War* to victory in the 1974 Hobart.



**MIDNIGHT RAMBLER**

**SAIL NO:** 8338  
**LOA:** 12.2m  
**CLASS:** IRC  
**DESIGNER:** Ker Yacht Design (UK)  
**YEAR BUILT:** 2011  
**TYPE:** Ker 40  
**NUMBER OF HOBARTS:** 4  
**OWNERS:** Ed Psaltis, Bob Thomas and Michael Bencsik  
**CLUB:** Cruising Yacht Club of Australia, Royal Sydney Yacht Squadron, NSW  
**CREW:** E Psaltis (34) - Skipper, M Bencsik (19), A McWilliam, C Rockell (18), B Psaltis (1), K Ormandy, L Robins, M Watson (3), M Hawkes, N Tavener

Since launching the latest *Midnight Rambler* mid-2011, Ed Psaltis, Bob Thomas and Michael Bencsik, winners of the fatal 1998 Sydney Hobart race with a Hick 35, *AFR Midnight Rambler*, have scored various podium finishes. They finished last year's Hobart 18th overall and fifth in Division 2, good enough to help team mates *ADA Celestial* and *Balance* to win the Southern Cross Cup. The previous Hobart reaped 17th overall and second in IRC Division 2. They also finished second overall in the 2014 Gosford Lord Howe Island Race and 10th overall in the 2014 Land Rover Gold Coast Yacht Race. The trio added a new sail wardrobe to help lift the boat's light-wind performance and finished second in Division 2 of the CYCA Trophy in December 2014. Ben Psaltis (19) joins his Dad again this year.

Between them, the owners and crew can declare over 120 Hobarts, and her owners have won every major 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. Psaltis and Thomas have twice won the CYCA's Ocean Racer of the Year award - 1999 (as owners of the winning 1998 Hobart boat) and 2007 (on winning the 2006/07 BWPS), prior to Bencsik joining them as an owner. Psaltis announced last year that the 2014 Sydney Hobart would be his last, but after some months away from sailing, the veins craved a salt water refill.



**MISSION PERFORMANCE**

**CLIPPER ROUND THE WORLD YACHT**  
**SAIL NO:** GBR731X  
**LOA:** 21.3m  
**CLASS:** IRC  
**DESIGNER:** Tony Castro (UK)  
**YEAR BUILT:** 2013  
**TYPE:** Clipper 70  
**NUMBER OF HOBARTS:** 1  
**OWNER:** Clipper Ventures  
**SKIPPER:** Greg Miller  
**CLUB:** Royal Ocean Racing Club, United Kingdom  
**CREW:** G Miller - Skipper, R Foulkes, M Moore, L Grimstead, J Rubie, G Miller, C Goldsbrough, T Smith, N Barnaby, M Abrams, L Darby, J Shepherd, G Reid, B Harlock, S Derrick, M Morgan, M Morrison, K Law, I Prets, E van Emmerik, A Jones

Greg Miller skippers *Mission Performance*, the boat Pete Stirling skippered to 64th overall, 13th in Division 1 and seventh in the Clipper Division as *Jamaica Get All Right* in the 2013 Sydney Hobart. Joining Miller for the race this year is Gavin Reid, who has been deaf since birth and wears hearing aids in both ears. His team wears glow in the dark lip salve, which helps him lip read and follow signs at night. Reid said he wants to experience an exhilarating and demanding year-long challenge whilst travelling the world. London tour guide Brian Harlock is also aboard, deciding a sight-seeing tour would enhance his job.



**MYUNA III**

**SAIL NO:** SM16  
**LOA:** 11.9m  
**CLASS:** PHS  
**DESIGNER:** Laurie Davidson (NZL)  
**YEAR BUILT:** 1991  
**TYPE:** Cavalier 37  
**NUMBER OF HOBARTS:** 1  
**OWNER:** Geoff Nixon





**CLUB:** Sandringham Yacht Club, VIC  
**CREW:** G Nixon – Skipper, T Chambers  
 – Navigator, T Holt, A Stopp, B Holt,  
 S Sexton

*Myuna III* is an extended Cavalier 37, launched in 1991, and sailed regularly since then. Her only Hobart was the extreme 1993 race, under previous owner Dr Thomas Stokoe, and like so many others, retired. Stokoe also campaigned the yacht in multiple Melbourne to Hobarts, Melbourne to Portland and Melbourne to Grassy Island races. As *Myuna III*, she sailed in the 2014 Melbourne Vanuatu rally, which covers a distance of 1,885 nautical miles. To this day, she still carries her original sail number, and like Stokoe, Geoff Nixon is representing the Sandringham Yacht Club, but Nixon plans to get *Myuna* to the finish line this year.



### NOT A DIAMOND

**SAIL NO:** RQ2404  
**LOA:** 12.2m  
**CLASS:** IRC/ORCi  
**DESIGNER:** Farr Yacht Design (USA)  
**YEAR BUILT:** 2012  
**TYPE:** Beneteau First 40  
**NUMBER OF HOBARTS:** 1  
**OWNER:** David Redfern  
**CLUB:** Royal Queensland Yacht Squadron, QLD  
**CREW:** D Redfern – Skipper, N Harrison, G Baker, D Fife, S Reader, M Williams, D Smith, R Keefe, I Smith, D Redfern

The 70th edition of the Rolex Sydney Hobart last year was *Not a Diamond's* first and she finished a respectable 30th overall, 13th in Division 3 and 18th overall under ORCi. David Redfern then skippered his Beneteau F40 to 32nd overall in the 2015 Sydney Gold Coast race after receiving a time penalty. The previous year, her maiden Gold Coast race, she placed 42nd overall and 13th in Division 3. Launched in October 2012, *Not A Diamond's* other results include fifth in IRC Passage Division 2 at 2013 Audi Hamilton Island Race Week and fourth in IRC Racing at 2013 Magnetic Island Race Week.



### OCEAN AFFINITY

**SAIL NO:** RQ64  
**LOA:** 15.0m  
**CLASS:** PHS  
**DESIGNER:** Reichel/Pugh (USA)

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**YEAR BUILT:** 2009  
**TYPE:** Marten 49  
**NUMBER OF HOBARTS:** 5  
**OWNER:** Stewart Lewis  
**CLUB:** Royal Queensland Yacht Squadron, QLD  
**CREW:** S Lewis (10) – Skipper, A Torpelund, B Torpelund, C White (6), J Pirret (1), M Vickers (1), R Wood (2), S Brown, W Bailey

This Marten 49 owned and campaigned by Queenslander Stewart Lewis finished the race seventh overall under PHS and second in Division 1 last year. The yacht has competed in consecutive Sydney Hobarts since 2010, finishing 14th overall and sixth in Division 2 in 2013, 45th overall and seventh in Division 2 in 2012, 57th overall in 2011 and 30th overall in 2010. Notable results include back-to-back line honours victories in the Hempel Gosford to Lord Howe Island Yacht Race (2009 and 2010) and second overall in 2011. *Ocean Affinity* has also been a divisional winner at Airlie Beach Race Week on a few occasions.



**PAPILLON**

**SAIL NO:** 6841  
**LOA:** 12.0m  
**CLASS:** IRC  
**DESIGNER:** Joubert/Nivelt (FRA)  
**YEAR BUILT:** 2009  
**TYPE:** Archambault A40rc  
**NUMBER OF HOBARTS:** 4  
**OWNER:** Phil Molony  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** P Molony (25) – Skipper/Navigator, B Schutz (2), D Ganley (1), J Mitchell (1), J Plant (1), M Tilden (3), O Coyne (2), R Carlier

Last year, Phil Molony marked his milestone 25th Sydney Hobart with *Papillon* and finished 17th overall and ninth in Division 3. His Hobart races have mainly been aboard other people's yachts, but the Sydneysider took the plunge in 2007, buying his first *Papillon* and upgraded to his latest *Papillon* in 2010. His first Hobart with her was 2011, with a finish of 19th overall and subsequently finished 31st in 2012 and 19th in 2013. Due to good results, Molony was named 2014 Veteran Ocean Racer of the Year. Afterwards, he finished an uncanny 18th overall in the 2014 Blue Water Pointscore, partially due to missing two of the six-race series.



**PATRICE**

**SAIL NO:** 360  
**LOA:** 13.9m  
**CLASS:** IRC/ORCi  
**DESIGNER:** Ker Yacht Design (UK)  
**YEAR BUILT:** 2013  
**TYPE:** Ker 46  
**NUMBER OF HOBARTS:** 2  
**OWNER:** Tony Kirby  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** A Kirby (30) – Skipper, R Grimes (26) – Navigator, G Harland (20), A Cole (12), B Taylor (5), I Walker (28), J Rowed (2), J Salter (1), J Mulkearns (4), M Bellingham (20), P Messenger (26), S Gajic

Tony Kirby launched his latest *Patrice* in November 2013, just in time for the Cabbage Tree Island Race, in which he finished fourth overall. Next he won the SSORC and was second in IRC Division 1 of the CYCA Trophy Series. *Patrice* came unstuck in the Rolex Sydney Hobart that year, suffering delamination and retiring to Orford in Tasmania. In 2014, she finished ninth overall in the Land Rover Sydney Gold Coast Yacht Race and unequivocally won IRC at Airlie Beach Race Week, then was ninth overall and won Division 1 in the 2014 Hobart.

Kirby, a director of the CYCA, undertook further modifications to improve *Patrice's* light air performance before the Sydney Harbour Regatta in March. He took out IRC Division 1 in light air, before going on to finish third in Division 1 of the NSW IRC Championship. This year, she placed seventh overall and won Division 1 in the Gold Coast race and was fourth overall in the 2015 Brisbane Keppel Race, went on to fourth in the 2015 Flinders Islet Race and eighth in the Newcastle Bass Island Race. *Patrice* rates among the favourites for this year's race, helped by the crew and their experience-over 170 Hobarts between them.



**PATRICE SIX**

**SAIL NUMBER:** MH777  
**LOA:** 12.5m  
**CLASS:** IRC/ORCi  
**DESIGNER:** Niels Jeppesen (DEN)  
**YEAR BUILT:** 2007  
**TYPE:** X41  
**NUMBER OF HOBARTS:** 6  
**OWNER:** Shaun Lane  
**CLUB:** Middle Harbour Yacht Club, NSW

**CREW:** S Lane – Skipper, rest TBA

*Patrice Six* last went to Hobart in 2012 when owned by Tony Kirby and finished 32nd overall in the year of the 'big boat,' when *Wild Oats XI* won the treble, breaking her own race record. Kirby sailed the boat to a best Hobart result of fifth and third in IRC Division 3 in 2009, after finishing 31st in 2008. Shaun Lane bought the yacht in 2013 and has been racing in Middle Harbour Yacht Club events, including the 2015 Sydney Harbour Regatta, in which he finished fifth in the X Yacht Production Boat class, after retiring from the Pittwater Coffs Harbour Race in January. He is competing in the BWPS and finished 37th overall in the Sydney Gold Coast race and 19th overall in September's Flinders Islet Race.



**PAZAZZ**

**SAIL NO:** 99  
**LOA:** 11.9m  
**CLASS:** IRC/ORCi  
**DESIGNER:** Bill Tripp (USA)  
**YEAR BUILT:** 2001  
**TYPE:** Cookson 12  
**NUMBER OF HOBARTS:** 1  
**OWNER:** Rob Drury  
**CLUB:** Royal Sydney Yacht Squadron, NSW  
**CREW:** R Drury (2) – Skipper, R Plain, J Allatt, F Walker, T Dawson, R Lees, J Fereday, D Spring, P Bannon, G Drury, B Whitbourne

Rob Drury bought *Pazazz* in August 2012. He competed in the 2013/14 CYCA Ocean Pointscore finishing PHS 11th overall. In the 2014 Rolex Sydney Hobart, Drury, who is perhaps best known as a short-handed sailor, finished 22nd overall and 10th in Division 3. He is competing in the CYCA's 2015 Blue Water Pointscore, with a best result of 12th overall in September's Flinders Islet Race. The Rolex Sydney Hobart is the final race of the series. *Pazazz*, previously named *Sienna IV*, was imported from Auckland in September 2008 by a syndicate of three. She contested a variety of races, including the 2009 and 2010 Pittwater to Coffs Harbour Races.



