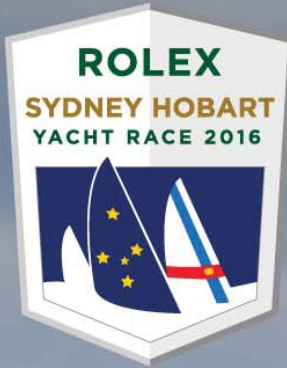


offshore

YACHTING

OFFICIAL MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA



72nd EPIC ENCOUNTER

OFFICIAL PROGRAM OF THE ROLEX SYDNEY HOBART YACHT RACE

VIEWING GUIDE

HOW TO CATCH ALL THE ACTION AND TRACK THE RACE

YACHTS TO WATCH

FORM GUIDE TO THE HOT FAVOURITES

FOREIGN RAIDERS

THE INTERNATIONALS IN TOWN LOOKING TO TAKE HOME THE SILVERWARE

DEC/JAN 2017
\$9.95 (inc.gst)
PP: 255003/07968
9 771446 117003





Audi Vorsprung durch Technik



Greatness. In some of the world's toughest conditions.

Greatness isn't born out of smooth sailing, it happens when things get tough. It is achieved through a restless pursuit of improvement and desire to push on when others might not. This winning spirit is what drives both Audi and the Wild Oats XI team. You push the limits, letting nothing stand in your way.

Good luck Wild Oats XI, we're proud to be on board.

audi.com.au



GO BEYOND™ ORDINARY

3DiRACE™
Moulded
Composite



INTRODUCING **3Di**RACE™

North Sails 3Di RACE takes patented technology tested by the most competitive sailing programs in the world and translates them into your everyday race solution. 3Di RACE is engineered and designed specifically for boats up to 45'. Proven performance, durability, and value packed into a single sail. Visit northsails.com or call a sales representative today.

Go North. Go Beyond.

Australia

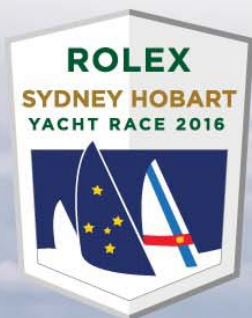
02 9998 8500
office@au.northsails.com

northsails.com

NORTH SAILS

72nd ROLEX SYDNEY HOBART 2016 OFFICIAL PROGRAM

<p>6 At the Helm</p> <p>8 RYCT Commodore's Message</p> <p>11 Seamark News from around the club.</p> <p>19 Rolex Sydney Hobart Yacht Race 2016 The official program.</p> <p>20 Aperture Amazing moments from last year's race by photographers Stefano Gattini, Kurt Arrigo and Andrea Francolini.</p> <p>29 Race Preview Bruce Montgomery's insight on what to expect from this year's fleet of contenders.</p> <p>37 Yachts to Watch From old favourites to new hopefuls, Di Pearson analyses the best chances for Hobart glory.</p> <p>44 Foreign Raiders Entries from China, Germany, the UK and Sweden looking to take home race silverware.</p>	<p>46 Profile The first woman to do 25 races, Adrienne Cahalan, shares the highlights of her brilliant career.</p> <p>48 Gates to Hobart The weather; what crews can expect on the long trip south.</p> <p>50 Skipper Jeni Bone chats to top skippers about their preparations for the bluewater classic.</p> <p>56 One on One Gearing up for her 20th race, Vanessa Dudley explains why she keeps coming back.</p> <p>58 Young Guns The new recruits ready for one of sailing's toughest challenges.</p> <p>60 From the Vault Lindsay May recalls the the sense of occasion at the first Big Boat Challenge in 1994.</p>	<p>62 Eight Bells Remembering the greats the sailing community lost in 2016.</p> <p>67 Following the Fleet Your guide to the various of ways to watch the race and track the yachts.</p> <p>78 The Fleet A complete list of the boats in this year's race.</p> <p>81 Boat Notes A yacht-by-yacht compendium of the boats and crews that will pass through the Heads.</p> <p>101 Stats and Facts Fascinating facts from 71 years of the great race.</p> <p>106 Winners A detailed list of winners from 1945-2015.</p> <p>108 2015 Results Full results of the 2015 Rolex Sydney Hobart.</p>	<p>112 Handicapping How race results end up fair and square across such a diverse fleet.</p> <p>114 Hobart Legends Celebrating those who have defined and shaped the Sydney Hobart over the years.</p> <p>118 Tally Room Those diehard sailors who compete in the Rolex Sydney Hobart year after year.</p> <p>120 Calendar Stay abreast of what's on the race and regatta circuit this summer.</p> <p>121 Down the Rhumbline The rich history of <i>Fidelis</i> and her 52-year racing career.</p> <p>122 Industry Hub News and technological developments from the top sailing gear companies in the world.</p>
--	---	---	--



ROLEX / KURT ARRIGO





It is a privilege to present this souvenir edition of *Offshore Yachting* on the closure of entries at 100, for the Rolex Sydney Hobart Yacht Race® 2016.

This is the 72nd iteration of what is now widely acknowledged as an iconic, world-renowned event.

The appeal of the race to Asian-based sailors has been increasing so much that the CYCA has this year produced the Notice of Race and Sailing instructions in Mandarin.

In a first, we have a Korean entry and are pleased to welcome boats and sailors from several other countries, including Japan, New Zealand, Sweden, the UK, China, Germany and the USA.

Boat against boat, against time or the elements; technologically advanced against traditionally set-up boats; the overcoming of personal challenges and the chasing of divisional prizes means there are many races within the race.

So many competitors vow, "I have done it and don't need to do it again," only to return and take it further than a rite of passage. Some champions from the past have renewed their interest and lined up again including Ludde Ingvall with a new supermaxi to reprise his 2000 and 2004 line honours wins.

It is pleasing to see the return of the Oatley family's *Wild Oats XI*, with the most successful line honours champion skipper Mark Richards. The other two highly competitive 100 footers are *Scallywag* and *Perpetual Loyal*. *Scallywag* raced into second place last year and *Perpetual Loyal*, a previous line honours winner, is reinvigorated with a top crew in place.

Hong Kong based World Champion Karl Kwok returns again with his 80 *Beau Geste*. The well-campaigned Volvo 70s will be there; *Black Jack*, *Giacomo* and *Maserati*.

There are many more yachts and famous sailors referred to in this program and I encourage you to read and enjoy the line-up.

I thank Rolex for the continuation of their sponsorship and for being



incredibly supportive across all facets of the race being actively engaged throughout the year in planning and then assisting in the execution of the race and supporting events.

This year the villages in both Sydney and Hobart that bookend the race have been enhanced with support sponsors such as Janus et Cie, Peroni, Mumm Champagne, Oatley Wines, Moreton Hire, Tourism Tasmania, Pipers Brook Vineyard, 7HOFM and others.

The race itself is the result of input from a diverse group of professionals and volunteers, including our own race management team and those from the Royal Yacht Club of Tasmania

who help us coordinate the finish and presentations. The CYCA also enjoys enormous support from the Governments of New South Wales (particularly RMS) and Tasmania (particularly TasPorts).

The race start will again be broadcast live across Australia by Channel 7 and its network. Regional coverage will be undertaken by ABC International and a live stream of the start will be available for our international audience via the race website. Live coverage will be shown on the large outdoor screen at the Sydney Race Village.

The media platform will be in full flight, underpinned by the race website with the ever-popular Yacht Tracker. There will be 24-hour coverage with an expanded media team to upload regular content to Facebook, Twitter and Instagram, in addition to mainstream media.

I commend the program to you. I hope you and your friends can join me at the CYCA in the preview of the boats, at the Family Day planned for the Sydney Race Village on 26 December, at the start lines or perhaps at the Hobart Race Village during and post-race.

JOHN MARKOS
Commodore CYCA



Moody®
DECKSALOON 54



living on one level & luxurious comfort

easy handling & perfect control

safety & seaworthiness

handcrafted quality & high-tech

Inspect "Moody Buoy" now on Pittwater before she leaves for the Sydney to Hobart Yacht race.



AC41



AC45



DS45



new DS54



DS62

Team Windcraft
Australia . Ph: 02 9979 1709 . Email: boats@windcraft.com.au
New Zealand . Ph: 09 413 9465 . Email: boats@windcraft.co.nz
www.windcraftdehler.com

www.moodyboats.com

The Royal Yacht Club of Tasmania is looking forward to working with our partners Rolex and the Cruising Yacht Club of Australia to assist with the running of this year's Rolex Sydney Hobart Yacht Race.

We have looked after the Hobart end of the race since its inception and whilst it is complex and takes a lot of work, our team led by RYCT's "Biddy" Badenach makes it look easy, (if that is possible).

None of this would be possible without the continued support from the major stakeholders including the Hobart City Council, Tasports, Tasmanian Police and the Tasmanian Government. As I have said previously, our Premier, Will Hodgman is a big supporter of this event and we appreciate the personal time that he gives up around this time as well.

It is great the *Oats* is back for another crack at the title after having to retire on the first night last year. Whilst Bob Oatley has sadly passed away since the last race the Oatley family, (led by Sandy), is still very committed to this campaign and I am sure she will do very well this year with Mark Richards again at the helm.

This year we have four Tasmanian entries: *Alive* (Phillip Turner), *Maluka of Kermadie* (Sean Langman), *Helsal 3* (Paul Mara), and *Cromarty Magellan* (Richard Grant). We wish them well.

As usual there will be a notable Tasmanian contingent on some of the more fancied yachts in the race. These include Justin "Juggy" Clougher on board *Perpetual Loyal*, David Morris and Louis Noye on *Black Sheep*, RYCT Board Member Stephen "Rowdy" McCullum and his son Jack on the beautiful *Love and War*, Darren "Twirler" Jones on *Patrice*, Peter Fletcher on *Chutzpah* and Travis Read on *China Easyway*, to name a few.

Last year saw some positive changes to the format of the event dockside in Hobart, including a fantastic new look Rolex Race Village up at the Hobart docks. This feature will be bigger and better for this year's event, with a wide array of entertainment and activities.

The RYCT will be manning and operating the liaison centre as per previous years, along with offering an array of RYCT merchandise.

The official prize-giving for the



72nd race will be held at Grand Chancellor concert hall on the morning of New Year's Day as was the case last year. We encourage you to attend this event, and hopefully you will collect some silverware!

The race this year will be missing some big names, namely Bob Oatley, Roger Hickman and Syd Fisher. Whilst Bob and Roger have sadly passed during the course of the year, Syd has decided to "hang up the boots" after nearly 50 races and at the ripe young age of 89.

The contribution that all of these exceptional yachtsmen have made to this race, (and the sport of sailing generally), cannot be understated as these people emulate what we love about the Rolex Sydney Hobart Yacht Race. Their influence on the sport will be missed.

As we know, this is one of the most challenging ocean races in the world and it generally throws up all sort of conditions. For all those tackling this icon of Australian sport, have a great race, stay safe, and we look forward to rolling out the hospitality on your arrival in Hobart.

All the best.

MATTHEW R JOHNSTON
Commodore
The Royal Yacht Club of Tasmania

offshore YACHTING

FLAG OFFICERS & DIRECTORS

Commodore
John Markos

Vice Commodore
Paul Billingham

Rear Commodores
Noel Cornish and
Arthur Lane

Treasurer
Janey Treleaven

Directors
Sam Haynes
Tony Kirby
Leander Klohs
Arthur Psaltis

EDITORIAL

Managing Director and Editor-in-Chief
Hillary Buckman
hbuckman@oceanmedia.com.au

Editor
Scott Alle
scottalle@oceanmedia.com.au

Contributing Editor
Jeni Bone
jbone@oceanmedia.com.au

Sub-Editor
Megan English
freelance@oceanmedia.com.au

Editor-at-Large
Peter Campbell
peter_campbell@bigpond.com

Editorial Assistant
Lisa Camille Robinson
lrobinson@oceanmedia.com.au

DESIGN

Creative Director
Lisa Cainero
lcainero@oceanmedia.com.au

ADVERTISING

National Advertising Manager
Michele McCamley
mmccamley@oceanmedia.com.au

ACCOUNTS

accounts@oceanmedia.com.au

CONTRIBUTING PHOTOGRAPHERS

Daniel Forster, Kurt Arrigo, Carlo Borlenghi, Stefano Gattini, Andrea Francolini, David Brogan, Bruce Montgomery, Kevin Green, Craig Greenhill, Matt Knighton, Jean-Marie Liot, Crosbie Lorimer, Bill Rowntree, Jane Evans

CONTRIBUTING WRITERS

Kevin Green, Di Pearson, Jim Gale, Ivor Wilkins, Bruce Montgomery, Lindsay May

Cover photography

Balance beats past the Organ Pipes, her mainsail a patchwork of repair tape. Photography by Rolex / Studio Borlenghi, Stefano Gattini.

Subscriptions

AU\$48.00 inc gst (1 year, 6 issues)
Phone +61 (0)2 9002 3340
subscriptions@oceanmedia.com.au



Cruising Yacht Club of Australia
New Beach Road, Darling Point
NSW 2027 Australia
Tel: +61 2 8292 7800
Fax: +61 2 9363 9745
cycac@cycac.com.au
cycac.com.au

CEO

Karen Grega



Ocean Media Pty Ltd
Sydney Superyacht Marina
2 Maritime Court, Rozelle Bay
NSW 2039 Australia
PO Box 652 Balmain NSW 2041
Tel: +61 (0)2 9002 3340
offshore@oceanmedia.com.au
oceanmedia.com.au

ABN 21 050 535 754

RANGE ROVER SPORT

WITH THE EMPHASIS ON SPORT

landrover.com.au



ABOVE & BEYOND



With this Range Rover it's all about performance. Lightweight, all-aluminium monocoque body for improved speed and agility. 5.0 litre V8 supercharged engine delivering an exhilarating 0-100kph in just 5.3 seconds. And advanced driving technology that enables Range Rover Sport to adapt instantly and effortlessly to changing road conditions.

BEST OF THREE

Bravo gets credit for sailing a good race in patchy breeze to edge *Black Sheep* and *Ariel* for the win.



"We lifted on port tack and only tacked once coming back to Sydney," Crafoord recalled. The pressure was on to stay ahead of *Black Sheep* in particular, who has been at the top of her game, winning Race 3 of the series, the Newcastle Bass Island Race in October.

"We watched the fleet on AIS (marine traffic). It's like a big chessboard, you have to keep your leverage – and we did that," said Crafoord who went on to praise Robertson and the crew, including Hugh Brodie, who he said, "made a significant contribution to our win."

"And Robbo, he's from the old school – he could teach a few people. He organises the boat and crew, he runs the boat, he navigates, he cooks and cleans. He knows where everything is on that boat. And he listens to the crew," said Crafoord, who made sails for the Queenslander 40 years ago. The friendship remains.

Derek Sheppard, skipper of *Black Sheep* said, "From our perspective, in the bigger

FORM GUIDE

The Cabbage Tree Island Race is the CYCA's 180-nautical-mile curtain-raiser to the main event, the Rolex Sydney Hobart Yacht Race on Boxing Day. BRAVO, a Beneteau First 40, clinched an impressive overall victory, defeating a high-quality fleet including Australia's best TP 52s.

Thirty-nine boats lined-up for the start in a solid north-easterly, but destined to lighten as progress continued up the coast. Volvo 70 *Maserati*, Rupert Henry's JV 62 *Chinese Whisper* and Matt Allen's TP

52 *Ichi Ban* set the early pace out of Sydney Harbour, with a chasing pack of six other TPs.

As the breeze lightened and clocked northerly off the Central Coast and Newcastle, *Koa*, Lyons/Cawse 60 *Triton*, and *Victoire* were among a group of yachts that headed inshore. Daylight revealed none had really been able to capitalise on the shifts, and the first ten boats rounded Cabbage Tree Island in a building southerly that allowed the remainder of the fleet to run down with increased pace to the island off Port Stephens.

In the day-long upwind duel back to Sydney Heads, *Bravo*, owned and skippered by veteran Queenslander Robbo Robertson, fought it out with two other Beneteaus, *Black Sheep* and *Ariel*. Their contest though, would decide the overall winner.

The trio stayed in touch throughout the race, according to *Bravo*'s navigator, Carl Crafoord. With the handicaps applied, *Bravo* beat Derek and Martin Sheppard's B45, *Black Sheep*, and Ron Forster and Phil Damp's B40, *Ariel*, by 25 minutes plus. The ORCi result mirrored that of the IRC result.

"It was a lovely race," Crafoord said as Robertson was unavailable for comment. "We started well and beat all the way up to the island in a patchy breeze. We wanted to win our division, so stayed in touch with *Ariel* and *Black Sheep*, holding our time on them."

Bravo was almost to the island when a wind change from the north-east to the south-west arrived. She ran the rest of the way to Cabbage Tree Island under spinnaker and then went wide. At one point, the crew thought they were on their way to Lord Howe and then Noumea, before the decision was made to tack.

"We had gone out on the shift and the current – like my dad taught me," Crafoord said of his father, the late Max Crafoord, a veteran of 30 Sydney Hobarts and countless other races.

fleet, it's hard to get clear air until you're out of the Heads. Once we did, it was a great mix of conditions. *Bravo* – they sailed a very good race – made no mistakes. We did everything we could to get ahead of them, but couldn't."

China Easyway, the Jarkan 12.5 owned by Travis Read and Tim Wilson, finished fourth overall and won PHS from *Bravo* and Noel Cornish's Sydney 47, *St Jude*.

Jim Cooney's V70, *Maserati*, took line honours at 15:46:16 hours on Saturday afternoon, in 20 hours 46 mins 16 secs, outside the *Wild Oats XI* record of 12 hours 15 mins 55 secs set in 2012.

Principal Race Officer, Denis Thompson, said he got the fleet away on time "in a 12–15 knot north-easterly. They were nicely spread along the line and *Maserati* got a great start at the pin end."

Race 5 of the CYCA's BWPS, the Bird Island Race on Saturday 3 December, will provide the last opportunity for Rolex Sydney Hobart crews to get in some offshore racing miles before Boxing Bay. ↓

www.cyca.com.au

A D V E N T U R E
L U X U R Y
5 S T A R S E R V I C E

bliss



5 star crew and private chef.
Variety of cabin configurations to sleep up to 10 guests.
Spa Pool and watersports toys.
Snorkeling and scuba diving trips.
On-shore excursions.
Available for charter in Malaysia, Singapore,
Borneo and Thailand.

AVAILABLE FOR CHARTER IN
SOUTH EAST ASIA REGION.
MALAYSIA. SINGAPORE.
BORNEO. THAILAND.
WWW.SYBLISS.COM



BIG BOATS SMALL HARBOUR

A major highlight in the lead-up to the Rolex Sydney Hobart Yacht Race each year is the SOLAS Big Boat Challenge. It's the one day of the year when Sydney Harbour hosts supermaxi and maxi racing at close quarters, allowing spectators to appreciate the pure power of these amazing sailing machines. By DI PEARSON.

It really is something to look forward to, this show: a shining display by both the boats and those who sail them, putting their reputations on the line each year. Usually aboard a few too, are a sprinkling of celebrities and media types who are availed of this once-in-a-lifetime experience of sailing on these behemoths of the sea.

In 2016, four supermaxis are likely to be invited to thrash it out: Rolex Sydney Hobart record-holder, *Wild Oats XI* (The Oatley family), *Perpetual Loyal* (Anthony Bell),

to be difficult to overcome *Wild Oats XI* with her well-drilled crew, record eight Sydney Hobart line honours triumphs, inclusive of a pair of treble crowns and the race record. The last one to beat her in the Big Boat Challenge was Neville Crichton's *Alfa Romeo* in 2009 that denied her Rolex Sydney Hobart line honours that year as well.

Gear failure on *Perpetual Loyal* has let Anthony Bell down in the past two races, much to his frustration. Bell, whose boat has received another makeover recently, will be praying for a mishap-free race.

Scallywag from Hong Kong (Seng Huang Lee) and Ludde Ingvall's boat, *CQS*.

Other invites could include Karl Kwok, returned from Hong Kong with his 80-foot *Beau Geste*, crewed by an assortment of New Zealand and Australia's finest. The V70s, *Black Jack*, *Giacomo* from New Zealand and *Maserati*, look likely to add to the spectacle.

Last year, in a restrained breeze on an overcast day, we held our collective breaths as the Mark Richards skippered *Wild Oats XI* slowly drew away from her rivals. It was the first time we had seen the 100-footer in her new guise, a very different boat to the one that just three months earlier had entered the shed for her most radical makeover yet.

Shockingly cut in half, her bow lengthened and stern shortened, she was not the boat we remembered. She had no trouble dispensing with *Perpetual Loyal* and *Ragamuffin 100*, only George David's US *Rambler 88* came close. Equally matched upwind, all changed when *Wild Oats XI* unfurled her Code Zero and headed downwind.

It is always going to be difficult to overcome *Wild Oats XI* with her well-drilled crew, record eight Sydney Hobart line honours triumphs, inclusive of a pair of treble crowns and the race record. The last one to beat her in the Big Boat Challenge was Neville Crichton's *Alfa Romeo* in 2009 that denied her Rolex Sydney Hobart line honours that year as well.

Gear failure on *Perpetual Loyal* has let Anthony Bell down in the past two races, much to his frustration. Bell, whose boat has received another makeover recently, will be praying for a mishap-free race.

Ragamuffin 100 is back with a new name, *Scallywag*, a new owner, Seng Huang Lee, and some modifications. David Witt remains her skipper and many of the former crew are still with what was Syd Fischer's boat.

Ludde Ingvall, the Swede who took Rolex Sydney Hobart line honours in 2000 and 2004 with separate *Nicorettes*, is back for the race with *CQS*, a radically modified version of his earlier boat, *YuuZoo*. It is hoped she may take part in the SOLAS Big Boat Challenge.

Three supers have faced considerable changes, while the fourth is untested. It remains to be seen which is best over the two-and-a-half lap, 14-nautical-mile race. Starting at Steele Point, Vaucluse, it takes in the Harbour's memorable landmarks – Shark Island, Fort Denison, Mrs Macquarie's Chair, Manly and the Sydney Opera House finish.

Or maybe Karl Kwok's 80-ft *Beau Geste* will upset the applecart. He won the 1997 Hobart with a former *Beau Geste*, has competed in major races worldwide with a variety of *Beau Gestes*, and comes armed with an impressive crew. Aaron Rowe, a Sydneysider who arrived on the scene this year, will enjoy his first Big Boat experience ahead of co-skippering *Beau Gest* in the Rolex Sydney Hobart.

Meanwhile, *Giacomo* has spent the offshore racing season in Sydney, competing in the CYCA's Blue Water Pointscore. Her Kiwi owner, Jim Delegat, felt it imperative to his desire to win the Rolex Sydney Hobart, and overpowering Peter Harburg's *Black Jack*, which has tended to rule the roost.

Maserati is back with a new owner. Jim Cooney, best known as the owner of *Brindabella*, purchased the former Ericsson 3 this year. She is a little older than her adversaries, but single-handed sailing supremo Giovanni Solidni found what makes the boat tick when he raced her to Hobart in 2015.

The Big Boat Challenge was inaugurated in 1994. A building north-easterly breeze on a sparkling, warm, sunny day set the scene for what has become an institution. George Snow's *Brindabella* claimed that first Challenge from a large international fleet. The win earned her, and those that have followed in her footsteps, a mark of respect.

The SOLAS Big Boat Challenge starts at 12.30 pm on Tuesday 13 December.

Since 2007, the race has been named in recognition of the CYCA's Safety of Life at Sea (SOLAS) Trusts, set up after the tragic 1998 Sydney Hobart. Since its establishment in 1999, the Trusts have raised over \$1.3 million and disbursed over \$1.1 million to search and rescue organisations in every state of Australia and the ACT.

The public at large is granted a one-off opportunity to sail aboard a select number of competing boats via an eBay auction, with proceeds going to the CYCA SOLAS Trusts. For all CYCA SOLAS Trusts information, including details of the eBay auction, go to the website. ↓

www.cyca.com.au



The defending local champs defeated long-term rival Will Dargaville (RPAYC) 3-1 in the finals. George Anyon (RNZYS) took third place after winning the Petit Final against Will Boulden (RFBYC). 12 teams from Australia, New Zealand, The Netherlands, and the USA fought it out over four days of intense racing, from the 22nd November, in Elliot 7s on Sydney Harbour.

Price and Dargaville are no strangers to each other's racing, and their pre starts at the Musto Youth 2016 showed how well they know each other's style. They started at opposite ends of the line in Match 1 also spending the second work on opposite sides, both showing confidence in their wind strategy in the now 12-15 knot breeze. It was Price who transferred a 1 length lead

PERFECT MATCH

The CYCA Youth Match Racing Team of Harry Price, Harry Morton, Sam Ellis and Jack Hubbard overcame strong international and local competition to clinch the Musto International Youth Match Racing Championship.

The semi-finals were held in a shifty 5-9 knot south-westerly breeze. Anyon completed an almost mistake free race in flight 3 by using the first shift to stay in phase and be almost a leg in front of Dargaville by the finish. Flight 4 however went the other way, to allow Dargaville to win the semi-final 3-1.

In the other semi, Price was trailing Boulden for the first half of the race, but a big left shift levelled the playing field after the final top mark. Price took starboard advantage rights down the run, which paid off for him, giving a penalty to Boulden to lock down the match and progress to the Final 3-0.

into a race win by 20 seconds. In Match 2, in yet another tight pre start, Price forced Dargaville below the pin lay line to start ahead, but Dargaville clawed his way back to a tight cross before the top mark, before having to follow Price in on the lay line. Price didn't let his opponent breathe for the remainder of the race and won by over a minute. The victory further cements Harry Price's credentials as one of the best youth match racing skippers internationally, and gives him automatic entry to a range of top level events. ⚓

www.cyca.com.au

Scene

The CYCA's social calendar has featured some great events on land and water.



From top: Market Day; food for the mind and body. Celebrity crew; swimming legend Ian Thorpe tests his guns on *Ichi Ban*, along with Rio Nacra 17 silver medallist Lisa Darmanin. Nice silverware; SOLAS guest speaker Mat Belcher's silver medal in the 470 class at Rio is carefully passed around an appreciative audience. Victory spoils; winning Musto International Youth Match Racing crew of Harry Price, Harry Morton, Sam Ellis and Jack Hubbard strike a pose. Golden haul; our world beating Paralympic sailing team honoured at a special function.



NEXT LEVEL

A circumnavigation is one of the biggest achievements any sailor can aspire to. For two decades the Clipper Round the World Yacht Race has been taking mainly novices and moulding them into seasoned yachtsmen and women through a gruelling 40,000 nautical mile race across four oceans. The Clipper has always exerted a strong pull on Australians, and there will be a Clipper training entry in this year's Rolex Sydney Hobart. JENI BONE explores what motivates crew and skippers to take the plunge on this biennial odyssey.

The Clipper Round the World Yacht Race, established in 1996, is inextricably linked to its founder, Sir Robin Knox-Johnston. The first person to sail solo non-stop around the world in 1968-69, Knox-Johnston achieved a plethora of achievements spanning both team and solo events.

According to this grizzled British sailing knight, the Clipper Race was born from his urge to share his love of sailing with the uninitiated. The race allows ordinary people, regardless of their vocation or experience, to race around the world – an achievement claimed by fewer people than have climbed Mount Everest!

"Sailing transcends language, territories and cultural boundaries," he said. "It is human will against nature. It's theatre that plays itself out on the high seas, where crews have to call on skill, strategy and valuable know-how to outmanoeuvre and outwit competitors."

The name of the event pays homage to the spirit of the tea clippers of the 1830s, nimble cargo ships that plied the route from China to London, transporting that most in-demand commodity of English custom, tea.

The Clipper is the only event of its kind for amateur sailors and has introduced more

than 4,000 people to sailing. Apart from a good level of physical fitness and being over 18, there is no upper age limit. The oldest competitor to date was 75. It's the world's longest ocean adventure and is also regarded as one of the toughest endurance challenges on the planet. At 40,000 miles and taking almost a year to complete, it consists of 12 competing teams on the world's largest matched fleet of 70-foot ocean racing yachts.

Around 40 per cent of crew are novices and have never sailed before they start the comprehensive training program ahead of their adventure.

Newcastle mum of four, Jane Hunt, is one such inductee. She took part in a Discover Sailing Day at the Newcastle Cruising Yacht Club in 2014 and says she "was hooked".

"I followed the keel boat sailing pathway with a bunch of fantastic ladies, and wanted to take it further," Jane explains. "A good friend and fellow amateur sailor showed me

the Clipper Round the World brochure and I was totally blown away. I couldn't believe this actually exists in real life! I said, "Wow, that looks amazing! I'd love to do that, BUT..." My friend asked, 'Why not?' and that was the best question! Yeah why not, exactly!"

One evening, Jane had the courage to mention it to her husband, Josh, fearing it wouldn't go down well given the logistics and commitment required. "But his response was 'That's awesome, hurry up and sign up before I do!' That was all the encouragement I needed. I haven't told many people about signing up for the Clipper Race. I fear my family and friends will try and talk me out of it. I guess they are going to find out very soon!"

To her mind, sailing one leg of the Clipper Race means weeks at sea, filled with excitement and the peace and quiet of not being at home. "The Escapism. Sailing is a true escape from the daily life. What isn't alluring about that?"

Jane has signed up for Leg 7, the All-American Leg, Seattle to New York via the Panama Canal. It's 7,117 miles or 11,454 km of the Clipper 2017-18 Race, a feat she is quietly confident of taking in her stride. Though self-effacing, Jane draws on a depth of skills and strengths.

"I possess mental strength. As a stay-at-home mum, I am patient and flexible. I am relatively easy to get along with, and am a 'bring on the challenge' kind of woman – I gave birth to twins! Like all the other sailors, we have the drive to achieve something amazing for ourselves and get the most out of the event as possible.

"My sea sickness is a project I'm still working on!"

Under the tutelage of seasoned Clipper skipper, Wendy Tuck, who helmed *DaNang Viet Nam* in the Clipper 2015-16 Race, Jane recently completed her Level 3 training.

"The training was brilliant for learning enormous amounts of everything – communication among crew and skipper is a notable one. Personally, I have acquired greater self-confidence, knowing that I can achieve goals that I never knew existed."

Wendy Tuck, whose background included 12 years in the marine industry in various roles (teaching sailing and a charter and delivery skipper and mate on a fast ferry) was the first Australian female to helm in the Clipper Race.

"I was attracted to Clipper as I wanted a huge adventure, and it certainly was."

With close to five months' intensive training under her belt, Wendy took on the greatest challenge of her career and life to date, unfazed but conscious of the weight of her responsibility.

"The teaching I had done before and all the miles I had done helped me feel confident to take on the task. I had also worked as a manager in another industry and that also

helped. I don't think being a woman made any difference to the challenges for me personally. We were all suffering from a lack of showers! The coldness of the North Pacific was pretty tough, though.

"Uniting the crew was probably one of the hardest parts," she acknowledges. "Everyone was there for a different reason, so we had to find a middle ground in how competitive to be. Some crew just wanted to get around safe and have fun, while some were a bit more competitive, so before each leg we would have a chat about how we wanted to go and all come up with goals that everyone was happy with."

The race brings with it a mixed bag of highs and lows. For Wendy, the biggest high was winning the Sydney-Hobart Leg. "Before that, sailing into Sydney, my home port, was pretty cool."

"The lows were the two tragedies that occurred during the race [the deaths of Andrew Ashman and Sarah Young]. Having to break the news to my crew was one of the hardest things I had to do."

For all the lifelong memories and experience the Race delivered, Wendy is not considering signing up again for the entire race. "I would be more than happy to be a relief skipper for a leg or two. I loved it! It has been the best thing I have done so far in life, but it's just such a huge commitment."

Starting off with one leg in the 2017-18 edition, Jane is entirely satisfied at dipping her toe in the Clipper challenge with her one considerable leg. "I am realising now, what an incredible journey I have started already. I have met so many fantastic people and it's such a huge step outside of my house.

"Sailing and Clipper have really opened my world, and I haven't even left for the race yet!" ↓

www.clipperroundtheworld.com

Clipper Facts & Stats

- 53 Australians competed in the last edition, the Clipper 2015-16 Race. Australians are the second highest represented nationality of the crew after British.

- Australia has featured on the Clipper Race route for the past six consecutive race editions, starting with the Clipper 2005-06 Race, with Fremantle, Geraldton, Gold Coast, Albany, Sydney, Hobart, Brisbane, Airlie Beach having all featured as race port stopovers.

- Australian sponsored boats have been victorious in three Clipper Race editions. In the 2005-06 race, Western Australia was the winner – the first race that visited Australia, and then there were back-to-back wins for *Spirit of Australia* (2009-10 race) and then *GoldCoastAustralia* (2011-12 race), led by Australian Skipper Rich Hewson.

- During the 2007-08 race *WesternAustralia* was dismantled but still recorded over 22 knots with half a mast in North Pacific. What's more interesting maybe is that they are the only Clipper Race yacht ever to stop off at Midway Island where they refuelled.

- Clipper's Sydney training HQ opened in January 2014 and is its only international base outside the UK. There are two Clipper 68 boats based at the CYCA Rushcutters Bay and crew are currently out training regularly around Sydney Harbour and out of the Heads in preparation for the 2017-18 race.

- Australia is home to our only crew member to have completed a double circumnavigation – Ross Ham from Brisbane.

- The Clipper Race route has included the classic Rolex Sydney Hobart Yacht Race for the previous two editions, which inspired the organisers to introduce a Corinthian class in recognition of its amateur crew.



BRAVE NEW WORLD
Left: Jane Hunt. Below: Wendy Tuck, who helmed *DaNang Viet Nam* in the Clipper 2015-16 Race.





JANUS et Cie®



RELAIS COLLECTION

50 MCLACHLAN AVENUE, RUSHCUTTERS BAY, NSW 2011 +61 2 9380 6605

THE DEFINITIVE SOURCE FOR ENDURING SITE, GARDEN AND CASUAL FURNISHINGS • ATLANTA • BOSTON • CANCÚN • CHICAGO
DALLAS • DANIA BEACH • DUBAI • HIGH POINT • HONG KONG • HOUSTON • LONDON • LOS ANGELES • MEXICO CITY • MIAMI • MONTERREY
NEW YORK • SAN FRANCISCO • SHANGHAI • SINGAPORE • SYDNEY • TORONTO • WASHINGTON D.C. • WWW.JANUSETCIE.COM



Southern Spars™

Passion. Technology. Design. Performance.