**PELAGIC MAGIC**

**SAIL NO:** 11407  
**LOA:** 11.9m  
**CLASS:** IRC  
**DESIGNER:** Farr Yacht Design (USA)  
**YEAR BUILT:** 2005

**TYPE:** Beneteau 40.7  
**NUMBER OF HOBARTS:** 5  
**OWNER:** Simon Dunlop  
**CLUB:** Royal Prince Alfred Yacht Club, NSW  
**CREW:** S Dunlop – Skipper, E Adriaanse (26), G Dunlop (1), J Tracey, M Martin (1), P Cotterill, S McDonald, S Chapple, T Sutton (1), P Jones

This was Dr Hugh Torode's yacht, variously known as *Pelagic Magic* and *Shepherd Centre*, and last raced to Hobart in 2013, finishing 41st overall and fourth in Division 4. In the 2010 race, it finished 33rd overall and fourth in IRC Division 4 and third in ORCi Division 3. In the 2011 Hobart, it was scored DNF due to a failure to report at Green Cape, which is mandatory. New owner Simon Dunlop has entered the race with an experienced crew from Melbourne, Batemans Bay and Canberra, where 26 Hobart race veteran, Erik Adriaanse, resides.



**PERPETUAL LOYAL**

**SAIL NO:** SYD1000  
**LOA:** 30.48m  
**CLASS:** IRC  
**DESIGNER:** Juan Kouyoumdjian (ARG)  
**YEAR BUILT:** 2008  
**TYPE:** 100-foot Super Maxi  
**NUMBER OF HOBARTS:** 2  
**OWNER:** Anthony Bell  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** A Bell (4) – Skipper, A Cahalan (23) – Navigator, M Coxon (28), J Flannery, W Morgan, D Blanchfield, K Oxley, G Telford, M White, P Calligeros, P Montague, S Runow, J Akacich, N Beaudion, S Pollard, T Slingsby (2), C Main, P Waugh, M Clarke, rest TBA

Following his second on line in the 2013 Rolex Sydney Hobart, Anthony Bell was devastated after retiring *Perpetual Loyal* from the 2014 race early on the second morning after hitting an object the previous evening and taking on water. He was happier after taking line honours in the 2015 Sydney Gold Coast Race. However, after defeating *Wild Oats XI* for line honours in the 2011 Hobart with a previous super maxi, nothing less will do for this driven businessman when the start cannon is fired on Boxing Day. But Bell will have a much more problematic time this year. Even though *Perpetual Loyal* has undergone the knife again to make her more competitive in lighter breeze, *Wild Oats XI* has been modified beyond recognition, Jim Clark's *Comanche* is coming back and George David's new *Rambler 88* will also be here, along with Syd Fischer's *Ragamuffin*. *Perpetual Loyal* is the former *Speedboat/Rambler* and was slated as the 'fastest super maxi in the world,' but is yet to really prove the point in Australia. Having said







that, Bell fills some of the crew sports with non-sailing celebrities to help raise money for his Loyal Foundation, raising much needed funds for child charities such as the Humpty Dumpty Foundation – and that leaves him a bit on the back foot against the full racing crews on the other super maxis.

**PRETTY FLY III**

**SAIL NO:** 10007  
**LOA:** 15.2m  
**CLASS:** IRC/ORCi  
**DESIGNER:** Farr Yacht Design (USA)  
**YEAR BUILT:** 2005  
**TYPE:** Cookson 50  
**NUMBER OF HOBARTS:** 5  
**OWNER:** Colin Woods  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** C Woods (6) – Skipper, M Broughton (9) – Navigator, B Gladwell (1), C Hornell, E Haagh (8), G Clare (5), G Marshall (7), G Norman, J Harper (2), J Leppard (3), S McCarthy (4), D Taylor

The canting *Pretty Fly III* was 44th overall and won Division O in the 2014 Rolex Sydney Hobart, beating her main rival, *Victoire*, the other canting Cookson 50 in the race. The situation was reversed in the 2013 Hobart when *Victoire* won overall and *Pretty Fly III* was 10th, and finished second in Division to her rival. The two will face-off again this year. In the 2013 Hobart, Colin Woods skipped his yacht to 14th on line, 10th overall and second in division, but his best performance was fourth overall in 2010. *Pretty Fly III* finished the 2015 Land Rover Sydney Gold Coast race 45th overall (*Victoire* was 22nd). In the past, Woods has owned two other yachts bearing the name *Pretty Fly*, which he sailed with some success.

**PRIMITIVE COOL**

**SAIL NO:** S777  
**LOA:** 15.6m  
**CLASS:** IRC  
**DESIGNERS:** Reichel/Pugh (USA)  
**YEAR BUILT:** 2008  
**TYPE:** Reichel Pugh 51  
**NUMBER OF HOBARTS:** 6  
**OWNER:** John Newbold  
**CLUB:** Royal Melbourne Yacht Squadron, VIC  
**CREW:** J Newbold (17) – Skipper, C McKee, J Wemyss (1), M Lawrence

(5), M Setton (2), T Cembala (6), T Duckmanton (2), D Sudano

In October 2013 John Newbold stepped up his campaign. The Victorian sold the modified Farr 40 *Primitive Cool* (formerly *Midnight Rambler*), which he retired from the 2012 Rolex Sydney Hobart, buying the 2010 Hobart winner, *Secret Men's Business* 3.5. Former owner, South Australian Geoff Boettcher, and some of his crew joined *Primitive Cool* for the 2013 and 2014 Hobart races. They finished down in 70th overall and 13th in Division 1 in the 2014 race, but the previous year was better, with a 15th overall and fourth in Division 1. In March 2014, *Primitive Cool* set a new record of 9 hours 50 minutes 21 seconds in the Melbourne to King Island Race, taking 17 minutes off the previous record and scoring the triple of record, line honours and overall win. Newbold has been taking part in local races in the lead-up to the 2015 Hobart, taking line honours overall win double in the Melbourne Stanley Race.

**PSP LOGISTICS**

**CLIPPER ROUND THE WORLD YACHT**  
**SAIL NO:** GBR722X  
**LOA:** 21.3m  
**CLASS:** IRC  
**DESIGNER:** Tony Castro (UK)  
**YEAR BUILT:** 2013  
**TYPE:** Clipper 70  
**NUMBER OF HOBARTS:** 1  
**OWNER:** Clipper Ventures  
**SKIPPER:** Max Stunell  
**CLUB:** Royal Ocean Racing Club, UK  
**CREW:** M Stunell – Skipper, A Curry, A Manson, B Arthur, C Fleming, D Jackson, D Menzies, D Breen, E Harrison, H Schonfeld, M Brown, M Tawil, N Edwards, P Hayes, P Wrightson, R Boykett, S Wilson, S Ball, T Thumm

*PSP Logistics* is skippered by Max Stunell. The former *Qingdao* was skippered by Gareth Glover in the 2013 Rolex Sydney Hobart and finished 65th overall, 14th in Division 1 and eighth in the Clipper division. Crew aboard for the 2015 Rolex Sydney Hobart includes the first Lebanese person to compete in the Round the World Race, Moussa Tawil. He wants to set a good example to his kids so they know they can also achieve and do anything. Fellow crew, Nicola Edwards, hails from Albany in Western Australia, a Clipper race port. Inspired by the fleet's visit there in December 2013, she decided she must take part.

**QINGDAO**

**CLIPPER ROUND THE WORLD YACHT**  
**SAIL NO:** GBR728X  
**LOA:** 21.3m  
**CLASS:** IRC  
**DESIGNER:** Tony Castro (UK)  
**YEAR BUILT:** 2013  
**TYPE:** Clipper 70  
**NUMBER OF HOBARTS:** 1  
**OWNER:** Clipper Ventures  
**SKIPPER:** Bob Beggs  
**CLUB:** Royal Ocean Racing Club, UK  
**CREW:** B Beggs – Skipper, A Jagoe-Salter, A Winter, C Bowen, C Parsons, J Gannon, J Butterworth, J Harvey, J Zhu, J Ware, L Crawford, M Ratliff, M Xu, N Cai, S Gilbert, S Ju, S Drummer, V Pearson, V Kmelnitsky, W Robinson

As *PSP Logistics*, this yacht was skippered by Sydney-based Chris Hollis in the 2013 Rolex Sydney Hobart and finished 63rd overall, 12th in Division 1 and sixth in the Clipper division. Bob Beggs is the new skipper the rebadged *Qingdao* (home to the sailing competition at the 2008 Olympics), taking over in Cape Town for the remainder of the Clipper Race campaign. The former British Army commando led the winning team in the Clipper 2000 race. Aboard for this edition of the Clipper and Rolex Sydney Hobart races is Caroline Bowen. Unable to walk or stand upright for four months after a skiing accident, she overcome her issues, but performing her best for this team, still feels like a defining challenge for her. There are also two Qingdao Chinese ambassadors aboard for each Clipper leg.

**QUIKPOINT AZZURRO**

**SAIL NO:** 3430  
**LOA:** 10.1m  
**CLASS:** IRC/ORCi  
**DESIGNER:** Sparkman & Stephens (USA)  
**YEAR BUILT:** 1981  
**TYPE:** S&S 34  
**NUMBER OF HOBARTS:** 2  
**OWNER:** Shane Kearns  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** S Kearns (11) – Skipper, A Seja (13), D Thomas (23), D McRae (12), J Nixon (21), F Nelson (20)

Shane Kearns found the former *Shenandoah II* nearly sinking in early 2014. He bought her cheaply on his credit card and spent more restoring her, including adding some

modern touches like a Code Zero, "and a new staysail, which has stopped us rolling like a pig," he says. The boat was built for Ron White, Sandringham YC commodore from '74 to '79, who died in 2012. White raced locally, but also contested the 50th Sydney Hobart in 1994, with the renamed *Commonwealth Bank Shenandoah II*, and won Division H with a faster finishing time than the winners of Divisions F and G. Last July, Kearns went to his former skipper John Walker's funeral, where he ran into other *Impeccable* crew members, Alex Seja, Duncan McRae, Felicity Nelson and Jim Nixon, who joined him for the 2014 Hobart in Walker's honour, and will do so again. They finished 33rd overall, seventh in Division 4, fourth in 30 Year and sixth in 20 Year Veterans in last year's Hobart. Kearns says "Gentleman John," had a hand in their 2015 Gold Coast race win, but his greatest thrill was beating Roger Hickman (*Wild Rose*) overall and in Division. "The only thing that could top that would be to beat Roger in the Hobart – and to wear the Rolex watch," Kearns reckons.

**RAGAMUFFIN 52**

**SAIL NO:** AUS70  
**LOA:** 15.9m  
**CLASS:** IRC/ORCi  
**DESIGNER:** Bruce Farr (USA)  
**YEAR BUILT:** 2004  
**TYPE:** TP52  
**NUMBER OF HOBARTS:** 5  
**OWNER:** Syd Fischer  
**SKIPPER:** Brenton Fischer  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** B Fischer (1), L Jamieson, rest TBA

Sailing his first Hobart aboard his famous grandfather's super maxi last year, Syd Fischer's grandson, Brenton Fischer, will skipper Syd's TP52 in the 2015 Rolex Sydney Hobart, while his grandfather will line up with the super maxi. Syd sailed this TP52 to some great Hobart results: second overall in 2007, fourth in 2008, and third in 2011. The only blips were 20th in 2009 and 24th in 2010. In the inaugural Audi Sydney Offshore Newcastle Yacht Race 2008, the boat won line and overall and won the 2007/2008 Blue Water Pointscore, after placing third in 2009-2010 and third in 2010/2011, when it won the Cape Byron Series (ORCi trophy for the BWPS). Brenton Fischer started his sailing career in small boats at an early age, and skippered this yacht to line honours and the triple of IRC, ORCi and PHS wins in the 2014 Pittwater to Coffs race, which Syd had also sailed the yacht to the previous year. *Ragamuffin 52* will be crewed by some old Ragamuffin warriors, including Larry Jamieson.



**RAGAMUFFIN 100**

SAIL NO: SYD100  
LOA: 30.48m  
CLASS: IRC/ORCi  
DESIGNER: Andy Dovell (AUS)  
YEAR BUILT: 2014  
TYPE: 100-foot Super Maxi  
NUMBER OF HOBARTS: 1  
OWNER: Syd Fischer  
CLUB: Cruising Yacht Club of Australia/  
Royal Sydney Yacht Squadron, NSW  
CREW: S Fischer (46) – Skipper, D Witt (20), A Crowe (19), C Knox, C Malouf (5), J Macartney (1), J Fisher (1), L Woulfe, M Fullerton, M Humphries, V Dudley (19), M Pearce (16), T Clout (1)

Syd Fischer's newly hulled *Ragamuffin 100* contested her maiden Sydney Hobart last year and finished third on line to *Wild Oats XI* and *Comanche*, after looking good early on. Her speed potential was evident, but some tactical decisions saw her parked up a couple of times. In July, *Ragamuffin 100* finished second on line to *Wild Oats XI* in the Transpac Race. In September, she took line honours in the Hong Kong to Vietnam Race, breaking the race record of 42 hours 41 minutes 20 seconds, by 23 minutes, which Fischer set in 2013 with his smaller *Ragamuffin 90*. *Ragamuffin's* hull was designed by Andy Dovell, and her modified deck comes from Investec Loyal, which Fischer purchased from Anthony Bell, renamed *Ragamuffin* and raced to Hobart in 2012 and 2013.

The team worked furiously to get what Fischer calls "my surfboard" to the start line on Boxing Day in 2014. With previous *Ragamuffins*, he took line honours in the 1988 and 1990 Hobart races, and won the 1992 race overall, with numerous second and third places overall and on line. He has won the CYCA's Blue Water Point Score a record nine times and has scored Admiral's and Kenwood Cup victories, captaining the Australian team at those events many times. This is Fischer's 12th *Ragamuffin* and his 47th Hobart, and at 88, he will be the oldest person in the race. Perhaps the fact that his CYCA badge number is the same as his age, is an omen?

**RAMBLER 88**

SAIL NO: USA25555  
LOA: 27.0m  
CLASS: IRC  
DESIGNER: Juan Kouyoumdjian (ARG)

YEAR BUILT: 2014  
TYPE: Canting Keel Maxi  
NUMBER OF HOBARTS: 0  
OWNER: George David  
CLUB: New York Yacht Club, USA  
CREW: G David – Skipper, B Giorgio, J Kirby, N Hislop, W McCarthy (11), A Cape (21), B Jackson, L Mazza, C Blewett, J Dekker, D Phipps, S Daubney, R Ardern, B Butterworth, W David, S Beavis (6), M Newbrook, S Wilson, J Belsky, J Signorini,

Launched in December 2014 for George David, the former United Technologies Corporation chairman and CEO, *Rambler 88* is an all-carbon and canting boat, with long daggerboards and a deep chine. With *Comanche*, she rates as the most sophisticated yacht in this year's fleet and was designed to let go offshore in a good breeze. In February she won Les Voiles de St Barth and claimed line honours in the RORC Caribbean 600, crossing the finish line (four hours short of the race record set by David with his *Rambler 100* in 2011) and finished third overall. It took line honours in the Fort Lauderdale to Key West race. In May she placed second on line and five hours behind line honours victor, *Comanche*, in the 2015 Transatlantic Race and gave her rival a run for her money in the 2015 Rolex Fastnet Race when she finished second again, just four minutes behind her 100-foot rival. David said she had shed her radical side foils that turbo-charge the boat's speed in 18-plus knots of wind. Will be fascinating to see what she has to offer on Boxing Day when she lines up with the 100-foot super maxis, the V70's (by the same Argentine designer as *Rambler 88*) and others. With his previous 90-foot *Rambler*, David won the treble of line and overall honours and race record of 47 hours 55 minutes and 3 seconds in the 2007 Rolex Middle Sea Race, which has yet to be eclipsed. With this *Rambler* and hot crew, he took the 2015 race's monohull line honours just before heading to Sydney for his and the boat's first Rolex Sydney Hobart.

**RUSH**

SAIL NO: B45  
LOA: 13.8m  
CLASS: IRC  
DESIGNER: Bruce Farr (USA)  
YEAR BUILT: 1997  
TYPE: Corel 45  
NUMBER OF HOBARTS: 7  
OWNER: Ian and John Paterson  
CLUB: Royal Brighton Yacht Club, VIC  
CREW: J Paterson (11) – Skipper, A Valenza, A Poulton (8), K Jenkins, L Poulton (1), P Davies (6), S Tedstone (2), K Rowe, P Davies, J Shallvey, D Prosser, M Bunyard

*Rush* last finished the Hobart in 2012 with 49th overall and 10th in Division 2,

consequently retiring from the 2013 race when a crew member broke his leg in gale force winds off the Tasmanian coast. *Rush* also contested the 2005 (30th overall), '06 (45th), '07 (19th), '08 (23rd) and '09 (18th) Hobarts, but these results do not really reflect her worth. She recently finished second overall in the Melbourne Stanley Race and John Paterson is a regular in Victorian events, such as the Festival of Sails, and also contests other major regattas on the eastern seaboard. *Rush* was primarily created to compete on the International 45-foot circuit. She will be on the start line for her seventh Hobart race.

**SAMURAI JACK**

SAIL NO: 88888  
LOA: 11.9m  
CLASS: PHS  
DESIGNER: Farr Yacht Design (USA)  
YEAR BUILT: 1996  
TYPE: Farr 39ml Mod  
NUMBER OF HOBARTS: 2  
OWNER: Michael Lazzarini  
CLUB: Queensland Cruising Yacht Club, QLD  
CREW: M Lazzarini (3) – Skipper, G Chapman, E Delaat, L Hore, Y Stevens, T Craner, C Knights, I MacFadyen

*Samurai Jack* finished fourth overall under PHS and fourth in Division 2 in her second Rolex Sydney Hobart last year. She is a well-travelled modified Farr 39, built in the USA and has competed in Japan and New Zealand. Michael Lazzarini sailed her to Brisbane in January 2009 and raced locally. In 2011 she contested the Brisbane Gladstone, Brisbane Great Keppel and Sydney Hobart, scoring a 31st in ORCi in the latter race. The Queensland yacht then raced the 2013 Melbourne Osaka 2013, but retired with structural damage. Lazzarini and co-skipper Ryan Donaldson worked hard to repair the boat and competed in last year's light air Brisbane Gladstone race, but again retired. Lazzarini and crew are looking forward to some strong competition with the other 40-footers in the big race – and to finishing.

**SCAMP**

SAIL NO: TBA  
LOA: 14.1m  
CLASS: ORCi  
DESIGNER: Philippe Briand (FRA)  
YEAR BUILT: 2014  
TYPE: Beneteau First 45

**NUMBER OF HOBARTS: 0**

OWNER: Mike and Angela Mollison  
CLUB: Moreton Bay Trailer Boat Club, QLD  
CREW: M Mollison – Skipper, A Mollison, A Mitchell, D Diamond, R Whiting, J Whiting, L Palmer, M Cooper (1), P McLatchie, P Dunn, S Smith

Scamp is new to the Hobart race, having launched in 2014. This is the second boat owned by Angela and Mike Mollison to bear the name *Scamp*. It is derived from the Initials of the first names of the Mollison family, appealing to the sense of fun and humour of the owners and crew. This version has mostly been racing on Moreton Bay, with a Beneteau Regatta, Surf to City, Brisbane to Gladstone and Brisbane to Keppel all ticked off the list. This year the crew has a busy schedule since deciding to enter the Rolex Sydney Hobart, and much of the steep part of the learning curve has been achieved, with *Scamp* beginning to finish closer to the leaders.

**SHE'S THE CULPRIT**

SAIL NO: 370  
LOA: 12.0m  
CLASS: PHS  
DESIGNER: Inglis/Jones (AUS)  
YEAR BUILT: 1994  
TYPE: Inglis/Jones 39 Mod  
NUMBER OF HOBARTS: 5  
OWNER: The Culprits Syndicate  
SKIPPER: Glen Picasso  
CLUB: Newcastle Cruising Yacht Club/  
Lake Macquarie Yacht Club, NSW  
CREW: G Picasso (9) – Skipper, B Jarvie – Navigator, G Bulmer (5), D O'Dowd (4), K Anderson, T Butler, K Hall, T Hough, D Tanner, S Robinson, R Hooper, A Kiely (5)

Owners, Glenn Bulmer, Glen Picasso and David O'Dowd, could not resist returning for the 2015 Rolex Sydney Hobart after winning PHS overall and Division 2 last year – beating all Division 1 and 2 boats home. They also won the inaugural Corinthian Trophy (winning boat with amateur crew), dedicated by Mick and Jeannette York. In 2013, they were fourth overall in PHS and third in division, and went on to PHS second overall in the 2014 Sydney Gold Coast race. 'The Culprits' have a well-earned reputation of being very social and the boat is easily distinguished by the chequered bow design on the otherwise blue hull. Launched as *Top Cat* for the Melbourne Osaka Yacht Race, she relocated to Tasmania under the name 42 South. Todd Leary bought and renamed her *She's The Culprit*, campaigning her in three Hobarts from 2008 to 2010, before the current trio of Culprits took possession.



**SHUGUANG HAIYANG**

SAIL NO: CHN53007  
 LOA: 12.9m  
 CLASS: IRC  
 DESIGNER: Marc Lombard (FRA)  
 YEAR BUILT: 2013  
 TYPE: Sun Odyssey 42i  
 NUMBER OF HOBARTS: 0  
 OWNER: Roy Pan  
 SKIPPER: Dong Qing  
 CLUB: Dawn Sailing Club, China  
 CREW: D Qing – Skipper, R Pan, Y Sun, Z Liu, Q Li, G Lan, J Li, S Mai, Y Li, H Li, Y Lin, H Wu, J Wei, Q Qi, D Qing, L Yang, J Wang, W Liang, S Sun, Z Wu, T Chen, Z Zhang, B Xie

In English, the name of this yacht translates to 'Dawn Sailing.' The team was founded by the Dawn Sailing Club in Shenzhen, which aims at creating opportunities for Chinese people to sail and race in China and around the world. The crews have raced in many local regattas and in Southeast Asia, but felt it was time for

a bigger challenge. In the history of the Sydney Hobart, no mainland Chinese team has ever competed, which is one of the reasons why this team is coming. They were the second Chinese entry received this year behind *Ark323*, but the first with a Chinese sail number. They will race with a full Chinese crew, some of whom have around the world sailing experience. Part of the crew will sail the boat from Shenzhen, near Hong Kong, leaving early November and plan to arrive in Sydney mid-December, where they will train. Following the race, they will continue to sail around the world.

**ST JUDE**

SAIL NO: 6686  
 LOA: 14.2m  
 CLASS: IRC  
 DESIGNER: Murray Burns Dovell (AUS)  
 YEAR BUILT: 2007  
 TYPE: Sydney 47  
 NUMBER OF HOBARTS: 7  
 OWNER: Noel Cornish  
 CLUB: Cruising Yacht Club of Australia,

**NSW**

CREW: N Cornish (8) – Skipper, A Liddle (7), A Milln (2), B deHaas (6), E May (1), J Neuhaus (7), J Lowe (2), J Liddle (1), J Orpin (2), L Klohs (2), N Bradley (2), P Liddle (3), S Kidson (2)

*St Jude* has done every Rolex Sydney Hobart since 2008 and last year finished 51st overall and 12th in Division. Her best result to date was 16th overall in 2009. She has since finished 39th overall and 11th in Division 2 in the 2015 Sydney Gold Coast race. This year the emphasis is again on encouraging the Club's Youth Academy students into ocean racing and once again, Emma May (19) and Nicky Bradley (20), join CYCA director, Noel Cornish, for their second taste of the famous Hobart race on his boat. A regular in the CYCA's Ocean Pointscore Series (OPS), Cornish finished sixth overall in the 2014/2015 season and third overall in the 2013/2014 season.