» **LIKE TO WIN?**

The last time someone got on the podium of the Sydney to Hobart race **without** Southern Spars was 2008.

southernspars.com



Official Program

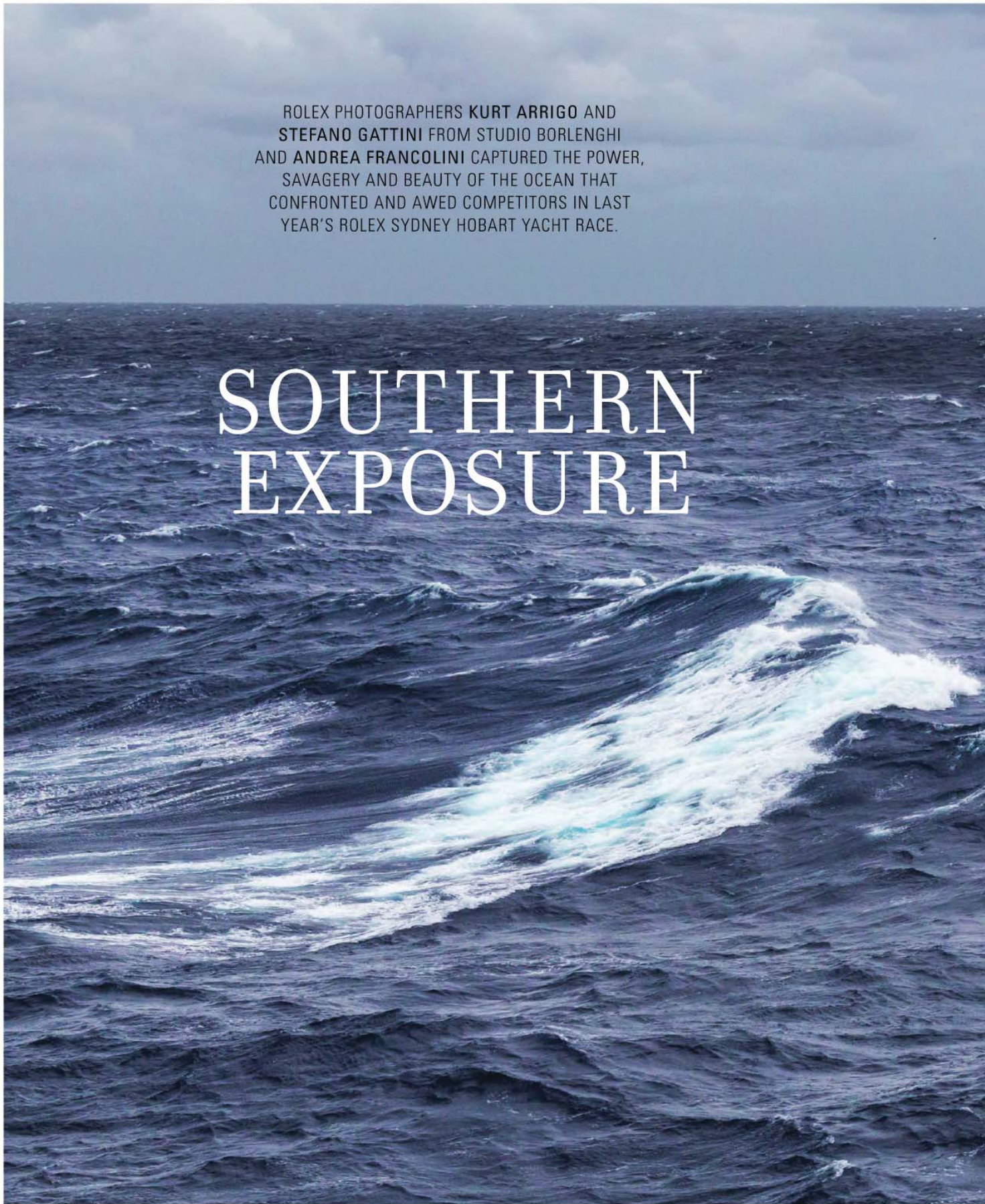
THE DEFINITIVE GUIDE TO THE GREAT RACE. THE FAVOURITES, EVERY BOAT'S DETAILS, THE BEST PLACES TO WATCH THE START, WHAT'S ON AT THE RACE VILLAGES IN SYDNEY AND HOBART, STATISTICS, HANDICAPPING, RACE HISTORY AND HOBART LEGENDS.





ROLEX PHOTOGRAPHERS KURT ARRIGO AND STEFANO GATTINI FROM STUDIO BORLENGHI AND ANDREA FRANCOLINI CAPTURED THE POWER, SAVAGERY AND BEAUTY OF THE OCEAN THAT CONFRONTED AND AWED COMPETITORS IN LAST YEAR'S ROLEX SYDNEY HOBART YACHT RACE.

SOUTHERN EXPOSURE



ROLEX / STUDIO BORLENGHI / STEFANO GATTINI

PROVING GROUND
Hunkered down against the spray whipping off a gunmetal sea, the crew of *Chinese Whisper* settle in for a long stint on the rail.



THE BEAT GOES ON
 Reefed down and well balanced, X-50 *Wax Lyrical* powers to windward on her way to third overall in PHS.



PRECISION MANOEUVRE
 The team on *Perpetual Loyal* poised to unfurl the downwind turbocharger once clear of the seamark.



WASH CYCLE
The bow stripped bare. Fast, furious and technical, while underwater in varying degrees.



GOLDEN HORIZON
Bathed in the glow of a southern Tasmanian sunset, *Celestial* tracks toward Hobart and third in Division 1.





LAUNCH MODE
Comanche blasts through the spectator wash outside the Heads, harnessing the full power of her massive rig and beam.





ANDREA FRANCOLINI



LATE BREAKER

A swell froths in last light as a yacht heads close in to the Organ Pipes in a bid to stay in breeze.



SCENIC TRACK

Abacadabra crunches some Tasman Sea chop, on-course for an impressive result, winning PHS overall.



THREE'S COMPANY
After 600 nautical miles
Imagination, *Duende* and
Maxi Ragamuffin find
themselves in a light air
duel off Tasman Island.



TARGETS ACQUIRED
With a big asymmetric
kite and headsail for extra
speed, *Maserati* hunts down
the opposition on the first
afternoon of the race.





Photo © Andrea Francolini

1946: CHRISTINA. 1956: SOLO. 1966: CADENCE. 1976: PICCOLO. 1986: EX TENSION. 1996: AUSMAID. 2006: LOVE & WAR. 2016: ?

AT THE FRONT

The front isn't always in the front. It's not exclusive to those chasing elapsed time records. Sometimes the front of our sport is found in the spirit of those who find a classic and bring it back better than it ever was. Those who watch the greyhounds disappear over the horizon and take the next wave—the next watch—and maybe, the next overall victory.

No compromises. No end to the commitment.

HARKEN®

www.harken.com.au



Highlighted by what might be termed “the shrouds of secrecy” on Ludde Ingvall’s revamped supermaxi *CQS*, significant design changes to the four titans at the front of this year’s Rolex Sydney Hobart Yacht Race fleet promise a spirited battle for line honours.

There has been tweaking on eight-times line honours winner *Wild Oats XI* and her regular rivals, *Perpetual Loyal* and *Sallywag* (the former *Ragamuffin 100*) but it is Ingvall, the Scandinavian champion big boat sailor who has called Australia home for many years now, who has gone for the most radical surgery. And he has gone to New Zealand to have it done.

Ingvall has the backing of one of the world’s richest men, the London-based *CQS* hedge fund founder Sir Michael Hintze. Educated in Australia, he is Ingvall’s cousin. His is a rags-to-riches success story that now sees him a papal knight and on the board of the Vatican Bank.

With Hintze’s backing, Ingvall has transformed his 2004 line honours winner *Nicorette* into a longer forward hull with huge wings, shroud bases on either side, a reverse curve bow, a radical keel and an extended bowsprit that brings her length out to 33.70 metres. The nominated hull

HONOUR BOUND

A HIGH-QUALITY, DIVERSE FLEET HAS ASSEMBLED FOR THIS EDITION OF THE ROLEX SYDNEY HOBART RACE, INCLUDING A RADICAL SUPERMAXI, WHICH THREATENS TO SHAKE-UP THE CONTEST FOR LINE HONOURS. **BRUCE MONTGOMERY** DETAILS THE KEY MATCH-UPS AND GIVES AN INSIGHT INTO WHY THE BIG CONTINGENT OF INTERNATIONAL BOATS HAVE MADE THE LONG JOURNEY TO STAKE THEIR CLAIM IN THE RACE’S PROUD HISTORY.

beam remains at 4.7 metres but the wings extend the boat’s width at the deck level to 7.36 metres.

In her original shape, *Nicorette* had followed up the 2004 win with a fifth across the line in 2005 sailing as AAPT skippered by Sean Langman, seventh in 2009 as *YuuZoo* and retired in 2010.

Meanwhile, *Wild Oats XI* has decided to dump its lateral hydrofoil for this race. It was fitted three years

ago to lift the bow as well as provide additional leeward counterbalancing. *CQS* has opted for the combination of a full canting keel and dynamic stability system, which is an underwater wing that augments the righting forces of the keel.

The *CQS* surgery was designed by Brett Bakewell-White to modify the boat’s original Alex Simonis plan. It was performed at the Concept Yachts yard in Tauranga after the supermaxi had been laid up for several years.

The rig is distinctive, with a fore-triangle of about 46 per cent of the boat’s length. The *CQS* team explains:

“This gives scope for massive headsails. When the reaching headsails are deployed from the end of the bowsprit, the effect will be even more dramatic.

“...below the waterline the team have gone for the DSS and canting keel combination in unequivocal style. They are pushing what is being done already by the IMOCA teams to new proportions.”

The *CQS* team says the end result makes use of the original narrow waterline, while having the advantages of a wider boat, due to a platform across the cockpit.

A short section of the original bow was removed and a new bow section grafted

CHESS BOARD
Wild Oats XI and *Comanche* work the shifts to exit the harbour cleanly.





on, complete with that long bowsprit.

The same grafting method was used to add girth to the stern. The team says that, forward of the mast, the hull has chamfered gunwales, making the flat part of the foredeck very narrow. But it is the wings on *CQS* that will be the talking point before the race start.

"A slot was cut into the hull and topsides; then a carbon-fibre bulkhead was dropped in like a slice of bread into a toaster. This bulkhead increased the shroud base of the boat by some 3.3 metres, and the extensions beyond the normal topsides have been encased in aerofoil cowlings," it says.

"The stern addition to the width of the boat has a massive impact on the reaching performance and the running performance by having more separation between the leech of the gennaker and the mainsail, enables you to carry more staysails and large staysails. Essentially the stern has allowed us to pile a heap more horsepower on it, and horsepower is speed."

"A slot was cut into the hull and topsides; then a carbon-fibre bulkhead was dropped in like a slice of bread into a toaster..."





SPEED WORK
 Top: Boat-on-boat match-racing to the line. Above: *Wild Oats XI* taking the quickest route south.

With the boat due in Sydney less than four weeks before the race, Ingvall realises that *CQS* is going to be short of time to tune up and for the crew to train on a boat that will have been made more complex to sail.

"So the boat's full potential may not be realised in this first major competition," he said. On his horizon are the Rolex Fastnet, the Gotland Runt (Round Gotland Race) in Sweden and other major international events.

Wild Oats XI will be chasing a record ninth line honours win after its disappointing retirement in the 2015 race. That race had promised to be the ultimate showdown with Ken Read's *Comanche*, which she had beaten in 2014 and which had returned to the fray the next year better prepared.

Last year *Wild Oats XI* ventured into the northern hemisphere for the first time and recorded the fastest elapsed time in the 2225 nm Transpac Race from Los Angeles to Hawaii.

Back in Australia, Bob Oatley decided to top and tail her to make her leaner, lighter and faster. However, during the dramatic first night at sea *Wild Oats XI* withdrew with a torn mainsail. *Comanche* suffered a

broken rudder but stayed in the race and Anthony Bell's *Perpetual Loyal* retired with a broken rudder.

After Bob Oatley's death this year, son Sandy and skipper Mark Richards decided to remove the hydrofoil, saying recently that the new, 11 metre long forward section of the hull "has proved to be so efficient that it has negated the need for the horizontal hydrofoil wing". That had been fitted to stop the maxi nosediving under spinnaker.

"The new bow shape has made a dramatic difference to the yacht's speed both upwind and down and when racing downwind offshore we can now sail the yacht at more than 30 knots without any fear of nose-diving," Richards says. "It's like excess baggage so we're going to remove it."

It will also make *Wild Oats XI* 300 kg lighter. In hindsight, the changes were made too close to the race start, too little time for testing after the Transpac.

Scallywag, which is the former Syd Fischer *Ragamuffin 100*, was bought by Hong Kong-based businessman Seng Huang Lee, who retained David Witt as sailing master. In September in one of her first forays, *Scallywag*



broke the Groupama Around New Caledonia Race monohull record and finished second overall to Karl Kwok's Botin 80 *Beau Geste*, which returns to this year's Hobart race as another frontrunner.

At the time of writing there is a fleet of 97, and it again includes two *Ichi Ban* entries by Yachting Australia president and RSHYR perennial Matt Allen.

Allen has a TP52 *Ichi Ban*, which is the original *Shogun V*, and a Carkeek 60. He has the same dilemma as last year when he opted for the Carkeek. Asked which was more likely to start this time, Allen said "hopefully both" with one being chartered or even both being chartered, implying anything was possible if the price was right. Barring a charter, he would make a decision close to the race start, based on expected conditions. He said he had strengthened the mast of the 52-footer and she was "ready for the track". On the other hand, the 60-footer would be more comfortable.

Allen said he had copped a deal of criticism for initially entering two *Ichi Bans* in the 2015 race, though that flak had abated in the last six months. "Much of it came from people who hadn't entered anything," he said.

Joining the Australian fleet are the overseas boats: from Germany the Ker 56 *Varuna VI*; from China the TP52 *Ark 32*; from Hong Kong

the Botin 80 *Beau Geste* and Seng Huang Lee's *Scallywag*; from the UK the Beneteau 47.7 *Samskara*; from Sweden the Elliott 44 *Matador*; from Korea the TP52 *Sonic*; from Japan the Humphreys 54 *KLC Bengal 7*; from New Zealand the Volvo 70 *Giacomo*; and from the New York Yacht Club the Frers-designed 13.4 metre Swan *Triple Lindy*.

German yachtsman Jens Kellinghusen had great success in 2013 with his Ker 51 *Varuna*, which won IRC division 1 and finished fourth overall behind Darryl Hodgkinson's *Victoire*. He is back with a 2015 his Ker 56, *Varuna VI*, built in Kiel, with a canting keel, double rudders and daggerboards. It was built for an Atlantic anniversary regatta from Bermuda to the Lizard in 2018 and a series of regattas building up to it.

"The Hobart is the ideal race to get boat and crew in shape for these events," says Vasco Ollero, who campaigns with Kellinghusen. With the new boat they have already done the Rolex Middle Sea Race, Les Voiles Saint Tropez, Caribbean 600, Les Voiles Saint Barth and the Pacific Cup from San Francisco to Hawaii.

"Apart from that, the Hobart itself is a huge event for us, because it has been Jens' dream to do it again following our first try in 2013. With that result in mind there comes



"The Hobart is the ideal race to get boat and crew in shape for these events"

WEATHER LOTTERY
Above: Typical race start in a north-easterly.
Below: Grinding through a southerly further down the coast.



THE NEW AWARD-WINNING OYSTER 675.

Oyster Yachts, over forty years of British craftsmanship, quality and pride.

See the **Oyster 675** at Boot Düsseldorf, 21st – 29th January 2017.

475 | 545 | 575 | 625 | 675 | 745 | 825 | 885 | 118

OYSTER

oysteryachts.com

Call us on +61 414 259 688

Email us at michael.bell@oysteryachts.com



SALES | BROKERAGE | CHARTER | CUSTOM & REFIT

Club Marine Insurance. Get more out of boating, on and off the water



Club Marine Insurance has been leading the way in recreational boat insurance for over 45 years

With Club Marine Insurance you're not only getting protection for one of your most prized assets, but peace of mind too.

When you arrange Club Marine Insurance for your boat, you become a member of a club that entitles you to a range of services and benefits to help you get the most out of your boating experience.

- A first of its kind, the award winning **Club Marine App** gives you access to severe weather alerts and important safety information as well as the ability to view and manage your policy and lodge a claim.
- Whether you are a novice or experienced skipper, **Club Marine TV** provides you with a comprehensive series of boating videos with useful how-tos and safety advice presented by experts.

Plus you'll also receive

- Up to **25% no claims bonus**
- **5% discount** when you buy or renew your policy online*
- **Club Marine Assist**, roadside and personal assist service at no extra cost
- **Club Marine magazine**

It's no wonder they say, **'Boating's just better with Club Marine.'**

Call us on
1300 00 CLUB (2582)
or go to
clubmarine.com.au
to get a quote online

Insurance is underwritten by Allianz Australia Insurance Limited (Allianz) ABN 15 000 122 850 AFSL No. 234708 of 2 Market Street, Sydney. Club Marine Limited (Club Marine) ABN 12 007 588 347 AFSL No. 236916 is a related body corporate and issues boat insurance as agent of Allianz. Club Marine Assist is provided by Club Marine Limited. Assistance services are provided by ACA Assistance Australia Pty Ltd trading as Allianz Global Assistance ABN 52 097 227 177. Terms of service are available on clubmarine.com.au. * Any discounts offered are applied to our standard rates. Promotional or other discounts may apply from time to time. Minimum premiums may apply. Any discounts/entitlements only apply to the extent any minimum premium is not reached. If you are eligible for more than one, we also apply each of them in a predetermined order to the premium (excluding taxes and government charges) as reduced by any prior applied discounts/entitlements. Discounts are available at the time of printing and subject to change without notice. To decide if this product is right for you, please carefully read the Product Disclosure Statement, which is available on clubmarine.com.au.



PB65

OUT OF THIS WORLD



THE STUNNING PALM BEACH 65 CONTINUES TO BUILD ON ITS STELLAR REPUTATION. High-quality finishes and timeless lines pair with incredible power and cruising range. Whether you are blasting across the water at 30 knots or hosting a dinner party for family and friends onboard, you will experience an unparalleled level of performance, space and luxury.



P A L M B E A C H

WWW.PBMOTORYACHTS.COM

Sales Offices Now In: Michigan, Connecticut, Rhode Island and Florida
USA Toll Free: (877) 291 4220 | Tel: (206) 462 6080 | Email: sales@pbmotoryachtsusa.com
Australia/Asia: Tel: +61 2 4389 1244 | Email: inquiries@pbmy.com.au



In a fleet containing some old favourites and ambitious newcomers, **DI PEARSON** provides the intel on who has the best chance to etch their name on the silverware.

100 FOOTERS

WILD OATS XI AUS10001

Only beaten three times for line honours in the race, it will surprise some to realise the supermaxi is now 11 years old, but her regular modifications above and under water, have held her in good stead. The Silver Bullet has scored many outstanding results and records since her 2005 launch. Apart from her two trifectas in the Rolex Sydney Hobart Yacht Race, are records set in the Land Rover Sydney Gold Coast (open record of 22 hrs 3 mins 46 secs set in 2012), Cabbage Tree Island (12 h 15 m 55 s set in 2012) and Port Hacking Bird Islet (10 h 51 m 41 s set in 2013).

By far her largest modifications were started after *Wild Oats XI* took line honours in the 2225 nautical mile Transpac Race from Los Angeles to Honolulu in 2015. Taking three months, they were complete just in time for the 2015 Sydney Hobart. A 10-metre section was cut off the bow and a new longer bow section attached. Two metres disappeared from the stern and changes were made to the hull configuration, sail plan and rig – skipper Mark Richards notably saying, “The more we cut the better I felt.” However, in the raging southerly on the first

evening of the race, her main was split in two, causing the 100 footer’s only retirement from the race to date, leaving the gate open for the American challenger, *Comanche*, to take line honours.

The crew’s disappointment was tangible, but nothing compared to the devastating loss of Bob Oatley on January 10 this year. Richards has said they will sail their best, in his memory. Bob’s family has taken ownership of the yacht and following testing, further tweaks were ordered, and in the lead up to the race, another modification – Mark Richards explaining how the new bow shape has made a dramatic difference to the yacht’s speed both up and downwind. “When racing downwind offshore we can now sail the yacht at more than 30 knots without any fear of nose-diving. It means we no longer need the retractable horizontal wing to provide lift – it’s like excess baggage – so we’re going to remove it, a decision also influenced by the fact that we’ll save more than 300 kilograms in hull weight.”

It will be a formidable physical and psychological task challenging Richards and his tight-knit crew for line honours, but we will see.



SCALLYWAG HKG2276

Scallywag’s skipper, David Witt, has never been one to back off from a challenge, as we saw in last year’s race when he skippered Syd Fischer’s former *Ragamuffin 100* to second on line in a thriller up the Derwent with George David’s *Rambler*. Within sight of the finish line, Witt had to make a gutsy call, whether to keep on the almost airless path he was on, or gybe with *Rambler*, which had taken a dig towards the shore where there was pressure. Witt chose to press on – no gybe – and it paid off, as they sailed over the line well in front of *Rambler*, and onlookers were able to breathe again. Witt, renowned for driving boats hard, was as cool as a cucumber and you couldn’t wipe the grin from then 88-year-old Syd Fischer’s face, sitting on deck watching it all unfold.

Earlier last year, with Witt at the helm, the supermaxi, its hull designed by Andy Dovell, took line honours in the 2015 Hong Kong Vietnam Race, breaking the race record Syd Fischer set in 2013 with his smaller *Ragamuffin 90*. With Fischer announcing his retirement from racing earlier in the year, what would become of the boat? Witt met up with Seng Huang Lee in Hong Kong and the end result was the 41 year-old bought the boat and renamed her *Scallywag*. As a novice yacht racer, he kept ‘Witty’ and others from the *Ragamuffin* campaign and on advice, immediately ordered updates to the boat, including changes to the water ballast, not to mention a new sail wardrobe and a distinctive new paint job.

It was shame the keel ram exploded when *Scallywag* was almost level pegging with *Wild Oats XI* in the 2016 Sydney Gold Coast Race. Back on track, *Scallywag* broke the Groupama New Caledonia monohull record in September. Lee, a Hong Kong businessman, owns the Hayman Island One and Only Resort, so it will be Hayman Island pitted against Hamilton Island. And the 41 year old is relishing the challenge.

It remains to be seen which boat will claim line honours. This is the year of opportunity, because *Scallywag*, *Wild Oats XI* and *Perpetual Loyal* have all undergone changes, and little is known about Ludde Ingvall’s boat, which was yet to be seen on the water at the time of writing, so the dance of the supermaxis will make fascinating viewing.



BEAU GESTE

HKG 1997

Karl Kwok and the well-prepared crew of his Botin 80, *Beau Geste* are going to be of particular worry to those boats upwards of 60 feet, but really to all comers. Kwok, of the Wing department store dynasty in Hong Kong, has unusually formed a co-skipper partnership with Aaron Rowe, who appeared on the Sydney sailing scene this season, buying a TP52 he named *RKO* and found himself sailing on Kwok's TP52 of the same name at Airlie Beach Race Week, and then on the big boat in the Groupama Race.

Kwok has an advantage in having won the 1997 Sydney Hobart with his then new Farr 49, *Beau Geste*. He brought the brand new Botin 80 over for the Rolex Sydney Hobart 2013 and finished fifth over the line behind three supermaxis and *Black Jack*. This after Kwok's longstanding right-hand man, Gavin Brady, had the whole crew sail to Sydney from New Zealand in racing mode, to iron out any wrinkles and get in some match practice. Somehow, more was expected from this boat, which finished well down the overall standings too. She recently won the Groupama Race around New Caledonia, after finishing second in line honours to *Scallywag*. Kwok, who has raced regularly on the international circuit for years, has won Division 1 in the last two Australian IRC Championships with his near-new TP52.

60
FOOTERS

CHINESE WHISPER

AUS13

Whispers among yachting pundits are that *Chinese Whisper* is peaking in time for the big race. Rupert Henry purchased the Judel/Vrolijk 62 out of Europe in the lead up to the 2015 Sydney Gold Coast Race and finished second over the line and second overall. In the ensuing Rolex Sydney Hobart, she finished fifth on line, fifth overall and first in Division 0, just missed taking the CYCA's Blue Water Pointscore (BWPS) on countback when *Balance* won the Hobart.

Past the learning curve stage, this season *Chinese Whisper* was leading the BWPS on the eve of the Cabbage Tree Island Race start, with a three-point buffer over *Ichi Ban* (the TP52) and nine in front of third placed *M3*, after winning the Flinders Islet Race and placing second in the Newcastle Bass Island Race, with sufficient points to enable her leading ORCi pointscore as well.

Built in 2009, the ultra-light, carbon fibre hulled, fully optimised boat scored multiple major victories in European events as *Jethou*. Henry, who knows he scooped the pools when he purchased the boat, gave her a tickle-up to suit Australian conditions. She is the right vehicle with the right owner and crew. If aided and abetted by a good windward workout, the race will be her oyster.





ALIVE 52566

This is the former *Black Jack*, an 11-year-old canting Reichel/Pugh 66. Time and again, *Alive* has proved herself in all conditions. Since buying and renaming her *Alive* early in 2014, Tasmanian Phillip Turner and skipper, Duncan Hine, have kept her reputation intact. Accolades include winning IRC and ORCi overall in the 2014 Brisbane Gladstone race and winning Sail Paradise, taking line honours in and breaking the Melbourne Vanuatu record, followed by sixth over the line in Rolex Sydney Hobart 2014. *Alive* scored a spate of top offshore results in 2015: second overall and won ORCi in the Brisbane Gladstone race; won IRC and ORCi overall titles in the Brisbane Keppel race beating the V70 *Black Jack* over the line; and won Division O in the Hong Kong Vietnam race; not to mention wins at the Phuket Kings Cup and the Royal Langkawi International Regatta.

In 2016, *Alive* kept the momentum going, breaking *Beau Geste*'s 2000 record in the Rolex China Sea Race to finish second overall and win Division O. She won the Brisbane Keppel race after finishing third on line to *Wild Oats XI* and *Black Jack*. In 2012, as *Black Jack*, she recorded the second fastest time ever in the history of the Sydney Gold Coast Race, breaking *Brindabella*'s (a conventionally keeled boat) 13-year race record, only beaten by line honours victor, *Wild Oats XI*, which created a new open record. *Alive* is sailed by well-credentialed sailors.

BLACK JACK 52570

The 2011-2012 VOR second placegetter *Telefonica* was purchased by Peter Harburg, adapted for Australian conditions and rebadged *Black Jack*, for the Queenslander's old friend, the Late Jack Brabham. The Queenslander's results with various *Black Jacks* speak for themselves, so of the three V70s in the race, this is the one to beat. In a race to the bitter end, she finished the Rolex Sydney Hobart 2013 fourth over the line, beating *Beau Geste* by just one minute and *Giacomo* (won the last VOR as *Groupama*) by two. It will be on again between the trio and the other bigger boats. However, Jim Delegat's Kiwi boat beat her by three hours and 14 places overall, once the handicaps were applied.

In 2014 *Black Jack* crossed the line fifth, first of the non-100 footers, a mere 13 minutes astern of *Ragamuffin 100* (third on line), and two minutes behind fourth placed *RIO 100*. That year, *Giacomo* was unfortunate when she dropped her rig within cooee of the finish line. In last year's race, in rough conditions, Harburg suffered a badly broken leg and *Black Jack* was forced to retire, while *Giacomo* did not do the race.

Skipped by North Sails' Mark Bradford, the Juan Kouyoumdjian, designed canting boat claimed her third consecutive line honours win in the Brisbane to Gladstone Yacht Race this year, also winning the race overall, then finished second on line to *Wild Oats XI* in the Sydney Gold Coast Race, beating the two other V70s, *Giacomo* (which spent the racing season in Sydney in attempts to level the playing field) and Jim Cooney's recently purchased *Maserati* by a good margin. Harburg's crew is not a professional one, but they have been sailing together for years and operate like well-oiled machinery.





BALANCE

52002

Paul Clitheroe will have a hard time protecting *Balance*'s Rolex Sydney Hobart 2015 win, and he recognises that, as apart from strong representation across the board, the Money Man is looking down the barrel of a hot TP52 fleet. Leading the charge will be Matt Allen's *Ichi Ban*, which is winning all before her and will make her Rolex Sydney Hobart debut this year. But the others are just as competitive – *M3*, *Koa*, *Celestial*, *Ragamuffin*. High on talent, it is hard to gauge which of the TP52 brigade will do best, but as a whole, they have the added advantage of competition within, while the Cookson 50s will provide extra fodder. *Balance* has twice won the Rolex Sydney Hobart, the first time as *Quest*, when original owner Bob Steel took the overall victory in 2008, then Paul Clitheroe in 2015. Similar to a handful of others, this was a very good yacht from the word go. In fact, the self-deprecating Clitheroe once said Steel had set it up so well, that anyone could win with it.



RAGAMUFFIN

AUS70

For comparison's sake, this is another of the TP52 fleet, which Syd Fischer had well set up, courtesy of his Sydney City Marine. Grandson Brenton Fischer sailed the boat to second overall last year – and it would have made a nice story, as Syd finished second on line – but Brenton was penalised over the *Ark323* collision at the start, and fell down the rankings. Boat and crew had little practice before the race, but still managed to do well. This year respected navigator Adrienne Cahalan joins the crew for her history-making 25th Hobart, so the rest of the crew will be pulling out all stops. Others from the TP brigade that have been doing well lately are *M3* (Peter Hickson) and *Koa* (Andy Kearnan/Peter Wrigley), sitting high up the scoreboard in the CYCA's Blue Water Pointscore. Don't dismiss the others, including *Celestial* (Sam Haynes), which has just about found her feet.

50

FOOTERS

VICTOIRE

AUS5299

West Australian Brian McMaster chartered the canting Cookson 50, *Victoire*, because he knows she has the goods to repeat her Rolex Sydney Hobart 2013 victory. In the lead-up McMaster, who mainly calls London home these days, flew to Sydney to compete in the Blue Water Pointscore and after early results of ninth and 12th places in the Flinders Islet and Newcastle Bass Island races respectively, McMaster was feeling comfortable and more confident with the boat that has won and placed in all the major events in the east of Australia.

The boat has always been a solid performer. As *Evolution Racing* it won line and overall victory in the 2007 Sydney Gold Coast Race. As *Jazz*, it finished second overall and first in ORCi in the Rolex Sydney Hobart 2010, then fourth overall, first in IRC Division 0 and second in ORCi Division 1 in the 2011 race, with fourth overall and third in division in 2012. With good crew work and the right weather, there will be no holding *Victoire*.



KLC BENGAL

JPN4321

This carbon-hulled Humphreys 54 with a lifting keel sailed to Sydney for the 2012 and 2015 Rolex Sydney Hobarts, owner Yoshihiko Murase putting in the miles between Japan to Sydney beforehand, as they will do again this year. As a wise Kiwi helm/tactician, Gavin Brady, once told me, there is no substitute for time on the water if you want to win the race. He had turned the 2013 delivery of *Beau Geste* from New Zealand to Sydney into a race, to test systems, sail changes and the boat in general. It should have worked for *KLC Bengal* last year, but similar to *Wild Oats XI*, she retired after suffering irreparable mainsail damage. She finished 12th overall in the Rolex Sydney Hobart 2012 race as was overall champion of the 2012 Okinawa Tokai race, Asia's longest offshore race. *KLC Bengal* also competed in the 2013 Transpac Race. Murase is an experienced yachtsman whose thousands of ocean miles, counting a Melbourne Osaka and six consecutive Transpacific Yacht Races, should count for something. Murase and his Japanese crew would be overjoyed to be the first Japanese winners of the race.



Your course looks
clearer
with the **NEW**
Triton²

NEW



NEW



The Triton² multi-purpose sailing instrument provides sailors with the clearest display of key data. With easy to use key functions including wind, speed, depth, AIS and B&G's specialist sailing features SailSteer™ with laylines. Triton² can be combined with a Pilot system and controller to deliver an outstanding, accurate and reliable autopilot.

- SAILSTEER™
- INSTRUMENT
- NMEA 2000®
- AUTOMATIC IDENTIFICATION SYSTEM
- IPX7 WATERPROOF



For more information visit:
www.bandg.com

B&G
A Passion for Sailing



TWO TRUE

YC400

South Australia is blessed by a strong delegation for the race, and none are better qualified than 2009 winner, *Two True*. The Beneteau First 40, owned by Andrew Saies, remains one of only five from the church and wine state to claim the Tattersall's Cup. Of the 2016 fleet, the 40 to 50ft range has spawned the largest number in terms of high-calibre entrants. Among the group *Two True* will encounter are four other Beneteau F40 names, 2009 second placegetter *Wicked*, 2014 third place getter *Ariel*, *Breakthrough* and Queenslander Robbo Robertson with *Bravo*. In the Rozel Sydney Hobart 2011, with his earlier Beneteau 40 *Lunchtime Legend*, Robertson finished with exactly the same corrected time as *Two True*. And then there are the rest of the boats in their size range.



CONCUBINE

YC45

This Mills 45 is Jason Ward's one-year-old boat, taken off the ship on November 11 last year, leaving little time for breaking in ahead of the race. The South Australian crew sailed *Concubine* to 39th overall, but at least they weathered the battering on the first night to remain in the race. In the New Year, *Concubine* finished second overall to Geoff Boettcher's TP52 *Secret Men's Business* at Port Lincoln Race Week, but disappointment followed when an unfortunate collision with another racer on Sydney Harbour caused their retirement from the 2016 Sydney Gold Coast race shortly after the start. With the wrinkles ironed out, a high-brow crew and boat and soul back together, there are high expectations for this boat.



JACKPOT

6774

Adrian Van Bellen hit the Jackpot when he purchased this J/122, a newcomer to the Rolex Sydney Hobart, and one of my dark horse picks. Even though the pair has been effective in shorter ocean races, they are yet to be tried and tested on anything near the 628 nautical mile course, so the proof will be in the pudding. Van Bellen is keenly competitive, and has a talent for putting a good crew together. *Jackpot*'s best performances include winning IRC division in the 2015 SORC, third overall in 2014/2015 CYCA Ocean Pointscore, first IRC and PHS overall in 2014/2015 Combined OPS/SOPS, plus second overall and winning ORCi in 2016 Pittwater Coffs Race. Van Bellen has been preparing the boat and word has it the crew will include some with Hobart history, including navigator Jenifer Wells and a couple of others from the 2014 winner, *Wild Rose*.



CHUTZPAH

R33

Surely this will be Bruce Taylor and *Chutzpah*'s year, especially since two crew members will notch up their 25th races his sons: Drew and James Permezal. At the end, Bruce and Drew will join the few father and son combinations to have racked up 25 plus races each, but they are the first to sail all their races together. Bruce has the runs on the board through six *Chutzpah*'s. With this boat, a Caprice 40, best results are: fourth overall in 2007, fifth in 2013 and second in 2014, finishing 39 minutes behind the winner, *Wild Rose*. Other best results for Taylor, who will contest his 36th Hobart, are fourth overall in 2003 (IMS decided the winner) and third overall under IRC, which became the deciding system in 2004. He has also amassed 11 divisional wins and a host of divisional places. The Victorian has not missed a Hobart race since 1986, when he took delivery of the first of six *Chutzpah*'s – 30 consecutive races. Most of the crew have sailed with Taylor since the early days, and look at some of their Hobart records: Kingsley Piesse (33), Gavin Gourley (29), Peter Fletcher (29). Bruce's boat is at her best off the wind, so that's the requirement to achieve his goal.

40
FOOTERS

LOVE & WAR

294

If the wind blows hard, with a good slug of upwind sailing, it's hard to go past the classic Sparkman & Stephens three-time Rolex Sydney Hobart winner *Love & War*. Built in 1973 by Cec Quilkey, a prominent wooden boat builder of the time, Peter Kurts sailed her to overall victories in 1974 and 1978, as well as winning the 20 Year Veteran Division in the 1994 race. The S&S47 was also chosen to represent Australia at the 1975 Admiral's Cup (the team finished ninth from 19 countries). Following his death in 2005, son Simon took over the reins. In 2006, he allowed one of the boat's navigators, Lindsay May, to race the boat to Hobart, when she won for a third time. She remains one of only two yachts to score the hat-trick (Trygve and Magnus Halvorsen won three in a row from 1963 to 1965 with *Freya*). Kurts tends to race the full CYCA offshore season every two years with well-organised familiar faces.

PHILOSOPHERS

MH20

This is my second dark horse. Gordon Ketelbey and Peter Sorensen's seven-year-old Cookson 12 was found after languishing in Geelong for eight years. To Sorro's mind, she is a find, one of the best Cookson 12s around. The point was proved when tidied up, they won October's Gascoigne Cup (decided under PHS), winning the IRC crown as well. Sorro went out on a limb, maintaining the boat is faster than its sister ship, *About Time* (winner of nine out of 11 CYCA Ocean Pointscores). The key to this boat's success to my mind, lies with Andrew Buckland, a gifted sailor whose '12 steps to success' has worked a treat for many a happy boat owner over the years, including 1992 Hobart overall IMS winner *Assassin*. Courtesy of sailmaking experience and development in the 18-foot skiffs, Bucko, a six-time 18ft skiff champion (with Iain Murray and Don Buckley) has a canny knack of summing up and resolving issues with boats of all kinds.





KOMATSU AZZURRO

3430

She may be old and she may be small, but good things come in small packages and *Komatsu Azzurro* is one of those gems. Shane Kearns purchased the near-sinking 35 year old cheaply on his credit card and has not looked back. He added some modern touches, a Code Zero, new staysail and other such luxuries considered staples on the boats of today, to what was a classic S&S 34, and was still putting the final touches to the royal blue boat before the 2014 race. Racing as *Quikpoint Azzurro*, with crew from *Impeccable*, (including Kearns), having reunited at John Walker's funeral, she finished 33rd overall.

Kearns found her sweet spot and won the 2015 Land Rover Sydney Gold Coast Yacht Race. The crew celebrated like there was no tomorrow and Kearns named the Late Roger Hickman as his inspiration. A one-off victory, some may have thought, but *Azzurro* kept the *Balance* crew waiting in the 2015 Sydney Hobart, the last boat able to topple the TP52 from her throne. With hours up their sleeves, the small crew of six turned the corner for the Derwent River late in the afternoon, where they met fickle winds that softened through the night and into the morning. They finished third overall, missing out on second place by six minutes to *Courier Leon*, but they won ORCi overall and the Corinthian Division.

Then in the 2016 race to the Gold Coast, *Komatsu Azzurro* popped up again as the main threat, this time to Matt Allen's TP52, *Ichi Ban*, but once again the breeze died and deprived her, but was compensated with a Division 4 win. Kearns has dubbed her 'the little boat that could'. In October's Newcastle Bass Island Race, she managed 18 knots of boat speed in a big nor'easter and Kearns took a photo of the wind instrument to prove it. She may finish close to the end of the fleet in all her races, but she is sailed well to her handicap. A good blow will be on the crew's Christmas list, along with a few prayers to John Walker.



AIKIN – HAMES SHARLEY

SA1106

The name *Aikin – Hames Sharley* might not ring any bells, but this 15-year-old Ker 11.3 has kept South Australians Cailin Howard and David 'Ollie' Oliver happy since they imported her from Holland. The pair has been sailing her locally and in Victoria with a burst of second places and they are ready for a win. And while the boat may be new to the Rolex Sydney Hobart, Howard and Oliver have not only done it, they've won it. Howard was with Geoff Boettcher when he sailed *Secret Mens Business* to victory in the 2010 race, while Oliver sat on the sidelines, withdrawing from the crew at the last when he suffered back problems. However, the two were together on Darryl Hodgkinson's *Victoire* for her 2013 win. Now it's time for the home grown team to step up. They are ready and know how it's done.

The original name of the boat was *Daikin*, so the pair dropped the D, hence the *Aikin* – and on a small boat like this, they will be 'aikin' by the time they get to Hobart. The Hames Sharley comes from the architectural firm Howard is managing director of, and all yachties know Oliver as the CEO of Musto. Howard says, "The trip south is about taking the team that has supported Ollie and myself for the last 10 years while we've swanned off and done the race with others. We're a bunch of mates who will throw everything at the race, but ensure we have a good time doing it."

TSA MANAGEMENT

MH60

There is a lot to be said about a Sydney 38 that has contended 12 straight Rolex Sydney Hobarts, and that is what *TSA Management* has accomplished, through all kinds of weather. There are no comforts on the Sydney 38s, a small boat and therefore a wet ride, 628 nautical mile's worth. But Tony Levett and crew return each year and sail the boat to consistently good results, doing Middle Harbour Yacht Club proud. *TSA Management* placed 11th overall last year, sixth in 2014 and won the Sydney 38 OD division in 2010 and 2011, with a divisional third in 2008. Only one retirement throughout, courtesy of a broken rudder in 2012 for the yacht that has raced variously as *TSA Management*, *Eleni* and *Horwath BRL*.

She will have the other Sydney 38 in the fleet, *Challenge*, to keep her company.



MALUKA OF KERMANDIE

A19

Maluka of Kermandie is a traditional 9-metre, gaff-rigged yacht, designed by Cliff Gale and built of Tasmanian Huon pine in 1932. She is heavy and forgiving in rough conditions. Her owner, Sean Langman (of Noakes fame), reached the magic 25 milestone aboard *Maluka* in the 2014 race. Langman has been in the unique position of skipping yachts at both ends of the fleet, from the supermaxi *Investec Loyal* to the Open 66 *AAPT*, to *Maluka*. Langman's son Peter normally joins the crew – along with a small group of stalwarts who know they will sail into Hobart at the back of the fleet. They return each time, regardless. *Maluka* was in a strong position in the 2014 Hobart, but conditions lightened at the end, so she placed 13th overall and third in Division.

In 2006 she was the first boat under 9.5m to finish, placing eighth overall, the same year older yachts *Love & War* and *Bacardi* filled the top two places respectively. Langman is Sydney based, but has business interests in Tasmania, so is representing the Port Huon Yacht Club. If it's a rough and tough race, count on Langman and *Maluka*.



30

FOOTERS





The last time a foreigner took possession of the Tattersall's Cup was 2007 when American Roger Sturgeon won the race with *Rosebud*. Frenchman Gery Trentesaux returned for his third try in 2015. *Courier Leon* finished second overall and won Division 4, in conjunction with the US supermaxi, *Comanche*, claiming line honours.

So why do they come – are they enticed by the race's reputation, inspired by victories of other internationals, or is it their own memories of coming so tantalisingly close?

VARUNA VI GERMANY

Jens Kellinghusen first made the trip Down Under in 2013. *Varuna* finished fourth overall and won Division 1, tempting the Hamburg yachtsman back. Since then, he has moved up from a Ker 51 to a Ker 56. The formidable looking black canting yacht will be predominantly crewed by those who were aboard in 2013, including eminent Spanish navigator, Guillermo Altadill.

Kellinghusen says, "We are on a journey to race in the big ocean races, the Rolex Sydney Hobart is one of them."

Kellinghusen's right-hand man, Vasco Ollero adds, "The Rolex Sydney Hobart is the

right race for the boat and crew to prepare for all the other events. It has also been Jens' dream to do it again following our first try in 2013 when we finished fourth. Now the pressure is to do as well again."

TRIPLE LINDY USA

In the past year, Joseph Mele has sailed *Triple Lindy* to second in class at the Marblehead to Halifax and at Key West Race Week. He has competed in several Newport Bermuda and Marion Bermuda races and the Rolex Swan Cup among others, but this will be his first taste of our race.

"We wanted to do some of the best ocean races in the world, so the entire crew jumped at the opportunity to do the Rolex Sydney Hobart as our first. None of the crew has done the race, so we're very much looking forward to it," Mele says.

Triple Lindy, a Swan 44 MK II, arrived in Sydney in October. Crew will fly in from the USA, Canada and the UK. Keen to make sure his boat is shipshape and to put in some practice, Mele scheduled his Sydney arrival for 11 December. Following Hobart, *Triple Lindy* will be shipped to Europe for her next quests, the 2017 Rolex Fastnet and Middle Sea races.

SAMSKARA UK

"Why do we want to do the Rolex Sydney Hobart? Good question," said *Samskara*'s new owner, Richard Stain, who until now thought the Three Peaks Yacht Race was his sailing apex. "Especially in a boat that took seven years to build," he says of his adored yacht *Laura*.

"But when we'd done that race, I started thinking about the Fastnet, which was the really big one."

Now he's ticked that box twice with *Laura* in 2009 and 2011 – and since then, the Three Peaks again, plus the annual Scottish Isles Peaks Race. So the Rolex Sydney Hobart was the obvious next choice.

"It's not only an iconic race, but also one that is accessible to ordinary people like us. It will be especially exciting, as there are four other Beneteau 47.7s entered, so there will surely be a race within a race," Stain comments.

"I just love ocean racing, even when I'm hanging over the rail feeding the fish! It's the camaraderie, when you've raced together – at night, in rough weather – you just end up being mates for life," says Stain who will represent the Conway Yacht Club in North Wales.



SCALLYWAG HONG KONG

Seng Huang Lee leapt in the deep end when he took up competitive yacht racing this year, purchasing the supermaxi *Ragamuffin 100* and renaming her *Scallywag*. Lee has already broken two race records in his short career: the Groupama around New Caledonia (in which he also finished second overall) and the Hong Kong to Hainan race, with assistance from his skipper, David Witt.

Neither race compares to what lies ahead, but Lee says: "Having watched the yachts leave the CYCA for the start of the Rolex Sydney Hobart from my verandah at Elizabeth Bay every Boxing Day, it's has always intrigued me. I can't think of a better way to spend the end of the year than with a great team of guys on a boat in the middle of the sea away from four screaming children!

"More seriously, it's tough, difficult and challenging... and yes, that's an attraction for me."



A dozen yachts from Europe, the USA, and Asia have come to town to loot the Rolex Sydney Hobart trophy cabinet. Be it Line Honours, Overall or a Divisional win, a trophy of any kind is a prized possession, always hard earned against fierce competition in unyielding weather conditions. DI PEARSON asks why they've come all this way.

MATADOR SWEDEN

Jonas Grander was snowbound at home in Sweden when I caught up with him to ask why he and the crew were heading our way, going as far as to buy the 2013 Rolex Sydney Hobart second placegetter, *Veloce*. Renamed *Matador*, the Elliott 44 has undergone a major refit.

"To find a good boat was not easy, but we finally made it. As winter has started here with snow falling, we are all very excited to soon be in Sydney enjoying the sun. Do you need more reasons why we are happy to get away and sail in Australia," Grander questioned from snow-blanketed Stockholm.

"We have been a crew that have raced together in our home waters since 2008 and have done well here, so for this season I figured we needed a bit of a spark to the team, so I said that if we did well, we were going to top it up with the Rolex Sydney Hobart.

"At the time it sounded very easy and far away – so easy to make that offer. We then did well during the season, which ended in August, finished top three in all major races... So the next step was to get us to Australia for the race.

"But as we are getting closer to the race, one can wonder how smart it is to do all the hard work, buy a boat in Australia, fly eleven people down there to go sailing for three to four days?

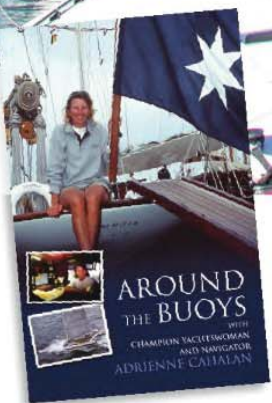
"But I guess it is very simple really. We all love sailing and every now and again one needs to set the bar higher for new achievements – do something we have not done before. Greater challenges make us grow," Grander states. ⚓

HERE THEY COME
Matador the former *Veloce* from Sweden.
Above: *Triple Lindy* from the USA. Opposite page left: *Varuna VI* from Germany.





BY THE NUMBERS
One of the race's most successful navigators, Adrienne Cahalan, relishes the Rolex Sydney Hobart's challenges.



THE NATURAL

Good navigators are a rare breed. Combining the ability to sift highly complex weather data with intuition in a crucial race-changing decision. This year Adrienne Cahalan, master-navigator, writes her name in the race annals as the first woman to do 25 Hobart races. She shares with SCOTT ALLE some of the highlights of her illustrious career.

Adrienne Cahalan is sailing royalty. One of our very best.

Over coffee at a Lane Cove café, I start a quick fact check to verify a long list of achievements. This year is her 25th Rolex Sydney Hobart, six line honours victories and two overall wins; around the world three times; five world speed records, ten World Championships in dinghies and yachts; three Admirals Cup campaigns, three Fastnets, eight Transatlantics... I stop. I realise she is embarrassed by this roll call. I hadn't even got to Australian Yachtswoman of the Year in 2003 and 2005, being nominated four times for World Yachtswoman of the Year, and Ella Bache, the 18s, and Grand Prix Sailing.

She might downplay it, but this unpretentious Sydneysider

is among the top echelon of elite offshore navigators, backing-up her natural sailing ability with a master's degree in meteorology, on top of her formal qualifications as a maritime lawyer.

Interestingly, for someone who's been a professional sailor for more than two decades, yachting wasn't in her DNA. "I lived near the water and watched a lot of other people kicking around in boats and I'm not from a family that actually

sails," she says. "I started to look at buying my own boat, saved my money, bought a boat and started racing."

That drive has taken her all the way to the sport's highest levels, and often as the only female on hard-bitten racing teams. The Rolex Sydney Hobart, though, was an important goal from early on, and in 1984 she jumped at the chance to go.

She met a couple, Neville and Val Chidgey who had an S&S 36, *Mystic Seven*. "I got the ride

about a week and half before the race," she remembers. "I was just persistent. I was down at the CYCA and I'd met this crew in the Lord Howe Island Race, that was my first offshore race in October. Someone dropped-out and I was in."

They arrived in Hobart after a long week at sea, enduring what is typically understated as one of the rough ones.

"We got there on New Years' Day. In 1984, it (navigation) was still by sextant. I steered. We all had the plastic wet weather gear. It took us four days just to get to Eden. Then it was smooth.

"That was the year that *Lion New Zealand*, the Whitbread Round-the-World boat was there, and I met all these people. And I just remember all the hype about it being a rough race. Nevertheless, I just wanted to do more," she smiles.

Her career as the high-profile skipper of the 18-foot skiff *Ella Bache* meant Adrienne didn't do another Hobart till 1990 on *Group Therapy*, then in 1991 she backed-up again on *Group Therapy*.

Then came the opportunity to show some of the grumpier old men of the sport what the new generation of committed female sailors were capable of.

"In 1992 I put this crew together of all girls on a Farr 40," Adrienne recounts. "God I was green," she laughs. "It's not just sailing the race, there's so much involved in putting the boat together, managing a team, getting to the start line. Now I look back it wasn't a bad effort."

Her first line honours win came on *Nicorette* with Ludde Ingvall in 2000. "That was very special," she says.

"It's just something you've always dreamed of. We'd gone through so much to get across that line, it was 65 knots in Storm Bay. They (the bow team) Knut Frostad (four-time VOR veteran and Olympic sailor), and another guy were hacking away at the jib with knives.

"We got hit by a massive squall. I was trying to tell them about the impending Iron Pot, which we were hurtling towards at 30 knots. Then we got to the line where it was sleeting. The harder it is, the more satisfying it is."





The immense satisfaction that comes from an overall win took another five years. But the wait was worth it, doing something that had only been achieved once before, in 1945, the very first Sydney Hobart Yacht Race. On its first outing in the big race, *Wild Oats XI* secured the coveted triple crown: race record, overall and line honours.

"In 2005 I'd just finished with the Volvo, and Bob (Oatley), asked to go on-board. That was fantastic. Anyone who was on for that race will never forget it."

These days she still looks forward to Boxing Day, but with the perspective of at least 200,000 nautical miles of the hardest type of ocean racing there is. "Nothing concerns me at sea anymore," she says matter-of-factly. "I've seen it all."

This year it's a TP 52, *Ragamuffin*, skippered by Brenton Fischer, the grandson of race legend Syd Fischer, that will benefit from Adrienne's presence. TP stands for Transpac 52, a super-competitive class of basically big skiffs, where the overall race winner is odds-on to come from. Anyone who's done the trip to Hobart on a TP knows it can be brutal, like being a crash test dummy inside a 52-foot coke can, is one description.

But in typical style, Cahalan dismisses the discomfords and enthuses about the opportunity to contribute to what is hopefully another chapter in the race's long and rich history.

"The crew has a lot of sailors I respect. In all my 25 years it'll be my first time in the Fischer compound. That's a nice milestone.

"The 50 to 60-foot class on the Hobart is really cutting edge. It's a great race within the fleet. The 100's (100-footers; or supermaxis), they come with a level of big boat comfort, but the loads on them – when things go wrong on a 100, they go really wrong. On a TP in some respects you can recover."

And it's obvious Adrienne's competitive instincts are as sharp as ever. "My role as a navigator is analytical, it's strategic, like a game of chess. You've got to work out where the wind's coming from, and how you are going to beat that other person."

In the sleep-deprived world of offshore racing, and the Rolex Sydney Hobart being a (relatively) short race, it's expected a navigator will not be seen in a bunk. But Adrienne has learnt that's not necessarily the best way. "When you don't (sleep), you make bad decisions," she observes.

"My main focus is to develop a strategy to handle the weather at any given time; to win races by taking the information we're receiving, be it about wind strengths, current or anything else that's relevant and making the adjustments to our course in real time. I work with the crew to decide what sails to use for the weather conditions.

"I'm still sailing 12-footers, to keep doing the physical processes of sailing. When you get to your 40's and 50's you feel the bumps a bit more, and you are a bit more savvy about self-preservation."

Adrienne remains acutely aware of the inherent risks of ocean racing, much more so than those of us that just do a few long offshore races during the year. She finds though once at sea, most of the concerns invariably subside. And, the race's appeal is still strong after a quarter of a century.

"The thing about the Hobart is every year is different. Right up till the week before you go, what's it going to be? Whether it's going to be windy, not windy, who's going with whom.

"The wonderful thing about a sailing team is you bring together so many different personalities skills and make that all work, with a common goal. When you get it right, it is very, very satisfying." ⚓

PainsWessex
MARINE DISTRESS SIGNALS



**Ask your marine supplier for
Aurora Inshore Distress Signal Kits**

Commercial products and accessories include:

**Distress Flares
Parachute Rockets
Line Throwers | Manoverboard
Life Smoke | Survivor
Location Lights | Seamark Dye
Safety Grab Bags | Poly Bottles
Bird Scare Line | Cyalume lightsticks
Life Jacket and Life Buoy Lights
Waterproof Matches**



**Drew Marine
Signal & Safety Australia**

Ph (03) 9650 1488

Fax (03) 9639 8811

Email info@aurora-marine.com

www.aurora-marine.com

SHOCK AND AWE

Left: A roll cloud threatens to swallow a lone yacht. Bottom: *Wild Oats XI* surges past the Iron Pot and into the Derwent in 2005

GATE ONE

PRE-START – There's a lot of paperwork these days. There's a lot of rules. You have to be up-to-date with any changes in the Notice of Race and sailing instructions from year to year. Also, be clear about the marks on the course leaving Sydney Harbour, the position of the seamark, any penalties for infringements and radio calls.

THE START

With so many boats it can be difficult getting a clear lane out of the Harbour, so a priority is to stay out of trouble. Know your boat and crew limitations, know how fast the tide is running, practice a couple of time checks in relation to the start line and time to the line. The sector of the wind and the tide dictates your strategy from the harbour. For example, in a north-easterly, it might pay to start at the pin end and sail up the western channel, particularly if there is favourable tide. In east-south-east winds, starting at the committee boat end might put you in a position to get some favourable shifts out of Rose Bay.

GATE TWO

SYDNEY HEADS TO EDEN – There's no doubt in this race that once you pass Sydney Heads an important decision to make is how to position your boat in relation to the East Australian Coast Current. Whether to go offshore early is a critical decision and often depends on the size of the boat and what your competitors are doing. The current every year is different so some years it might not pay to sail offshore, but rather stay inshore as there might be a counter-current inshore. With any size of boat there is an overall safety factor when dealing with a wind against current situation. A southerly wind and the south flowing current can produce dangerous seas and many times we have seen boats break down in the seaway, so consider carefully the gains versus risk when assessing where to position the boat in relation to the current.

STRATEGIC APPROACH

ADRIENNE CAHALAN's *Rolex Sydney Hobart* navigational record is outstanding. Six line honours and two overall wins aboard *WILD OATS XI*, plus a line honours runner-up on *NICORETTE*. Here she sets out what to look for in the key sectors along the race course.

The Rolex Sydney Hobart is primarily a latitude race in that it could be considered an upwind/downwind race. The structure of the race can be easily broken into four sections, which takes into account the

main weather systems and currents along the route. Bearing these things in mind, the key when negotiating each phase of the race is to think ahead and set yourself up to be where you want to be on the next part of the racecourse. From 33 degrees to 43 degrees is a very big climatological change, and there can be intense weather systems associated with each part of the coast.



GATE THREE

EDEN TO FLINDERS ISLAND – When your boat leaves Sydney Heads an important consideration is to work out where and when you will position your boat to enter Bass Strait. Is there a southerly forecast? How will that affect where you position your boat relative to the NSW coast when it hits and how will this affect where you will be when you are abeam of Gabo Island? Where do you want to be in the early morning of the 27th in relation to the coast as you approach Eden if sea breezes are forecast for the late morning? It is always good to run some best and worst case scenarios based on the forecast weather before you leave the dock on Boxing Day to help the decision making between the skipper and tacticians. Getting across Bass Strait is one of the toughest parts of the race because often once you hit Eden, your course across the Strait is largely dependent on the weather system at the time.

GATE FOUR

FLINDERS ISLAND TO TASMAN ISLAND (TASMANIAN COAST) – There are so many different scenarios that can happen on this coast and many of them are associated with transition zones between high and low pressure systems. Prior to Boxing Day

you can watch how quickly the systems are passing across the Australian East Coast to get a feel for the timing of the systems. This will help you assess whether to position the boat in relation to the coast. Are sea breezes forecast? Do I need to get on to the coast? Will there be a lee trough? A strong westerly? Where are the holes forecast to be?

GATE FIVE

TASMAN ISLAND TO THE IRON POT – Getting around Tasman Island and the Raoul (Cape) can be one of the most frustrating times during this race. Aiming point to point always seems like the most sensible course from Tasman Island through Storm Bay until the wind drops out and someone goes around the outside of you. That's where the Tasmanian observations (wind strengths and conditions from weather stations on the coast) are very helpful for determining strategy. Is the wind going as forecast or not?

Finally, many books can be written about sailing up the Derwent, but one thing for sure is to know the tide for the sail up the river so you do not get caught in adverse tide especially when the wind often shuts down midnight to dawn. ⚓

Adrienne's tips for first-time Rolex Sydney Hobart sailors

- Navigator or not, take responsibility for understanding what the weather is doing and at what time during the race. Be informed for yourself and it will help you be prepared for what the race might throw at you. Ask lots of questions.
- Work out and try on what gear to take a week before and whether to take sea-sickness pills or patches.
- Become very familiar with the safety gear on the boat; fit your harness and gear before the day of the race.
- Be clear what your responsibilities are as part of the crew.
- Be on time (or better 10 mins early) for watches.
- Always help keep below decks neat and tidy and know the house rules.
- If you cannot sleep off watch still get into your bunk and try and rest.
- Go to sea with a clear head, minimise distractions in the fortnight leading-up to race day.
- Finally, find a minute when you are out there at sea to take it all in and enjoy it!



MAGNETIC ISLAND

RACE WEEK 2017

31 AUGUST TO 06 SEPTEMBER 2017

REGISTRATIONS OPEN 01 MARCH 2017
MAGNETICISLANDRACEWEEK.COM.AU



Mark Richards

Skipper of race record-holder and an eight times line honours winner of the Rolex Sydney Hobart, WILD OATS XI.

Have you made any modification to WOXI for this year's race?

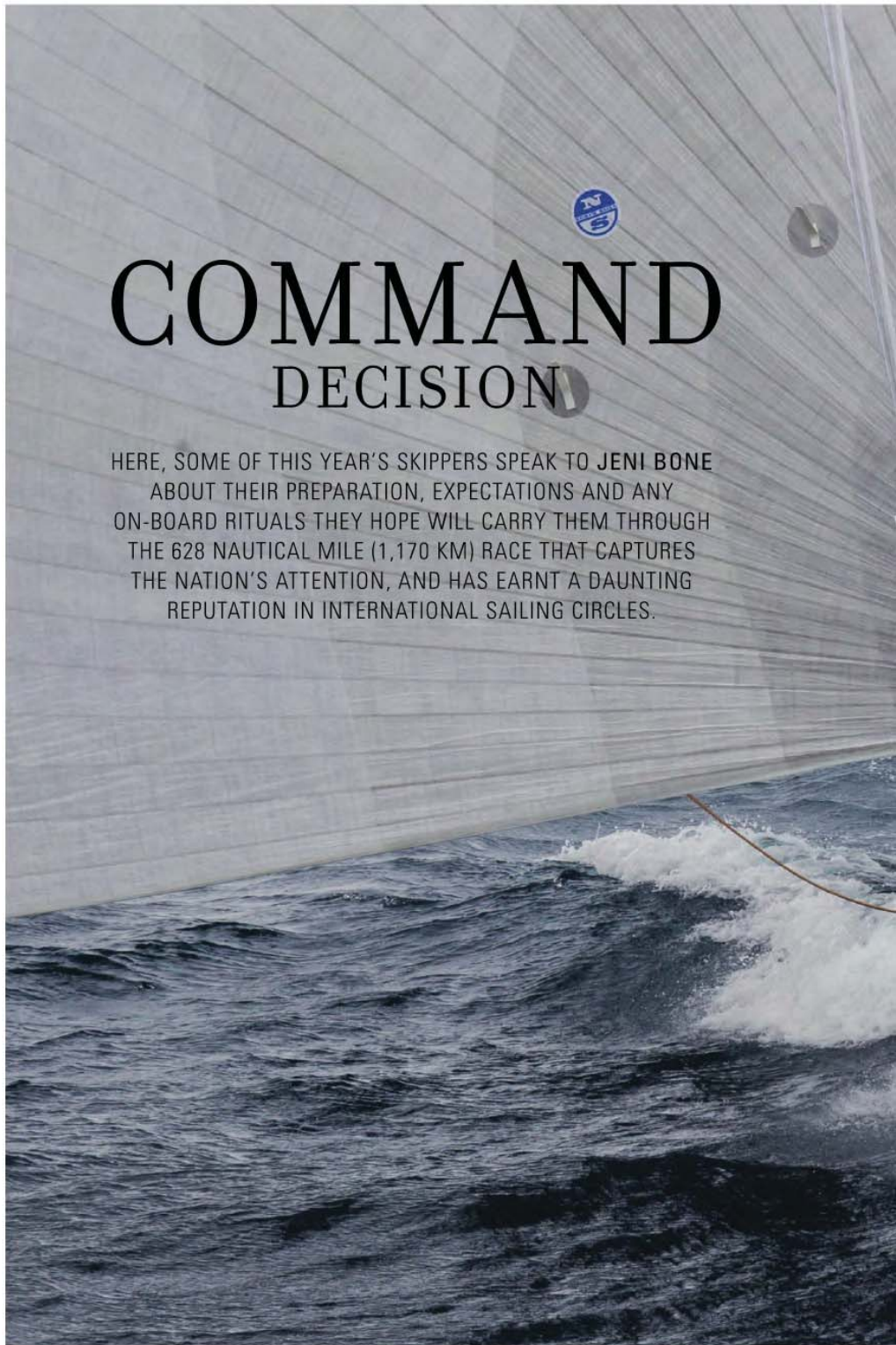
Yes. The new, 11-metre long forward section of the hull has proved to be so efficient that it has negated the need for the horizontal hydrofoil wing, a feature added to the hull three years ago to prevent *Wild Oats XI* from nose-diving when charging downwind under spinnaker.

The new bow shape has made a dramatic difference to the yacht's speed both upwind and down – when racing downwind offshore we can now sail the yacht at more than 30 knots without any fear of nose-diving.

This improvement means we no longer need the retractable horizontal wing to provide lift – it's like excess baggage – so we're going to remove it. It's a decision that was also influenced by the fact that we'll save more than 300 kilograms in hull weight.

After last year's disappointment, are there any precautions or anything you'll be doing differently?

Last year's Rolex Sydney Hobart campaign was laced with sadness, high pressure and misfortune. Weighing heaviest on the program was Bob Oatley's declining health. That, coupled with the rush to get the hull modifications completed in time for the race, really made things difficult for us. We were very unsettled, and I didn't feel right about it for all of December. It all combined



COMMAND DECISION

HERE, SOME OF THIS YEAR'S SKIPPERS SPEAK TO JENI BONE ABOUT THEIR PREPARATION, EXPECTATIONS AND ANY ON-BOARD RITUALS THEY HOPE WILL CARRY THEM THROUGH THE 628 NAUTICAL MILE (1,170 KM) RACE THAT CAPTURES THE NATION'S ATTENTION, AND HAS EARN'T A DAUNTING REPUTATION IN INTERNATIONAL SAILING CIRCLES.

to contribute to us being forced out of the race on the first night. This year, all pressure is off. We're out there to do it for Bob, who is now in a better place.

Who will be crewing this year, any newcomers?

We've stuck with the 'A team' – the old

and most experienced team. The crew is probably the best ever, and we have a better training schedule.

How are you preparing?

We are concentrating on a well-balanced training schedule. It's structured around the best elements of previous campaigns.





Is there added pressure on you as skipper of the record-holding and most successful yacht in the race – from owner, sponsors, media? How do you manage that?

This is our 12th Hobart campaign with this boat. The Oatley family are wonderful people. There is no pressure from them or sponsors. They know we know what we are doing.

Whats is so special about the Sydney-Hobart to the sailing fraternity?

There is no ocean race in the world that compares with it. The course is unique: the only race that starts in a harbour and finishes on a river and offers wonderful challenges in between. And, the interest shown by the public and the media is remarkable.

Do you have any special rituals or things you do, or don't do, ahead of Boxing Day?

There are two 'rituals' to ensure we have on board for the race: 'The Voodoo Stick' – Bob Oatley's walking stick, which has a model of *Wild Oats XI*'s hull as the handle, plus Nicky Tindill's (Oatley) fabulous pies.





Richard Grant

A first-timer to the Rolex Sydney Hobart, but has clocked up plenty of miles on his Knoop 39, named CROMARTY MAGELLAN for its sponsor, Cromarty electrical engineering and automation solutions, plus decades of sailing experience from messing about in dinghies to competitive racing in his home town of Hobart.

What are the details of your yacht – model, year and name?

It was designed by local designer, Walter Knoop as a one-off cruiser racer. He designed it for his brother, Dick Knoop, and it was built by a Port Huon builder. I bought it from Dick Knoop three years ago. We've done a lot of sailing in her, including two Launceston to Hobart races, two Bruny Island races, the Harbour Series and some cruising with the family.

What motivated you to enter this year?

I have always wanted to do it. That's the same for all of us. Those who have experienced it are keen to do another. It's Australia's iconic race and part of the Boxing Day tradition. It's top of the tree for yachties. I would love to do it with my kids one year. We have done a huge amount of sailing. From dinghies and trailer-sailers to the big boat.

My brother is lucky enough to have completed the race in 1979 at age 20 and won on handicap on *Screw Loose*, owned by Bob Cumming, the last Tasmanian yacht to win the race. He has done it a few times, and David Cromarty did the race two years ago on *Whistler*, owned by David Rees. The other six crew have never done the race, but we're an all-Tassie crew with quite a lot of cruising and local racing experience. We're looking forward to showing what we can do.

Why is Cromarty sponsoring the boat?

I am the Senior Engineer of the company and director. It's really a branding exercise for Cromarty, the opportunity to get our name out there. We have three offices in Brisbane, Melbourne and Hobart so we hope to get some return on it. We have used the boat from time to time for corporate use on the Derwent River, which is the same size as Sydney harbour but with nobody on it! Though I must admit, it is colder.

Who do you have as crew?

My brother is sailing with us and my son is doing the delivery to Sydney. My daughter is a good sailor, but she has other commitments. My wife, Kathy, sails too. She is fulfilling the role of *Providore*, organising everything in Sydney, then flying back to Hobart to wait for us.

Do you have first-time jitters?

I'm not nervous, but I understand it's a major undertaking and needs preparation. To get to Cat 1 is not an easy exercise. We had a major drama this week that set us back somewhat. We were training last Saturday and it was quite blustery. Many races were cancelled due to wind. We practised reefing and other drills and the rudder broke off in the middle of the Derwent with the main and spinnaker up.

It did a bit of a broach, then the final tear off and it failed. We heard a crunch and it dropped off. The rudder went light. I must say, we did not need that.

We were all very surprised, including the designer and builder. She's a very

solid boat. But it turns out, the original rudder wasn't correct. It was built in 2000 and there was a hidden crack inside the middle of the blade that broke the shaft off. At least we got to test our emergency steering system at 25 knots, gusting 40. And fortunately, it was in safe waters and not halfway across Bass Strait!

We immediately engaged a naval architect to design a new one and hope to have it installed next week, in time for the qualifying race next weekend – the Maria Island Race. We did it last year, from Hobart, around Tasman Island and Maria Island and back again. This year, it's necessary to qualify. Of course, if it's not right, we won't go. But boat builder, Don Bailey at Derwent Marine assures us it will be.

Do you have any special rituals or things you do, or don't do, ahead of the Boxing Day start?

Making sure the boat is prepared to go is our priority. For me, it's safety above all. Cat 1, 2 or 3 list is very thorough, we check everything off, even for a normal cruise. We are dedicated to absolute preparation so are ready if anything does go wrong.

In the case of last weekend's mishap, we had all the necessary gear onboard. Even though we hadn't used the drogue anchor, we deployed it straightaway to balance the boat, add drag and adjust to get a degree of steering and then we managed to limp home, staying away from the rocks.

Meantime, there was a whole fleet of SB20s out sailing and quite a few of them suffered broken masts. It was a wild day – an expensive day out!

What is your game plan for the big race?

Our boat has a nickname down here for her old-school look with an underwater modern profile. They call her 'the fast boat with slow windows'. She loves reaching conditions, but with this race, you don't know what to expect. Being such a stretched-out event, *Wild Oats XI* will have a set of conditions, while we will encounter others. It's a lottery. See how we go!



THE 
RACE
OF YOUR
LIFE

YOU?

DOCTOR
MARKETEER

ANALYST
ENGINEER
NURSE

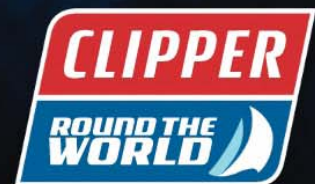
ACHIEVE SOMETHING REMARKABLE

Join the only global yacht race crewed by people like you, no experience required. Sign up for a single leg, combine several or complete the full circumnavigation.

➤ **APPLY NOW**

clipperroundtheworld.com/apply | +61 (0) 2 9363 2020

OFFICIAL RACE
CHARITY





Matt Allen

Owner and skipper of two competitive yachts, both named ICHI BAN (Carkeek 60 and TP52), and President of Australian Sailing. Matt emailed during breaks at the 2016 World Sailing Annual Conference in Barcelona, Spain.

What number Rolex Sydney Hobart are you up to?

I've sailed 26 so far.

What are the highlights – which years in particular stand out?

There have been many: 1983 onboard the first Victorian yacht to win, *Challenge 2*, with Lou Abrahams. In 1992 when we came second overall on *Morning Mis*; 2001, first in PHS 2005 second over line on *Skandia* 2006; second over the line on *Ichi Ban*.

Which *Ichi Ban* will you be competing in?

Not sure. We will decide closer to the start time once the weather patterns start to stabilise. The two boats have performance characteristics, the 52 is best suited to light and medium airs and the 60 excels in heavy air.

Do you have any training or preparation other than Blue Water Pointscore Series racing? Diet, exercise, mental or physical?

We will be doing a four-day intensive training session early December. These days will be very Hobart specific. Reefing, in-line changes, masthead and fractional furling peels etc – things we practise very little during the course of the regular season, but all critical for a Rolex SydneyHobart race. We don't have dedicated diet or training, however all of the crew are our regular crew and they keep themselves fit and always take it particularly easy on Christmas day.

Have you made any modifications ahead of this year's race?

A new mast on the TP52.

Who do you have as crew this year – the seasoned crew and any newcomers?

Mainly same crew including Gordon Maguire and Will Oxley.

What is the appeal of the Rolex Sydney Hobart with Australians and sailors all over the world?

It's such an iconic event, famous around the world. It's the one day every year that all Aussies think about sailing as a sport. It seems that every day people ask me, 'How many Hobarts have you done?' There's that sense of awe because for many people, it's on their bucket list, and most people realise the challenges involved.

Do you have any special pre-race rituals?