**TAKANI**

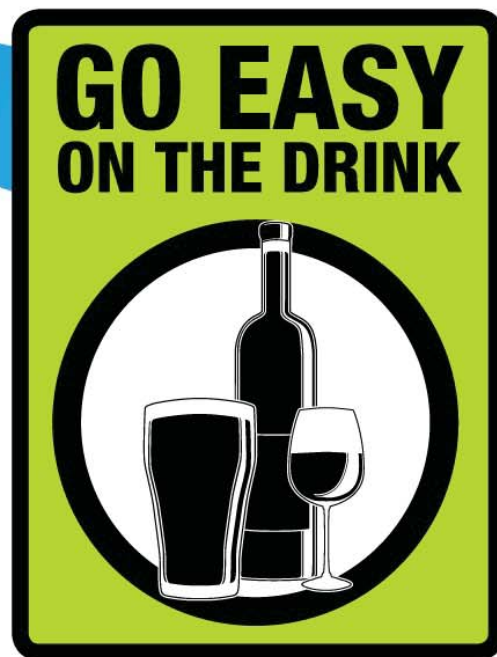
SAIL NO: 6981  
 LOA: 15.4m  
 CLASS: PHS  
 DESIGNER: Judel/Vrolijk (GER)  
 YEAR BUILT: 2012  
 TYPE: Hanse 495  
 NUMBER OF HOBARTS: 1  
 OWNER: James Whittle  
 CLUB: Royal Prince Alfred Yacht Club, NSW  
 CREW: J Whittle – Skipper/Navigator, B Ratcliff (46), J Whittle (1), P Townend (1), R Moore (26), S Price (1), T Whittle (1)

In her maiden Sydney Hobart last year, James Whittle sailed *Takani* to 12th under PHS and eighth in Division 2. The boat is a luxurious Hanse 495 from Pittwater, which came into Debbie and Jim Whittle's lives in August 2012. They named her after their children; Taylah, Kasey and Nicholas. It was celebrations all-round last year, as Taylah, their 19-year-old daughter, contested her first Hobart and Jim celebrated his 50th Birthday on Boxing Day, the same day as the Hobart start. It enjoyed a leisurely warm up at Hamilton Island Race Week to finish 15th in Cruising Division 1. Veteran yachtsman, Bill Ratcliff, joins the crew with 46 Hobarts to his credit.

When you're on a boat, the combination of wind, waves and sun can magnify the effects of alcohol and affect your judgement and skills. Remember:

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**TEASING MACHINE**

SAIL NO: FRA38757  
 LOA: 13.1m  
 CLASS: IRC  
 DESIGNER: Bernard Nivelte (FRA)  
 YEAR BUILT: 2012  
 TYPE: Archambault 13  
 NUMBER OF HOBARTS: 0  
 OWNER: Eric de Turckheim  
 CLUB: Société des Régates Rochelaises, FRA  
 CREW: E De Turckheim – Skipper, A Pallu, E Supiot, J S Ponce, E Quesnel, T Brochet, C Tiggeler, C Teillet, J Chappellier

Representing the land-locked Switzerland, *Teasing Machine* contested the October 2014 Rolex Middle Sea Race and was showing excellent form in savage seas, only to be dismasted 20 miles from the finish. In August she won the 130-nautical mile RORC Channel Race from a good fleet of 87. The French-designed boat also contested Cowes Week in August and won IRC Class 1. *Teasing Machine* prefers a big blow and is not a big fan of light air. Her form indicates she will love the Rolex Sydney Hobart and could be a real contender to win the Tattersall's Cup.

**THE GOAT**

SAIL NO: 421  
 LOA: 14.0m  
 CLASS: IRC/ORCi  
 DESIGNER: Rogers (UK)  
 YEAR BUILT: 2007  
 TYPE: Rogers 46  
 NUMBER OF HOBARTS: 6  
 OWNER: Bruce Foye & Sebastian Bohm  
 CLUB: Cruising Yacht Club of Australia, NSW  
 CREW: Bruce Foye (5) – Skipper, S Bohm (1), A Byrne (6), D Hawkins (1), G McCord, M Grout, M Gordon (16), P Tarimo (6), S Price (4), M Stoeckel, P McEneaney, C Mitchell, S Leslie, A Mead

This is the former *Celestial*, which finished 11th overall and second in Division 2 of last year's Rolex Sydney Hobart, to win the CYCA's BWPS in both IRC and ORCi classes, inclusive of overall victory in the 2014 Land Rover Sydney Gold Coast Yacht Race. Bruce 'Blocks' Foye and Sebastian Bohm purchased the Rogers 46 they renamed *The*

*Goat* and finished 48th overall in the 2015 Gold Coast race. *The Goat* went on to third overall in the Brisbane Keppel race and then finished fifth from six in IRC Division 1 at Airlie Beach Race Week, as they continued to learn to sail their new boat.

Foye comes from a successful Sydney 38 campaign with his previous *The Goat*. He sailed to 29th overall in the 2014 Gold Coast race after being penalised, but still won Division 3, beating nearest divisional rival, *Ariel*, by over two hours on corrected time. Major results include winning the Sydney 38 division of the 2007 Rolex Sydney Hobart, then second in 2008 and third in 2009 and also won the 2011 Sydney 38 Nationals. Foye significantly also won the 1993 Sydney Hobart overall under IOR with *Wild Rose*, in partnership with Roger Hickman and Lance Peckman.

**TRITON**

SAIL NO: 6377  
 LOA: 18.3m  
 CLASS: IRC/ORCi  
 DESIGNER: David Lyons/Richard Cawse (AUS)  
 YEAR BUILT: 2004  
 TYPE: LC60  
 NUMBER OF HOBARTS: 1  
 OWNER: Michael Cranitch and David Gotze  
 CLUB: Cruising Yacht Club of Australia, NSW  
 CREW: M Cranitch, Skipper, rest TBA

*Triton* is the former *Vanguard*, purchased by Michael Cranitch and David Gotze from Dick Cawse in August last year. They were among the first casualties in the 2014 Rolex Sydney Hobart, sustaining forestay damage early on the first evening, but have since finished 46th overall in the 2015 Land Rover Sydney Gold Coast Yacht Race. Cranitch previously owned the downwind flyer, *Broomstick*, while Gotze successfully campaigned large and smaller yachts. *Triton* can win the Hobart. As *Vanguard*, she proved to be a rocket ship, winning line, overall and PHS honours in the CYCA Ocean Point Score when brand new. In the final race of the 2004/2005 OPS, from Sydney to Newcastle, she repeated the trifecta experience to claim the series trophy in both classes. She also wrapped up the 2009/2010 OPS.

**TRYBOOKING.COM**

SAIL NO: B1

LOA: 17.2m  
 CLASS: IRC  
 DESIGNER: Dixon Yacht Design (UK)  
 YEAR BUILT: 2014  
 TYPE: Moody 54DS  
 NUMBER OF HOBARTS: 1  
 OWNER: Grant Dunoon  
 CLUB: Royal Brighton Yacht Club, VIC  
 CREW: G Dunoon – Skipper, E Jenkins, G Dunoon, J Larkin, L Cotter, M Hosking, N McGuigan, S Neales, S Bumstead

Grant Dunoon and his crew are back for *TryBooking.com*'s second tilt at the Rolex Sydney Hobart. They finished 16th overall in PHS and 10th in Division 2 last year, after launching the boat last November. The Moody 54DS replaces Dunoon's Elan Impression 434 of the same name, which finished second in PHS in the 2014 Melbourne Vanuatu Race. One of the most luxurious yachts in the fleet, she has four main cabins, comfortably accommodating a crew of 12, and is fitted with normal and furling jibs. In 2012, Dunoon and three crew members were awarded the AMSA SAR (search and rescue) award after risking their lives to rescue survivors from a sunken competitor in the Melbourne-Port Fairy Race, battling huge swells and gusts of up to 70 knots in the middle of the night. AMSA Rescue Coordination Centre chief, Craig Longmuir, was aboard for the Hobart last year.

**TSA MANAGEMENT**

SAIL NO: MH60  
 LOA: 11.8m  
 CLASS: IRC  
 DESIGNER: Murray Burns Dovell (AUS)  
 YEAR BUILT: 2003  
 TYPE: Sydney 38 OD  
 NUMBER OF HOBARTS: 11  
 OWNER: Tony Levett  
 CLUB: Middle Harbour Yacht Club, NSW  
 CREW: T Levett (11) – Skipper, S Williams, J de Carlan, B Moore, R Oechsle, F van der Tang, B McMaster, L Singer, F Pentecost, A Martin

This is a very well-sailed Sydney 38 which, along with her owner, has contested every Rolex Sydney Hobart since 2004. Tony Levett raced her to a great sixth overall and fourth in Division 3 and 11th overall in ORCi in the 2014 Rolex Sydney Hobart. *TSA Management*, also known as *Eleni* and *Horvath BRI*, finished an atypical 63rd overall in 2013, and retired in 2012 after the rudder broke. Won the Sydney 38 OD division of the 2010 and 2011 Sydney Hobarts and was third in the Sydney 38 OD Division in 2008, the year she returned to offshore racing. Levett also finished third in the Passage Series of the 2011 Sydney Harbour Regatta, and as *Horvath BRI*, was fourth in the CYCA's 2006/2007 Blue Water Pointscore and third in PHS. Levett and his crew will be aiming for gold again and will

have at least two other Sydney 38s in the fleet to pit their performance against.

**UGG AUSTRALIA**

SAIL NO: 8565  
 LOA: 20.0m  
 CLASS: IRC  
 DESIGNER: Sparkman & Stephens (USA)  
 YEAR BUILT: 1981  
 TYPE: Swan 65  
 NUMBER OF HOBARTS: 0  
 OWNER: Steve Capell  
 CLUB: Cruising Yacht Club of Australia, NSW  
 CREW: S Capell – Skipper, P Hardy, S Holdsworth, M van den blink, J Allen, P Johnson, S Fitzmaurice, R Walton, A Dunphy, R Crawford, T Middleton, D Otto

*Ugg Australia* is a classic S&S Swan 65 and the 35th of 40 yachts built by Nautor in the 1970s and early 1980's. A Swan 65, she won the first Whitbread Round the World Race (now the VOR) and, given the right conditions, *Ugg* could come into her own. Originally launched in 1981 as UK-registered *Cheetah of Hamble*, and then as Italian-registered *Kenta* from 2000, this Rolex Sydney Hobart greenhorn has just been imported to Australia and will take up residence in Sydney as *Eve*. She will have the company of another Swan 65 in the race, *King's Legend*, which is six years *Ugg*'s senior.

**UNICEF**

(CLIPPER ROUND THE WORLD YACHT)  
 SAIL NO: GBR730X  
 LOA: 21.3m  
 CLASS: IRC  
 DESIGNER: Tony Castro (UK)  
 YEAR BUILT: 2013  
 TYPE: Clipper 70  
 NUMBER OF HOBARTS: 1  
 OWNER: Clipper Ventures  
 SKIPPER: Jim Prendegast  
 CLUB: Royal Ocean Racing Club, UK  
 CREW: J Prendegast – Skipper, A Ogg, B Randall, C Ford, D Forney, E Deacon, H Hanscomb, H Dale, J Tomkins, J Tadros, K Whyatt, M Michalska, M Eke, N Hadden, N Allard, P Rice, S Wilson, T Fisher, T Chia





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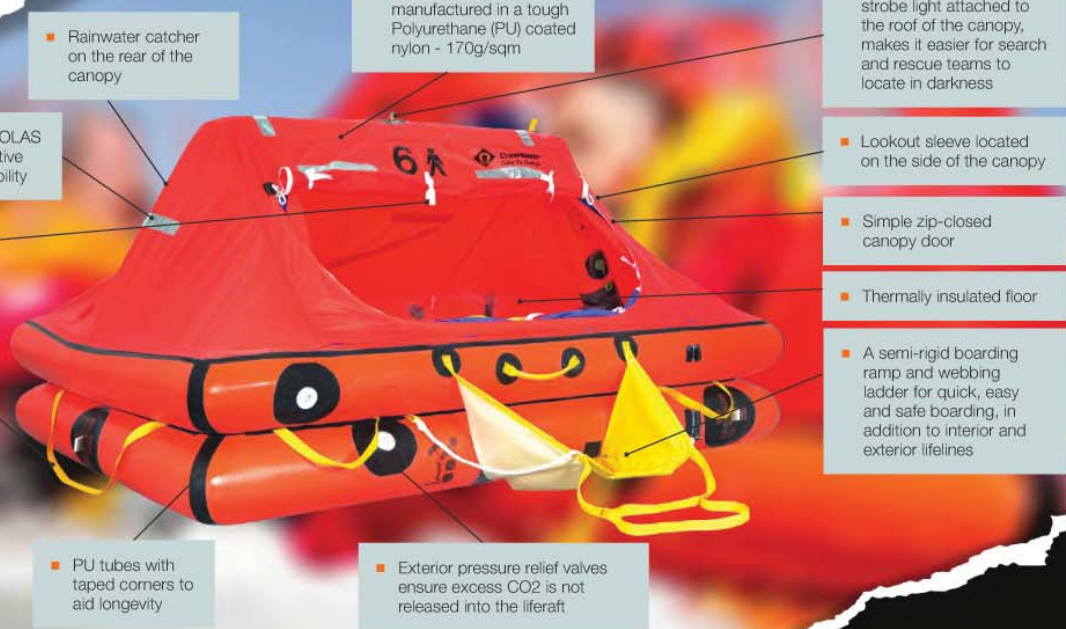
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## 118 | BOAT NOTES

As *Derry-Londonderry-Doire* and skippered by Sean McCarter, the re-badged *UNICEF* was the best placed of the Clipper 70 fleet in the 2013 Rolex Sydney Hobart, finishing 54th overall, seventh in Division 1 and winning the Clipper division. Now in the hands of skipper, Jim Prendegast, *UNICEF's* crew has big shoes to fill. Unicef has joined forces with the Clipper Race to help make a safer world for children. It is the world's leading children's organisation, ensuring more children are fed, vaccinated, educated and protected than any other organisation. Unicef has also done more to influence laws, policies and customs to help protect children than anyone else in history. In addition to being the Official Race Charity, Unicef is also a debut team entry.