Not really, just no bananas! ⚓



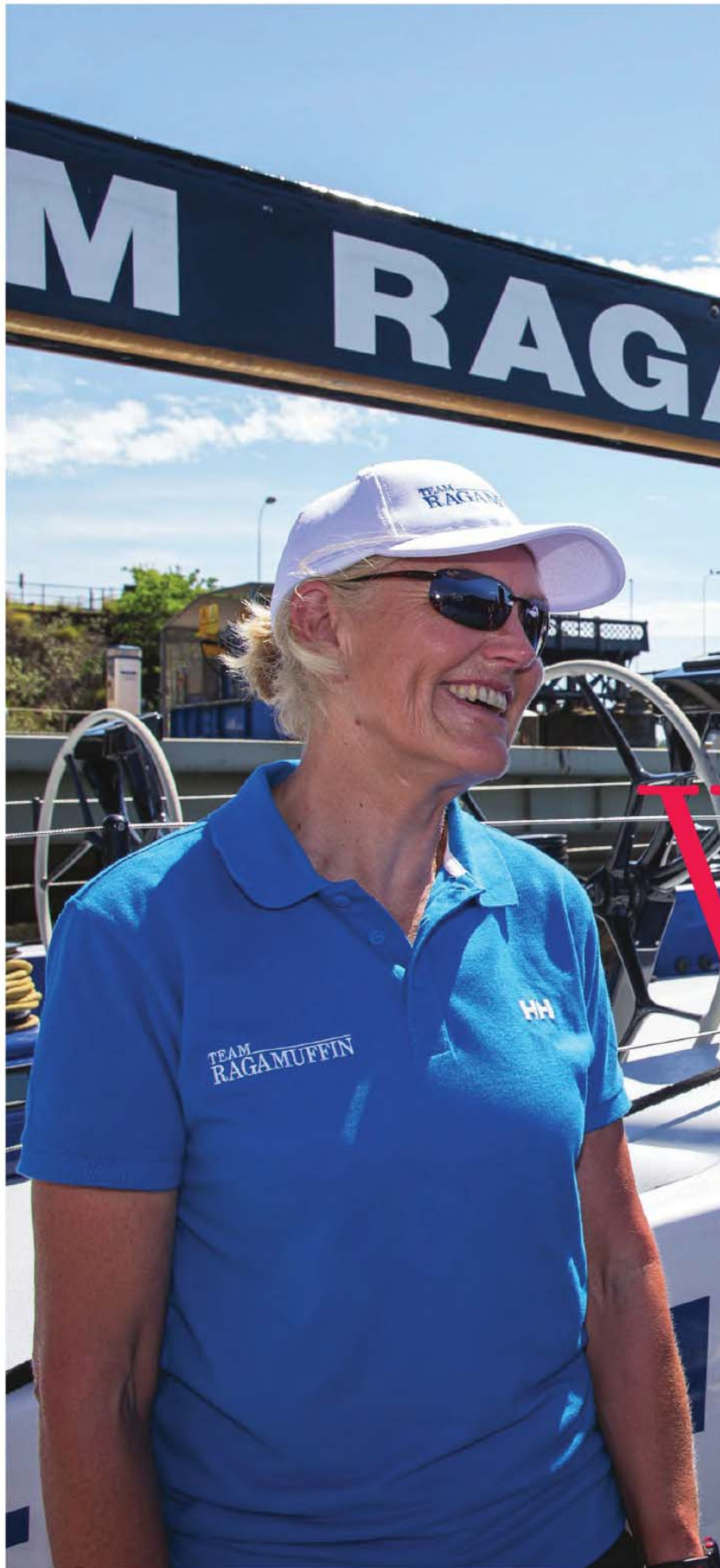
ROLEX / DANIEL FORSTER





ROLEX / STUDIO BORIENGI / STEFANO GATTINI





HEART IN IT

Vanessa Dudley is one of Australia's most accomplished sailors. She has two World Championships to her credit, in Moths as a junior, and very recently in 2013 at the Laser Radial Grand Masters. She has won numerous offshore races, and is always in demand as a steerer. This year marks her 20th trip south, and she'll be contributing her impressive skills and experience aboard JACKPOT, a J/122.

W

Why did you want to do that first Sydney to Hobart back in 1984 and what was the trip like?

It was a natural progression in a way. I started sailing with Bill Gilbert (who owned *Southern Cross*, a Farr 37), and his crew at the start of the season, so this was a step up. That one (1984) was a particularly bad Hobart and in a way ignorance is bliss. It was a southerly right from the start, and after 24 hours we had hardly made any headway. But everyone on the crew was pretty matter-of-fact about it, so I thought "this is pretty normal", and that these guys were absolutely crazy. We did eventually pull out, like half the fleet. On the second night there was a huge crash off a wave and a bang, and the backstay opened-up the transom like can-opener. We put out a Pan-Pan (distress call), there was water coming in the boat and the rig was moving around. But we made it into Ulladulla.

That wasn't enough to deter you?

Not really. I did the 18s for a few years then was invited onboard *Starlight Express*, (a Davidson 55), with Ian Treleaven, for the 1987 race. The crew was a mixture of old heads and newbies, some young skiff sailors, and that's a really good combination, I think.

ANDREA FRANCOLINI



Fast forward a bit, (Vanessa laughs), and you've sailed on Team Ragamuffin with Syd Fischer the last three years. What's that been like?

It's been an amazing experience and I never thought I'd get the opportunity to sail a 100-footer. You need really strong fearless people on those boats. When things go wrong, they just go massively wrong. It's incredible how fast these boats are going. When I got to drive, we were doing 30 knots plus so it was a lot of responsibility. You need to anticipate early and the good drivers do that. I did a couple of Transpacs with them (*Team Ragamuffin*), as well as a Vietnam race, a China Sea race, so it's been great being part of that and Syd's an irascible character. He was still a genuine contributor to the team by his powers of observation alone.

What do think has kept Syd coming back, long after other people would have hung up their sea-boots?

He just loves being part of the team. He's done 47 or 48 races, it's just such a big part of his life. He enjoyed the project, getting the boat to the start.

"You really need strong, fearless people on those boats. When things go wrong, they just go massively wrong."

Vanessa Dudley

I admire his dedication; I think it's unbelievable he's done it in his late 80's.

What keeps you still turning up each year?

I probably thought I'd stop doing them quite a while ago but then I got involved with *Wedgetail*, a Welbourn 42, through a friend of mine, Kevin Costin, and that brought me back. You're lucky with sailing, you don't have to retire at a particular age. Every year around now, your friends and family say, Are you going in the Hobart?, so it's good to be able to say 'Yes I am', and they follow that yacht. It's a thing that's bigger than just one sport, and that's what I like.

What size of boat in the race do you enjoy sailing most?

Forty (feet) seems little now. (Laughs). Sixty sounds good. Things come along and it's about the people as much as anything. I think you get more selective as you get older who you go with, and I've been very lucky with all the great people I've been able to sail with. Bill Gilbert and those guys from the first one

(Rolex Sydney Hobart race). You are potentially putting your life in your crewmembers' hands, so you form close bonds.

You don't like labels like 'trailblazer' or 'pioneer', but your achievements have helped overcome some of the stereotypes in what was a very blokey environment at the start.

I go sailing because I really love it. There's a sailing 'sisterhood' that's developed with Adrienne (Cahalan), and Gail (Harland), and others. The sport has also evolved a lot, and there are now more opportunities for female sailors. We have to encourage more younger people into offshore racing, it's a bit of an ageing demographic. The Rolex Sydney Hobart is very much a bucket list kind of thing. Many people have asked me how they can do it, but it can be difficult to get on a boat for the race. For me, it's been about grabbing every opportunity to get out there, learn more and experience all the sport offers. I think the same opportunities are there for anyone (female or male) who really loves it. ↓

— 2017 —
SYDNEY HARBOUR
REGATTA

Saturday 4th & Sunday 5th March 2017

Hosted by Middle Harbour Yacht Club (MHYC), the Sydney Harbour Regatta is one of the biggest keelboat regattas in Australia.

The Regatta is conducted with the valuable assistance of: CYCA, MYC, RANSA, RPAYC, RPEYC, RSYS, SASC and SFS.

More than 200 boats, racing in over 26 divisions, on 10 course areas in Sydney Harbour and offshore. All Classes will race over 2 days. Traditional post race beach party and entertainment back at MHYC each night - featuring the prize presentation on Monday night!

NoR available to download and online entries open at shr.mhyc.com.au

For all enquiries, contact sailing-administrator@mhyc.com.au

MIDDLE HARBOUR YACHT CLUB

Lower Parriwi Rd, The Spit, Mosman NSW 2088

P: 02 9969 1244 W: www.shr.mhyc.com.au



Image: www.afrancolini.com



ROBERT OATLEY
 VINEYARDS

Gen Next

Young sailors are the lifeblood of our sport. No matter how green, they have all heard about the Great Race South. And, as JENI BONE discovers, when the confirmation of a ride comes, it's accompanied by anticipation – and some trepidation.

Oyouth! The strength of it, the faith of it, the imagination of it!" So penned Joseph Conrad, sailor and master of prose, adroit

at casting bare the nature of men's souls.

He realised there's nothing so sharp as the appetite of the young for adventure and achievement. Conrad's observation about the verve of youth still rings true when you meet the young sailors competing in this year's Rolex Sydney Hobart Yacht Race.

Twenty year old Ben Robinson is a CYCA Youth Sailing Academy graduate, and this year will be sailing as bowman on the TP52 *Koa*, owned by Andy Kearnan and Peter Wrigley.

Ben says he will take part in his first Rolex Sydney Hobart, "as it's the first year since turning 18 that my skiff sailing commitments have permitted it."

"I've transitioned out of the 4.9er skiff class and on to the Noakes Youth 18-footer in the international 18-foot skiff class, onboard with Ash Rooklyn and Rhys Mara. Skiff sailing in recent years has been a priority and has proven to be a great stepping stone for me to expand my sailing repertoire into match racing, and further into the big boats."

He says the appeal is obvious. "The Rolex Sydney Hobart is a world renowned accomplishment for any true sailor's

resume, and has been on my bucket list for a long time. I'm excited for what this year's race will bring, and the opportunity to do it on such a good class of boat with a great bunch of guys is incredible!"

Competing on the water since seven years of age, Ben started in Sabots, transitioning into the International 29er and 49er classes.

In recent years, he has represented the CYCA in many international events including the World Match Racing Tour events in Perth and Sweden on the Marstrom 32 Catamarans, the US Grandslam Match series in America, and events throughout New Zealand and Australia.

He has also been sailing for Rod Jones' Team Kindergarten in the Farr 40 class campaigning for the goal of the 2015 Worlds Championships in Sydney and for the 2014 and 2015 Australian seasons. Results have been impressive: 1st 2016 Australian Youth Match Racing Nationals; 4th 50th Annual Governors Cup (California); 1st US Grandslam Match Series (New York, Chicago, Detroit) and 2nd University Match Racing World Championships (Perth). He is currently leading the Australian 18-foot skiff state championships (Sydney Harbour).

During his short yet illustrious sailing career, Ben has been mentored by the best.

"The person I believe who has helped me the most, in a time of my life where an individual develops the most, would have to be Ben Austin (Beijing 2008 Olympian who sailed with Nathan Outteridge in the 49er class), he reveals. "Ben Austin was my 29er NSW Sailing Team coach for three years through my mid-teenage years. He had finished his schooling with a 90s+ ATAR, while still in the same year winning gold at the Youth Worlds in the Laser class, completed a Physiotherapy degree at University and was studying Engineering.

"I'm currently 20 years of age and have completed two years of my University degree in Commerce (majoring in Accounting and Finance)," he continues. "I believe Ben demonstrated to me the perfect balance between studying an area of interest, sailing as a hobby/passion/career, and also showing me you're able to live a sustainable life in the long term."

All the same, Ben is not taking the Rolex Sydney Hobart lightly. "I'm sailing with Team *Koa* for the remainder of the Blue Water Pointscore Series," he says. "Off-water for me, preparation also includes gym



SHOULDERS TO THE GRIND
Opposite page: Left, Ben Robinson (far right on boat) is facing his first Rolex Sydney Hobart, working out and getting plenty of time on water; Emma May with her sister, Sophie, before her first time in 2014. This page: Lauren Galloway looks forward to all the "lumps and bumps" over Bass Strait and is training hard, practising with her safety gear and getting advice from seasoned campaigners.

"Since then I have been racing with the crew and have continued to compete in the BWPS and OPS and the SOPS, including last year's Hobart, when unfortunately, our steering cables snapped and we had to retire."

Mentors along the way, including *St Jude* owner, Noel Cornish, have shaped Emma's attitude and approach to sailing.

"Noel gave me the opportunity to start ocean racing and I am so grateful for that because I don't see myself wanting to stop any time soon. Noel's approach to safety and getting the best out of everyone on board is something that I admire and feel privileged to be among."

Her appetite whet for the race's many highlights, Emma says she is keen to head back again, taking on the job of bow.

"I love being put in a high-pressure situation and figuring out the quickest and most effective way to get something done. On the bow I'm always on my toes and planning ahead, which is challenging and rewarding when you make it to the end, especially that arrival at Constitution Dock."

"The team atmosphere is also a big part of what makes Hobart so enjoyable and the camaraderie. I think a big part of coming back this year is also to complete what we didn't get to last year."

Nerves are a natural part of competing, she says, "but I think those nerves just make me focus more."

"Until last year I hadn't experienced what it was really like to be in the thick of things, and I realised that at the time, you don't really have time to be frightened or worried, you've just got to get the job done as quickly and safely as possible."

Sailing on the BH36, *Local Hero*, Lauren Galloway is just 18, but already a veteran of her share of ocean races.

"I learnt to sail on a Manly Junior in the sheltered waters of Brooklyn, on the Hawkesbury River. From there I've sailed anything that I could including Flying 11s, 16ft skiffs, Elliott 7s and International 420s.

"I have been a member of the Cruising Yacht Clubs Youth Sailing Academy for five years now and was offered the chance to participate in twilight races, the Winter Series and open water Point Score races. I recently completed the 2016 Land Rover Sydney Gold Coast race, 384 nautical miles, which was very slow for us at times, however it has helped me in settling my nerves and fears ahead of Boxing Day."

"Through all this, I gained valuable experience from the world's best, which has prepared me for the race this year."

For Lauren, the allure of the Rolex Sydney Hobart is a combination of tactics, team work and the satisfaction of finishing what she deems "one of the most prestigious ocean races in the world".

"It's a special moment to be sailing in such a big spotlight, and for everyone and anyone from around the globe to ask you about it for years to come. It is a great thing for the sport of sailing."

"The race itself is tricky, with uncertain weather, making for testing conditions and mental and physical challenges. I am told Bass Strait is 'lumpy, bumpy and feels like it goes on forever but you'll miss it once you're through,' which is what I'm most looking forward to."

Born in 1998, Lauren is regularly regaled with tales of the tragedies of that year, something not lost on this teenager.

"I know for sure it will be extremely testing mentally and physically for such a small and young person, but I am ready for what lies ahead and confident in my team and the teams around me as well as all of the support staff should something go wrong."

Preparation and good habits are key, she adds. "We have been preparing thoroughly as a team, doing boat checks and safety training regularly. I have been getting used to all of the gear, by putting it all on often and sometimes even tethering onto things as I walk around the house!"

Lauren's family, parents Sharyn and Peter and younger sister Aimee, are her greatest supporters.

"They have full confidence in me and constantly encourage me to do well in every endeavor. I couldn't do it without them. The support of all those who have helped and guided me throughout the years at the CYCA has encouraged me and allowed me to compete in this year's race. Then there are my teammates on *Local Hero* who are willing to teach me how to do anything onboard, including midnight radio skeds, safety and offshore tips. Stacey Jackson, as a 10-time Rolex Sydney Hobart racer, and Volvo Ocean Race sailor has inspired me to challenge myself more every day."

All of those lessons will prove important on the 628 nautical miles to Hobart, but also some things that can't be taught, which these young adventurers will have to find within themselves. ⚓

sessions five days a week to build strength."

He confesses to being a little nervous about the Rolex Sydney Hobart, only natural for any sensible sailor. "The worst case scenarios play in the back of a person's mind – it's just human nature. I am a pretty confident person that likes to make sure things are done in the correct way and as efficiently as possible. I believe that if I maintain these integrities, the safety and concerns of myself and those around me will be minimised."

"Andy and Pete are both people who hold their crew's safety as paramount. Every crew member must have their Sea Safety Survival competence before setting off for Hobart, along with a PLB. The owners have also had AIS fitted in all crew life jackets to assist with crew retrieval in the event of a MOB accident."

Also a crucial part of his essential kit will be Ben's tattered, faded, but nonetheless loved \$6 Mountain Designs hat. This hat has been around the world more than a handful of times and has probably been on my head for over 20 sailing events in all classes of boat. It will definitely be leaving for Hobart on Boxing Day."

Emma May is 20 and competing in her third Rolex Sydney Hobart aboard *St Jude*, the Sydney 47 owned by Noel Cornish. Another accomplished CYCA sailor, Emma started in Sabots at eight-years old at Lane Cove Sailing Club. At 14, she received a half-scholarship to the CYCA's Youth Sailing Academy.

"I progressed through their squads into their advanced match racing squad, and through that was offered the opportunity to sail my first ocean race with Noel Cornish, on his Sydney 47 *St Jude* in 2014. I completed the Blue Water and Ocean Pointscore series with them and competed in my first Rolex Sydney Hobart that year."





T

he 50th edition of the Sydney Hobart in 1994 attracted what remains the biggest fleet on record: 371 boats. Many of the world's top maxiyachts had been shipped or sailed to Sydney for the showdown against the other big names. In some cases, the match-ups had been years in the making.

The scene was set then for the inaugural Canon Big Boat Challenge, with up to 15 maxis battling it out for 18 nautical miles around the Harbour's spectacular landmarks.

Lindsay May was aboard *Brindabella*, which stormed triumphantly home ahead of the foreign competition.

'What I recall was that it was a remarkable marketing initiative by Canon Australia who brought to yachting the colour and

spectacle previously enjoyed by tennis and golf. Canon promoted the event and hosted a few hundred dealers and clients at the CYCA and on the water. Most of these executives had no idea how exciting yacht racing could be, until Canon opened their eyes.

There was a host of famous overseas maxis: *Longobarda*, *Congere*, *Sorcery*, plus locally skippered boats with overseas links, *Exile* (HK), *Tasmania*

(formerly Grant Dalton's *New Zealand Endeavour*, winner 1993-94 Whitbread race), and *Broomstick* (South Africa). Ourselves, (*Brindabella*), *Wild Thing*, *Bobsled* and *Hammer of Queensland* were out there to ensure the overseas boats were really going to have to earn any bragging rights on the harbour.

It was a typical Sydney summer day with nor'easter written all over it. There was a lot of excitement on the dock

FROM THE VAULT

LINDSAY MAY, Navigator of *Brindabella* recalls the first time maxis battled it out on Sydney Harbour.

with these maxis about to compete, but few of them had previously raced against each other, so form was unknown.

Brindabella, then at 75 feet, had suffered hull damage in the 1993 Sydney Hobart in her first hit out. Repaired, she had raced all season and crew and boat were match fit, but the unknown was *Tasmania*, chartered by Tasmanian Bob 'Beanhead' Clifford of Incat fame. A capable but wily yachtsman, demonstrated by his charter of this famous yacht.

A ketch being two masted, typical Tasmanian jokes were rife. As winner of the Whitbread Round the World race, where you settled down for long legs, how would she handle the short tacks and gybes dictated by the confines of Sydney Harbour?

Clifford had on board the cream of Tasmanian yachting and then some. Graeme 'Frizzle' Freeman and brother Julian, Chris Harmen, Stephen 'Rowdy' McCullum, Ray Gumley, Craig 'Stringbean'



Clifford, plus locals Bob Scrivenor as navigator and John 'Hanger' Harris. It was a very capable team.

The nor'easter built above 16 knots and the first beat to Manly saw a lot of short tacking. *Brindabella* back then had running backstays and the aft winches were under powered, especially for short tacking duels. As navigator, my job was to throw off the lazy runner then start winching the new runner in. As one tailed, another crew would come back and help grind the runner back to full tension. Usually the runner was just fully on when it was time to tack. All crews were fully challenged.

Tasmania led the way until the last run from Manly back to Bradleys Head and the Opera House finish. As the big white-hulled ketch favoured broad gybe angles, *Brindabella* slid down the eastern shore.

Tasmania went way across into Obelisk Bay and when she gybed back onto port, it was visible we had a slender lead. With hearts in our collective mouths, *Brindabella* held off all that *Tasmania*'s crew could throw at us, going on to win what was to be the first of five Big Boat line honours.

Tasmania went on the win the 50th Hobart. As both boats were engaged in an early morning speed duel, off Cape Raoul just 25 miles from the finish, *Brindabella* suffered a halyard failure allowing *Tasmania* to take the gun and avenge the Canon Big Boat defeat. ⚓

EDITOR'S NOTE: Well-known yachtsman and official City of Sydney photographer Ron Dunphy was also out for the much-anticipated race and captured all the atmosphere of a magnificent yachting spectacle. Thanks to the Ron Dunphy Collection.

Complete sailing solutions



YANMAR



YM-JH Series 9-125mhp

- Market leader with dedicated marine service network
- Preferred choice by leading sailing boat manufacturers
- Shaft and sail drive configurations available

TORQUEEDO

The Leader in Electric Propulsion

Travel 503/1003

- Solar Rechargeable – including during the voyage
- Travel 503 S/L – tenders, dinghies, day sailors up to 750 kgs
- Travel 1003 S/L – tenders, dinghies, day sailors up to 1.5 tons

1.5HP equivalent

3HP equivalent

No Petrol
No Noise



Cruise

- Sturdy frame for use in demanding environments
- Optimised propeller design for more thrust or greater speed
- Models suited for dinghies, motor and sail boats up to 10 tons
- Pod Drives available for sailing applications

5HP equivalent

8HP equivalent

20HP equivalent



Cruise
Pod Drives



Australia, New Zealand and South Pacific Distributor for these leading brands.

YANMAR

Gori
propeller

TORQUEEDO

PRO-SEAL
SHAFT SEAL

mase
GENERATORS

Power
equipment

Australia: 1800 069 469
www.powerequipment.com.au
New Zealand: +64 9 358 7478
www.powerequipment.co.nz

The Australian ocean racing community has seen several of its great stalwarts sail their final voyage during the past year. Editor at large PETER CAMPBELL remembers them well.

Yachtsmen and women who will compete in this year's Rolex Sydney Hobart Yacht Race or who have sailed in the Great Race South over many decades will pause on Boxing Day to remember three icons of Australian and international ocean racing who passed away during 2016.

Bob Oatley, who had been in poor health for several months, passed away at the age of 87 on 10 January. He had been too ill to fly to Tasmania to see his champion supermaxi yacht *Wild Oats XI* contest its 11th Sydney Hobart, only twice beaten for line honours.

Roger Hickman died on 2 March, despite intensive treatment for cancer that suddenly manifested itself only hours after he sailed his beloved yacht *Wild Rose* in the 71st Sydney Hobart. It was his personal 39th blue water classic at the age of 61.

Another prominent yachtsman to pass on this year was the much-loved and respected CYCA member Richard (Lawso) Lawson. He was not a yacht owner but an outstanding crewman and mentor for many sailors.

Lesser known to younger Australian sailors, but also an icon of international ocean racing in the 1970s and 1980s, was the late Jim Kilroy, a great American sailor who set a race record for the Sydney Hobart in his maxi ketch *Kialoa II* that was to stand unchallenged for 21 years. Kilroy was 94.

While I had been a good friend of Roger Hickman at the Cruising Yacht Club of Australia for many years, it was not until I moved to Hobart almost eight years ago that I learned more about HICKO as a boy and a young sailor.

From his earliest days of sailing on the River Derwent, out into Storm Bay and down the D'Entrecasteaux Channel, Hickman went on to become a master mariner.

With his passing from cancer at the age of 61, Australia lost a superb Tasmanian-born seaman and a mentor to many of Australia's now-leading offshore sailors.

Personally, it was a shock when his navigator, Jennifer Wells phoned me only days after Roger had completed his 37th Rolex Sydney Hobart, sailing his beloved Farr 43 *Wild Rose*, to say that HICKO was in hospital in Hobart, under intensive care, after suddenly collapsing.

He was flown back to Sydney for treatment for cancer, remaining cheerful and confident of recovery, even talking about sailing *Wild Rose* in the Port Stephens Regatta in February. Sadly, that did not happen. He passed away on 2 March.

A versatile yachtsman, (ocean racing plus sailing Lasers, Etchells and Dragons), Roger displayed a love for sailing from boyhood to

middle age, interspersed by his career in the merchant marine where he rose to the rank of ship's captain.

In an interview for the *Tasmanian Yachtsman*, the club magazine of his Hobart club, the Royal Yacht Club of Tasmania, HICKO spoke of his first ocean race at the age of three, sailing with his uncle Frank Hickman on his yacht *Nell Gwynn* in a Bruny Island Race.

"I can clearly remember looking out through the wire-reinforced porthole at The Friars (a cluster of rocky islets) off the southern tip of Bruny Island," he recalled.

Years later, his father Jim Hickman (later a Commodore of the RYCT) allowed the teenage Roger and several mates to take his classic yacht *Bronzewing* on extended overnight trips in southern Tasmanian waters, once in near dire circumstances when a storm came sweeping up the coast.

Roger began his competitive sailing career in the International Cadet dinghy class, finishing second in the World championships in Hobart in 1969 and the following year represented Australia at the Worlds in England.

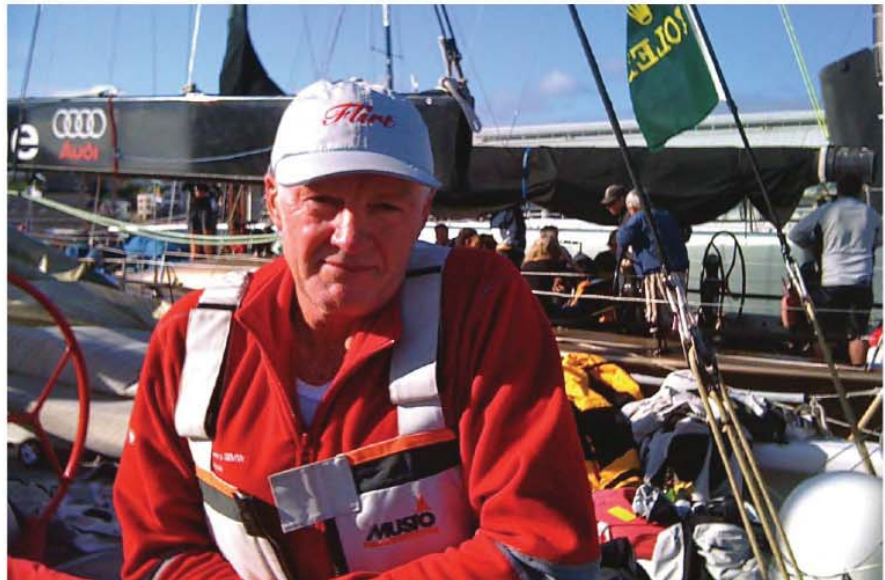
This was the start of a brilliant career in sailing, from one-design dinghies and keelboats to ocean racing, culminating with his overall victory with *Wild Rose* in the 70th Rolex Sydney Hobart Yacht Race in 2014.

This was, in fact, his third overall win in the world-famous ocean race, as co-owner of the Farr 43 *Selbourne Wild Oats* in 1993, as sailing master of *SAP Ausmaid* in 2000, and as owner/skipper of *Wild Rose* in 2014.

Sadly, his great sailing career has been cut short, leaving us with memories of a master yachtsman, superb seaman and mentor to so many. As Australian Sailing President Matt Allen said in a tribute: "If you ever got caught in a storm, the person you wanted beside you was HICKO." ⚓

Roger Hickman

Australian ocean racing lost one of its greatest sons earlier this year with the death of Roger Hickman from cancer. HICKO collapsed in Hobart on New Year's Eve after skippering his beloved *WILD ROSE* to an overall 6th place. The year before in 2014, he became one of a very select club of sailors to win three races overall. He was a fierce competitor, a mentor to many, and his legacy lives on in all those he introduced to the sport he described as a 'privilege' to participate in. PETER CAMPBELL, veteran yachting journalist and editor, knew this consummate seaman well.



BRUCE MONTGOMERY



Robert Oatley

There are few Australian yachtsman who did more to raise the standards of the sport of yachting than Robert (Bob) Oatley, spending millions on his personal sailing ambitions but also as a generous philanthropist towards the Olympic sailing movement. As PETER CAMPBELL explains, this passionate sailor's contribution to, and support of the Rolex Sydney Hobart Race cannot be underestimated. In the 1980's Bob Oatley was a committed competitor, most recently as the owner of *WILD OATS XI*, the 100-footer which he handed to trusted skipper, Mark Richards and crew to campaign at sea. Bob Oatley passed away in January. He was 87.

There were two things Bob Oatley enjoyed and excelled in, the wine-making business and yacht racing. His patronage of the *Wild Oats XI* racing team rewarded him with spectacular line honours victories eight times in 10 years, including setting an unbeaten race record in the supermaxi's rare line and handicap honours double in 2005.

Wild Oats XI has been one of the world's most significant state-of-the-art supermaxis of the past decade, with Oatley prepared to spend millions on upgrading her each year to meet the competition from local and overseas supermaxis. Her success attracted competition from overseas yachts in the Rolex Sydney Hobart, raising the international status of the race.

Without question, the Oatley/Richards combination was a world pioneer in the development of stored power for canting keels and other underwater appendages, as well as in sailing handling.

His first canting keel boat caused a controversy when it led an Australian team in winning the prestigious Admiral's Cup at Cowes on the Isle of Wight in England.

From humble beginnings, said to be filling inkwells in the Sydney office of a trading company, Bob Oatley went on to become one Australia's wealthiest individuals: a coffee trader in Papua New Guinea, winemaker, sailor and luxury resort developer.

Yet his modesty, respect of others, philanthropy and an ability to make work fun never deserted him. He was much loved by his employees, friends and family.

Most Wednesday afternoons he could be seen at the helm of an earlier *Wild Oats*, enjoying a race with the Royal Prince Alfred Yacht Club's "Wednesday Wonders". His crew were friends or family.

His other great gift to yachting was to buy and revive the Hamilton Island Resort and expand the annual Hamilton Island Race Week to the biggest yachting regatta in Australia. Until recently, he competed himself.



Mark Richards and his crew will race *Wild Oats VI* to Hobart again this year, in memory of a great Australian yachtsman and entrepreneur who contributed so much to the sport of ocean racing.

There was serious concern over the patriarch's health prior to the 2015 Rolex Sydney Hobart. However he was on hand for the traditional passing of his walking cane to *Wild Oats'* skipper Mark Richards two days before the start. The cane, which featured a model of the supermaxi's hull as the handle, was considered an essential good luck charm by the crew. It was Bob's way of 'being on board'.

The fact that Bob Oatley and Roger Hickman died early this year, just a few weeks apart, brings to mind an interesting coincidence that's perhaps not so well-known among yachties.

Hickman's *Wild Rose*, a Farr designed 43-footer, was Oatley's first yacht named *Wild Oats*. He campaigned the boat for a place in the 1985 Australian Admiral's Cup team, without success. About seven years later, the yacht was bought by Hickman and Bruce Foye and they won the IOR division of the 1993 Sydney Hobart. ⚓



David Lawson

Cruising Yacht Club of Australia Life Member David (Lawso) Lawson will be remembered for his many contributions to ocean racing and to the CYCA, but also for his great sense of humour and friendship among so many sailors.

Only a week before his death earlier this year Lawso asked his longtime friend David Graham to make sure he paid his annual Life Membership of \$2,000 to the CYCA. Lawso was then in a nursing home on the NSW South Coast.

Rolex Sydney Hobart media director and longtime friend, Di Pearson, in her fine tribute to Lawso said he was resigned to his fate – the brain was still in great working order, but the brain was failing bit by bit and he had had enough.

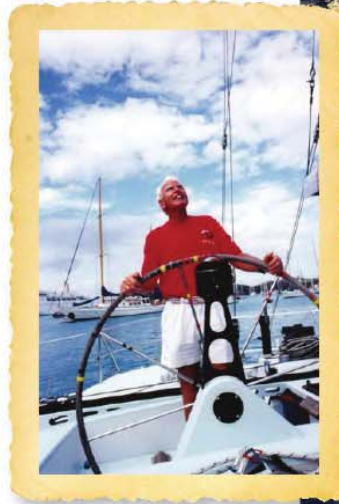
His last appearance at the CYCA was to celebrate his 80th birthday, oxygen supply and all; nothing was going to stop him. He had a ball with a large selection of friends, recounting his sailing exploits from the 1960's onwards, Di recalled.

David (Lawso) Lawson will be remembered as one of the 'heavies' of the sport of ocean racing, an outstanding seaman and navigator with an illustrious career spanning more than 50 years. The last of his 33 Sydney Hobarts was to be the fatal 1998 race, aboard the downwind flier, Marchioness.

Lawso's standout Hobart was navigating Tony Fisher's *Helsal*, dubbed the 'flying footpath' (she was built of ferro cement), to a record-breaking line honours victory in her maiden Sydney Hobart in 1973.

A member of the CYCA since 1964, Lawso was bestowed Life Membership in 1997 for his voluntary contribution to race management safety, particularly in offshore racing. He also fulfilled another voluntary role for many years, as principal race officer, encouraging and training many others in committee boat starting procedures.

Up the NSW North coast between Old Bar Harrington and Crowdy Head there is rock, unofficially named 'Lawso's Rock', but that's another story in the long career of a great friend and mentor to many. ⚓



Jim Kilroy

Best known in Australia as the owner and skipper of KIALOA III, one of the most famous yachts in the history of the Sydney Hobart race, US yachtsman Jim Kilroy passed away in September, aged 94. Inducted into the US National Sailing Hall of Fame, Jim Kilroy's ocean racing yachts, all name KIALOA, amassed a record of victories that remains unrivalled in the highest levels of Grand Prix racing. PETER CAMPBELL remembers his long-time friendship with this enigmatic American.

I first met Jim Kilroy when he brought the famous maxi ketch *Kialoa III* to Australia to represent the USA in the Southern Cross Cup and contest the 1975 Sydney Hobart Race. We immediately struck up a good friendship and at his invitation I sailed aboard *Kialoa III* in one of the Southern Cross races, my first and last race on a maxi yacht.

About a week later I was out on the River Derwent in the early hours of a dark summer morning to watch *Kialoa III* smash the race record. I can still recall seeing the dark silhouette of the great yacht the only illumination being her navigation lights and the occasional beam from a touch checking the trim of the mainsail.

Kialoa III's race record stood for 21 years, until 1996, when the German maxi yacht *Morning Glory* broke it – by just 29 minutes. I was on the Derwent early that morning, too.

Jim and I had kept in contact quite regularly as he maintained an ongoing interest in the Rolex Sydney Hobart. He was a strong opponent of the changes to the rules that allowed maxi yachts to use stored power to operate their massive rigs and canting keels.

He asked me to convey his views to the CYCA, which I did but to no avail.

Jim wrote a biography, covering many aspects of his life from growing up in Alaska, learning to fly with the US military, his business career in California, but a fascinating story of his great days of racing his yachts named *Kialoa* in major ocean races around the world. He kindly sent me a copy... I look forward to reading it again.

His daughter Trice kept his 'crew' informed as Jim's health failed and it was a sad day when I received this email from his daughter Trice:

"Dear *Kialoa* Crew,
I'm very sad to say that JKB has gone to the OCEAN RACING SEAS IN THE SKY.
He's in a good place and sailed off peacefully today at 11am.
Thank you for all of your prayers.
Love, Trice"

Yachts named *Kialoa*. (a fitting Hawaiian name meaning 'long beautiful canoe'), and their owner/skipper Jim Kilroy, will long be remembered in yachting circles around the world and, of course, by those who had the privilege to sail with him. ⚓



Local. Global.



We know our customers and that is why some of our products are manufactured locally, to meet a specific local requirement. So if you need Awlcraft Antifouling, Everdure or Goldspar, you can have them, quickly – they're produced here in Asia Pacific.

You're on first name terms with your local International representative. You know and trust the products that they sell. You know where they are made and that they will perform in our region.



You also know that behind our local service, stands the technical expertise, constant innovation and renowned customer support of one of the world's largest coatings manufacturers.

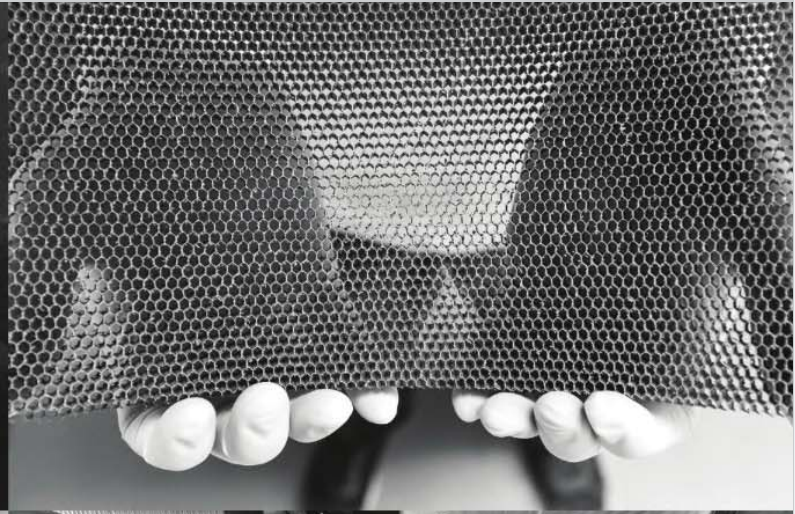


So if you want Micron 66, Trilux 33, Toplac or any of our other globally available, market-leading coatings we can supply these right here in Asia Pacific or wherever your voyages may take you.