**UXORIOUS IV**

**SAIL NO:** GBR6210L  
**LOA:** 18.9m  
**CLASS:** IRC/ORCi  
**DESIGNER:** German Frers (ARG)  
**YEAR BUILT:** 2001  
**TYPE:** Swan 62 FD  
**NUMBER OF HOBARTS:** 0  
**OWNER:** Colin Buffin  
**CLUB:** Royal Southampton Yacht Club, UK  
**CREW:** C, Buffin – Skipper, B Cooper, B Aarons, C Noble, C Richings, C OByrne, C Myant, E Hill, F Shanks, J French, J Holmes, M Angell, R Graham, T Whitburn

*Uxorious IV* calls Jersey, UK, home. In coming to her first Hobart race, the beautifully appointed yacht has been slowly sailing around the world, leaving the UK in October 2011. She was in the Pacific in September this year, visiting such places as Fiji. During its travels, the Swan 62 FD has contested the Cowes Dinar and Rolex Fastnet races, and the 2011 Swan Europeans, where it was second in class, beaten by another Swan by 21 seconds overall after a three day race. It was then sailed across the Atlantic for the 2012 Caribbean 600. The boat arrived in Australia in October.

*Uxorious IV* sailed around the Caribbean/USA in 2012 and 2013, competing in the 2012 Newport Bermuda Race and the Caribbean 600 in 2013, where she was second again in class. She returned in 2014, but due to equipment failure, didn't finish. For those interested in the boat's name, *Uxorious* means foolishly fond of; or submissive to, one's wife – a man who dotes on, or really adores his wife.

**VICTOIRE**

**SAIL NO:** AUS5299  
**LOA:** 15.2m  
**CLASS:** IRC  
**DESIGNER:** Farr Yacht Design (USA)  
**YEAR BUILT:** 2006  
**TYPE:** Cookson 50  
**NUMBER OF HOBARTS:** 9  
**OWNER:** Darryl Hodgkinson  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** D Hodgkinson (4) – Skipper, S Kirkjian (18), rest TBA

Darryl Hodgkinson purchased the former *Jazz* in 2013 and won the Rolex Sydney Hobart a few months later, in the process helping team mates, *Patrice* and *Wild Rose*, to victory in the reigned Southern Cross Cup. Earlier, he won Division 0 in the 2013 Gold Coast race after finishing ninth overall. *Victoire* won the 2014 Gosford Lord Howe race and finished second on line. She finished seventh in the 2014 Gold Coast race, but dropped to 22nd this year. In the 2014 Hobart, *Victoire* hooked a lobster pot near the end and finished 45th overall, but still secured a fine second in Division 0. She won the Flinders Islet Race in September, but dropped to 11th overall in October's stop-start Newcastle Bass Island Race. Dr Darryl was named 2012 Ocean Racer of the Year after winning the 2012 BWPS.

Ray Roberts originally owned the yacht he named *Evolution Racing* and sailed to line and overall double victory in the 2007 Sydney Gold Coast Race and 17th overall and then to second in Division 0 behind line honours victor, *Alfa Romeo* in the 2009 Hobart. Chris Bull was the next owner, renaming the boat *Jazz*. He sailed it to second overall and first under ORCi in the 2010 Hobart, then fourth overall, first in IRC Division 0 and second in ORCi Division 1 in the 2011 race and fourth overall and third in division in 2012. This is a fabulous boat that could win the Hobart again.

**VISIT SEATTLE**

**CLIPPER ROUND THE WORLD YACHT**  
**SAIL NO:** GBR723X  
**LOA:** 21.3m  
**CLASS:** IRC  
**DESIGNER:** Tony Castro (UK)  
**YEAR BUILT:** 2013  
**TYPE:** Clipper 70  
**NUMBER OF HOBARTS:** 1  
**OWNER:** Clipper Ventures

**SKIPPER:** Huw Fernie  
**CLUB:** Royal Ocean Racing Club, UK  
**CREW:** H Fernie (1) – Skipper, A Watson, A Macia, A Downer-Duprey, A Mattison, C Beddoes, D Nichols, D Gabarain, J Withers, J Van De Laar, J Kivialho, K Palts, L Dervedde, M Jones, M Knight, R Oatley, R Guy, S Hanan, S Vaih

Huw Fernie, who was second in command on CV5 in the 2013 Rolex Sydney Hobart, is the skipper of *Visit Seattle*, which Matt Mitchell skippered to 66th overall, 15th in Division 1 and ninth in the Clipper division of the 2013 Rolex Sydney Hobart, under the name *Mission Performance*. Among Fernie's crew is Ana Downer-Duprey who suffered brain damage and paralysis in her left leg as a result of a rugby accident at 18. She recovered, but was injured again in a car crash. The idea of racing round the world sparked a passion in her and helped her on the road to recovery. Considering what she has been through and overcome, the Rolex Sydney Hobart should be a piece of pie.

**WAX LYRICAL**

**SAIL NO:** 248  
**LOA:** 15.2m  
**CLASS:** PHS  
**DESIGNER:** Niels Jeppesen (DEN)  
**YEAR BUILT:** 2011  
**TYPE:** X-50  
**NUMBER OF HOBARTS:** 1  
**OWNER:** Les Goodridge  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** L Goodridge (6) – Skipper, TBA

*Wax Lyrical* produced a PHS fifth overall and fifth in Division 2 in the 2014 Rolex Sydney Hobart, her first attempt at the race, although Les Goodridge had contested a handful. Next up, she won PHS in the 2015 Land Rover Sydney Gold Coast Yacht Race after finishing fifth overall the previous year. She finished PHS third overall after 10 races in the CYCA's 2014/2015 Ocean Pointscore in March and third overall in Division A1 of the 2015 Land Rover Winter Series, then won PHS in the Newcastle Bass Island Race in October. The boat is well-named, as Goodridge is very enthusiastic about his boat, which appears to be edging closer to a Hobart PHS overall win if her last few races are good indicators.

**WILD OATS XI**

**SAIL NO:** AUS 10001  
**LOA:** 30.48m  
**CLASS:** IRC/ORCi  
**DESIGNER:** Reichel/Pugh (USA)  
**YEAR BUILT:** 2005  
**TYPE:** 100-foot Super Maxi  
**NUMBER OF HOBARTS:** 10  
**OWNER:** Bob Oatley  
**SKIPPER:** Mark Richards  
**CLUB:** Hamilton Island Yacht Club, QLD  
**CREW:** M Richards (13) – Skipper, J Vila (2) – Navigator, I Murray (21), S Jarvin (27), P Magee (4), J Hildebrand (7), D Senogles (26), A Pratt (6), S Bannatyne (4), R Daniel (9), N Ellis (8), C Links (3), S Quigley, R Naismith (9), J Whittaker (5), M Shillington (9), G Taylor (6), A Henderson (4), T Wiseman (9)

The abnormally light airs of Bass Strait in 2014 provided *Wild Oats XI* with her getaway from the brand new *Comanche* and she sailed to a record making eighth line honours victory, outstripping *Kurrewa IV/Moma's* seven, held since 1960. On taking line honours in July's Transpac Race from Los Angeles to Honolulu, and hearing both *Comanche* and the new *Rambler 88* were coming to town for the 2015 Rolex Sydney Hobart, Bob Oatley made the drastic decision to make major modifications to his yacht to keep her competitive. A 10-metre section was cut off the bow and a new longer bow section attached. Two metres was cut off the stern and changes were made to the hull configuration, sail plan and rig. The project at McConaghy boats (which built the original yacht) took three months. Come what may in Rolex Sydney Hobart, which will be her most significant ever, Bob Oatley, his skipper Mark Richards and crew can be proud of their achievements to-date, including twice taking the triple crown of line honours, race record and overall winning the race in 2005 and 2012. Her record time to beat is 1 day 18 hours, 23 minutes 12 seconds. She has only been bested twice for Hobart line honours since her launch – by *Alfa Romeo* in 2009 and *Investec Loyal* in 2011. *Wild Oats* also holds the Sydney Gold Coast Open race record (22 hours 3 minutes 46 seconds set in 2012), the Cabbage Tree Island record (12 hours 15 minutes 55 seconds set in 2012) and Port Hacking Bird Islet Race (10 hours 51 minutes 43 seconds set in 2013). Crew member Steve Jarvin lines up for a hopeful 14th Hobart line honours victory (his 13 are unprecedented).

**WILD ROSE**

**SAIL NO:** 4343  
**LOA:** 13.1m  
**CLASS:** IRC/ORCi  
**DESIGNER:** Bruce Farr (USA)  
**YEAR BUILT:** 1985  
**TYPE:** Farr 43  
**NUMBER OF HOBARTS:** 16





**OWNER:** Roger Hickman  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** R Hickman (38) – Skipper, J Wells (5) – Navigator, A Hickman (1), A Scott (10), A Fong (4), D Morrow (10), D Williams (5), D Morris (14), J White (5), K Ketelbey (4), P Inchbold (28), P Endersbee (2), P Warburton (9), S Scott (1)

*Wild Rose* won the 2014 Rolex Sydney Hobart, which Roger Hickman enjoyed even more because his brother, Andrew and sister, Lisa, were along for their first Hobart with him. In that year, he also won Division 2 of the NSW IRC Championship and Class C of the Australian IRC Championship. A finalist in the 2014 Australian Yachting Awards, 'Hicko' was named 2014 CYCA Ocean Racer of the Year. *Wild Rose* finished fourth overall and second in Division 3 in the 2015 Sydney Gold Coast race, then finished second overall in Division 2 at Airlie Beach Race Week and went on to win Division C at the Australian IRC Championship. She then resoundingly won the Newcastle Bass Island Race in October. While other old boats are put out to pasture, this one just gets better with age. Enjoyed an epic 2013, winning the Blue Water Pointscore (Hickman's fifth time and second with *Wild Rose*) triple crown of IRC, ORCi and PHS, inclusive of third in the Sydney Gold Coast and successive wins in the Flinders, Bird and Cabbage Tree Island

racers. *Wild Rose* won the Southern Cross Cup with team mates *Victoire* and *Patrice*, the final result riding on the 2013 Hobart, in which Hickman finished 11th overall and scored his third consecutive Division 4 win.



**WILLYAMA**

**SAIL NO:** 335  
**LOA:** 12.2m  
**CLASS:** PHS  
**DESIGNER:** Farr Yacht Design (USA)  
**YEAR BUILT:** 2009  
**TYPE:** Beneteau First 40  
**NUMBER OF HOBARTS:** 4  
**OWNER:** Richard Barron, Stephen Sanlorenzo and Trish Stanley  
**CLUB:** Royal Sydney Yacht Squadron, NSW  
**CREW:** R Barron (13) – Skipper, S Sanlorenzo (2) – Navigator, rest TBA

*Willyama*, a Beneteau First 40, was one of the first casualties of last year's Rolex Sydney Hobart after tearing her main

late in the afternoon of Boxing Day, a disappointing result for her owners. She previously raced to Hobart under her current owners in 2011 and finished 33rd overall and seventh in Division 4. *Willyama* was originally known as *Paca* and competed in the 2010 Hobart under that name, finishing 22nd overall to win Division 3. *Willyama* is preparing for the race in the Royal Sydney Yacht Squadron 2015 Spring Series.



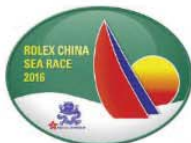
**YEAH BABY**

**SAIL NO:** A5  
**LOA:** 15.2m  
**CLASS:** IRC  
**DESIGNER:** Hugh Welbourn (UK)  
**YEAR BUILT:** 2000  
**TYPE:** Welbourn 50  
**NUMBER OF HOBARTS:** 2  
**OWNER:** Louis and Marc Ryckmans  
**CHARTERER:** Evgeny Neugodnikov  
**CLUB:** Tavatuy Yacht Club, RUSSIA  
**CREW:** Skipper Pavel Kuznetsov, A Stupka, B Dyakonov, E Koniukhovskii,

E Neugodnikov, E Sharovarin, Y Alekseev

Twin brothers Louis and Marc Ryckmans have chartered their boat to Russian, Pavel Kuznetsov, who is likely to race with a near-all Russian crew from his Melges 32 crew which finished 17th overall at the 2015 Worlds in Italy, following a number of other Melges events. The Ryckmans brothers, who bought Rod Jones' *Audi Sunshine Coast* and renamed it *PMA Yeah Baby*, will not be aboard. Jones won IRC Division 1 in the 2013 Sydney Gold Coast race with this boat, retired from the 2013 Rolex Sydney Hobart with rig damage shortly after the start. The Ryckmans consequently raced her to 34th overall and fourth in Division 1 in the 2014 Hobart and 30th overall and second in Division 1 in the 2015 Land Rover Sydney Gold Coast Yacht Race.

\* Subject to change, crew details as per information provided to the CYCA by 6 November, 2015. Compiled by Di Pearson. For up to date crew lists, please refer to [www.rolexsydneyhobart.com](http://www.rolexsydneyhobart.com) under 'Yachts'



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**A**s the international ocean racing status of the Rolex Sydney Hobart Yacht Race continues to rise, the Cruising Yacht Club of Australia has taken steps this year to also increase the public perception and involvement in the start and finish of the race, with a colourful Rolex Village being set up in both Sydney and Hobart.

"We are creating an environment to match the international flavor of the Rolex Sydney Hobart Yacht Race," CYCA commodore John Cameron told us. "We have one of the greatest ocean races in the world, now we want to match its reputation with onshore activities.

"This year there will be unprecedented international interest in the Rolex Sydney Hobart with a dozen Clipper Race 70s contesting the race as part of their circumnavigation of the world as well as entries from the USA, China, Germany, Britain, Germany, Belgium, Japan, the Netherlands, Italy, Switzerland and Russia.

"There will also be many more international visitors to Hobart because of these entries and the Rolex Village will be the centre to meet and follow the race, as well as for post-race celebrations with the crews.

"We see the Rolex Village as the centre of Hobart's celebrations over Christmas and New Year," he added.

Commodore Cameron said the Sydney Rolex Village will be established mid-December on the hardstand at the CYCA and that in the days before the start on Boxing Day, 26 December, a Rolex Village will be created on Hobart's waterfront, alongside historic Constitution Dock.

The focal point of the Rolex Village will be a huge hospitality marquee, plus an open-air licensed food and drink area with entertainment, presentation stage and large TV screen. There will also be drink and food pavilions alongside Constitution Dock.

The Royal Yacht Club of Tasmania's always popular and informative RYCT Liaison Centre will be adjacent to the Rolex Village, providing progress reports on the race, expected arrivals to families and the general public and then welcoming the crews from the participating yachts as they come ashore.

In another change, the prizegiving for the 71st Rolex Sydney Hobart Yacht Race will take place at the

## THE GRAND FINALE

HOBART'S WATERFRONT WILL HAVE A COLOURFUL ROLEX VILLAGE WHEN THE HUGE FLEET OF YACHTS FROM AROUND THE WORLD TIES UP INSIDE AND OUTSIDE THE PORT CITY'S HISTORIC CONSTITUTION DOCK AT THE END OF THE 71<sup>ST</sup> ROLEX SYDNEY HOBART YACHT RACE, WRITES EDITOR-AT-LARGE PETER CAMPBELL.

waterfront Hotel Grand Chancellor on the morning of 1 January 2016 following a 'champagne breakfast' for competitors at the hotel.

The RYCT is also organising a New Year's Day event dockside in the Rolex Village and the club will also host a Clipper Race crew welcome at the Sandy Bay clubhouse.

Colourful public presentations dockside of the J H Illingworth Trophy and Rolex Yacht-Master timepiece to the owner of the line honours winner and Commemorative Medallions to the crew will continue to take place outside the Constitution Dock lifting bridge entry point, usually within a

**THE BIG BANG**  
Right: New Years Eve is a grand affair in Hobart following the finish of the race. Below: Skipper of *Wild Oats XI*, Mark Richards, holds the Tattersall's Cup high after leading his crew to a record eighth line honours win last year.



few minutes of the yacht berthing.

Once the Overall results are determined on IRC ratings, the George Adams Tattersall's Cup and another Rolex watch is presented dockside to the winning yacht, usually on the morning of 30 or 31 December.

Where possible, the winners of each IRC, ORCi and PHS division are also announced, the owner/skippers receiving their pennant to fly proudly from the yacht's forestay.

Traditionally, on 2 January, many of the yachts that have competed in the Rolex Sydney Hobart, the Melbourne to Hobart and the Launceston to Hobart ocean races will line up for the iconic King of the Derwent, a







race around the cans on the broad harbour. That day will also see the Clipper Race fleet set sail on the next leg of their circumnavigation.

The finish of the Sydney Hobart 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 should finish off 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, the 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, just five minutes walk from the CBD.

If sailing conditions are good, there could be over 100 yachts berthed around Sullivans Cove and in historic Constitution Dock by late on New Year's Eve with many sailors, plus their families and friends, celebrating around the waterfront.

Hobart is not only the finish to the 71st annual race down Australia's east coast from Sydney, but also the end of

**“Even from the earliest races the Commodore of the RYCT or a senior flag officer has endeavoured to welcome every yacht, from first to last to finish, as they dock”**

two shorter ocean races across Bass Strait from Melbourne – one down the rugged West Coast of Tasmania, the other down the East Coast – but also the increasingly popular Launceston to Hobart Race, which starts from Beauty Point on the Tamar River. All three share the same finish line, of Hobart's historic Battery Point.

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 Rolex Sydney Hobart Race 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 70 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, everyone 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 that was 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 finished the race.

One 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.

But the floating Kings Street Marina has made access much easier to the yachts, while the large fleet

this year will see Constitution Dock and the Elizabeth Street Pier fully used for berthing.

This year the twelve 70-footers contesting the Clipper Round the World Race will be berthed together at the outer end of the Kings Street Pier, along with the two Clipper 68s from the previous race now based in Sydney.

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 coordinator Robert 'Biddy' Badenach.

The international status of the Rolex Sydney Hobart Yacht Race among yachties and its worldwide high media and public profile developed over the past 70 years is primarily due to two significant aspects of this bluewater classic.

The spectacular start from

**"The spectacular start attracts thousands of spectators afloat and ashore, and millions of viewers on national and international television"**

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 is a huge drawcard. Several hundred thousand people always turn out for the start.

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.

This year at least 200 volunteers from the RYCT, the Derwent Sailing Squadron, the Bellerive Yacht Club and other smaller Hobart clubs 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, so there will be strict control of access to the marina arms due to 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 the boats head to their allocated marina berths. This

**THEY'RE OFF!**  
From top: *Comanche* in the lead as she streams out of Sydney Harbour last year; Competitors prepare for take off.



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 sometimes been a problem. However, close cooperation 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 coordinator of the 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 seagoing Police boat will be stationed at Flinders Island and as the smaller yachts head down the Tasmanian East Coast, other Police boats 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

**"The warm welcome by Hobartians to the arriving yachts, even in the middle of the night, goes back to the very first Sydney Hobart in 1945"**

continuously radioing us with the yacht's boatspeed," Badenach recalled as we discussed past finishes. "Media and yachtsmen were phoning in 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 and overall logistics for finishing the Rolex Sydney Hobart Race remain unchanged, the sponsorships of Kodak, followed by Telstra and now Rolex have introduced a high degree to 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 dockside. For the 50th race, the entire trophy presentation was held in the Sullivans Cove precinct with thousands of people packing the dockside for what

**WINNING STREAK**  
Right: Roger Hickman's 30-year-old boat *Wild Rose* was the overall winner in 2014. Below: Spectators take in the presentation for *Wild Oats XI* as line honours winner in Hobart last year.



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 presence 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 Trophy is also now announced dockside and again the winning skipper is awarded the trophy and a Rolex watch in a televised event. This presentation is, of course, repeated when the official prizegiving is held at the Royal Yacht

**“No matter the time of day or night, Rob Valentine, Damon Thomas and now our current 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”**



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 endeavoured to welcome every yacht, from the first to the 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 Sydney Hobart each year. 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 Tasmanian Government, the Hobart City Council, Tasports and Tasmania Police, 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 Valentine, Damon Thomas and now our current 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 Christmas and New Year, the biggest 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.

“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 as the Customs House and the Shipwrights Arms are already gearing up for an influx of thirsty yachties.

From 26 December 2015 through to 3 January 2016, the Rolex Village between Sullivans Cove and Constitution Dock will be the focus of international interest in ocean yacht racing, a focal point for Tasmanians and tourists in Hobart, 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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# ROLL OF HONOUR

THE ROLEX SYDNEY HOBART YACHT RACE HAS ALWAYS BEEN BUILT ON THE COMPETITIVE SPIRIT OF THE COURAGEOUS SAILORS WHO, SINCE ITS HUMBLE BEGINNINGS, CHOOSE TO TAKE ON SUCH A GREAT RACE SOUTH – AND IT CONTINUES 70 YEARS ON. BUT MANY BEHIND THE SAILORS HAVE ALSO WORKED TIRELESSLY TO DEVELOP OUR GREAT RACE INTO WHAT IT IS TODAY – ONE OF THE MOST THRILLING YACHT RACES IN THE WORLD.

## THE BROTHERS 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.

Sadly, both men have died in the last 12 months, ending a remarkable era in which they each contributed, together and individually, so much to the history of ocean racing and specifically the Sydney Hobart Race.

In last year's 70th Rolex Sydney Hobart edition, we published an obituary of *Trygve* and in this edition is the obituary of *Magnus*.

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 Cynt*, *Anitra V* and *Freya*, the only yacht to win three consecutive Sydney Hobart Races on corrected time.

*Trygve's* great talent was in design, *Magnus'* in celestial navigation, which 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 boatbuilders, 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 challenge in 1977.

## Legion of legends

*Others who have contributed to the successful development of the Rolex Sydney Hobart Yacht Race over the past 71 years have been:*

**Martin James**, (right), a past commodore of the CYCA, 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. Following the 70th Rolex Sydney Hobart, James was presented the CYCA and RYCT Meritorious Services Award for his contribution to the Race.



**Peter Bush**, another past commodore of the CYCA, chaired the club's safety committee following the tragic 1998 race in which he was a competitor. In his report to the CYCA, Bush made far-reaching recommendations on safety in ocean yacht racing, many of which have been adopted worldwide.





The Halvorsen brothers raced in the Sydney Hobart between 1946 and 1982, beginning with a 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*, a 38-footer double-ender that "went like a scalded cat" downwind, with which they had 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 for the Admiral's Cup.

*Freya* was a 38-foot, six-inch length overall 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.