It's the best of both worlds: first class local service, backed by the absolute confidence of dealing with an international company that truly values your business, here or no matter where you are.

Visit our website for more information – www.yachtpaint.com

AkzoNobel



Photos : Andrea Francolini

McCONAGHY Australia

Since 1966: 50 continuous years of
Australian innovation, quality, precision and performance

ROLEX SYDNEY TO HOBART RACE RECORD

3 race record holders

17 overall and line honours winners

79 podium places

14 Rolex Time pieces awarded to our owners since the first Rolex race in 2002

77 Bassett St, Mona Vale NSW 2103, Australia
+61 2 9997 7722



Following the Fleet

THERE ARE MANY WAYS TO SAMPLE THE RACE'S UNIQUE ATMOSPHERE – SPECIAL DOCKSIDE VILLAGES IN SYDNEY AND HOBART, GREAT VANTAGE POINTS ON LAND AND WATER ON BOXING DAY, AND THEN KEEPING UP TO DATE WITH ALL THE ACTION AT SEA VIA THE YACHTS' TRACKERS.





Ranked as one of the most challenging and prestigious long ocean races in the world, the Rolex Sydney Hobart Yacht Race covers a distance of 628 nautical miles. As the fleet heads south into the Tasman Sea, the yachts will battle the elements before reaching the finish line between two and five days later, depending on the size of the yacht and sailing conditions. The race record stands at one day 18 hours 23 minutes and 12 seconds set in 2012 by *Wild Oats XI*. Australia's premier ocean race attracts some of the world's best skippers and most experienced crews.

The maximum length overall for a competing yacht is 100-feet (30.48-metres) and this year it is

expected that four super maxis and four other maxis will compete for line honours glory. Approximately 80 percent of the fleet will be vying for the historic Tattersall's Cup, awarded for overall handicap honours. The race attracts competitors from across Australia, with international interest growing, this year including Sweden, China, Hong Kong, Japan, New Zealand, the UK, the USA and for the first time, Korea.

This year, the fleet of up to 100 yachts will start at 1pm across three start lines off Nielsen Park and the biggest boats will start off the front line north of Shark Island. There will be a distance of 0.2 nautical miles between the start lines, with identical starting signals for all three. The

start lines will stretch across the Harbour and be identified by the Rolex logo on the inflatable marker buoys.

There will be two sets of rounding marks at Sydney Heads, which will compensate for the distance between the start lines, as the fleet heads out to sea and then south to Hobart. The rounding marks will large Rolex inflatable buoys. After the start, the fleet must remain within the exclusion zone until they clear the Harbour with all boats leaving Zulu or Yankee marks to starboard before heading south to Hobart.

The Rolex Sydney Hobart fleet can be tracked all the way to Hobart with each yacht's position updated continuously via Yacht Tracker on the official race website. www.rolexsydneyhobart.com



Sydney Port-of-Call

VILLAGE LIFE

Sydney Hobart Race Village will add another layer of atmosphere and enjoyment to the annual pre and post-race festivities.

The Sydney Race Village, located adjacent to Cruising Yacht Club of Australia (CYCA) clubhouse is the epicentre for those fare-welling or welcoming crews; or for visitors just keen to be part of the great race on 26 December. In prime position, overlooking the marina, there will be some added style and comfort in 2016.

Race Village sponsor JANUS et Cie have provided their stylish outdoor furnishings, setting a nautical scene with classic navy and white lounges, chairs, stools, tables and more from their 'Pacific', 'Slant' and 'Dolce Vita' ranges. From 9 December, the Sydney Race village will be at the very heart of the action as crews prepare their yachts and kit themselves out with

gear from the Musto shop, with the media broadcasting live from the club and the marinas lined with people looking at the boats or wishing family and friends well for the trip south.

On Boxing Day grab some breakfast from the club and race village; check out the family friendly activities as part of 'Family Day'; including a BBQ, kids games, face painting and a photo booth, or find out more about sailing and marine safety through Roads and Maritime Services displays and Sailors with Disabilities (SwD). Then find a comfy seat with your glass of Mumm Champagne or a cold Peroni and some lunch and watch the Seven Network's live broadcast of the start on the Race Village giant outdoor screen. Relax by the water as you keep in touch with the fleet's progress via Yacht Tracker.

The Cruising Yacht Club of Australia thanks the following sponsors.

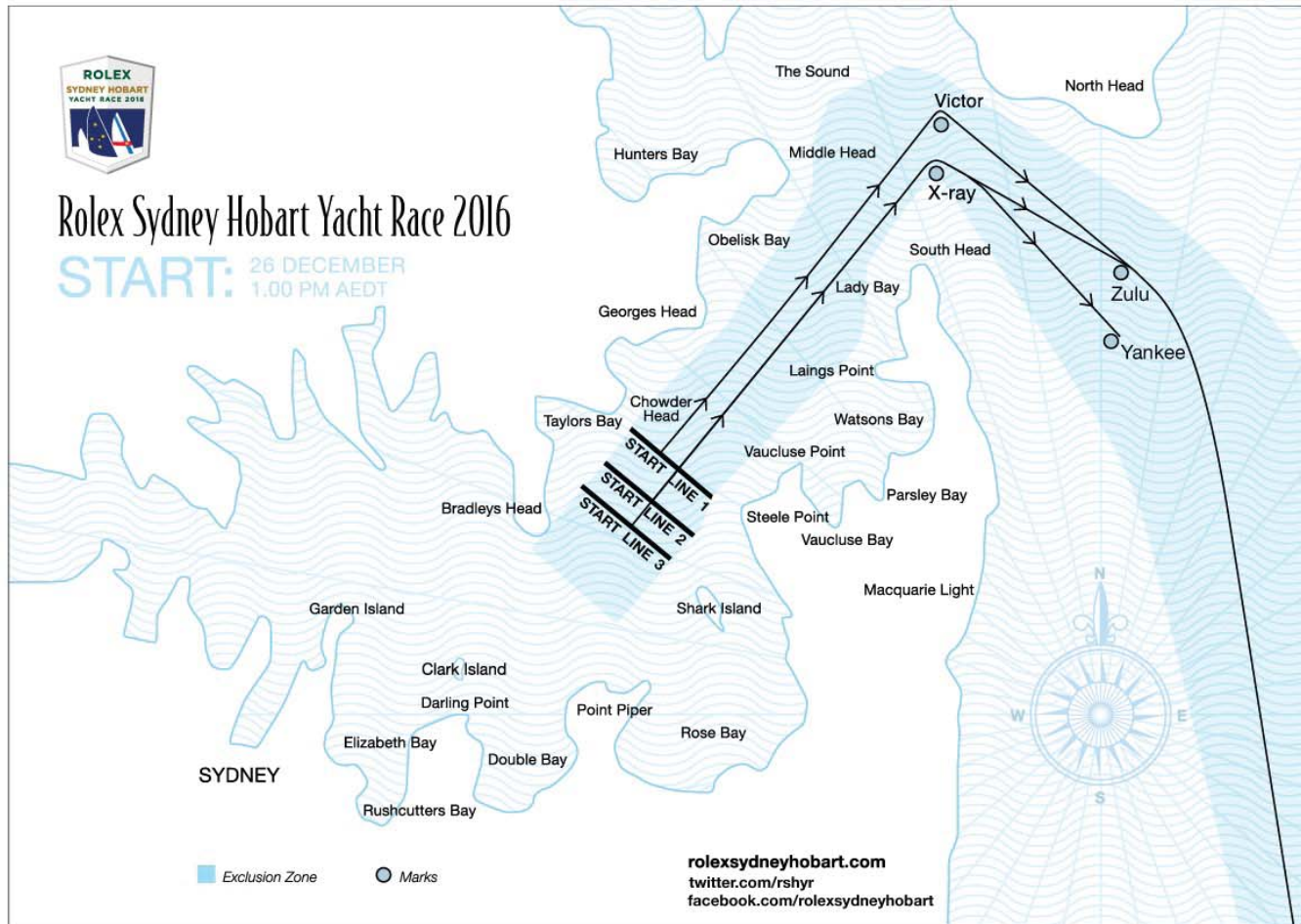
Naming Rights Sponsor of Rolex Sydney Hobart Yacht Race
Rolex

Support sponsors and organisations Sydney Race Village and Race Functions

- JANUS et Cie
- Mumm Champagne
- Peroni
- Moreton Hire
- Lindt Chocolates
- Robert Oatley Wines
- Robert Oatley Vineyards
- Schweppes
- Snack Brands Australia
- Land Rover
- JBW and Appliances online
- Smartsheet
- Roads and Maritime Services
- Bangor Oysters
- GME
- Club Marine
- ANMM
- Musto
- Lamont Hotels
- Nots by Heckmann

© ROLEX / STUDIO BORLENGHI / STEFANO GATTINI





All competing yachts can be recognised by a distinctive Rolex race flag on their backstay, so please keep well clear of them.

THE START PROCEDURE

Competitors will cast-off at Rushcutters Bay and other parts of the Harbour then head to the exclusion zone at least one hour prior to the starting sequence with their storm sails hoisted, and check in with the race committee vessel.

All competing yachts can be recognised by a distinctive Rolex race flag on their backstay, so please keep well clear of them.

As the countdown to the start begins, the CYCA's cannons will be fired aboard the new official starting vessel *Olympic Storm* to draw attention to the traditional starting flag sequence, as follows:

- 12.50pm – 10 minute warning signal, with Code flag W hoisted and cannon fired
- 12.55pm – 5 minute preparatory signal, with Code flag P hoisted and cannon fired
- 1pm – Starting signal, with Code flag W and Code flag P dropped and cannon fired

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, and if the wind is from the north or northeast, the fleet will have to tack, or 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.





Guardian of the fleet

Radio Relay Vessel

Prominent CYCA member, John Winning has generously donated his 20-metre motor yacht, *JBW*, for the 12th consecutive year as the Radio Relay Vessel. John has provided *JBW* to the CYCA for use as the radio relay vessel in the Rolex Sydney Hobart Yacht Race and other major offshore races thereby assuring that the safety reputation of these races is maintained.

This year there will be eight people aboard. The boat crew will be led by Andrew Copley as the Captain (26 Hobarts) with David Ellis (26), Doug Cameron and Rob Scrivenor, and they will be joined by the official radio team leader David Kellett (42) and team John Woodford (29), Colin Tipney (32) and Colin Wildman (47).

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 organisation.

Should an emergency arise, the radio relay team control the search and rescue operations from sea, coordinating 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 liaises with the media team about the conditions at sea, providing competitors with handicap and sporting results where possible. They also keep the vessel running smoothly and positioned in the middle of the fleet.

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

JBW is powered by twin Gardner 8LX diesel engines with stabilizers 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

 **PredictWind.com**
THE WORLD LEADER

 **ECMWF**

**HIGHEST
RESOLUTION
AVAILABLE**

PWG | PWE | GFS | ECMWF
FORECAST MODELS

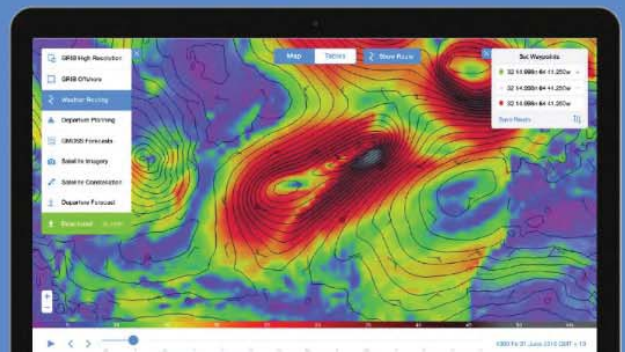


OFFSHORE APP

Get the top 4 weather models
at the highest resolution for
the Sydney Hobart

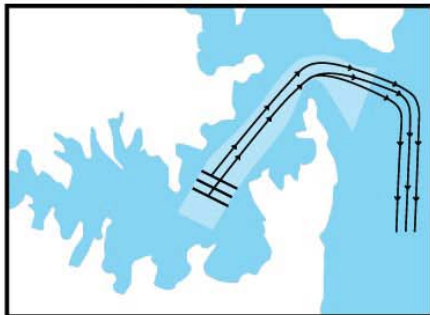
ONLY FROM PREDICTWIND

www.predictwind.com

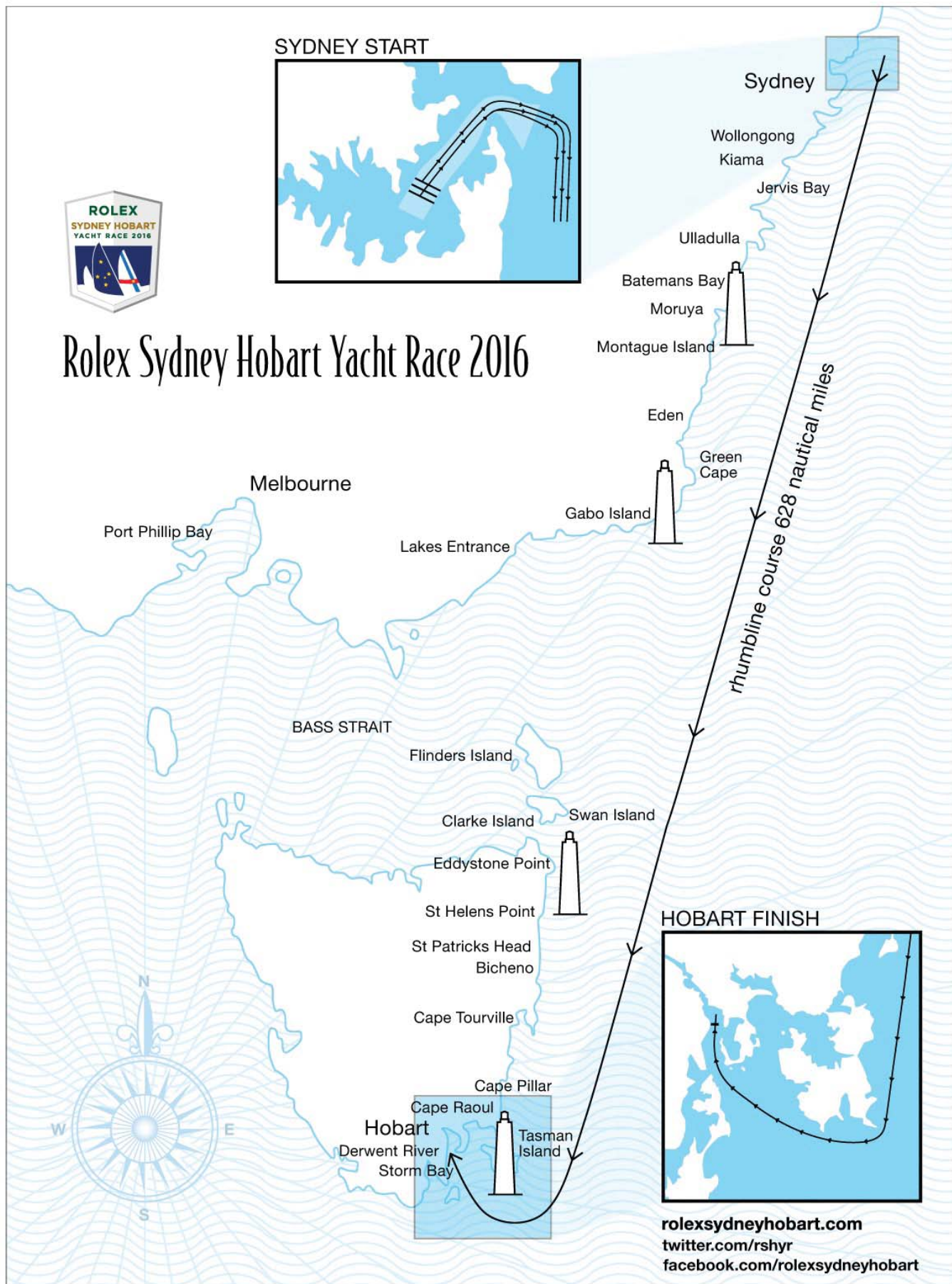




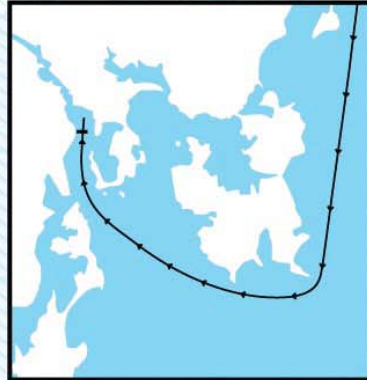
SYDNEY START



Rolex Sydney Hobart Yacht Race 2016



HOBART FINISH



rolexsydneyhobart.com
twitter.com/rshyr
facebook.com/rolexsydneyhobart



Autopilot Perfection

New Evolution with NEW R4 Upgrade

- Superior, self-calibrating, 9-axis autopilot sensor technology
- Now even smarter with patented wind data processing algorithms for super accurate and responsive steer-to-wind control
- All new R4 Evolution TrackIQ™ technology to keep you on the perfect course

Champion Solo Sailor Andrea Mura
wins with Evolution R4. Go to
raymarine.com/evolution to
learn more

New p70s
Controller



R4 is a **FREE** upgrade to Evolution owners
Go to www.raymarine.com/evolution to upgrade

Raymarine[®]
BY **FLIR**



Bay and waters to North Head or in the eastern channel, Watsons Bay, Camp Cove and around South Head.

For those who don't have access to a spectator boat to watch the Rolex Sydney Hobart Yacht Race, the CYCA offers tickets on the *John Cadman III* official spectator vessel. It departs from McKell Park Public Wharf in Darling point at 11:30am and returns at 2:30pm. Tickets are \$140 for adults and \$70 for children aged 5 to 12, with children under 5 free of charge. The ticket includes finger food and lunch, beer, wine, champagne and soft drink, and a dessert buffet with tea and coffee. To purchase tickets for the CYCA spectator boat,

SPECTATOR VANTAGE POINTS

In what has been a Boxing Day tradition in Sydney since 1945, thousands take to the water and the foreshores to watch the start of this iconic race.

Most years it is a beat to windward with the yachts crossing tacks as they sprint towards the open sea, although there are some times where it is a colourful spinnaker start. On the water, spectators who position their vessels in the eastern channel can watch the race start and follow the fleet down the Harbour to the Heads and out to sea. To watch the fleet sail through the Heads, it is advisable to move well down the Harbour (towards

Watsons Bay and South Head) before the starting cannon fires at 1pm. On-water spectators who intend to watch the race start but not follow the fleet after the start, should position their vessels on the western side of the Harbour. There are vantage points 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

visit www.rolexsydneyhobart.com/spectators/spectator-vessels.

If you aren't able get out on water to watch the race, the best vantage points on land on the western shore of the Harbour include Bradley's Head, Chowder Bay, Georges Heights as well as Middle Head. On the eastern shore you can best see the race from Shark Island, Steele Point, Vaulcuse Point, South Head and The Gap. North Head offers a magnificent panoramic view down the Harbour and out to sea, enabling you to watch as the yachts sail down the coast.

The Seven Network will broadcast the start of the Rolex Sydney Hobart Yacht Race live from 12.30pm. You will also be able to watch it on the Plus7 App, on the live webcast worldwide on the website.

www.rolexsydneyhobart.com

Advice for Spectator Craft

The port of Sydney will be closed from 8am 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 2:20pm, with a six-knot no-wash zone that will cover the harbour from Garden Island and Bradley's Head to a line between North Head and Macquarie Light. The exclusion zone will be marked with yellow buoys and some fixed navigation markers. All spectator craft must remain outside the exclusion zone and cannot anchor within 100 metres of the boundary, and commercial vessels only will have access to the commercial vessels area (see map).

Spectator craft are not permitted to operate under sail near the exclusion zone from midday until the fleet clears the Heads. 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. Non-powered (passive) craft such as kayaks, canoes and surfboats are prohibited 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.

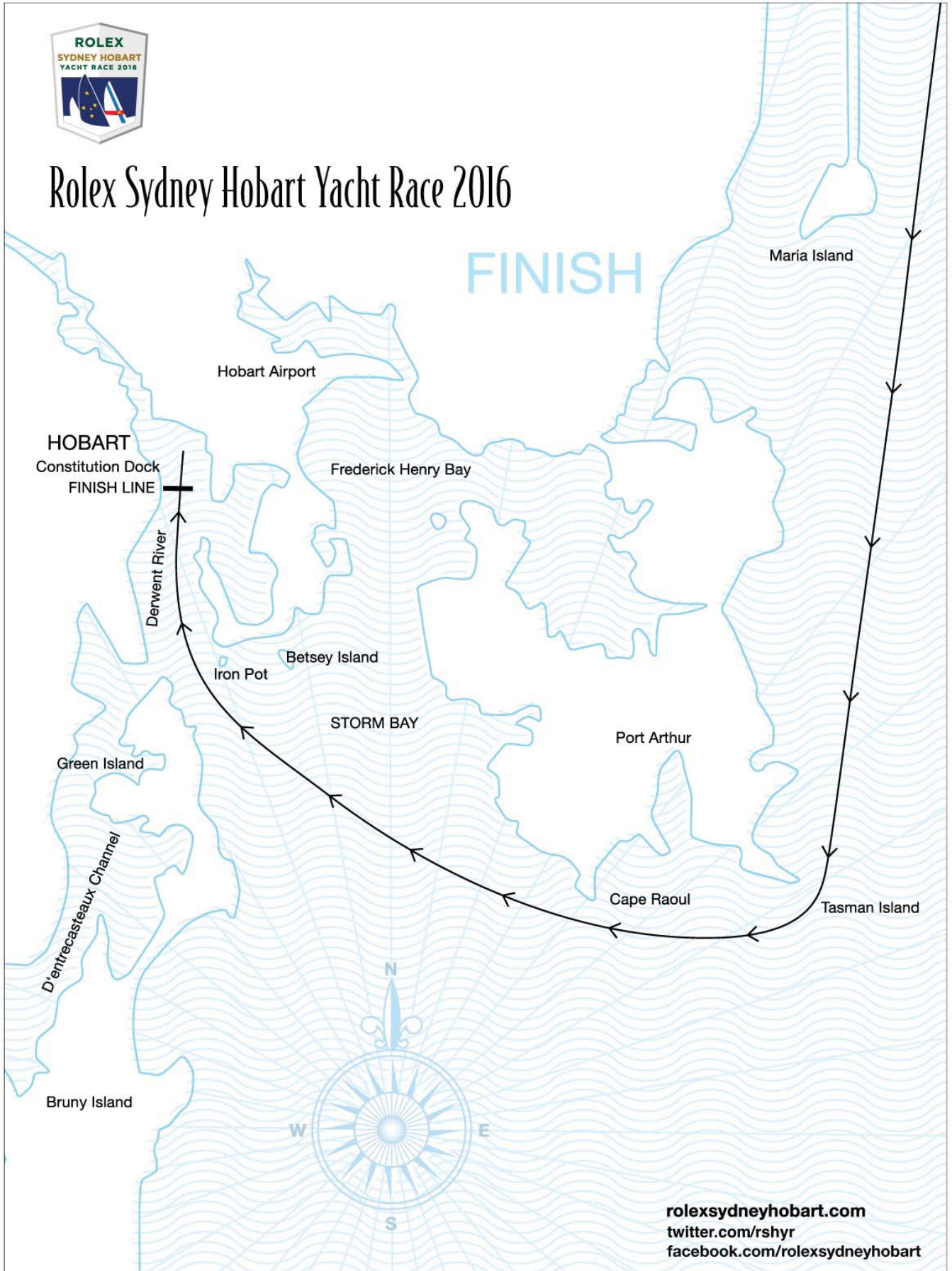
Roads and Maritime Services (RMS) and Police vessels will be patrolling and enforcing these restrictions this area. Please obey instructions from volunteer marine rescue vessels, as well as RMS and Police boats. General safety messages will be broadcast on marine radio band 27.88 and VHF Channels 17 (RMS control network) and 13 (Sydney Ports).

More information regarding spectator vessel can be found on the NSW Roads and Maritime website. www.rms.nsw.gov.au/maritime/index.html





Rolex Sydney Hobart Yacht Race 2016



Whatever the results of the 2016 Rolex Sydney Hobart Yacht Race, one thing is certain: when the race starts at 1pm on Boxing Day it will capture the imagination of sailors and spectators worldwide, as some 700,000 people converge on Sydney Harbour foreshore and millions more tune into the action on TV and online.

On television The Seven Network will once again broadcast the start of the race live around Australia 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 Olympic broadcast.

'Beretta' will again be joined by Peter Shipway, who will act as the technical expert, in the commentary team.

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

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

Four helicopters and four chase boats track alongside the fleet. Two of these helicopters supply aerial footage whilst the third and fourth acts as a link platform, relaying close-up, on board 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 production.

Stayed tuned to Channel Seven for daily Rolex Sydney Hobart Yacht 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, any time and on any device.

ON THE WEB

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

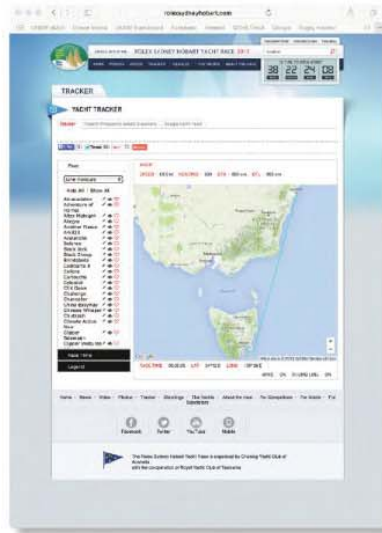
Since 2002, the Cruising Yacht Club of Australia has led the way in bringing our remote sport to a worldwide audience with features including the yacht tracker and the standings engine.

The website has continued to evolve over the past 12 months, after its major 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 broadcast 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 71 races since the first in 1945, the weather they encountered; a summary of line and overall handicap winners of those races; historical reports and statistical information; designers of those 71 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 Instagram @officialrolexsydneyhobart



YACHT TRACKING

It's easy to find out how your favourites are going with the latest website news and social media updates from the race course.

YACHT TRACKER

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

you can see how each boat is performing.

Each yacht will be fitted with a Yellowbrick tracker that will obtain a position using the GPS satellite network, and then transmit that position back to Yellowbrick HQ using the Iridium satellite network. The tracker that automatically updates the yacht's latitude, longitude, course over ground and speed over ground – and transmits that information via satellite to a land earth station. From there, the data will be transferred to the website, which shows in text and graphics each yacht's position in the fleet, its place relative to other boats and known geographic features, and the speed currently being achieved through the water, as well as the direction in which the boat is sailing.

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

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





Hobart Hub

VILLAGE LIFE

Hobart lights-up for the race finish with great dockside entertainment, plus outstanding food and wine festivals.



HOBART HOSPITALITY

Locals and visitors from all over the globe can celebrate the arrival of this year's fleet with a non-stop calendar of events and family-friendly activities centred around the Race Village.

The Cruising Yacht Club of Australia thanks the following sponsors.

**Support Sponsors and organisations
Hobart Race Village**

- TasPorts
- Tourism Tasmania
- Prototype Furniture
- 7HOFM
- City of Hobart
- Pipers Brook Vineyards
- Lost Pippin Cider
- City of Hobart
- TasmaNet
- Sharp
- James Boag's

In Hobart, the race village is located on Constitution Dock, where the yachts arrive after crossing the finish line. It's the perfect place to wait and watch the boats come in and cheer the crews as they arrive at the marina and collect their commemorative Rolex Crew shirt.

The Village features a substantial lounge and village green area to sit, relax and enjoy a diverse range of food and drinks from local food trucks and vendors in the Village Market Place. There will also be live entertainment and a music stage featuring daily performances and competitions, an outdoor big screen showing live footage of the race and Yacht tracker, an active zone with daily lawn games and activities such as Yoga, Boot Camp and Zumba. A Nippers-to-Skippers kids area will keep the little ones entertained including a DIY Cupcake Bar, and a daily schedule of activities and competitions to keep kids, big and small, entertained all week long.

You can capture the moment #tassiestyle in Tourism Tasmania's ePhoto Booth, test your strength at the Musto

Winch Grinder Challenge, test your knowledge in Rolex Sydney Hobart Yacht Race Trivia, or find clues in the digital history timeline on one of the village interactive touch screen kiosks, showcase your talent in the Hobart's Got Talent competition, or meet the radio team from 7HOFM broadcasting live from the dock.

The Race Village Bar is hosting 'meet-the-maker' tastings from local producers such as Lost Pippin Cider and Pipers Brook Vineyards. When you're hungry, there's a diverse range of food trucks and vendors with tasty bites and mouth-watering meals to choose from.

The Hobart Race Village will operate 27 December from noon, 28 to 30 December from 10:00 am until midnight and on New Year's Eve from 10:00 am until 12:30 am. ⚓

Stay in touch with what's happening at the Race Villages and the 2016 Rolex Sydney Hobart via:
 Facebook/RolexSydneyHobart
 Twitter @rolexsydneyhobart
 Instagram @officialrolexsydneyhobart
 #rolexsydneyhobart



2016 Fleet

BOAT NAME	SAIL NO.	DESIGN	LOA	BEAM	DRAFT	OWNER
<i>Abracadabra</i>	5612	Tripp 47	14.3	4.3	2.7	James Murchison
<i>After Midnight</i>	8778	Farr 40 Mod	12.4	4.0	2.5	Mark Tobin
<i>Aikin-Hames Sharley</i>	SA1106	Ker 11.3	11.3	3.6	2.3	Caillin Howard
<i>Alive</i>	52566	Reichel Pugh 66	22.0	4.3	4.6	Duncan Hine
<i>Allegro</i>	6723	Warwick 67	20.3	5.1	3.0	Adrian Lewis
<i>Ariel</i>	A140	Beneteau First 40	12.6	3.9	2.5	Ron Forster
<i>Ark323</i>	2382	TP52	15.2	4.4	3.2	Lyn Li
<i>Ausreo</i>	6755	Beneteau 47.7	14.0	4.5	2.3	Ian Creak
<i>Avalanche</i>	R400	Hick 40	12.3	4.1	2.5	Hugh Ellis
<i>Balance</i>	7771	Farr TP52	15.9	4.3	3.7	Paul Clitheroe
<i>Beau Geste</i>	HKG1997	Botin	24.0	6.3	5.5	Karl Kwok
<i>Black Jack</i>	52570	Volvo 70 Modified	21.5	5.7	5.5	Mark Bradford
<i>Black Sheep</i>	33345	Beneteau 45	13.7	4.2	2.7	Derek Sheppard
<i>Bravo</i>	B40	Beneteau First 40	12.6	3.9	2.4	Robbo Robertson
<i>Breakthrough</i>	6834	Beneteau F40	12.2	3.9	2.4	Mathew Vadas
<i>Challenge</i>	SM28	Sydney 38	11.8	3.7	2.6	Chris Mrakas
<i>Chancellor</i>	8824	Beneteau 47.7	14.8	4.5	2.8	Edward Tooher
<i>Charlotte</i>	AUS257	CNB 76	23.2	6.1	3.0	Ervin Vidor
<i>China Easyway</i>	4527	Jarkan12.5	12.7	4.0	2.2	Travis Read
<i>Chinese Whisper</i>	AUS13	Judel-Vrolijk 62	18.9	4.9	4.2	Rupert Henry
<i>Chutzpah</i>	R33	Caprice 40	12.0	3.2	3.0	Bruce Taylor
<i>Clipper Ventures 5</i>	9354T	Clipper 68	20.7	5.7	3.0	Drew Hulton-Smith
<i>Concubine</i>	YC45	Mills 45	13.7	4.5	3.3	Jason Ward
<i>CQS</i>	AUS11111	Simonis Voogd/Bakewell-White	30.0	4.7	6.0	Ludde Ingvall
<i>Cromarty Magellan</i>	K1	Knoop 39	12.0	3.7	2.3	Richard Grant
<i>Dare Devil</i>	RF5095	Farr/Cookson 47	14.3	3.9	2.8	Sibby Ilzhofer
<i>Dekadence</i>	RQ432	DK46	14.1	4.0	3.0	Stephanie Kerin
<i>Duende</i>	ESP6100	Judel-Vrolijk 52	15.4	3.9	3.9	Damien Parkes
<i>Elena Nova</i>	65007	Judel-Vorlijk 42	12.8	3.8	2.7	Craig Neil
<i>Enchantress</i>	SA346	Muirhead 11	11.0	3.2	2.3	John Willoughby
<i>Enigma</i>	GBR5790	Beneteau First 47.7	14.9	4.5	2.8	Jason Bond
<i>Extasea</i>	G4646R	DK46	14.0	4.3	3.0	Paul Buchholz
<i>Fidelis</i>	45	Knud Reimers	18.5	3.1	2.5	Nigel Stoke
<i>Flying Fish Arctos</i>	7551	Radford	15.2	3.7	2.7	Flying Fish Online
<i>Freyja</i>	N10	Atkins Ingrid	8.0	3.0	1.7	Richard Lees
<i>Giacomo</i>	NZL70000	Juan-K V70	21.5	5.9	4.5	Jim Delegat
<i>Hartbreaker</i>	B330	Reichel Pugh 46	14.2	3.6	3.3	Antony Walton
<i>Helsal3</i>	262	Adams/Barrett	20.0	4.6	3.5	Paul Mara
<i>Hollywood Boulevard</i>	AUS8899	Farr 55	16.8	4.6	3.7	Ray Roberts
<i>Ichi Ban</i>	AUS001	J/V 52	15.9	4.4	3.6	Matt Allen
<i>Ichi Ban</i>	AUS01	Carkeek 60	18.3	5.0	4.2	Matt Allen
<i>Imagination</i>	35	Beneteau 47.7	14.5	4.5	2.8	Robin / Annette Hawthorn
<i>Imalizard</i>	6893	Welbourn 12m	12.2	3.8	3.0	Bruce Watson
<i>Jackpot</i>	6774	J/122	12.2	3.6	2.2	Adrian Van Bellen
<i>Kayle – SWD</i>	7878	Lyons 54	16.2	4.3	3.3	David Pescud
<i>KIC Bengal 7</i>	JPN4321	Humphreys 54	16.5	4.4	3.5	Yoshihiko Murase
<i>Koa</i>	52152	TP52	15.8	4.3	3.1	Andy Kearnan / Peter Wrigley
<i>Komatsu Azzurro</i>	3430	S&S 34	10.1	3.1	1.9	Shane Kearns
<i>Landfall</i>	554	Sparkman & Stephens No54	13.4	3.0	2.0	Michael Strong
<i>Local Hero</i>	1236	BH36	11.0	3.4	2.3	Chris Matthews
<i>Love And War</i>	294	Sparkman & Stephens	14.2	4.1	2.3	Simon Kurts



BOAT NAME	SAIL NO.	DESIGN	LOA	BEAM	DRAFT	OWNER
<i>M3</i>	AUS52	TP52	15.8	4.5	3.2	Peter Hickson
<i>Maluka of Kermandie</i>	A19	Ranger	9.0	3.2	1.7	Sean Langman
<i>Maserati</i>	ITA70	Volvo Open 70	21.5	5.7	5.2	Jim Cooney
<i>Matador</i>	SM602	Elliott 44	13.7	3.9	2.8	Jonas Grander
<i>Moody Buoys</i>	G54	Moody 54ds	17.2	5.2	2.7	Trevor Richardson
<i>On Tap</i>	A5	Duncanson 34	10.3	3.3	1.8	Stephen Hughes
<i>Papillon</i>	6841	Archambault A40rc	12.0	3.8	2.5	Phil Molony
<i>Patrice</i>	360	Ker 46	13.9	4.3	3.4	Tony Kirby
<i>Patrice Six</i>	MH777	X-Yacht 41	12.5	3.6	2.5	Andrew Prideaux
<i>Pazazz</i>	99	Cookson 12	11.9	3.8	2.8	Rob Drury
<i>Pelagic Magic</i>	11407	Beneteau 40.7	11.9	3.8	2.4	Simon Dunlop
<i>Performance Racing</i>	6953	Nelson Marek 52	15.9	4.2	3.2	David Pescud
<i>Perpetual Loyal</i>	SYD1000	Juan-K 100	30.0	7.5	6.1	Anthony Bell
<i>Philosophers</i>	MH20	Cookson 12m	12.0	3.9	2.7	Gordon Ketelbey / Peter Sorensen
<i>Pretty Fly III</i>	10007	Cookson 50	15.2	4.3	3.3	Colin Woods
<i>Primitive Cool</i>	S777	Reichel Pugh 51	15.6	4.4	3.3	John Newbold
<i>Quest</i>	9090	Nelson Marek 43	13.1	3.8	3.0	Steve North
<i>Quetzalcoatl</i>	2001	Jones 12.3	12.3	4.0	2.7	Anto Sweetapple
<i>Ragamuffin</i>	AUS70	Farr TP52	15.9	4.5	3.2	Brenton Fischer
<i>Reve</i>	5930	Beneteau 45 F5	14.0	3.5	2.3	Kevin Whelan
<i>Samskara</i>	H6110	Beneteau First 47.7	14.5	4.5	2.8	Richard Stain
<i>Scallywag</i>	HKG2276	Dovell	30.5	5.8	5.7	Seng Huang Lee
<i>She</i>	4924	Olson 40	12.0	3.9	2.4	Philip Bell
<i>Shining Sea</i>	YC1545	Beneteau First 45	13.6	4.2	2.7	Andrew Corletto
<i>Simplesail Mahligai</i>	NZL1	Sydney 46	14.3	4.0	2.7	Jenny Kings / Murray Owen
<i>Simply Fun</i>	SM42	HH42	12.6	4.4	2.8	Philip Coombs
<i>Sonic</i>	KOR-5555	TP 52 Donovan	15.9	4.2	3.3	Michael Martin
<i>Sports Bar</i>	6396	Beneteau 47.7	14.3	4.4	2.9	Neville Blair
<i>St Jude</i>	6686	Sydney 47	14.2	4.1	3.2	Noel Cornish
<i>Sticky</i>	A164	Salona 38	11.5	3.6	2.3	Richard Harris
<i>Takani</i>	6981	Hanse 495	15.4	4.8	2.4	James Whittle
<i>Terra Firma</i>	SM24	Cookson 50	15.4	4.3	3.5	Nick Bartels
<i>The Goat</i>	421	Rogers 46	14.0	4.0	2.9	Bruce Foye
<i>Triple Lindy</i>	USA93310	Swan 44 Mk li	43.9	13.7	7.2	Joseph Mele
<i>Triton</i>	6377	LC60	18.3	4.4	3.7	David Gotze
<i>TSA Management</i>	MH60	Sydney 38	11.8	3.7	2.6	Tony Levett
<i>Two True</i>	YC400	Beneteau First 40	12.6	3.9	2.5	Andrew Saies
<i>Varuna VI</i>	GER7111	Ker 56	17.0	4.0	3.0	Jens Kellinghusen
<i>Victoire</i>	A5299	Cookson 50				Brian McMaster
<i>Wax Lyrical</i>	248	X 50	15.2	4.2	3.0	Les Goodridge
<i>Wicked</i>	SM4	Beneteau First 40	12.6	3.9	2.5	Mark Welsh
<i>Wild Oats XI</i>	AUS10001	Reichel Pugh 30m	30.5	5.1	5.9	Sandy Oatley

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.





BY APPOINTMENT TO
HER MAJESTY THE QUEEN
MANUFACTURERS OF OUTDOOR CLOTHING
MUSTO LTD ENGLAND



BY APPOINTMENT TO
HER MAJESTY THE QUEEN
MANUFACTURERS OF OUTDOOR CLOTHING
MUSTO LTD ENGLAND

MUSTO

OCEAN ENGINEERED®



IAN WALKER

TWO-TIME OLYMPIC MEDALLIST AND WINNING VOLVO OCEAN RACE SKIPPER



THE WORLD'S LEADING SAILING BRAND

Engineered for the extreme.

A unique fusion of fabric toughness and breathability.

Tested extensively on and off the water.

Worn by the world's best.

Guaranteed to keep you dry.

Don't be misled by expensive imitations and bold claims.

www.musto.com.au


ABRACADABRA

SAIL NO: 5612
 LOA: 14.3m
 CLASS: PHS/Corinthian
 DESIGNER: Bill Tripp (USA)
 YEAR BUILT: 1991
 TYPE: Tripp 47
 NUMBER OF HOBARTS: 7
 OWNER: James Murchison
 CLUB: Royal Sydney Yacht Squadron, NSW
 CREW: J Murchison (9) – Skipper/
 Navigator, M Formosa (22), P Craig (2),
 J Francis (7), P Loxton (3), B Paton (1)

Abacadabra scored her best result yet in last year's Hobart, this PHS Division 2 boat won PHS overall, defeating all the Division 1 boats. James Murchison sailed the Tripp 47 to PHS 10th in the 2014 Rolex Sydney Hobart. 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 2016 Sydney Gold Coast race. She placed PHS third in the 2014 Gold Coast after winning PHS overall in 2013. Murchison has also contested the Melbourne Osaka double handed race and others in the past.


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: 10
 OWNER: Mark and Greg Tobin
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: M Tobin (6) – Skipper, G Tobin (5) – Skipper/Navigator, N Carroll, M Johnston, J Rae (2), C Preen (5), M Watson (3), J Restall, A Ravell

Mark and Greg Tobin finished the 2015 Rolex Sydney Hobart 17th overall, fourth in Division 3 and second in ORCi Division 2. The previous year they were fourth overall, second in Division 3 and won ORCi Division 2. They were divisional third in the 2015 Sydney Gold Coast Race and second overall in IRC and ORCi in the Brisbane Keppel race. They are on the verge of a major win. She was initially one of Ed Psaltis/Bob

Thomas' *AFR Midnight Ramblers* which the duo modified for the 2004 Hobart and then won the 2006/2007 BWPS and the 2009 Gold Coast race. Was sold to John Newbold, who renamed it *Primitive Coal* and contested the 2012 Hobart before selling it to the Tobins in March 2014.


AIKIN – HAMES SHARLEY

SAIL NO: SA1106
 LOA: 11.3m
 CLASS: IRC/Corinthian
 DESIGNER: Jason Ker (UK)
 YEAR BUILT: 2001
 TYPE: Ker 11.3
 NUMBER OF HOBARTS: 0
 OWNER: Caillin Howard
 SKIPPER: Caillin Howard/David Oliver
 CLUB: Cruising Yacht Club of South Australia, SA
 CREW: C Howard (8) – Skipper, D Oliver (8) – Skipper, S Dunn, C Ravel, M Mead, W Van Riet, N Berenger, A Puglisi

Aikin was imported from Holland in 2011 by Caillin Howard and David Oliver, who for simplicity's sake, removed the D from her original name *Daikin*. The rest of the name comes from the architectural company where Howard is the managing director, while Oliver is known to yachties as CEO of Musto. Both have relished a long association with Geoff Boettcher's *Secret Men's Business* and Howard was aboard when 'Boettch' won the 2010 Hobart overall, but Oliver missed out after fracturing vertebrae days before the race. In 2013, both crewed *Victoire* to overall victory. Crew includes Nicholas Berenger, a French solo sailor and the sailing development expert at Musto who will help with navigation.


ALIVE

SAIL NO: 52566
 LOA: 22.0m
 CLASS: IRC/ORCi
 DESIGNER: Reichel/Pugh (USA)
 YEAR BUILT: 2005
 TYPE: Reichel Pugh 66
 NUMBER OF HOBARTS: 3
 OWNER: Phillip Turner
 SKIPPER: Duncan Hine
 CLUB: Derwent Sailing Squadron, TAS
 CREW: D Hine (1) – Skipper, D Turton (5) – Navigator, P Turner, J Smith,

S Gaddes, O Nicholas, M Buchbach, A Turton, J Torpy, A Gough, S Jackson (9), T Somerville, P Cosman, G Peacock, C Webster

This is a former *Black Jack*, bought by Phillip Turner from Peter Harburg early in 2014 and renamed *Alive*. The canting keeler won IRC/ORCi overall in the 2014 Brisbane Gladstone race, took line honours and broke the Melbourne Vanuatu record, was sixth on line in the 2014 Hobart, then Won IRC Division 0 in the 2015 Hong Kong Vietnam Race. In 2016, *Alive* has won IRC overall at the Royal Langkawi International Regatta, took line honours and broke the 16 year-old Rolex China Sea Race record to finish second overall; and won the 2016 Brisbane Keppel race overall after placing third on line to *Wild Oats XI* and *Black Jack*. In 2012 as *Black Jack*, she recorded the second fastest time in the Sydney Gold Coast race, behind *Wild Oats XI*, the two breaking conventionally ballasted *Brindabella's* 13-year-old record.


ALLEGRO

SAIL NO: 6723
 LOA: 20.3m
 CLASS: PHS/Corinthian
 DESIGNER: Warwick Yacht Design (NZL)
 YEAR BUILT: 2006
 TYPE: Warwick 67
 NUMBER OF HOBARTS: 2
 OWNER: Adrian Lewis
 CLUB: Mornington Yacht Club, VIC
 CREW: Adrian Lewis (6) – Skipper, P Whybird (3), B Renshaw (3), T Kenner, M Shepherd, W Lewis, T Humphries, G Scheen, S Lewis

Allegro returns after Adrian Lewis skippered her to PHS 14th overall last year. As *Geomatic Allegro*, she limped over the 2014 finish with sail and rig damage to finish PHS 19th. She finished PHS ninth overall in the 2016 Auckland Fiji race, the only Aussie boat, and won PHS in the ORCVs 2015 Melbourne to King Island race. *Allegro* is a combination of luxury and carbon fibre, making for comfortable for the longstanding crew of family and friends. With his previous yacht *Geomatic*, a Hanse 495, Lewis was PHS sixth overall and fourth in Division 2 of the 2013 Hobart, after finishing PHS 10th in 2012.


ARIEL

SAIL NO: A140
 LOA: 12.6m
 CLASS: IRC/ORCi/Corinthian
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 2010
 TYPE: Beneteau First 40
 NUMBER OF HOBARTS: 3
 OWNER: Ron Forster/Phil Damp
 CLUB: Cruising Yacht Club of Australia and Sydney Amateur Sailing Club, NSW
 CREW: P Damp (3) – Skipper, R Forster (4) – Skipper/Navigator, C Bathe, J Naylor (7), A Pickering, R Pickering, C Holland, A Torrens

She missed out last year, but this will be *Ariel's* fourth Sydney Hobart. Ron Forster and Phil Damp were thrilled to finish third overall in 2014 after finishing eighth in Division 3 in 2013, and seventh in Division 3 in 2012. Finished third in Division 3 of the 2014 Gold Coast Race and third in Division 2 of the 2014 CYCA Trophy. Forster (who sailed his first Hobart 35 years ago) and Damp are preparing via the BWPS again. A strong Beneteau 40 field includes previous winner and runner-up, *Two True* and *Wicked*, along with *Bravo* and *Breakthrough*.


ARK323

SAIL NO: 2382
 LOA: 15.2m
 CLASS: IRC
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 2006
 TYPE: TP52
 NUMBER OF HOBARTS: 1
 OWNER: Noahs Yacht Club
 SKIPPER: Dong Qing
 CLUB: Noahs Sailing Club, China
 CREW: D Qing – Skipper, G Kungpeng, Z Hong, Y Xiaobin, W Xinjie, L Songmin, Z Minhang, C Zhongqiu, Y Longshen, S Fenghai, F Wenshuo, Z Xingyong, Z Bao, Y Shuai, X Xiao, L Fei, C Fulin

Last year, *Ark 323* became Mainland China's first every entry in the Sydney Hobart. The dream of her Chinese crew did not come to fruition, as she came a cropper with *Ragamuffin 52* soon after the start, forcing *Ark323* out with hull damage to the transom. *Ragamuffin 52* was penalised, but it was of little help to the Chinese. This, after their bowman was lost at sea en



route from Vietnam after competing in the Hong Vietnam Race. Best known under her previous identities of *Sled* and *Warpath*, *Ark323's* crew will benefit from the early weeks of training they had in Sydney ahead of the race. The crew are mainly those from last year's other Chinese entry, Shuguang Haiyang.



AUSREO

SAIL NO: 6755
LOA: 14.0m
CLASS: IRC/ORCi/Corinthian
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2002
TYPE: Beneteau First 47.7
NUMBER OF HOBARTS: 2
OWNER: Ian Creak
CLUB: Greenwich Flying Squadron, NSW
CREW: I Creak - Skipper, P Atwood (2) – Navigator, J Lelliott (3), N Birt, G Ford, T Moschitz, M Pelosi, I Arnold (2), D North (2), G Sanford, A Lelliott (2)

Originally campaigned as *Caliban II*, this Beneteau 47.7, renamed *Ausreo*, undertook her maiden Sydney Hobart in 2013 under the name *Pennant Hills Ford* and finished 28th overall. Competed in 2014 and finished 41st overall, but missed the 2015 race. She has contested a number of Sydney Gold Coast races, including this year's, finishing 21st overall and third in Division 4. Creak's crew again includes regulars Jim and Andrew Lelliott.



AVALANCHE

SAIL NO: R400
LOA: 12.3m
CLASS: IRC/ORCi
DESIGNER: Robert Hick
YEAR BUILT: 2015
TYPE: Hick 40
NUMBER OF HOBARTS: 1
OWNER: Hugh Ellis/Gary Caulfield
CLUB: Royal Yacht Club of Victoria, VIC
CREW: H Ellis (2) – Skipper, G Caulfield (4) – Skipper, T Klestadt (5), P Cannon (5), D Leroy, R Hick (16), L Smith (13), D Allen, R Jaroszczuk (2)

Avalanche was launched in the first week of November 2015 for Hugh Ellis and Gary Caulfield. On Day 2 of the Hobart, she retired with hull damage, much to the

disappointment of the crew, including her Victorian designer, Robert Hick. The boat was built for all-round performance and has been racing in her local waters to prepare. Her owners previously campaigned the Beneteau First 44.7, *Twitch*, in the 2014 Hobart, finishing 37th overall.



BALANCE

SAIL NO: 7771
LOA: 15.9m
CLASS: IRC/ORCi
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2005
TYPE: TP52
NUMBER OF HOBARTS: 5
OWNER: Paul Clitheroe
CLUB: Cruising Yacht Club of Australia, NSW
CREW: P Clitheroe (8) – Skipper, N Scott Perry (7) – Navigator, M Green (37), A Brown (29), A Cribb (9), C Evans (4), D Keddie (4), J Dock (14), M Craig (3), M de Montgolfier (3), T Brewer (3), R Cox

Purchased by Paul Clitheroe in 2014, this TP52 has won the Sydney Hobart race twice. The first was in 2008 as *Quest* when owned by Bob Steel, the second as *Balance* (she also scored second under ORCi) last year, culminating in Clitheroe winning the Blue Water Pointscore on countback to *Chinese Whisper*. *Balance* finished second to *Ichu Ban* in the 2016 Sydney Harbour Regatta and was fourth in Division 1 at the NSW IRC Championship. In the 2016 Sydney Gold Coast race, with Mike Green in charge (Clitheroe was away celebrating his birthday), finished fifth overall and fourth in Division 1. To win one Hobart is an achievement many sailors strive decades for, to capture back-to-back overall victories is the stuff of legend, but *Balance* and her crew stand an even chance of doing so.



BEAU GESTE

SAIL NO: HKG1997
LOA: 24.0m
CLASS: IRC
DESIGNER: Botin Partners (ESP)
YEAR BUILT: 2013
TYPE: Botin 80
NUMBER OF HOBARTS: 1
OWNER: Karl Kwok
SKIPPER: Karl Kwok/Aaron Rowe
CLUB: Royal New Zealand Yacht

Squadron, New Zealand

CREW: K Kwok (2) – Skipper, A Rowe – Skipper, C Ward (8) – Navigator, G Brady, W Mackenzie, D Petersen, S Dodson, D Brooke, S Loxton, D Swete

Beau Geste could be the wild card in this Hobart. For this race, an interesting partnership has been forged between Hong Kong businessman Karl Kwok and Australian Aaron Rowe who recently found a passion for yacht racing, buying and racing the TP52, *RKO*. Kwok last raced the Hobart in 2013, when he brought the brand new Botin 80 to the start line and finished fifth on line behind three super maxis and a V70, leaving a fourth super maxi, a V70 and the rest in his wake. With a brand new Farr 49, *Beau Geste*, Kwok won the 1997 Hobart overall. The crew will be the normal star-studded polished one, put together by Kwok's enduring second in command, Gavin Brady. Kwok has done and won most of the big ocean races and yachting regattas around the world, including many in Australia, with various *Beau Geste's*. Expect big from this boat, winner of September's Groupama Race around New Caledonia after finishing second on line to Seng Huang Lee's *Scallywag*. *Beau Geste's* sparring partners will be the super maxis, V70s, *Chinese Whisper* and *Alive*. Built by Mick Cookson in New Zealand, the all-carbon yacht has a distinctive black hull and dragon on the mainsail. In between racing this boat, Kwok, a retail giant in Hong Kong, and his crew stay in shape by winning major TP52 events and IRC Championships with his TP52 *Team Beau Geste*.



BLACK JACK

SAIL NO: 52570
LOA: 21.5m
CLASS: IRC
DESIGNER: Juan Kouyoumdjian (ARG)
YEAR BUILT: 2011
TYPE: Volvo 70 Mod.
NUMBER OF HOBARTS: 3
OWNER: Peter Harburg
SKIPPER: Mark Bradford
CLUB: Royal Queensland Yacht Squadron, QLD
CREW: M Bradford (9) – Skipper, P Harburg (5), P Elkington (11) – Navigator,

This is the V70 to beat. She retired from the 2015 Hobart as Peter Harburg's leg was badly broken in wild seas, but *Black Jack* finished the previous two Hobarts. She was fifth on line in 2014, only 13 minutes behind *Ragamuffin 100* (third on line), and two minutes behind fourth placed *RIO 100*. A quick yacht off the wind, the former *Telefonica* was fourth on line in the 2013 Hobart, defeating *Giacomo* by two places and just 2mins 17secs on line. She recorded her third consecutive line honours in the Brisbane to Gladstone Yacht Race this year

and was second on line to *Wild Oats XI* in the 2016 Sydney Gold Coast race and again in the 2016 Club Marine Brisbane Keppel race.

Early in 2015, *Black Jack* underwent modifications to improve her light weather performance. She was tested in the light to moderate wind Gold Coast Race that year, finishing second on line (to *Perpetual Loyah*) and third overall. Then Harburg's boat trailed his former RP66 *Black Jack* (now *Alive*) in the shifty and light Brisbane Keppel race by nearly five hours, finishing second on line. The two V70's *Black Jack* beat by a good margin in the Gold Coast Race will also be on the Sydney Hobart start line: *Giacomo* and *Maserati*.



BLACK SHEEP

SAIL NO: 33345
LOA: 13.7m
CLASS: IRC/ORCi/Corinthian
DESIGNER: Philippe Briand (FRA)
YEAR BUILT: 2008
TYPE: Beneteau 45
NUMBER OF HOBARTS: 3
OWNER: Derek and Martin Sheppard
CLUB: Cruising Yacht Club of Australia, NSW
CREW: D Sheppard (9) – Skipper, M Sheppard (8), Y Heritage (1), R Tikoff, M Ivaneza (6), K Bennett (1), D Morris, S Sellers (1), R Jay, J White (5), A Scott, S Garrie (1), M Jones, L Noye

Black Sheep was 15th overall and third in Division 3 in the 2015 Hobart, after her 40th overall the previous year, this when brothers Martin and Derek Sheppard had enjoyed an otherwise good season. Finished fifth overall to win Division 2 in the 2015 Land Rover Sydney Gold Coast Race and 31st overall in the 2016 race. The Sheppards bought the former *Honeysuckle* with the objective of pursuing both ocean racing, including the Rolex Sydney Hobart, and regatta sailing. Derek, who will contest his 10th consecutive Hobart, skippered *Black Sheep* to victory in October's Newcastle Bass Island race.




BRAVO

SAIL NO: B40
 LOA: 12.6m
 CLASS: IRC/ORCi/Corinthian
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 2012
 TYPE: Beneteau First 40
 NUMBER OF HOBARTS: 1
 OWNER: Robbo Robertson
 CLUB: Royal Queensland Yacht Squadron/Mooloolaba Yacht Club, QLD
 CREW: R Robertson (11) – Skipper, C Crafoord (30) – Navigator, L Randall, B Sinton, A Geck, L Davison, B Davis, M White, A Wiklund

At 76, Robbo Robertson has made another comeback, buying the former *Concubine*, previously owned by Jason Ward/Shevaun Bruland, who finished 43rd in the Rolex Sydney Hobart. Robbo says he got 'Hobart fever' again last December, prompting him to purchase this boat and name her *Bravo*. "Because after buying the boat and a truck to take the gear everywhere, I couldn't afford the embroidery of some of the longer and fancier names I had in mind!" His first major race was the light 2016 Sydney Gold Coast race and he finished 18th overall and second in Division 4, then scored a good fifth in the Newcastle Bass Island race. A Queensland icon, Robbo has owned and raced many yachts; *Hot Prospect 2*, *Hot August Night*, *Queensland Maid/Sanctuary Cove*, *Corroboree*, *Last Picasso*, *Monkey Magic*, *Eureka* (charter), *Flight of the Gull*, *Beautiful Noise* and *Lunchtime Legend*, with some great results. His last major race was the 2012 Hobart with his former Beneteau 40, *Lunchtime Legend* and he finished 17th overall and won Division 3. In the 2011 race he was 12th overall and equal third in Division, with fellow Beneteau 40, 40 *Two True*. His best Hobart result was third overall with *Queensland Maid* in 1991.


BREAKTHROUGH

SAIL NO: 6834
 LOA: 12.2m
 CLASS: IRC
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 2010
 TYPE: Beneteau First 40
 NUMBER OF HOBARTS: 5
 OWNER: Mathew Vadas
 CLUB: Double Bay Sailing Club, NSW

CREW: M Vadas (3) – Skipper

Breakthrough last raced to Hobart in 2014 and finished 12th overall. A Beneteau 40, she is the former *Chancellor*, purchased by Professors Jonathon Stone and Matthew Vadas, who have made contributions in the medical field, hence the name of the yacht – *Breakthrough*. Prior to the 2014 Hobart, finished 27th overall in the 2013 race. *Breakthrough* will take on at least three other distinguished Beneteau 40s in the race – 2009 Sydney Hobart winner *Two True*, *Wicked* (finished second in 2009) and *Bravo*.


CELESTIAL

SAIL NO: 6952
 LOA: 15.9m
 CLASS: IRC/ORCi
 DESIGNER: Judel/Vrolijk (GER)
 YEAR BUILT: 2007
 TYPE: TP52
 NUMBER OF HOBARTS: 5
 OWNER: Sam Haynes
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: S Haynes (6) – Skipper

Sam Haynes finished 29th overall and third in Division 1 in his first Hobart with this latest *Celestial*, a TP 52, and finished third at the 2016 NSW IRC Championship, then 19th overall in the 2016 Sydney Gold Coast race. With his previous *Celestial*, a Rogers 46, Haynes was second in the 2012 Blue Water Pointscore and took the trifecta of IRC, ORCi and PHS crowns in 2014 BWPS – one of the closest on record, starting that campaign by winning the 2014 Sydney Gold Coast race, clinching victory with 11th overall and second in Division 2 of the 2014 Hobart, following on from third overall in the 2013 race, and second in ORCi. There were other wins and podium places between. Last year the Sydney vet and new CYCA director bought this TP, the former *Wot Now/Shogun IV/Fomo*. As *Wot Now* she was third overall in the 2008 Hobart, as *Shogun IV* was third in 2010, then 15th in 2011 and ninth in 2012. Haynes' first hit out with the new *Celestial* was the 2015 Gold Coast race, where he finished 23rd overall, and then seventh in IRC 1 at Hamilton Island. Will enjoy the battle with the other TP52s in the fleet.


CHALLENGE

SAIL NO: SM28
 LOA: 11.8m
 CLASS: IRC
 DESIGNER: Murray Burns Dovell (AUS)
 YEAR BUILT: 2004
 TYPE: Sydney 38
 NUMBER OF HOBARTS: 5
 OWNER: Chris Mrakas
 SKIPPER: Bruce Reidy
 CLUB: Sandringham Yacht Club, VIC
 CREW: Chris Mrakas (2) – Skipper, L Brito (1), C Warren, D Richards (1), E Patterson (1)

Having contested the 2011 Hobart on the Sydney 38 *Mille Sabords*, Chris Mrakas arrived at the 2015 Hobart a new class owner, after purchasing the late Lou Abrahams' beautifully prepared *Challenge*, and finished 19th overall. *Challenge* was the most successful Sydney 38 in Australia, the one that came closest to winning the Sydney Hobart, with third overall and a Division D win in 2006. At 80, 2007 was Abrahams' final Hobart with this boat, an Australian and Victorian champion in her time. Fittingly, *Challenge's* base remains Sandringham Yacht Club, where Lou was a past commodore and Life Member.


CHANCELLOR

SAIL NO: 8824
 LOA: 14.8m
 CLASS: IRC/ORCi/Corinthian
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 2004
 TYPE: Beneteau First 47.7
 NUMBER OF HOBARTS: 6
 OWNER: Edward Tooher
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: E Tooher (8) – Skipper, P Szeto, A Koch, M Ward (7), J Phillips, S Lipman (3), M Reed, M Tzoka, J Manrique, S Dawson (3), G Smith (1)

Ted Tooher's fourth Beneteau named *Chancellor* (former *Pretty Fly II*) finished the 2015 Hobart 42nd overall. She retired from the 2014 race after not complying with the rules, but finished the previous Hobart 57th overall. Retired from the 2016 Sydney Gold Coast race when fickle conditions took their toll on a few. As *Pretty Fly II*, retired from 2004 Hobart was 42nd in 2005 and 26th in 2007. Tooher's crew of 12 will comprise six

from the US, UK and Germany, who bring Fastnet, Pacific Cup and Rolex Big Boat Series experience. One of five Beneteau 47.7 in this year's race, Tooher says the competition for *Chancellor* is to beat them all. "Our motto is never dare, never do."


CHARLOTTE

SAIL NO: AUS257
 LOA: 23.2m
 CLASS: PHS
 DESIGNER: Philippe Briand (FRA)
 YEAR BUILT: 2015
 TYPE: CNB 76
 NUMBER OF HOBARTS: 0
 OWNER: Ervin Vidor
 CLUB: Cruising Yacht Club of Australia
 CREW: E Vidor (Skipper), A Kern, J Bacon, A Taylor, H Florence, J Antill, B Byerley, J Wells, T Hannah, R Antill, S Smith, R Palmer, A Ebbott

Built in France, Ervin Vidor took delivery of this beautiful, luxurious yacht in May 2015. She was sailed 3000 miles by the Toga Group's Vidor and four crew from Bordeaux to Greece, then a further 3000 nautical miles in Europe before being shipped home to the CYCA in Sydney. All eyes will be on *Charlotte* – her opulent interior will make her the envy of many. Vidor, a 41-year member of the CYCA, added a bowsprit and new sails to the boat ahead of the Hobart. Her Australian offshore racing debut was at Hamilton Island in August, finishing a creditable fourth in Cruising Division 1.


CHINA EASYWAY

SAIL NO: 4527
 LOA: 12.7m
 CLASS: IRC/ORCi/Corinthian
 DESIGNER: John King (AUS)
 YEAR BUILT: 1988
 TYPE: Jarkan 12.5
 NUMBER OF HOBARTS: 7
 OWNER: Travis Read/Tim Wilson
 CLUB: Port Hacking Open Sailing Club, NSW
 CREW: T Read (6) – Skipper, S Grellis (25) – Navigator, J Linnegar, W H Pan (1), R Styles, G Nosworthy (6), J Liu, G Gleeson, C Zonca, T Dillon

This is formerly *She's Apples II*, which original owner David Strong won overall IMS victory (in conjunction with IOR winner, *Atara*) in the 1991 Sydney Hobart. They



were 26th overall in 1992, but retired in 1993. In 1994, rebadged *AFS Freight*, Strong finished 71st overall. Was sold to Max Prentice who retired from the 1997 race, but was one of the few finishers of the tragic 1998 race, 21st overall. Travis Read and Tim Wilson purchased and renamed the boat *China Easyway*, which still bears the original sail number. They retired from the 2015 Hobart with sail damage. Read's previously campaigned *Illusion* (it won the 1988 Hobart under original owner, Gino Knezic) in the 2012 Hobart, finishing 23rd overall and fourth in Division 4 with co-owner Kim Jaggar. In 2013 he was 21st overall and second in Division 2.



CHINESE WHISPER

SAIL NO: AUS13
LOA: 18.9m
CLASS: IRC/ORCi
DESIGNER: Judel/Vrolijk (GER)
YEAR BUILT: 2009
TYPE: J/62
NUMBER OF HOBARTS: 1
OWNER: Rupert Henry
CLUB: Cruising Yacht Club of Australia, NSW
CREW: R Henry (3) – Skipper,

Rupert Henry purchased *Jethou* from Europe in time for the 2015 Sydney Gold Coast race, renamed her *Chinese Whisper* and finished second on line and second overall, then fifth on line and fifth overall for first in Division 0 in the 2015 Hobart. Despite this great result, lost the BWPS on countback to *Balance*, when *Balance* won the Hobart. On finishing fourth overall and winning Division 0 in the 2016 Sydney Gold Coast race, the J/62 was second on line and won the Flinders Islet Race, then finished second on line and second overall in the Newcastle Bass Island Race. Plenty of upwind sailing will keep her happy and she is highly rated to win the 2016 Rolex Sydney Hobart. As *Jethou*, the boat won the Maxi division at 2012 Palma Vela, and secured victories at Copa del Rey, Les Voiles de St. Tropez, Maxi Rolex Worlds and Giraglia Rolex Cup. She is also a strong contender to win the Rolex Sydney Hobart overall.



CHUTZPAH

SAIL NO: R33
LOA: 12.3m
CLASS: IRC/ORCi

DESIGNER: Reichel/Pugh (USA)
YEAR BUILT: 2007
TYPE: Caprice 40
NUMBER OF HOBARTS: 9
OWNER: Bruce Taylor
CLUB: Royal Yacht Club of Victoria, VIC
CREW: B Taylor (35) – Skipper, K Piesse (33) – Navigator, G Gourley (29), P Fletcher (29), A Taylor (24), B Anderson (5), I Taylor (15), P Sandles (15), J Permezel (24), L Attersall (1)

At his 35th attempt to win the Sydney Hobart, Bruce Taylor finished 18th overall, fifth in Division 3 and third in ORCi Division 2 last year, after finishing second to *Wild Rose* by a little under 39 minutes in 2014 – and also won Division 2. The Caprice 40's other best overall Hobart results were fourth in 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; third IRC and fourth 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 from 1986, has owned six yachts named *Chutzpah*, and has not missed a single Hobart since – that's 29 straight. This will be Taylor's 36th Hobart and son, Drew's, 25th – the only father son in history to sail 25 together James Permezel will also sail his 25th, with the bulk of the crew already having made this milestone plus, mostly with Taylor. A lot of fingers will be crossed for the genial Victorian to win.



CLIPPER VENTURES 5

SAIL NO: 9354T
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: Drew Hulton-Smith
CREW: D Hulton-Smith – Skipper, A Halliday, N van Nieuwenhuy, R Labrador, K Elliott, J Barton, S Scott, H Lamberti, M Miyashita, N Hunt, S Crocket, P Atwood, J Hunt, A Palma, S Lamberti, T Gray, J Camenzuli, G Adams

This is the former *Gold Coast Australia*, winner of 12 from 15 legs in the 2011-12 Clipper Round the World race under Tasmanian skipper Richard Hewson. Prior to that, it competed in the previous three Clipper races respectively as *Team Finland* (was second), *Jamaica* (10th) and *Jersey* (ninth). Drew Hulton-Smith, a watch captain on *Clipper Ventures 10* in the 2014 Hobart,

skipped *Clipper Ventures 5* to 40th overall in the 2015 Hobart. Previously, Piers Dudin skipped her to 56th in the 2013 race. This and other 68s are utilised for Clipper race crew training and development for participation in local sailing events.



CONCUBINE

SAIL NO: YC45
LOA: 13.7m
CLASS: IRC/ORCi
DESIGNER: Mark Mills (IRE)
YEAR BUILT: 2015
TYPE: Mills 45
NUMBER OF HOBARTS: 1
OWNER: Jason Ward
CLUB: Cruising Yacht Club of South Australia, SA
CREW: Jason Ward (2) – Skipper, S Kemp (19) – Navigator, J Clark (5) – Navigator, J Freeman (28), S Nolan (14), N Partridge (19), J Paterson (7), A Mitton (6), J Mitton (2), L Stephens (1), N Drennan (30), N Bice (9), M Pernini (1)

Brand new late last year, *Concubine* finished the Hobart 39th overall, following up with second to *Secret Men's Business* at 2016 Port Lincoln Race Week, but retired from the 2016 Sydney Gold Coast race after a collision after the start. In 2014, Jason Ward, following many years of one-design racing, contested his first Sydney Hobart with wife, Shevaun Bruland aboard their former *Concubine*, a Beneteau First 40 (now racing as *Bravo*) and finished 43rd overall. Having broken the boat in now, and with a strong crew, it should perform.



CROMARTY MAGELLAN

SAIL NO: K1
LOA: 12.0m
CLASS: IRC/ORCi/Corinthian
DESIGNER: Walter Knoop (AUS)
YEAR BUILT: 2000
TYPE: Knoop 39
NUMBER OF HOBARTS: 0
OWNER: Richard Grant
CLUB: Bellerive Yacht Club, TAS
CREW: R Grant – Skipper, T Grant, J Breen, D Cromarty, J King, G Bradfield, P Brooks, A McLean

Cromarty Magellan is a one-off wooden cruiser/racer designed by Walter Knoop,

who himself contested the Sydney Hobart with his self-designed *Quintal*, back in the late '70s. This yacht was built in 2000 and Richard Grant purchased her from Dick Knoop in November 2013. Grant and his yacht are looking at their maiden Hobart, as it has been on his bucket list for a time. Grant's brother, Tim, who crewed the 1979 Sydney Hobart winner *Screw Loose* (the last Tasmanian yacht to win the famous race) and Dave Cromarty, who has done the race on *Whistler*, will join him.



CQS

SAIL NO: AUS11111
LOA: 30.0m
CLASS: IRC/ORCi
DESIGNER: Simon Voogd/Bakewell-White (NZL)
YEAR BUILT: 2004
TYPE: 100ft Super Maxi
NUMBER OF HOBARTS: 4
OWNER: Ludde Ingvall
CLUB: Cruising Yacht Club of Australia, NSW
CREW: L Ingvall (8) – Skipper

Named for sponsor, CQS, an asset management company, this is Ludde Ingvall's 90ft *Nicorette* made over as a 100ft super maxi, launched in November in New Zealand where she was rebuilt. Working with a top technical team including yacht designers, engineers, yacht builders, rig designers and sail makers, he has produced a boat that pushes the boundaries. The distinctive new hull shape features a reverse bow, an outsized bowsprit, 'wings' to spread the shroud base supporting the mast and a wide platform across the cockpit area. Ingvall has taken Sydney Hobart line honours twice – in 2000 with his 79ft *Nicorette* and in 2004 with the newly launched 90ft, *Nicorette*, from which this new boat was created. Other line honours Hobart results are: retired 2010 with *Nicorette* renamed *YuuZoo*; seventh 2009 (*YuuZoo*); retired 2003; fifth 2002; retired 2001; seventh 1997. Along the way Ingvall will be supporting the White Knight Foundation, a charity formed after Australian teen Liam Knight sustained lifelong injuries following an unprovoked attack when a 2.8m steel rod pierced his skull. The charity provides support for young victims of youth violence. The yacht will feature a white knight in its logo.