**CAPTAIN JOHN H ILLINGWORTH RN**

Towards the end of World War II, the then commander, John H Illingworth RN, was stationed in Sydney as

**"Why don't we make a race of it!"**

John H Illingworth

**HOBART PIONEERS**

Left: Magnus and Trygve Halvorsen with one of their winning Sydney Hobart trophies, the Trans Tasman Cup. Below left: Following the 70th Rolex Sydney Hobart last year, past CYCA commodore Martin James was presented with the CYCA and RYCT Meritorious Services Award for his significant contribution to our great race. Right: Captain John Illingworth who had the idea for the first Sydney Hobart Yacht Race, pictured grinning cheekily in the front row (right), with his *Rani* crew, who went on to win the inaugural race in 1945. Below: Robert Oatley's passion for ocean racing continues to advance the cutting-edge of yacht design and construction through his campaigns with super maxi *Wild Oats XI* which claimed a record eighth line honours triumph in last year's 70th Rolex Sydney Hobart Yacht Race.

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 for 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



**Bruce Taylor**, with 35 Sydney Hobart Races to his name, Taylor has an impressive 12 division wins. Competing in his first Hobart in 1980, he sailed on *Sunburst* for four consecutive races before hopping aboard with Lou Abrahams on *Challenge III* in 1984. Since then he has sailed on *Chutzpah*, which in 2014 took out IRC Division 2. While the look, shape, design and model of *Chutzpah* has evolved since the first edition was launched in 1985, Taylor has always been surrounded by familiar crew including his son, Andrew Taylor, who is fast approaching 25 Hobarts.



**Bob Oatley**, (left), although no longer an active ocean racing yachtsman, 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.





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 boats 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 a cruise to Hobart with 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.

**Walter, Earl and I are planning a cruise to Hobart at Christmas time. Would you care to join us?"**

Peter Luke

#### HISTORY IN THE MAKING

Above: Founding father and skipper Peter Luke pictured centre back with the crew of *Wayfarer*. Below: We salute John 'The Fish' Bennetto, the first yachtsman to notch 40 Sydney Hobart Races.

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 at the Cruising Yacht of Australia or around Hobart's historic constitution. An ebullient raconteur, organiser of memorable events for yachties ashore and a great sailor, Cable has competed in 49 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 ran 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 QLD Cocktail Party where sailors who reach distinctive numbers of 'Hobarts' are formally inducted

**John Bennetto** (right) 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*, while his most recent was in 2004 skippering *Quest* in his 44th Sydney Hobart. Bennetto crewed aboard winning yachts *Westward* (overall) and *Waltzing Matilda* (line) and skippered his own yacht *Mirraboeka 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. Rowan Johnston and John Honeysett, along with Peter Campbell OAM, have been honoured with the Rolex Sydney Hobart Yacht Race Meritorious Services Award for their contribution to the ocean classic. Badenach also received the Award following the 70th Race.





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**"Ask Cable,  
he'll know!"**

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 was chairman of the club's volunteer publications committee, which produced 65 issues of *Offshore Yachting* 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. As they say, "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 Yachting* 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 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 Hobart Race veterans.

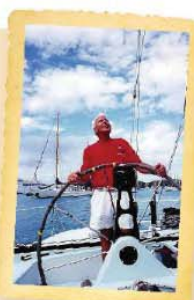
Cahalan grew up racing small dinghies on the Lane Cove River, moving later into the famous Sydney Harbour 18-footers before taking up ocean racing. She has sailed and raced around the world three times and holds five world speed sailing records. In 2004, she was the navigator aboard the 125-foot catamaran *Cheyenne* that 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,

#### THE CABLE GUY

Above left: Tony Cable is co-founder of the notorious *Quiet Little Drink* and has competed in 49 Sydney Hobart Races. Below: American yachtsman Jim Kilroy was inducted into the US Yachting Hall of Fame last year.

**Jim Kilroy** (right) 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, notably in 1975 aboard *Kialoa II*, which set a course record that was to stand unchallenged for the next 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.' Last 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 1983 Sydney Hobart and has now competed in 25 Sydney Hobarts, 12 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 26th Hobart this year in his Carkeek 60 or TP52, both named *Ichi Ban*.





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 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/Volvo races around the world, the speed record bids and in 23 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 birth to a daughter.

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 themselves.

**SYD FISCHER OBE**

Syd Fischer was not long ago 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 71st Rolex Sydney Hobart Yacht Race will be the 47th 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 races, taking overall honours in 1992. He has won the CYCA's Blue Water Championship nine times.

**"All ocean races have their own set of physical and mental challenges. The Sydney-Hobart especially teaches sailors perseverance"**

Syd Fischer OBE

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 to handicap systems used in the race. This has culminated with the introduction of ORCi scoring, although IRC remains the system that decides 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 the experience of big boat racing. Iain Murray and James Spithill are just two prime examples.

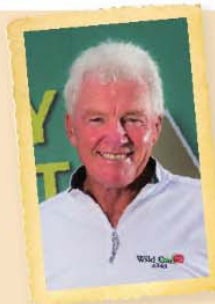
Yachting Australia's Lifetime Achievement Award in 2013 follows earlier recognition of his contribution to ocean racing, including an OBE (Order of the British Empire), 1971 Australian Yachtsman of the Year and Australian Ocean Racer of the Year in 1993, 1996 and 2002.



**FRONT RUNNER**

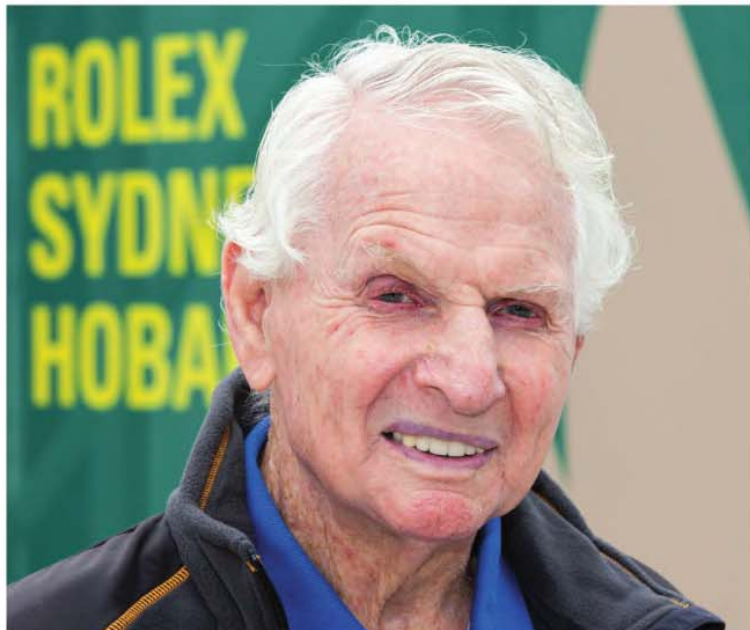
Left: Adrienne Cahalan, - "The Fastest Woman To Sail Around The World" - was vital in *Wild Oats XI*'s success in 2012, and is a pioneering example of women in yachting. Below: Roger Hickman, owner and skipper of *Wild Rose*, was Overall Winner in last year's race, his second win in the same yacht (previously *Wild Oats* in 1993).

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.



Roger Hickman (left) began his sailing career in Hobart, but after years at sea as a ship's captain, settled in Sydney from where he has competed in 38 Sydney Hobarts. In 1993 he skippered the Farr 43 *Wild Oats* to victory in the IOR division of the Sydney Hobart and in last year's 70th Race won the race overall with the same yacht, now called *Wild Rose*. He has won the CYCA's Blue Water Pointscore twice with the veteran yacht. Hickman 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 also races Dragons and Etchells. He is a past flag officer of the CYCA and past president of Yachting New South Wales.





**SYDNEY HOBART STALWART**

Left: The great Syd Fischer, who at 88 years young, will compete in his 47th Sydney Hobart on board his latest *Ragamuffin 100*. Right: David Kellett was ISAF's technical representative at the Beijing and London Olympic Games sailing regattas. Below: Australian Female Sailor of the Year for 2013-2014 Vanessa Dudley will be sailing in her 20th Rolex Sydney Hobart Yacht Race this year.

In tandem with his ocean racing career, Kellett has become increasingly involved in the administration of the sport but always retains a practical, hands-on approach that he continues 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 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.

Last year 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 Americas. ⚓

While most men of his age would have retired from such an active sport as ocean racing, the 87-year-old this year has already competed in the TransPac and the Hong Kong to Vietnam Races.

He now has his sights on winning line honours in the Rolex Sydney Hobart with a 'new' 100-footer, again named *Ragamuffin* that has a new hull but uses the deck of his previous super maxi.

**DAVID KELLETT AM**

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, the 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 became 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' Hobart campaigns that 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.



**Lindsay May**, lining up for his 43rd Hobart race this year, May has sailed on 20 different boats for 17 owners and navigated on 12 occasions. He has raced on *Brindabella* eight times and will be back on the 80-foot maxi this year after sailing on board *Love & War* when he notched up his 40th race appearance in 2012. He is a passionate ocean racer: "As long as I can find someone who will offer me a position I will keep doing the Hobart. Why would I stop? I just can't contemplate not going."



**Vanessa Dudley** (left) will be sailing in her 20th Rolex Sydney Hobart Yacht Race in this year's event, her third consecutive race aboard *Ragamuffin 100*. One of Australia's most experienced and versatile women sailors, she began in dinghies as a child, winning a Moth junior world championship in her mid-teens. Stepping up to keelboats and ocean racing in her early 20s, she competed in her first Sydney Hobart in 1984. 'Duds' still races dinghies, a couple of years ago winning the Laser Grand Masters world championships against all-male opposition. Apart from notching up 19 Sydney Hobarts to date, she had made two Transatlantic crossings and raced on Sydney 18-footers. She was named Australian Female Sailor of the Year for 2013-2014.





Remarkably, 111 yachtsmen have competed in 25 or more Sydney Hobart Yacht Races and here we honour those intrepid sailors who have etched their name into Sydney Hobart lore.

Later in 2016, the latest sailors to have reached that notable (sea) milestone in the sport will have their names engraved on the beautiful Huon Pine map of Tasmania in the Cruising Yacht Club of Australia (CYCA) that celebrates reaching the 25 Hobart milestone.

Each year, yachtsmen and women who achieve these significant milestones by participating in the 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 41st Hobart in the 70th race – the past 13 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 88, will skipper his new super maxi *Ragamuffin 100* in what will be his 47th Sydney Hobart.

The list of 'Hobart Legends' up to and including the 70th Rolex Sydney Hobart Yacht Race in 2014 is:

Table listing Hobart Legends from 1961 to 1977, including names like Tony Cable, Tony Ellis, Syd Fischer, and others with their respective state and win counts.

Table listing Hobart Legends from 1983 to 1993, including names like Kingsley Piesse, Peter Shipway, John Harris, and others with their respective state and win counts.



FIRST LADY Navigator Adrienne Cahalan, became the first woman to achieve the 20-race milestone in the 2011 race.



# THE TALLY ROOM

TO 'DO A HOBART' IS THE GOAL OF MANY SAILORS, BUT THERE'S A DIEHARD GROUP WHO COME BACK YEAR AFTER YEAR TO TAKE ON THE GREAT RACE SOUTH. WE HONOUR THE VETERANS WHO HAVE ETCHED THEIR NAME INTO SYDNEY HOBART LORE THROUGH THEIR DEDICATION TO THE OCEAN CLASSIC.



Table listing Hobart Legends from 1952 to 1998, including names like Bruce Jackson, John Solomon, Peter Duffield, and others with their respective state and win counts.



FIT AT FIFTY The list of legendary yachtsmen and women who have competed in 25 or more Sydney Hobart Yacht Races will reach a significant mark this year when crewman Tony Cable notches up his 50th race, the highest number of Sydney Hobart Races contested by any one yachtsman since the inaugural race in 1945.

Table listing Hobart Legends from 1980 to 1998, including names like Greg Johnston, Steve Jarvin, Julian Freeman, and others with their respective state and win counts.

LEADING YACHTSWOMEN Yachtswomen have been sailing in the Sydney Hobart since the very early days of the bluewater classic. In 2014, navigator Adrienne Cahalan became the first woman to achieve the 25 milestone including line and handicap wins on *Wild Oats XI*.

Vanessa Dudley this year will be sailing her 20th race, joining Gail Harland and Felicity Nelson who reached 20 Hobarts last year. Fifteen women have competed in 10 or more races with many more expected to achieve double figures over the coming years.