SYDNEY CITY MARINE

sydneycitymarine.com.au



antifoul | lifting | shipwrights | painters | engineers | electricians | riggers

Climate controlled spray booths • extensive undercover area
fast all weather turnaround • personalised service • on site trade persons
environmentally compliant • centrally located (ANZAC Bridge) • customer parking on site



SYDNEY CITY MARINE



sydneycitymarine.com.au

James Craig Road, Rozelle
info@sydneycitymarine.com.au
ph: (02) 8572 7800



Find us on
Facebook

**DARE DEVIL**

SAIL NO: RF5095
LOA: 14.3m
CLASS: IRC/ORCi/ Corinthian
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2000
TYPE: Farr/Cookson 47
NUMBER OF HOBARTS: 2
OWNER: Sibby Ilzhofer
CLUB: Newcastle Cruising Yacht Club, NSW
CREW: S Ilzhofer (3) – Skipper, M Fahey, K Meyers, C Cameron, D Hunt, R Browne, M Stewart, D Elliott

Sibby Ilzhofer was disappointed to retire *Dare Devil* from last year's race due to rudder damage, especially after the previous year when she received the Jane Tait Memorial Trophy as the top placed female skipper. It was her second Hobart and the boat's first and they finished 52nd overall. *Dare Devil* was launched in 2000 as *Sea Hawk* for the 2000/2001 Kenwood Cup and campaigned by Naohiko Sera and Roy Davies. With their two team mates, they won the Cup. WA yachtsman, Tony Mitchell bought and re-christened her *Sled* before German/Aussie Sibby Ilzhofer bought and renamed the boat.

**DARK AND STORMY**

SAIL NO: SM69
LOA: 11.4m
CLASS: IRC/ Corinthian
DESIGNER: Iain Murray (AUS)
YEAR BUILT: 1993
TYPE: Iain Murray Custom 37
NUMBER OF HOBARTS: 0
OWNER: Terry Kourtis/Michael Mellington
CLUB: Sandringham Yacht Club, Vic
CREW: T Kourtis – Skipper, M Mellington – Skipper,

Dark And Stormy is a custom build Ian Murray 37-foot yacht purchased from Pittwater NSW in late 2011. She has been raced out of Sandringham Yacht Club since her purchase, winning the Winter and Summer series and Around the Stick series. Her owners say she is a great yacht to race and always throws its crew a challenge.

**DEKADENCE**

SAIL NO: RQ432
LOA: 14.1m
CLASS: IRC/ORCi
DESIGNER: Mark Mills (IRE)
YEAR BUILT: 2004
TYPE: DK46
NUMBER OF HOBARTS: 5
OWNER: Stephanie Kerin
CLUB: Royal Queensland Yacht Squadron, QLD
CREW: S. Kerin (1) – Skipper, G Paulsen – Navigator, C Evans, D Austin, C Johnson (3), P Walsh (20), R Bakker, T Dunlop, S Griffiths, C Huxley, Stephen Kerin, C Salter

Dekadence has bounced from initial owner, Victorian Phil Coombs, to Tasmanian David Creese, back to Melbourne to Ken Simpson and to Queensland owner, Stephanie Kerin who was forced out of last year's race with electronic problems. They finished the 2016 Sydney Gold Coast race in 41st overall. In 2015, she and husband Steve competed in all the major Queensland events. Prior to Kerin's ownership, Ken Simpson sailed *Dekadence* to 53rd overall in 2012. *Dekadence* contested two Hobarts under Coombs, finishing 10th in the tough 2004 race and 19th the following year and contested the 2007 Melbourne-Osaka double-handed race, coming home fifth. With David Creese, it finished the 2009 Hobart 21st overall.

**DUENDE**

SAIL NO: ESP6100
LOA: 15.4m
CLASS: PHS
DESIGNER: Judel/Vroljik (GER)
YEAR BUILT: 2003
TYPE: Judel/Vroljik 52
NUMBER OF HOBARTS: 5
OWNER: Damien Parkes
CLUB: Cruising Yacht Club of Australia, NSW
CREW: D Parkes (28) – Skipper, D Graham (12) – Navigator, T Cable (50), R Cooper (16), R Macmillan (3), R Buchanan (6), L Gilbert (4), F Adamson, M Pemberton (2), F Porter (1), Rashid Saleh (1), M Cassidy (5)

Duende will be heading to Hobart for a sixth fifth consecutive time, again carrying

CYCA Life Member, Tony 'Glark' Cable, aka 'Short Fat Bald Man', who will race to Hobart for a record 51st time. In last year's Hobart, *Duende* was PHS seventh overall and third in Division 1, a fitting finish for Cable's record 50th race. In 2014 she finished PHS 11th overall and fourth in Division 1. was PHS ninth in 2013, 54th overall in IRC in 2012 and retired in 2011 with engine problems heading into Bass Strait. Yun Hsu (possibly the first Taiwanese lady to sail the event) joins the crew. *Duende* previously raced as *Tau Ceramics* and *Lacoste* in Europe and Parkes has since adapted her.

**ELENA NOVA**

SAIL NO: 65007
LOA: 12.8m
CLASS: IRC/ORCi
DESIGNER: Judel/Vroljik (GER)
YEAR BUILT: 2011
TYPE: JV42
NUMBER OF HOBARTS: 0
OWNER: Craig Neil
CLUB: Middle Harbour Yacht Club, NSW
CREW: C Neil – Skipper, A Pearson

This will be *Elena Nova's* first Sydney Hobart, but Craig Neil has the runs on the board with this Judel/Vroljik 42. They were 41st overall in the 2015 Sydney Gold Coast race, seventh in Division 1 at the 2015 SSORC., seventh overall in the 2016 Pittwater Coffs Harbour race and 35th overall in the 2016 Sydney Gold Coast race before *Elena Nova* resoundingly won at Sealink Magnetic Island Race Week. Reaching conditions show this boat to her best advantage. Before Neil purchased the boat, it raced in Germany under ORCi.

**ENCHANTRESS**

SAIL NO: SA346
LOA: 11.0m
CLASS: IRC
DESIGNER: John Muirhead (AUS)
YEAR BUILT: 1983
TYPE: Muirhead 11
NUMBER OF HOBARTS: 3
OWNER: John Muirhead
SKIPPER: John Willoughby
CLUB: Royal South Australian Yacht Squadron, SA
CREW: J Willoughby (4) – Skipper, G Pearce – Navigator, N Swan (4),

J Smith, M Lane, T Pearce, R Stewart, D Turner

John Willoughby sailed the red hulled *Enchantress* from South Australia before heading to Hobart in 2014 and 2015. Last year she finished the Hobart 23rd overall, in 2014 she was 19th overall, fourth in Division 4, third in the Veterans 30 Year and fourth in the Veterans 20 Year. The Crew have sailed the boat to Sydney again, advantageous for the race ahead. In her first Hobart in 2012, she was 19th and third in Division 4. *Enchantress* has also done 20 Adelaide Port Lincoln races and won the 2010 Melbourne to Hobart under IRC, PHS and AMS. She was designed and built of wood by John Muirhead to be fast downwind.

**ENIGMA**

SAIL NO: GBR5790
LOA: 14.9m
CLASS: PHS
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2004
TYPE: Beneteau First 47.7
NUMBER OF HOBARTS: 1
OWNER: Jason Bond
CLUB: Manly Yacht Club, NSW
CREW: J Bond – Skipper, M Watson – Navigator, G Stromov, K Timol, G Scarlett, A Batista, R Barnham, B Stoner, M Koppennol

Jason Bond's Beneteau 47.7 was formerly *Just Do It 3* and sailed to Australia from Glasgow in Scotland via Antigua. Under Ian Darby's ownership, the distinctive dark blue yacht finished the 2008 Sydney Hobart 50th overall. Bond is contesting the CYCA's Blue Water Pointscore in the lead-up to the race and Enigma finished PHS 25th in September's Flinders Islet Race. She will enjoy close same-design competition from the other Beneteau 47.7s in the race.

**EXTASEA**

SAIL NO: G4646R
LOA: 14.0m
CLASS: IRC/ORCi
DESIGNER: Mark Mills (IRE)
YEAR BUILT: 2004
TYPE: DK46
NUMBER OF HOBARTS: 2
OWNER: Paul Buchholz
CLUB: Royal Geelong Yacht Club, VIC



CREW: P Buchholz – Skipper, D Fealy – Navigator, B Kennett (6), B Mann, B Miethke (2), P Hardiman, S Hunter, M van Galen, A Burggraaff, A Marlow, H Trickey, A Huther

Paul Buchholz's *Extasea* last headed south in 2014, finishing 29th overall. Beforehand, she finished 17th in 2010. The DK46 made her Sydney Gold Coast debut in late July and finished 38th overall. These are seasoned yachties who have won every local offshore race over the past 12 years, culminating in winning the ORCV Offshore Championship four times. In December 2015 *Extasea* took line honours in the Melbourne to Hobart race for the fourth time between 2011-2015, excluding 2014, when Buchholz contested the Rolex Sydney Hobart and finished 29th overall. She is a great addition to a strong Victorian contingent.



FIDELIS

SAIL NO: 45
LOA: 18.6m
CLASS: IRC/ Corinthian
DESIGNER: Knud Reimers (DEN)
YEAR BUILT: 1964
TYPE: Knud Reimers 61
NUMBER OF HOBARTS: 6
OWNER: Nigel Stoke
CLUB: Royal Sydney Yacht Squadron, NSW
Crew: N Stoke (3) – Skipper, L. Anderson (4) – Navigator, R Cook (14), T Moulton (2), T Griffiths (1), B Gray, Q Reeve, P Horton

Nigel Stoke last raced *Fidelis* to Hobart in 2006, finishing PHS eighth overall. Beforehand, they joined the record entries for the 50th race in 1994, placing ninth in the 30 year division. A classic Kauri pine slimline yacht, she was designed by Knud Reimers and is famous for taking line honours in the 1966 Sydney Hobart when owned by Kiwi Jim Davern, who raced her to Hobart again in 1967, finishing second on line. Race again in 1969 and then under next owner, Peter Williams, in 1982. Took line honours in the 1966 Auckland Suva, 1967 Hobart Auckland the 1968 Wharungarei Noumea, 1979 Auckland Tonga and 1980 Tauranga to Port Vila races. She also cruised over 200,000nm. Nigel Stoke keeps her immaculate and has reassembled some of the crew from 2006.



FLYING FISH ARCTOS

SAIL NO: 7551
LOA: 15.2m
CLASS: PHS
DESIGNER: Graham Radford (AUS)
YEAR BUILT: 2001
TYPE: McIntyre 55
NUMBER OF HOBARTS: 10
OWNER: Flying Fish Online
SKIPPER: Ivan Signorelli
CLUB: Middle Harbour Yacht Club, NSW
CREW: I Signorelli – Skipper, A Martin, T Chung Leung, A Ip, S Witchard, M Dredge, S Pashchenko, L Johnson

Flying Fish Arctos finished 10th under PHS last year. This year's skipper, Ivan Signorelli, would love to beat that, and repeat this boat's 2010 PHS win, or even its PHS second in 2009, or third in 2012. Led by Gregor McGowan in the 2014 Hobart, this McIntyre 55 finished 18th overall in PHS, after finishing 10th in 2013. The crew typically comprises a mix of local experienced yachties and international trainees, all graduates of the Flying Fish sailing school. The yacht has raced to Hobart variously as *Arctos* and *Flying Fish Arctos*, with other PHS results of 16th in 2009, seventh in 2007 and 2008, and sixth in 2011.



FREYJA

SAIL NO: N10
LOA: 8m
CLASS: Corinthian
DESIGNER: William Atkins
YEAR BUILT: 1945
TYPE: Atkins Ingrid
NUMBER OF HOBARTS: 0
OWNER: Richard Lees
CLUB: Newcastle Cruising Yacht Club
CREW: R Lees, L Costello, C Sanders, E Thirkell, A Carr, R Hillery

Richard Lees is from Adelaide, but his job as a doctor took him to Virginia, USA. Sailing all the while, he eventually returned home, but during the early '80s moved to Newcastle. His daughter and son-in-law purchased the Alfred Silva built *Freyja*, launched in San Francisco Bay. She required major repairs, so Lees and his wife became partners to help. Since relaunching, *Freyja* has been to two Australian Wooden Boat Festivals in Tassie. The next one is February 2017, so

the two families, keen to return – and also achieve something from their bucket list – to participate in a Sydney Hobart. *Freyja* has otherwise been utilised for family holidays, the odd sail and raced in the 2016 NCYC Winter Short Ocean Pointscore.



GIACOMO

SAIL NO: NZL70000
LOA: 21.5m
CLASS: IRC/ORCi
DESIGNER: Juan Kouyoumdjian (ARG)
YEAR BUILT: 2011
TYPE: Volvo 70
NUMBER OF HOBARTS: 2
OWNER: Jim Delegat
CLUB: Royal Akarana Yacht Club, NZL
CREW: J Delegat (2) - Skipper, F Mongelli – Navigator, S Cotton (12), N Delegat (1), James Delegat, M White (14), R Bearda (4), C McAsey, S Beavis (7), T Rae, R Bicknell, D Miller, R Greenhalgh (1), B Jackson (7)

Jim Delegat, MD of Delegat Wines in New Zealand, has spent the season in Sydney in an attempt to top the board in the Rolex Sydney Hobart with *Giacomo*, following his 2013 and 2014 campaigns, in which he finished sixth on line and 22nd overall to *Black Jack's* fourth, and 36th overall – and dismasting off the Tasmanian coast in 2014. Finished the fluky 2016 Sydney Gold Coast race fifth on line, nearly nine hours behind *Black Jack*, then took line honours in the Flinders Islet and Newcastle Bass Island races. Formerly *Groupama 4*, winner of the 2011-2012 VOR. Delegat bought her in 2013. He took monohull line honours and won overall the 2015 Coastal Classic, won line honours in the Gold Cup Passage Series and the Night Race to Kawau. Won line, IRC and PHS in the 2016 Sail Fiji Race. Delegat's sons, Nikolas (19) and James (18) join him aboard for a second and first time respectively.



HARTBREAKER

SAIL NO: B330
LOA: 14.2m
CLASS: IRC/ORCi/Corinthian
DESIGNER: Reichel/Pugh (USA)
YEAR BUILT: 2004
TYPE: Reichel Pugh 46
NUMBER OF HOBARTS: 7
OWNER: Antony Walton/Alan Bredahl

CLUB: Royal Brighton Yacht Club, VIC
CREW: A Bredahl – Skipper, A Walton (3)

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*; a nod to the boat's builder, Hart Marine, and because it was badly damaged at the start of Hamilton Island in 2007, then fell off a truck on the way to be repaired. The name also denotes Walton's career as a cardiologist. As Shamrock, the boat won line honours, IRC and PHS in the 2008 Melbourne Hobart race, later retiring from the 2010 Sydney Hobart with rudder damage. Walton and Bredahl have changed the boat's fortunes, finishing every race they entered, including 41st overall in the 2015 Sydney Hobart, 66th overall the previous year and 49th overall in 2013



HEL3AL 3

SAIL NO: 262
LOA: 20.0m
CLASS: PHS
DESIGNER: Joe Adams/Fred Barrett (AUS)
YEAR BUILT: 1984
TYPE: Adams 20
NUMBER OF HOBARTS: 12
OWNER: Rob Fisher/Paul Mara
CLUB: Royal Yacht Club of Tasmania, TAS
CREW: R Fisher (20) – Skipper, P Mara (3) – Skipper, P Jackson, D Stephenson, J Showell, D Begent, R Jackson, J Jurss, S Graham, B Robinson, H Pilcher, A an der Rijt, T van der Rijt, J Williams, A Goode

One of only two Tassie yachts in the 2015 Hobart, Rob Fisher took *Helsal 3* to PHS second to win Division 1. He left *Helsal 3* in the hands of others for the past two Hobarts – with 15th PHS in 2014 and PHS 11th in 2013. Paul Mara retired the boat from the slow Sydney Gold Coast race. *Helsal 3* was originally Arthur Bloore's The Office, retiring from the 1984 Hobart and dismasted heading to the 1985 start. Badly fire damaged in 1986, the Fisher family bought and restored her to place eighth on line in the '87 and fifth in the '88 races. Broke her own record in the Gosford Lord Howe Island race, and scored Sydney Mooloolaba line and handicap wins. John Wertheimer purchased and finished seventh on line in the 1990 Hobart. Chartered in '91, she was seventh on line. Rob Fisher repurchased in 2007 after finding her in decline and has missed only the 2011 Hobart since 2008.



**HOLLYWOOD BOULEVARD**

SAIL NO: AUS8899
 LOA: 16.8m
 CLASS: IRC
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 2008
 TYPE: Farr 55
 NUMBER OF HOBARTS: 6
 OWNER: Ray Roberts
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: R Roberts (21) – Skipper, S McConaghy (16), M Spies (39), R Luka, L Johnston, D Johnston, C Watson, G Jansen, D Palazzi, Brad Anson (17), Bruce Anson (12), J Navarro, D Hawkins, C Dougal

Ray 'Hollywood' Roberts' *Hollywood Boulevard* sustained hull damage, causing retirement from the 2015 Hobart. Competing as *OneSails Racing*, finished 49th overall in the 2014 Hobart after a sunfish took out the port rudder. He is hoping the former *Living Doll*, second overall in the 2011 Hobart, will propel him to overall victory this year. Roberts chartered *The Goat*, a Sydney 38, rebadged it *Team Hollywood* and convincingly won the IRC Passage Series at Airlie Beach and Hamilton Island Race Weeks. He is a regular at the major Asian regattas and has won all numerous times. Top results in a distinguished career include taking *Quantum Racing* (now racing as *Victoire*), to line and overall victory in the 2008 Sydney Gold Coast. Renamed her *Evolution Racing* and finished second in Division 0 of the 2009 Hobart, after winning Brisbane Gladstone line honours for the second year in a row.

**ICHI BAN**

SAIL NO: AUS01
 LOA: 18.3m
 CLASS: IRC
 DESIGNER: Carkeek Design Partners (RSA)
 YEAR BUILT: 2013
 TYPE: Carkeek 60
 NUMBER OF HOBARTS: 3
 OWNER: Matt Allen
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: M Allen (26) – Skipper, W Oxley (15) – Navigator, G Maguire (16),

A Merrington (9), P Merrington (20), T Sellars (10), C Kosecki, W Sykes (4), S Cizek (1), J Rae (23), D Conigrave (6)

At the last moment, Matt Allen chose his Carkeek 60 over his TP52 of the same name for the 2015 Hobart and finished sixth on line, eighth overall and second in Division 0. This past September, *Ichi Ban* placed third overall in Groupama Race around Noumea race. In 2014, she was fourth overall for third in Division in the Sydney Gold Coast race, took line and overall honours in the inaugural Newcastle Bass Island Race, creating the record which still holds – a new rudder made the difference. Then placed third overall in the CYCA Trophy Series and eighth on line for 63rd overall and fourth in Division 0 of the 2014 Hobart. In 2015, took line honours and won the Cabbage Tree Island Race, breaking the record for a conventionally ballasted yacht and coming within little over an hour of *Wild Oats XI's* record. Since 2013 *Ichi Ban* has also held the conventional ballast record in the Port Hacking Bird Islet Race. Australian Sailing President, Matt Allen, launched this boat a month before the 2013 Hobart and finished eighth online and eighth overall.

**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 (26) – Skipper, W Oxley (15) - Navigator, G Maguire (16), A Merrington (9), P Merrington (20), C Kosecki (1), B Rice (1), W Morgan (5), C Garnett (14), S Cizek (1), J Rae (23), D Conigrave (6)

Matt Allen bought *Shogun V* in mid-2015 and renamed her *Ichi Ban*. After a new keel fin and mast were added, she raced for the first time in the 2015 Sydney Gold Coaster, minus Allen, who was competing in the Transpac Race and Gordon Maguire skippered her to 12th overall. Allen returned to dominate Division 1 at 2015 Airlie Beach Race Week, then ran second in Division A to the new *Beau Geste* at the Australian IRC Championship. *Ichi Ban* won every race in Division 1 at the 2016 Sydney Harbour Regatta, repeating that result to claim the 2016 NSW IRC Championship. Further mods for offshore racing and *Ichi Ban* notably won the 2016 Sydney Gold Coast race by nearly six hours. *Beau Geste* beat *Ichi Ban* to the punch again for Division 1 of the 2016 Australian IRC Championship before she finished the Flinders Islet Race second overall. This is the TP52 to beat.

**IMAGINATION**

SAIL NO: 35
 LOA: 14.5m
 CLASS: IRC/ORCi
 DESIGNER: Bruce Farr (USA)
 YEAR BUILT: 2002
 TYPE: Beneteau First 47.7
 NUMBER OF HOBARTS: 3
 OWNER: Robin and Annette Hawthorn
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: R Hawthorn (2) – Skipper, H Hawthorn (2) - Skipper, G Cooper (9), C Hawthorn (2), M Short (8), E Markey, J Broom, J Penney, J Craddock, I Short, A Guy, M Barber

With Robin Hawthorn's son Hamish taking the boat to Hobart last year, *Imagination* finished the 2015 Hobart 10th overall and second in Division 3 and sixth overall under ORCi. Prior to 2015, Robin Hawthorn skippered *Imagination* in two Hobarts, placing ninth overall in 2009 and 14th overall in 2014, when joined by sons, Hamish and Campbell, for their first Hobart after the trio won the Bird Island race earlier in December. The Beneteau 47.7 also won the 2015/2016 Grant Thornton Combined Pointscore after winning the Short Ocean Pointscore under PHS (the major trophy) and IRC. Robin finished eighth overall and won Division 3 in the 2016 Sydney Gold Coast Race. This is a well-raced boat.

**IMALIZARD**

SAIL NO: 6893
 LOA: 12.2m
 CLASS: ORCi
 DESIGNER: Hugh Welbourn (UK)
 YEAR BUILT: 2007
 TYPE: Welbourn 12
 NUMBER OF HOBARTS: 0
 OWNER: Bruce Watson
 CLUB: Royal Sydney Yacht Squadron, NSW
 CREW: B Watson – Skipper, M Gilfoyle – Navigator, V Adillon, J De Carlan, N De Carlan

Imalizard is owned by Short Handed Sailing Association of Australia committee member Bruce Watson. It was purpose built for the two handed Melbourne Osaka Race and is water ballasted. Under previous ownership, it was sailed single-handed

around Australia and since then has been raced in SSAA competitions and two handed in the 2016 Coffs Harbour race. For the 2016 Sydney Hobart, *Imalizard's* first, French solo sailors will be joining the usual two-handed crew of Bruce Watson and Michelle Gilfoyle.

**JACKPOT**

SAIL NO: 6774
 LOA: 12.2m
 CLASS: IRC/ORCi/Corinthian
 DESIGNER: Rod Johnstone (USA)
 YEAR BUILT: 2008
 TYPE: J/122
 NUMBER OF HOBARTS: 0
 OWNER: Adrian Van Bellen
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: A Van Bellen – Skipper, J Wells – Navigator (6), V Dudley (20), G Harland (2), M Godfrey (4), S. Scott (2), D Williams (6)

This will be *Jackpot's* first Sydney Hobart, but she has done and won many offshore races courtesy of the competitive Adrian Van Bellen. In recent times, *Jackpot* has won the 2013/2014 Summer SOPS (under PHS), was divisional second in 2014 SORC, won IRC division in the 2015 SORC, was third overall in 2014/2015 CYCA OPS, won IRC and PHS overall in 2014/2015 Combined OPS/SOPS, was second overall and won ORCi in 2016 Pittwater Coffs race. Helping him is a trio of the most experienced female sailors around – helm Vanessa Dudley, trimmer Gail Harland (won overall in 2003) and 2014 Rolex Sydney Hobart winning navigator in 2014, Jennifer Wells.

**KLC BENGAL 7**

SAIL NUMBER: JPN4321
 LOA: 16.5m
 CLASS: IRC
 DESIGNER: Tom Humphreys (UK)
 YEAR BUILT: 2010
 TYPE: Humphreys 54
 NUMBER OF HOBARTS: 2
 OWN: Yoshihiko Murase
 CLUB: Laguna Marina Yacht Club, JPN
 CREW: Y Murase (2) – Skipper, Y Ito (2), Y Takagi (2), U Arakawa (2), T Mishima (2), Y Yabe (1), Y Arakawa (2), Y Hirano (2), T Nakane (2), N Igei (2), F Furukawa (1), Y Ando (2), T Hara (2), M Nagao (2)





KLC Bengal 7 sailed from Japan to Sydney for both her Hobarts, finishing 12th overall in 2012 and retiring with main damage in 2015. Launched in October 2010, this Humphreys 54 has a hydraulically operated lifting keel. Formerly named *Oystercatcher XXVIII*, she claimed line and overall honours in the 2012 Okinawa-Tokai race, her maiden regatta. Gynaecologist, Yoshihiko Murase, runs the Kanayama Lady's Clinic in Japan, hence the KLC in her name. He competed in the 1991 and 1995 Melbourne Osaka two-handed race with his previous *Bengal* and contested six consecutive Transpacific Yacht Races since 2001. Crew remains the same as in 2015.



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: 12
OWNER: David Pescud
SKIPPER: John Whitfield
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Skipper, J Whitfield (22), A Lawrence (11), K Jagger (32), M Walker, S Phillips, T Purkiss, M Thomson (9), R Honschooten, A Boney, W Jones, K Watson, P Hopkins (26), A Timbery, I Dawe, M A Purkiss, P Walker (4)

John Whitfield skippered *Sailors With Disabilities (SWD)* to PHS 11th in the 2015 Hobart while Pescud remained ashore and will skipper her again. *SWD* raced its TP52, *Wot Eva* to 47th overall in the 2014 race, took this Lyons 54 in the 2013 Hobart and finished seventh overall as *Faceboat Sailors with disAbilities*. Also won PHS in the 2007 Hobart. In 2003, with a disabled crew, Pescud broke the Around Australia monohull record, which still holds today. In late October 2015, 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. Pescud's main focus is giving disabled people opportunities to sail, which he has been officially recognised for many times.



KOA
SAIL NO: 52152
LOA: 15.9m
CLASS: IRC/ORCi
DESIGNER: Bruce Farr (USA)
YEAR BUILT: 2004
TYPE: TP52
NUMBER OF HOBARTS: 1
OWNER: Peter Wrigley/Andy Kearnan
CLUB: Cruising Yacht Club of Australia, NSW
CREW: A Kearnan (1) Skipper, R Grimes (26) – Navigator, P Wrigley (2), M Wrigley (2), D Wrigley, J McCrudden, T Poulson, P Williams, G Van Dijk, A O'Brien, T May, W Miller (12), R Howard (9)

Late in 2015 Peter Wrigley and Andy Kearnan bought the former *Lucky*, winner of the 2010 Rolex Middle Sea Race and second placegetter in the 2014 Rolex China Sea Race. They retired with steering damage from the renamed *Koa's* (Hawaiian for 'strong warrior') first Hobart, but *Koa*

was third in Division 1 at the Sydney Harbour Regatta, finished fifth at the 2016 NSW IRC Championship and second overall to *Ichu Bar* in the 2016 Sydney Gold Coast race. Matt (31) and Drew Wrigley (26) will join their father for the 2016 Hobart – Matt's second, Drew's first. Kearnan and Wrigley have raced individual yachts for years. Wrigley won Division 2 in the 2011 Hobart with *Vamp*, while Kearnan was third in Division 3 of the 2015 Sydney Gold Coast race, fourth overall and second in Division the previous year and won Division 2 of the 2013 CYCA Trophy Rating Series. A hot TP52 fleet awaits.



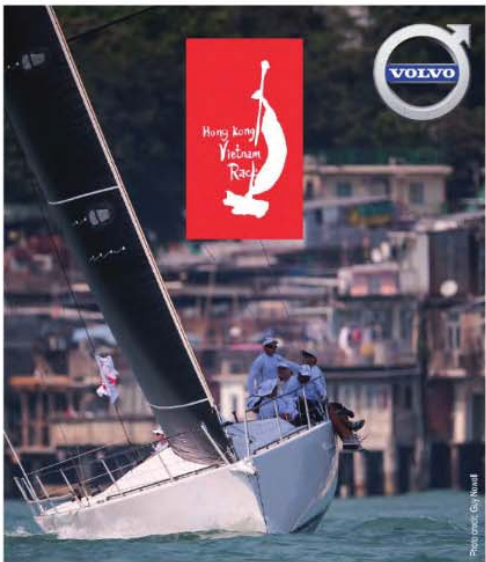
KOMATSU AZZURRO
SAIL NO: 3430
LOA: 10.1m
CLASS: IRC/ORCi/Corinthian
DESIGNER: Sparkman & Stephens (USA)
YEAR BUILT: 1981
TYPE: S&S 34
NUMBER OF HOBARTS: 3
OWNER: Shane Kearns



UPCOMING ROYAL HONG KONG YACHT CLUB RACES



SAN FERNANDO RACE
STARTS 12 APRIL 2017
480NM - HONG KONG TO SAN FERNANDO, PHILIPPINES
www.sanfernandorace.com



VOLVO HONG KONG TO VIETNAM RACE
STARTS 18 OCTOBER 2017
673NM - HONG KONG TO NHA TRANG, VIETNAM
www.hkvietnamrace.com



ROLEX CHINA SEA RACE
STARTS 28 MARCH 2018
565NM - HONG KONG TO SUBIC BAY, PHILIPPINES
www.rolexchinasearace.com

CATEGORY 1 OFFSHORE RACES IN ASIA RUN UNDER AUSPICES OF RORC

CLUB: Cruising Yacht Club of Australia, NSW

CREW: S Kearns (12) – Skipper, A Seja (14) – Navigator (14), D McRae (13), J Nixon (22), F Nelson (21), M Doherty

A restored and optimised example of one of yachting's most famous designs – the S&S 34. *Komatsu Azzurro* won the 2015 Sydney Gold Coast race, then almost snatched victory from *Balance* in last year's Hobart, but found little breeze on rounding Tasman Island. She placed third overall (just six minutes shy of second place), second in Division 4, won ORC and Corinthian overall. Shane Kearns's boat was there again, trying to steal *Ichi Ban's* thunder in the 2016 Sydney Gold Coast, but the breeze dropped out, so it was 17th overall to win Division 4. Kearns found the former *Shenandoah II* near sinking in 2014. He bought her cheaply on his credit card and restored her, adding a Code Zero and a new staysail. She finished the 2014 Hobart 33rd overall. The boat was built for Ron White, a past SYC commodore who died in 2012. He won Division H of the 50th Hobart with the renamed *Commonwealth Bank Shenandoah II*, with a faster finishing time than the winners of Divisions F and G.



LANDFALL

SAIL NO: 554
LOA: 13.4m
CLASS: ORC/Corinthian
DESIGNER: Sparkman & Stephens (USA)
YEAR BUILT: 1935
TYPE: S&S Design 54
NUMBER OF HOBARTS: 5
OWNER: Michael Strong
CLUB: Royal Yacht Club of Tasmania, TAS
CREW: M Strong (2) – Skipper

For the second year running, *Landfall* retired from the race, last year with hull damage, in 2014 it was sail damage, this despite being run in when she was sailed from Tasmania to Sydney. Michael Strong's pretty wood S&S design No. 54 is the second oldest boat in the fleet. She is the first S&S built outside the USA – by Percy Coverdale at Battery Point in Tasmania. In her other Hobarts, she finished seventh in 1952, retired in 1954, and at age 40, finished 52nd in 1976. *Landfall* returned to the race after a long absence to celebrate her 80th birthday and the 70th Hobart in 2014 – it was a fight to get her to the start, as Strong had to wait for the right conditions to leave Tasmania.



LOCAL HERO

SAIL NO: 1236
LOA: 11.0m
CLASS: IRC/ORC
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 1995
TYPE: BH36
NUMBER OF HOBARTS: 5
OWNER: Chris Matthews
CLUB: Middle Harbour 16ft Skiff Club, NSW
CREW: C Matthews – Skipper, S Butler, G Lee, J Rowe, L Gallaway

Chris Matthews bought *Local Hero* from long-time owner Peter Mosely this year, and finished the Sydney Gold Coast Yacht Race 52nd overall. Prior, she retired from the 2015 Rolex Sydney Hobart with minor hull damage and was 54th overall in the 2014 race, PHS fourth overall in the 2012 Hobart and IRC 20th overall and third in IRC Division 4 in 2010. The BH36 finished 11th overall and won Division 3 in the 2015 Sydney Gold Coast race and was named 'Yacht of the Regatta' at 2014 Hamilton Island Race Week, when Matt Owen skippered her to a Division 4 win in the IRC Australian Championship.



LOVE & WAR

SAIL NO: 294
LOA: 14.2m
CLASS: IRC/ORC/Corinthian
DESIGNER: Sparkman & Stephens (USA)
YEAR BUILT: 1973
TYPE: S&S 47
NUMBER OF HOBARTS: 16
OWNER: Simon Kurts
CLUB: Cruising Yacht Club of Australia, NSW
CREW: S Kurts (17) – Skipper, L May (43), S McCullum, P Sheldrich (24), E Adriaanse (27), M Heenan (17), A Hearder (30), H Armstrong, P Kurts (3), J McCullum (1)

This famous classic Oregon and Maple wooden boat, among her countless victories, has won the Tattersall's Cup three times: 1974, 1978 and 2006 – joining *Freya* as the only yacht to do so. Her last win was 2006 when Simon Kurts loaned her to Lindsay May. Simon last raced her south in 2014 and was in the money, but ultimately finished seventh overall and second in

Division 4, winning the 30 year Veterans and placing second in the 20 year Veterans division. *Love & War* is the second of five yachts owned and raced by the late Peter Kurts and the only kept by him. Simon tends to race her in CYCA offshore events every two years. He finished 48th overall in the 2016 Sydney Gold Coast race – too light a race for her. Kurts' son Phil joins a familiar crew again, including evergreen navigator Lindsay May.



M3

SAIL NO: AUS52
LOA: 15.8m
CLASS: IRC/ORC
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2006
TYPE: TP52
NUMBER OF HOBARTS: 5
OWNER: Peter Hickson
SKIPPER: Brent Fowler
CLUB: Royal Freshwater Bay Yacht Club, WA
CREW: B Fowler (1) – Skipper, L Campbell – Navigator, P Hickson, M Pearce, M Kennedy, J Naughton, J R Enkelmann, R Wilson, J Turner, J Wierzbowski, B McRae, O Marshall, M Wheeler, P Marshall

M3 shredded her forestay just after the start of the 2015 Sydney Hobart, was offered a spare, but her crew chose to retire. Repaired, Peter Hickson entered her in the Pittwater Coffs and finished unlucky 13th overall, because on the return journey, in dreadful weather, she ran aground, her crew abandoning the boat on the beach near Seal Rocks. *M3* returned, Brent Fowler skippering her to third overall in the 2016 Sydney Gold Coast race. Hickson purchased the former *Stay Calm/Calm* in September 2015, and took line honours in their first outing, the George Law Memorial Foundation Race. She then finished third overall in Fremantle Geraldton race, despite a torn main. Under Victorian ownership from 2009, the boat last contested the Hobart in 2012 and was best placed TP52 in fifth overall, finishing fifth again in 2013.



MALUKA OF KERMANDIE

SAIL NO: A19
LOA: 9.0m
CLASS: IRC

DESIGNER: Cliff Gale (AUS)
YEAR BUILT: 1932
TYPE: Ranger
NUMBER OF HOBARTS: 5
OWNER: Sean Langman
CLUB: Port Huon Yacht Club, TAS
CREW: S Langman (25) – Skipper, S McKnight (8) – Navigator, P Inchbold (29), P Langman (3)

Maluka of Kermantdie was looking good for a place in the 2014 Hobart, but conditions lightened at the last and Sean Langman took her to 13th overall and third in Division 4. He sailed *Maluka* in her first Hobart the 2006 – she was the first boat under 9.5m to finish, placing eighth overall, the same year older yachts *Love & War* won and *Bacardi* topped the board. Finished last on line in 2011 and 2012, the irony being Langman was listening to the radio when his former yacht *Loyal* sailed to line honours victory in 2011. While he is Sydney based, *Maluka of Kermantdie* is representing the Port Huon Yacht Club in Tasmania, where Langman has business interests. *Maluka* is the oldest boat in the race. Built in 1932 from Tasmanian Huon pine, the gaff-rigged yacht was rebuilt by Noakes' head, Langman, also known for racing his high-octane former yachts, *AAPT* and *Loyal*.