Table listing leading yachtswomen from 1984 to 2005, including names like Adrienne Cahalan, Gail Harland, Felicity Nelson, and others with their respective state and win counts.

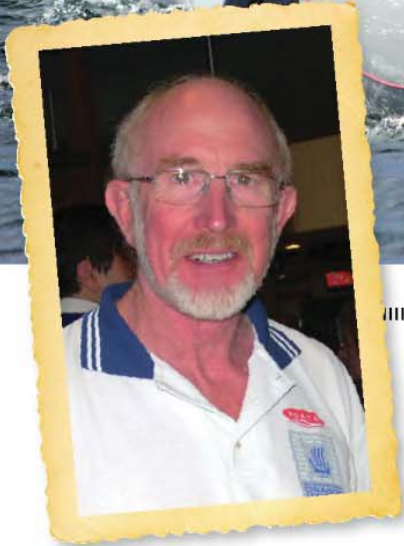


# RACE & REGATTA DATES

KEEP TRACK OF THIS SEASON'S IMPORTANT EVENTS.

AUSTRALIA	DATE	CLUB	INTERNATIONAL	DATE	COUNTRY
<b>DECEMBER</b>			<b>DECEMBER</b>		
Club Marine Wednesday Twilight (Non Spinnaker)	2 Dec	CYCA	Sir Peter Blake Torbay Regatta	5-6 Dec	New Zealand
Members Badge Draw	3 Dec	CYCA	Phuket King's Cup Regatta	5-12 Dec	Thailand
Blue Water Pointscore Race – 59th Jazoon Trophy	5 Dec	CYCA	Christmas Caribbean Rally	14-31 Dec	Canary Islands
Grant Thornton Short Pointscore Race	5 Dec	CYCA			
Mount Gay Rum Twilights (Spinnaker)	7 Dec	CYCA	<b>JANUARY 2016</b>		
Club Marine Wednesday Twilight (Non Spinnaker)	9 Dec	CYCA	49er National Championship	9-10 Jan	New Zealand
ISAF Sailing World Cup, Melbourne	7-13 Dec	St Kilda	Royal Langkawi International Regatta	11-16 Jan	Malaysia
Members Badge Draw	10 Dec	CYCA	Nelson Regatta	24-27 Jan	New Zealand
Extreme Sailing Series – Act 8	10-13 Dec	Sydney	2016 NZ National Laser Championships	22-25 Jan	New Zealand
CYCA Trophy-Passage Series (SSI)	13 Dec	CYCA	Mount Gay Rum Round Barbados Race	16-24 Jan	Barbados
SOLAS Big Boat Challenge	15 Dec	Sydney	Antigua Round the Island Race	16 Jan	Antigua
Members Badge Draw	17 Dec	CYCA	29th Quantum Key West Race Week	17-22 Jan	USA
Sail Sydney	17-20 Dec	Sydney	ISAF Sailing World Cup Miami	23-30 Jan	USA
Christmas Day at the CYCA with L Eat	25 Dec	CYCA	Bay of Islands Sailing Week	26-29 Jan	New Zealand
Rolux Sydney Hobart Yacht Race	26 Dec	CYCA	New Zealand Millenium Cup	27-29 Jan	New Zealand
Australia Day City of Sydney Cup	26 Dec	CYCA	Grenada Sailing Week	28 Jan – 2 Feb	Caribbean
<b>JANUARY 2016</b>			<b>FEBRUARY</b>		
Club Marine Pittwater to Coffs Race	2-5 Jan	RPAYC	Ports of Auckland Anniversary Day Regatta	1 Feb	New Zealand
Coffs to Paradise Race	7 Jan	RPAYC	Neptune Regatta	6-14 Feb	Indonesia
Mount Gay Rum Twilights (Spinnaker)	11 Jan	CYCA	Mardi Gras Race Week – New Orleans	10-14 Feb	USA
Club Marine Wednesday Twilights (Spinnaker)	13 Jan	CYCA	Tour de Martinique Regatta	11-14 Feb	Caribbean
Sail Paradise	13-17 Jan	SYC	Port Nicholson Regatta	12-14 Feb	New Zealand
Members Badge Draw	14 Jan	CYCA	Jolly Harbour Valentines Regatta	12-16 Feb	Antigua
Mount Gay Rum Twilights (Spinnaker)	18 Jan	CYCA	Hong Kong Race Week	16-21 Feb	Hong Kong
Club Marine Wednesday Twilight (Non Spinnaker)	20 Jan	CYCA	The Bay Regatta	17-21 Feb	Thailand
Members Badge Draw	21 Jan	CYCA	NZ Open Keelboat Championships	19-22 Feb	New Zealand
Festival of Sails	22-26 Jan	RGYC	RORC Caribbean 600	22 Feb	Caribbean
Mount Gay Rum Twilights (Spinnaker)	25 Jan	CYCA	Oceanbridge Sail Auckland	24-28 Feb	New Zealand
Grant Thornton Short Ocean Race	26 Jan	MHYC			
Club Marine Wednesday Twilight (Non Spinnaker)	27 Jan	CYCA	<b>MARCH</b>		
Members Badge Draw	28 Jan	CYCA	36th St. Maarten Heineken Regatta	3-6 Mar	St. Maarten
<b>FEBRUARY</b>			St. Barths Bucket Regatta	17-20 Mar	St. Barths
Mount Gay Rum Twilights (Spinnaker)	1 Feb	CYCA	Rolex China Sea Race	23 Mar	Hong Kong
Club Marine Wednesday Twilight (Non Spinnaker)	3 Feb	CYCA	43rd International Rolex Regatta, St. Thomas	25-27 Mar	US Virgin Islands
Members Badge Draw	4 Feb	CYCA	Easter Laser Regatta	27-28 Mar	USA
Grant Thornton Short Ocean Race	6 Feb	MHYC	BVI Spring Regatta & Sailing Festival	28 Mar – 3 Apr	BVI
Hardy Cup Match Racing Regatta	7-11 Feb	RSYS	<b>APRIL</b>		
Mount Gay Rum Twilights (Spinnaker)	8 Feb	CYCA	Les Voiles de St. Barth	11-16 Apr	USA
Club Marine Wednesday Twilight (Non Spinnaker)	10 Feb	CYCA	Antigua Classic Yacht Regatta	13-19 Apr	Antigua
Members Badge Draw	11 Feb	CYCA	Charleston Race Week	14-17 Apr	BVI
Spurious Challenge Regatta	19 Feb	MHYC	Antigua Sailing Week	23-29 Apr	Antigua
Grant Thornton Short Ocean Race	13 Feb	MHYC	12th Top of the Gulf Regatta	30 Apr – 4 May	Thailand
Sydney to Pittwater Race (Passage Race 4)	20 Feb	CYCA	<b>MAY</b>		
Pittwater to Sydney Race (Passage Race 5)	21 Feb	CYCA	Samui Regatta	21-28 May	Thailand
Grant Thornton Short Ocean Race	27 Feb	MHYC			

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



# TAKING THE LONG WAY HOME

PETER CAMPBELL TELLS THE STORY OF HOW A HOBART YACHTSMAN IS CIRCUMNAVIGATING THE WORLD – PARTLY TO ACHIEVE HIS GOAL OF SAILING IN HIS FIRST ROLEX SYDNEY HOBART YACHT RACE.

Prominent Hobart yachtsman David Graney has sailed in many types of one-design racing dinghies and keelboats, with considerable success at a state, national and international level. And yet, he has never got around to competing in Australia's premier ocean race, the Rolex Sydney Hobart – until this year.

To achieve that goal, David is competing in the 2015-2016 Clipper Round the World Yacht Race as an amateur crew member of *Da Nang-Viet Nam*, one of 12 identical Clipper 70-foot racing yachts specially designed for the extreme endurance tests during the 10th edition of the world's longest ocean racing adventure for amateur sailors.

All going well, by the time of publication, David and *Da Nang-Viet Nam*, skippered by Australian professional yachtswoman Wendy Tuck, should have completed half the circumnavigation and be in, or soon to arrive in Sydney for a short break before heading south again on Boxing Day.

The 12 Clipper Yachts will, by early December, have completed legs from London to Rio de Janeiro, back across the Atlantic to Cape Town,

followed by a demanding Southern Ocean leg to Albany in Western Australia, then around our southern waters to Sydney.

Although admittedly limited in long ocean racing experience, the 64-year-old Graney is among the more skilled sailors aboard *Da Nang-Viet Nam*. Each yacht has a professional skipper but the amateur crews aboard the Clipper 70s are largely novices – 40 percent had never sailed before starting their training in the lead-up to the Clipper Race. Graney however has been sailing since he was a boy.

His most recent yacht racing has been helming the SB20 class yacht *Wedgewood* in Hobart's very competitive fleet of these one-design sports boats, admitting that for the

**CLIPPER TRIPPER**  
Prominent Hobart yachtsman David Graney has sailed in many types of one-design racing dinghies and keelboats, with considerable success at a state, national and international level, but he has never got around to competing in Australia's premier ocean race, the Rolex Sydney Hobart – until this year. David is competing in the 2015-2016 nautical mile Clipper Round the World Yacht Race as a crew member of *Da Nang-Viet Nam*.

Clipper Race, "I feel I am stepping outside my comfort zone."

In fact, he has already notched up the fastest run on the helm of the Clipper 70 as the yacht dashes across the Southern Ocean under spinnaker.

Graney learned to sail as a boy in Rainbow scows at Kingston Beach Sailing Club on the River Derwent, graduating to the iconic Sharpies, later switching to the family orientated Mirror dinghy class, winning several Tasmanian titles and two Australian championships. He also sailed Mirrors overseas, finishing second in both the UK National titles and the Worlds in Ireland.

From Mirrors, David moved into the International Dragon one-design keelboat class, winning State titles and the prestigious Prince Philip Cup, as well as finishing third in a Dragon class World championship held in Hobart.

David has also been heavily involved in the official side of yachting, as a past commodore of the Kingston Beach Sailing Club, past president of Yachting Tasmania and a former board member of the Royal Yacht Club of Tasmania. A noted expert on the racing rules of sailing, he is a national judge and a national umpire.

Why the Clipper? I asked David before he set sail from London. "I attended a couple of talks that inspired me, one by fellow Tasmanian Richard Hewson, a former winning skipper of the Clipper Race, and the second by a woman from the Cruising Yacht Club of Australia who was relatively inexperienced," he explained. "The clincher came when she mentioned that one of the older members of her crew had said 'I wish I had done it 10 years ago.'

"Originally, I signed on for leg three from Cape Town to Albany in Western Australia as a good way to tackle the Southern Ocean in a reasonable boat. Once the Sydney Hobart was included in leg four, I was in for that too, as I had never 'done a Hobart.'

"On arriving in Gosport (Clipper Race headquarters in the UK), I told officials I wished I had signed up for the whole race. Five minutes later they came back and said someone had pulled out, so there was a possibility. Fortunately, my wife Jenny was with me and after some discussion I signed up for the whole Clipper Round the World Yacht Race.

"Then we went out and had a Chinese meal and I got a fortune cookie that said 'you will receive no parking tickets this year.' Some things are meant to be!" Graney added. ⚓



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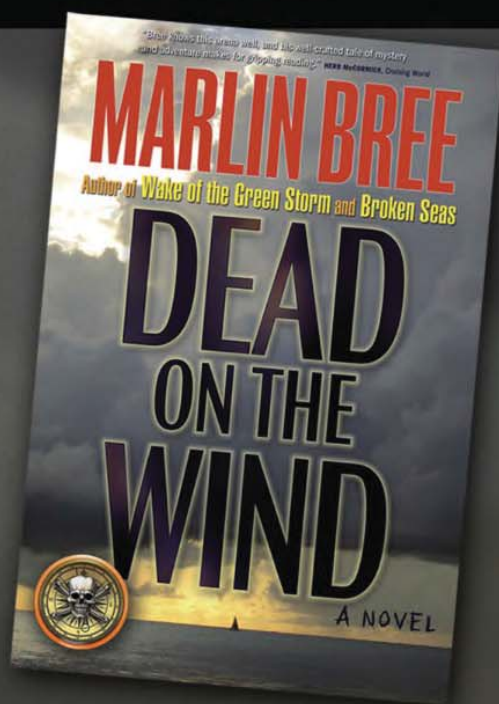
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