MASERATI

SAIL NO: ITA70
LOA: 21.5m
CLASS: IRC/ORC
DESIGNER: Juan Kouyoumdjian (ARG)
YEAR BUILT: 2007
TYPE: Volvo Open 70
NUMBER OF HOBARTS: 1
OWNER: Jim Cooney
CLUB: Cruising Yacht Club of Australia, NSW
CREW: J Cooney (4) – Skipper, crew TBA

Jim Cooney purchased *Maserati* after competing against her in the 2015 Rolex Sydney Hobart with feted Italian single-handed sailor, Giovanni Soldini skippering the V70 originally known as *Ericsson 3* (fourth overall in the 2008/09 VOR). She proved quick was outsailing all but the super maxis in the fleet until the last part of Bass Strait when she found a hole, but still finished fourth on line and fourth in Division O. The boat was not IRC rated in time for the Gold Coast race, so sailed PHS and finished 11th on line. Crew are primarily from Cooney's other racing yacht, *Brindabella* and will make it a three-way match race with the other Volvo 70s *Black Jack* and *Giacomo*.



WE LIVE TO BE ON THE WATER.



SUNBRELLA® IS A REGISTERED TRADEMARK OF GLEN RAVEN, INC.

sunbrella.com/marine



MATADOR

SAIL NO: SM602
 LOA: 13.7m
 CLASS: IRC/ORCi
 DESIGNER: Greg Elliott (NZL)
 YEAR BUILT: 2009
 TYPE: Elliott 44
 NUMBER OF HOBARTS: 2
 OWNER: Jonas Grander
 CLUB: Royal Swedish Yacht Club, SWE
 CREW: Jonas Grander – Skipper, R Goransson – Skipper, M Baltscheffsky – Navigator, N Beckvid, C Marco, T Beckman, K Thelander, S Loughborough, T Jonsson, R Brandt, O Tizzard

This is a first Sydney Hobart for Swedish yachtsman Jonas Grander, but not for *Matador*, which as *Veloce*, was second overall in the 2013 Rolex Sydney Hobart for Victorian owner Phil Simpfendorfer. Her only other Hobart was 2012 when she finished 36th overall for fourth in Division 2. She is a great boat in the right hands, and has won three successive Melbourne Hobarts. For some years, Grander has raced a J/109, *Matador*. Finished third 2011 Round Gotland Runt Race and has enjoyed success in J class events.



MOODY BUOYS

SAIL NO: G54
 LOA: 17.2m
 CLASS: PHS
 DESIGNER: Dixon Yacht Design (UK)
 YEAR BUILT: 2014
 TYPE: Moody 54DS
 NUMBER OF HOBARTS: 1
 OWNER: Trevor Richardson
 SKIPPER: Steven Richardson
 CLUB: Royal Geelong Yacht Club, VIC
 CREW: S Richardson – Skipper, A Bridge – Navigator, Stuart Richardson, T Richardson, D Richardson, C Richardson, H Mann, R Hawkins, P Hrones

*Moody Buoy*s was a new boat for Trevor Richardson in 2014, and he contested the Rolex Sydney Hobart the same year, finishing 56th overall in ORCi and 13th in Division 3, but did not compete last year. A *Moody 54DS*, she replaces Richardson's former yacht, *Local Buoy*s and is a sistership to *Trybooking.com*, which

contested the last two Hobarts. Both yachts are from Victoria, this one from Geelong. She will be looking for a blow to succeed.



ON TAP

SAIL NO: A5
 LOA: 10.3m
 CLASS: IRC
 DESIGNER: Alan Blackburn (AUS)
 YEAR BUILT: 1975
 TYPE: Duncanson 34
 NUMBER OF HOBARTS: 4
 OWNER: Stephen Hughes
 CLUB: Moreton Bay Boat Club, QLD
 CREW: S Hughes (1) – Skipper, M Stuart (2) – Skipper, R Combrink (2), E Zandstra (1), G Wood, L Linton

This IOR Three Quarter Tonner last went to Hobart in 2006 as *BSG On Tap*, finishing 10th overall and was named club champion from 2004-06. Stephen Hughes has owned *On Tap* for three years, racing her locally with good results. Recently won the MBBC Fairway Challenge, was second in the MBBC Pearl Challenge and in 2015 won the Cowan Marathon Race. Of her six crew, Steve Hughes, Marc Stuart and Richard Combrink were aboard for the 2006 race and hope for similar conditions. The boat first went to Hobart in 1979 as *Puss 'N Boots* with original owner Mr H Boot, finishing 18th from 147 starters. Did not finish either of the 1980 and 1983 races, but was third overall in the 1978 Three Quarter Ton Worlds.



PAPILLON

SAIL NO: 6841
 LOA: 12.0m
 CLASS: IRC
 DESIGNER: Joubert/Nivelt (FRA)
 YEAR BUILT: 2009
 TYPE: Archambault A40 RC
 NUMBER OF HOBARTS: 5
 OWNER: Phil Molony
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: P Molony (26) – Skipper/Navigator, J Mitchell (2), J Plant (2), M Tilden (4), R Carlier (33), A Snyder (4), S Read, M Jackson, M Sheehy, J O'Keefe

In the 2015 Rolex Sydney Hobart, Phil Molony sailed *Papillon* to 28th overall. The

previous year, the yachtsman marked his milestone 25th Sydney Hobart with 17th overall. After contesting many Hobarts, Molony took the plunge in 2007, purchasing his first *Papillon*, upgrading to his latest version in 2010 and finished the 2011 Hobart 19th overall, followed by 31st in 2012 and 19th in 2013. Recently, *Papillon* was 47th overall in the stop-start Land Rover Sydney Gold Coast Yacht Race.



PATRICE

SAIL NO: 360
 LOA: 13.9m
 CLASS: IRC/ORCi
 DESIGNER: Ker Yacht Design (UK)
 YEAR BUILT: 2013
 TYPE: Ker 46
 NUMBER OF HOBARTS: 3
 OWNER: Tony Kirby
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: T Kirby (31) – Skipper, M Bellingham (21) – Navigator, D Jones, A Cole (13), B Taylor (6), I Walker (29), J Salter (2), J Mulkearns (5), S Gajic (1), J Rowed

Tony Kirby retired *Patrice* from the 2015 Hobart when she suffered extensive mainsail damage. Came unstuck in her first Hobart in 2013 with hull delamination, but finished ninth overall and won Division 1 in 2014, then dominated to win at 2014 Airlie Beach Race Week. Won IRC Division 1 of the 2015 Sydney Harbour Regatta, placed seventh overall and won Division 1 in the 2015 Sydney Gold Coast, and was fourth in the 2015 Brisbane Keppel Race. In 2016, the Ker 46 was ninth overall in the Gold Coast Race, then eighth in the Flinders Islet Race. Kirby has seen *Patrice* through a few modifications, including earlier this year, to improve *Patrice's* performance. He will again take the bears to Hobart, raising funds for The Kids' Cancer Project, which undertakes childhood cancer research.



PATRICE SIX

SAIL NUMBER: MH777
 LOA: 12.5m
 CLASS: IRC/ORCi
 DESIGNER: Niels Jeppesen (DEN)
 YEAR BUILT: 2007
 TYPE: X-41
 NUMBER OF HOBARTS: 7

OWNER: Shaun Lane
 SKIPPER: Andrew Prideaux
 CLUB: Middle Harbour Yacht Club, NSW
 CREW: A Prideaux – Skipper, crew TBA

Patrice Six finished 43rd overall in the 2015 Rolex Sydney Hobart after last competing in 2012 when owned by Tony Kirby, and finished 32nd overall, the year *Wild Oats XI* won the treble. Kirby sailed the X41 to a best Hobart result of fifth and third in IRC Division 3 in 2009, after finishing 31st in 2008. Shaun Lane bought her in 2013 and recent results include third in the X Yacht Production class at the 2016 Sydney Harbour Regatta. In the lead-up to Hobart, is contesting the BWPS, finishing 43rd in the 2016 Land Rover Sydney Gold Coast Yacht Race, 21st in the Flinders Islet Race and 15th in the Newcastle Bass Island Race.



PELAGIC MAGIC

SAIL NO: 11407
 LOA: 11.9m
 CLASS: IRC/ORCi
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 2005
 TYPE: Beneteau 40.7
 NUMBER OF HOBARTS: 6
 OWNER: Simon Dunlop
 CLUB: Royal Prince Alfred Yacht Club, NSW
 CREW: S Dunlop (1) – Skipper, P Jones (11) – Navigator, G Dunlop (2), M Martin (2), P Cotterill S McDonald (2), S Chapple, D Cronin, H McDonald, S Connelly

This was previously Dr Hugh Torode's yacht, variously known as *Pelagic Magic* and *Shepherd Centre*. Prior to the 2015 Hobart, when Simon Dunlop raced her to 21st overall, she last raced to Hobart in 2013 with Torode, finishing 41st overall and fourth in Division 4. In the 2010 race, she was 33rd overall and fourth in Division 4 and third in ORCi Division 3. In the 2011 Hobart, was scored DNF, for failing to report at Green Cape. In 2016 Dunlop has been campaigning in RPYAC and CYCA races, finishing 18th in the Flinders Islet Race and 16th in the Newcastle Bass Island race.



PERFORMANCE RACING

SAIL NO: 6953
 LOA: 15.9m



CLASS: PHS
DESIGNER: Nelson Marek (USA)
YEAR BUILT: 2001
TYPE: TP52
NUMBER OF HOBARTS: 7
OWNER: Sailors With Disabilities
SKIPPER: Andy Middleton
CLUB: Cruising Yacht Club of Australia
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, D Barton, R Spence

Andy Middleton chartered and raced this yacht last year as *GYR Wat Eva*, but retired and is back chartering the same yacht, renaming her *Performance Racing*. Since 2010, *Sailors With Disabilities (SWD)* has raced and trained on this TP52, (the former *Yassou, Glory and Wat Yot*), kindly donated to SWD by wotif.com co-founder Graeme Wood, who contested three Hobarts with it. *SWD*, led by David Pescud, finished the 2014 Rolex Sydney Hobart 47th overall in IRC and eighth in Division 1 with this boat. Middleton has chartered various boats for the race over the years, crewing them with experienced yachties and paying crew.



PERPETUAL LOYAL
SAIL NO: SYD1000
LOA: 30.0m
CLASS: IRC
DESIGNER: Juan Kouyoumdjian (ARG)
YEAR BUILT: 2008
TYPE: 100ft Super Maxi
NUMBER OF HOBARTS: 3
OWNER: Anthony Bell
CLUB: Cruising Yacht Club of Australia, NSW
CREW: A Bell (5) – Skipper, T Addis (3) – Navigator, P Caligeros (17), J Akacich (19), B Kellett (24), T Slingsby (3), J Clougher (13), E Molan (1), T Oxley (11), J Flannery (13), T Mutter (3)

Perpetual Loyal is back, following her early demise from the last two Hobarts – last year with rudder damage and 2014 after hitting an unidentified object. Hard for Anthony Bell and crew, who finished the 2013 race second on line. Bell did take line honours in the 2015 Sydney Gold Coast Race. The boat has had major surgery this year, so who knows what will be given there are four modified 100 footers in the race. *Perpetual Loyal* is the former *Speedboat* and *Rambler*. She was slated ‘the fastest super maxi in the world’, but has yet to prove it in Australia. Once again, there will be a sprinkling of celebrities to help Bell’s *Loyal Foundation*, which raises funds for child charities such as the Humpty Dumpty Foundation. With his previous super maxi, *Loyal*, Bell caused an upset, defeating *Wild Oats XI* for line honours in the 2011 Hobart – his first.



PHILOSOPHERS
SAIL NO: MH20
LOA: 12.0m
CLASS: IRC/ORC
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2009
TYPE: Cookson 12
NUMBER OF HOBARTS: 0
OWNER: Gordon Ketelbey/Peter Sorensen
CLUB: Middle Harbour Yacht Club, NSW
CREW: G Ketelbey – Skipper, A Buckland

This is a first Hobart for *Philosophers*, a Cookson 12. According to co-owner Peter Sorensen, it is the best of the design around. After sitting virtually unused in Geelong for eight years, with the help of six-time 18-foot skiff champion Andrew Buckland, who is on the crew, the boat has been brought up to speed. It won the 2016 Gascoigne Cup, decided under PHS, and also won IRC overall. Gordon Ketelbey and Sorensen both have trodden the Sydney Hobart boards with separate boats. Ketelbey raced his Sydney 38 *Zen* and Sorensen raced years ago with two boats he had partnerships in, the V60 *Magnavox* and before that, *Foxtel 2UE Titan Ford*, a Farr 50 formerly named *Morning Mist III*.



PRETTY FLY III
SAIL NO: 10007
LOA: 15.2m
CLASS: IRC/ORC
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2005
TYPE: Cookson 50
NUMBER OF HOBARTS: 6
OWNER: Colin Woods
CLUB: Cruising Yacht Club of Australia, NSW
CREW: C Woods (7) – Skipper, D Watson (18) – Navigator, S McCarthy (5), J Harper (4), E Haagh (9), M Hughes, G Norman (2), B Gladwell (3), S Dunne, J Leppard (5), G Marshall (10), D Taylor (6)

Pretty Fly III, a canting keel Cookson 50, was one of 31 retirements last year after breaking her forestay. She finished 44th overall and won Division O in the 2014 Hobart, beating same-design *Victoire*. The situation was reversed in the 2013 Hobart, when *Victoire* claimed overall victory and *Pretty Fly III* was 10th, and finished second

in Division to her rival. Colin Woods’ best performance was fourth overall in 2010 for second in Division O. *Pretty Fly III* finished the 2016 Sydney Gold Coast race 24th overall and fourth in Division O. In the past, Woods has owned two other yachts called *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: 7
OWNER: John Newbold
CLUB: Royal Melbourne Yacht Squadron, VIC
CREW: J Newbold (18) – Skipper, E Holden (5) – Navigator, S James, C Anderson (33), A Nauels, T Duckmanton (3), P Hugh-Smith, C McKee, T Cembala (7), M Setton (8), D Sudano (18), A Hibbert, R Case (31)

Primitive Cool is an RP51 purchased by John Newbold in 2013. As *Secret Men’s Business* it won the 2010 Hobart and placed third in the high performance Division Z of the 2013 Rolex Fastnet Race (UK). *Primitive Cool* has been successful in major events, including those run by the ORC. It currently holds the Melbourne King Island Race record. In last year’s Hobart, it revelled in some tough conditions to finish fourth overall and second in Division 1, bearing testimony to the yacht and its preparation by boat manager David Sudano. Newbold and his crew will again represent Sea Shepherd – whose mission is to end the destruction of habitat and slaughter of wildlife in the world’s oceans – a cause they hold in high esteem.



QUEST
SAIL NO: 9090
LOA: 13.1m
CLASS: IRC/ORC
DESIGNER: Nelson/Marek (USA)
YEAR BUILT: 1995
TYPE: Nelson/Marek 43
NUMBER OF HOBARTS: 4
OWNER: Ian Coward
SKIPPER: John Moody

CLUB: Sunshine Coast Yacht Club, QLD
CREW: J Moody (4) – Skipper, S North – Navigator, G Raitheh (1), H Cowlishaw (1), J Nibbs (5), B Coward (3), R Coward, D Walker (6), P Lincoln, M Hampe, S Coward

Quest was designed to the IMS rule for Bob Steel. Purchased by Ian Coward in 2014 after following the boat’s early triumphs, *Quest* finished the 2016 Sydney Gold Coast race 45th overall. Ian, who has raced seven Hobarts, will not be aboard (he will meet the boat in Hobart), but three of his six children will – sons Bill and Richard, and daughter Sam. Rest of the crew is made up of friends and sailing mates. *Quest* won at 1995 Hamilton Island, won the Telstra Cup and was second in the Hobart, won the 1996 Sydney Mooloolaba and the Kenwood Cup, with team mates, *Ausmaid* and *Ragamuffin*, but broke her rig in the 1996 Hobart. Was chartered by Mike Broughton, finishing 23rd overall in the 1997 Hobart. Kevin Miller bought her and finished fourth overall in the 1998 Hobart as *Industrial Quest*. In 2012, a former *Steel* crew, Tom Braidwood, found the boat decaying, so bought and repaired her.



QUETZALCOATL
SAIL NO: 2001
LOA: 12.3m
CLASS: PHS/Corinthian
DESIGNER: Don Jones (AUS)
YEAR BUILT: 2001
TYPE: Jones 40
NUMBER OF HOBARTS: 5
OWNER: Antony Sweetapple/James Lee-Warner/Anthony Bruce
CLUB: Cruising Yacht Club of Australia, NSW
CREW: A Sweetapple (6) – Skipper, M Ayto (5) – Navigator, A Bruce (5), J Lee Warner (6), D Ulm (3), R Hincks (1), P Haggitt, A Isles, N Rock, E Borberg

Beautifully built of King Billy pine, this bright yellow former Tasmanian boat is improving with every outing. Under her owners Antony Sweetapple, Anthony Bruce and James Lee Warner, *Quetzalcoatl* finished fifth in the 2014 Hobart. She returned after two years especially for the 70th edition and finished PHS second overall and third in the Corinthian division after winning PHS overall in 2011. *Quetzalcoatl* has competed competitively over the past 13 years under PHS; however 2011 was special with victories in the Sydney Newcastle Offshore race, Gosford Lord Howe Island Race and ending with their Hobart win.



**RAGAMUFFIN**

SAIL NO: AUS70
LOA: 15.9m
CLASS: IRC/ORCi
DESIGNER: Bruce Farr (USA)
YEAR BUILT: 2004
TYPE: TP52
NUMBER OF HOBARTS: 6
OWNER: Syd Fischer
SKIPPER: Brenton Fischer
CLUB: Cruising Yacht Club of Australia, NSW
CREW: B Fischer (2) – Skipper, A Cahalan (24) – Navigator

With little preparation, Brenton Fischer skippered his grandfather Syd Fischer's TP52 to second overall last year, but was penalised down to 38th after colliding with the *Ark323* at the start. *Ark323* retired, due to the damage. Brenton's first Hobart was 2014 aboard Syd's super maxi, *Ragamuffin 100*. Brenton skippered this yacht to line honours, IRC, ORCi and PHS wins in the 2014 Pittwater Coffs race, repeating Syd's feat with the yacht the previous year – and scored good Hobart results with it: second overall in 2007, fourth in 2008, and third in 2011. He also took line and overall win in the 2008 Sydney Offshore Newcastle race, and won the 2007/2008 Blue Water Pointscore. Placed third in 2009-2010 and third in 2010/2011, when it won the Cape Byron Series (ORCi trophy for the BWPS). *Ragamuffin's* chances are boosted having Adrienne Cahalan as navigator and sailing her 25th Hobart.

**REVE**

SAIL NO: 5930
LOA: 14.0m
CLASS: PHS/Corinthian
DESIGNER: Philippe Briand (FRA)
YEAR BUILT: 1991
TYPE: Beneteau 45 F5
NUMBER OF HOBARTS: 0
OWNER: Kevin Whelan
CLUB: Cruising Yacht Club of Australia, NSW
CREW: K Whelan – Skipper, F Stuhlmann, J Conroy, N Black, P Challis, J Davies, G Holmes, S Barrington

Kevin and Jayne Whelan have just completed a circumnavigation, taking their son James (13) and daughter Alexis (5) on

a world trip leaving Sydney in 2011, taking in the Barrier Reef, Indonesia, Christmas Island, Cocos Keeling Islands, Mauritius, La Reunion, Africa, St Helena, Spain and more, through the Panama Canal across the Pacific and back to Sydney. After that, 628 nautical miles will be a picnic, but possibly a rough one.

**SAMSKARA**

SAIL NO: H6110
LOA: 14.5m
CLASS: IRC/ORCi
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2001
TYPE: Beneteau First 47.7
NUMBER OF HOBARTS: 0
OWNER: Richard Stain
SKIPPER: Mike Curtis
CLUB: Conway Yacht Club, WALES
CREW: M Curtis – Skipper, R Stain, A Miles, E Zon, E Simmons, C Davies, B Atkins, J Mansell

UK entry, *Samskara*, has done a few sea miles, including the 2010 Melbourne Vanuatu race with her former owner. She is one of five Beneteau 47.7s competing, so will enjoy in-house competition. Now owned by Richard Stain, Mike Curtis (from Wales/Mumbai) is her skipper, with a crew of eight: navigator Carl Davies (a Welsh lobster fisherman); and Ed Simmons (a friend stolen from his son) are the regulars. 'The four 'newcomers', are James Mansell (Brit), Eric Zon (Dutch), Andrew Miles (Brit) and Bernard Atkins (Aussie). 'Stain is yet to lay eyes on *Samskara*, but is sure she will be fine. He has previously contested the 2011 Rolex Fastnet Race (finished seventh in IRC 4A), and the three Peaks race with his home-built *Laura*.

**SCALLYWAG**

SAIL NO: HKG2276
LOA: 30.0m
CLASS: IRC/ORCi
DESIGNER: Andy Dovell (AUS)
YEAR BUILT: 2014
TYPE: 100ft Super Maxi
NUMBER OF HOBARTS: 2
OWNER: Seng Huang Lee
CLUB: Royal Hong Kong Yacht Club, HKG
CREW: D Witt (21) – Skipper, S H Lee, A Crowe – Navigator (20)

Purchased this year by Seng Huang Lee, *Scallywag* is Syd Fischer's ex *Ragamuffin 100*. Contested her first Sydney Hobart in 2014, finishing third on line, then second on line in 2015, after a thrilling match race from Tasman Light with *Rambler*. In the lead-up, was second on line to *Wild Oats XI* in the Transpac Race, took line honours in the Hong Kong Vietnam Race, breaking the record Fischer set with *Ragamuffin 90* in 2013. The hull of this yacht was designed by Andy Dovell, but her modified deck came from *Investec Loyal* which Fischer purchased and raced to Hobart in 2012 and 2013. New to racing, Lee kept the boat's skipper, David Witt, and other *Ragamuffin* crew. Mods were undertaken, but the keel ram exploded in 2016 Sydney Gold Coast race while she was looking good. *Scallywag* broke the Groupama around New Caledonia Race monohull record in September for second overall to *Beau Geste*. Smashed *Beau Geste's* (the TP52) Hong Kong to Hainan record in early November. Owner of the Hayman Island resort, 41 year-old Malaysian born Lee spent his formative years in Sydney. From his verandah in Elizabeth Bay, he watched the boats leave the CYCA each Boxing Day and got hooked. Meeting Witt in Hong Kong, the idea of buying *Ragamuffin 100* was hatched.

**SHE**

SAIL NO: 4924
LOA: 12.2m
CLASS: PHS
DESIGNER: Gary Mull (USA)
YEAR BUILT: 1981
TYPE: Olsen 40 Mod
NUMBER OF HOBARTS: 18
OWNER: Philip Bell
CLUB: Southport Yacht Club, QLD
CREW: P Bell – Skipper, M O'Dea, A Gage, C Morrison, M Van Galen, S Weir, G Tomlins, D Fahey

The Olsen 40 has undergone a few mods in her lifetime and been around the Sydney Hobart course 18 times with former owner, Peter Rodgers. *She's* last Hobart was 2013 when the Division 2 boat won PHS overall, beating all Division 1 boats into the bargain. *She* also won PHS in the 2009 and 2012 races. In the tough 2004 Hobart, this sturdy boat scored PHS fourth. *She* has contested 12 Sydney Lord Howe Island races, scoring divisional placings. Philip Bell purchased *She* and is giving her a new lease of life. He finished PHS fifth in the 2016 Sydney Gold Coast race, her first and Bell says he hopes to capitalise on Rodgers' great record, so has ordered heavy wind.

**SHINING SEA**

SAIL NO: YC1545
LOA: 13.6m
CLASS: IRC/ORCi
DESIGNER: Philippe Briand (FRA)
YEAR BUILT: 2008
TYPE: Beneteau First 45
NUMBER OF HOBARTS: 3
OWNER: Andrew Corletto
CLUB: Cruising Yacht Club of South Australia, SA
CREW: A Corletto (3) – Skipper, C Evans, V Schulz, C Mitchell, P Hughes, R Last, S Harris, M Warman, M Richards, S Langbein, L Burrow

Andrew Corletto returns to the Rolex Sydney Hobart having not competed since 2013 when *Shining Sea* finished 18th overall and third in Division 3. This is Darryl Hodgkinson's previous *Victoire*, a Beneteau First 45. Corletto has been campaigning *Shining Sea* locally and nationally with considerable success and in 2014 was named South Australian IRC and AMS champion and IRC offshore champion; 2014 Victorian IRC and AMS champion – Div 2; Beneteau Firsts Australian champion and SA Yacht of the Year. *Shining Sea* also won the Adelaide Port Lincoln Race in 2015.

**SIMPLESAIL MAHLIGAI**

SAIL NO: NZL1
LOA: 14.3m
CLASS: PHS/Corinthian
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 1998
TYPE: Sydney 46
NUMBER OF HOBARTS: 7
OWNER: Murray Owen/Jenny Kings
CLUB: Cruising Yacht Club of Australia, NSW
CREW: M Owen (8) – Skipper, J Kings (7) – Navigator, A Titorenko – Navigator, A Vodovatov-Abas, V Kushnir, M Taranov, G Shatkov, E Podshivalov, T Mendybayev, S Mazur, V Kharabardin, D Bulatov, V Chirkov

Owners Murray Owens and Jenny Kings sailed *Mahligai* to fourth overall under PHS and second in Division 1 in the 2015 Rolex Sydney Hobart. The previous Hobart, crewed mainly by Russians, as they will be again this year, and racing as *Art Equity Mahligai*, they finished PHS sixth and won





Division 1. In the 2013 Hobart, they moved up from their ninth overall under PHS of 2011, to sixth and won Division 1. The Kiwi owners live in Sydney and race out of the CYCA and have finished each of their six Hobarts with this Sydney 46.



SIMPLY FUN

SAIL NO: SM42
LOA: 12.6m
CLASS: IRC/ORCi
DESIGNER: Judel/Vrolijk (GER)
YEAR BUILT: 2013
TYPE: HH42
NUMBER OF HOBARTS: 1
OWNER: Philip Coombs
CLUB: Sandringham Yacht Club, VIC
CREW: P Coombs (6) – Skipper, C Coombs – Navigator, G Smith, T Billham, M Lawrence, S Schafer, L Hore, C McKenzie

Built in China, *Simply Fun* was launched late December 2013 for Phil Coombs. Her first ocean race was the Melbourne to Launceston and she took line and overall honours, then won the Apollo Bay Race, missing the race record by five minutes. *Simply Fun* contested the 2014 Hobart, Coombs' wife Cheryl navigating and finished 20th overall. Coombs previously owned *Triad* and then the DK46, *Dekadence* (which is in this race also), which he entered in its first Hobart in 2004, finishing 10th on line and 13th overall. Just 59 yachts finished that gale-force race. He also finished fifth in the 2007 Melbourne Osaka Double Handed race.



SONIC

SAIL NO: KOR5555
LOA: 15.9m
CLASS: IRC/ORCi
DESIGNER: James Donovan (USA)
YEAR BUILT: 2004
TYPE: TP52
NUMBER OF HOBARTS: 5
OWNER: Michael Martin
CHARTERER: Kwangmin Rho
CLUB: Korea Ocean Sailing Club, Korea
CREW: K Rho (1) – Skipper, S Hwang, Han Y Kim, H Kim, K Park, S Hwang

This is the first Korean entry received for the race and members of Team Korea, mostly from Seoul and Busan, have

offshore experience from America's Cup series through to the Clipper Cup. They will achieve this history-making feat aboard Mick Martin's *Frantic*, chartered and renamed *Sonic*. Skipper, Kwangmin 'Andrew' Rho, contested the Hobart last year on *Flying Fish Arctos*. Martin retired the TP52 from last year's Hobart with a torn mainsail. Patched up, he finished sixth in Division 1 at the 2016 NSW IRC Championship. Finished 48th overall in the 2014 Hobart after finishing 24th in 2013. The former Wallabies winger won the 2013 Gosford-Lord Howe Island race, with fourth the next year, on the yacht he purchased as *Strewth* in 2012.



SPORTS BAR

SAIL NO: 6396
LOA: 14.3m
CLASS: IRC/ORCi/ Corinthian
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2003
TYPE: Beneteau First 47.7
NUMBER OF HOBARTS: 0
OWNER: Neville and Jo Blair
CLUB: Cruising Yacht Club of Australia, NSW
CREW: N Blair – Skipper

In anticipation of her first Sydney Hobart, 13 year-old *Sports Bar* made her Sydney Gold Coast Yacht Race debut and finished 39th overall. Winner of the 2014 Sydney Cup, Neville and Jo Blair refurbished her from the keel up to prepare her for a season of offshore racing. Up till now, *Sports Bar* has been more at home contesting the CYCA's Ocean Pointscore and Land Rover Winter Series, in which she finished 12th in Division B this year. The crew is looking forward to jousting with *Imagination* and the other Beneteau 47.7s in this race.



SPRINGDAY PAZAZZ

SAIL NO: 99
LOA: 11.9m
CLASS: IRC/ORCi/Corinthian
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2001
TYPE: Cookson 12
NUMBER OF HOBARTS: 2
OWNER: Rob Drury
CLUB: Royal Sydney Yacht Squadron, NSW
CREW: R Drury (3) – Skipper, G Drury

New One Million Dollar Hanse 575 for \$176,000*



* Prices may vary according to exchange rates and other factors.

- Own 1/6 share of a brand new luxury Hanse 575 yacht in the Mediterranean
- Enjoy the freedom to cruise at leisure to "must see" places
- Hassle free ownership at a sensible price
- You have a single point of contact here in Australia
- First class yacht care provides a "walk on walk off" service

Yacht ownership that makes sense

Contact us

Aus: 1300 326 179
Intl: +61 2 8004 3591
enquiries@ysmglobal.com
www.ysmglobal.com

Contact us today to find out more.



GLOBAL
Fractional Yacht Ownership

Rob Drury bought *Pazazz* in August 2012 and contested the 2013/14 CYCA Ocean Pointscore, finishing PHS 11th, then 22nd overall in the 2014 Rolex Sydney Hobart, but retired from the 2015 Hobart with mainsail damage. He was 22nd overall and fourth in Division 3 of the 2016 Sydney Gold Coast Race and 17th in Flinders Islet Race. Georgina Drury will join her father, best remembered as a short-handed sailor, for the Hobart race again this year. *Pazazz* is the former *Siena IV*, imported from Auckland in September 2008.



ST JUDE

SAIL NO: 6686
 LOA: 14.2m
 CLASS: IRC
 DESIGNER: Murray Burns Dovell (AUS)
 YEAR BUILT: 2007
 TYPE: Sydney 47
 NUMBER OF HOBARTS: 8
 OWNER: Noel Cornish
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: N Cornish (9) – Skipper, S Kidson (3), E May (2), G Cropley (15), S Lawson (13), N Butcher (1), A Milln (2), T Meyrick, R Jacobs (18), L Klohs (3), A Dennis

St Jude has done every Hobart since 2008, but retired last year with rudder damage. In 2014, the Sydney 47 was 51st overall, her best result 16th in 2009. She finished 15th overall and third in Division 2, in the 2016 Sydney Gold Coast race and third in the Newcastle Bass Island Race. Experienced tactician Ron Jacobs is aboard, supported by veterans Geoff Cropley and Scott Lawson. A supporter of the Club's Youth Academy, Cornish is taking one of its recruits, Emma May, for her third Hobart on *St Jude*.



STICKY

SAIL NO: A164
 LOA: 11.5m
 CLASS: IRC/ORCi/Corinthian
 DESIGNER: J&J Yachts (SLO)
 YEAR BUILT: 2012
 TYPE: Salona 38
 NUMBER OF HOBARTS: 0
 OWNER: Richard Harris
 CLUB: Sydney Amateur Sailing Club, NSW
 CREW: R Harris – Skipper/Navigator,

D Thomas, G Klaebe, H Neumann, R Wood, T Munns, S Teudt, R Corrie

A first Hobart for *Sticky* and Richard Harris, who sailed his Salona 38 to PHS fifth overall in the 2016 Pittwater Coffs race, ninth in Division 2 at the NSW IRC Championship and 46th overall in the Sydney Gold Coast race, his first pre- Rolex Sydney Hobart hit-out in the lead up. Four year-old *Sitcky* is otherwise an unknown quantity. One of the smaller boats in the fleet, she should enjoy keeping company with the likes of *Local Hero* and *Dark and Stormy*.



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: 12
 OWNER: Tony Levett
 CLUB: Middle Harbour Yacht Club, NSW
 CREW: T Levett (13) – Skipper,

This is a very well-sailed Sydney 38 which, along with Tony Levett, has contested and finished every Rolex Sydney Hobart since 2004. He finished 11th overall and fifth in Division 4 last year and sixth overall for fourth in Division 3 in 2014. In the 2013, the boat known variously as *TSA Management*, *Eleni* and *Horwath BRI*, finished 39th overall, retiring in 2012 when 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. There is one other Sydney 38 in the fleet to pit her performance against. – *Challenge*.



TAKANI

SAIL NO: 6981
 LOA: 15.4m
 CLASS: PHS/Corinthian
 DESIGNER: Judel/Vrolijk (GER)
 YEAR BUILT: 2012
 TYPE: Hanse 495
 NUMBER OF HOBARTS: 2
 OWNER: James Whittle
 CLUB: Royal Prince Alfred Yacht Club, NSW
 CREW: J Whittle (2) – Skipper/Navigator (1), B Ratcliff (47), T Whittle (1), K Ratcliff, M Ryan, D Salter (9),

R Moore, P Townend.

In her maiden Sydney Hobart in 2014, James Whittle sailed *Takani* to PHS 12th, but retired in 2015 with rudder damage. Disappointing for crew Bill Ratcliff who was clocking up his 47th Hobart and looking forward to finishing. *Takani* came into Debbie and Jim Whittle's lives in 2012 and was named for their children; Taylah, Kasey and Nicholas. In 2014, Taylah, at 19, contested her first Hobart and returns this year; Jim celebrated his 50th birthday on Boxing Day. Finished PHS seventh in the 2016 Sydney Gold Coast race. Ratcliff is aboard for his 48th Hobart, and will be joined by daughter, Katrina, making two fathers and daughters.



TERRA FIRMA

SAIL NO: SM24
 LOA: 15.4m
 CLASS: IRC/ORCi
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 2005
 TYPE: Cookson 50
 NUMBER OF HOBARTS: 6
 OWNER: Nicholas Bartels
 CLUB: Sandringham Yacht Club, VIC
 CREW: N Bartels (9) – Skipper

Launched as *Living Doll*, this Cookson 50 was purchased by Rob Hanna and renamed *Shogun* before Nicholas Bartels purchased and renamed it *Terra Firma*, staying in Victorian hands. Bartels says he has complete faith in his tough boat which is capable of success in the punishing conditions served-up by the Hobart and feels the 50ft division is one of the best positioned for IRC success. His crew is experienced and there is great camaraderie aboard *Terra Firma*, a fixed keel version of *Victoire* and *Pretty Fly III*. Last raced to Hobart in 2014 and finished 31st overall for third in Division 1. This year placed sixth overall in the Sydney Gold Coast race, beating both her canting keel contemporaries.



THE GOAT

SAIL NO: 421
 LOA: 14.0m
 CLASS: IRC/ORCi
 DESIGNER: Rogers (UK)
 YEAR BUILT: 2007
 TYPE: Rogers 46

NUMBER OF HOBARTS: 7

OWNER: Sebastian Bohm/ Bruce Foye
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: Bruce Foye (16) – Skipper, S Bohm (3), S Price (10) – Navigator, D Van Der Wende (5) – Navigator, A Mead (1), B DeCoster (12), P Tarimo (10), D Hawkins (2), A Major (6), S Clarkson (5), P Jenkins (2), S Willis

Bruce Foye and Sebastian Bohm purchased the former *Celestial* in 2015, renaming her *The Goat* and finished 34th overall and fourth in Division 2 of the 2015 Rolex Sydney Hobart. In 2016, finished fourth in Division 1 at the 2016 Sydney Harbour Regatta, second in the NSW IRC Championship and 12th overall for Division 2 second in the Sydney Gold Coast race. With a Sydney 38 of the same name, Foye placed 29th overall in the 2014 Gold Coast race, despite being penalised, and still won Division 3 by over two hours. He also won the Sydney 38 division in the 2007 Hobart, was second in 2008 and third in 2009, and won the 2011 Sydney 38 Nationals. With partners Roger Hickman and Lance Peckman, Foye won the 1993 Hobart overall under IOR (in conjunction with an IMS winner) with *Wild Rose*. In the 2014 Hobart, as *ADA Celestial*, Sam Haynes skippered her to 11th overall and second in Division 2 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. Extremely well-prepared by boat manager Sam Price, this tough Rodgers 46 loves breeze and could surprise her larger TP 52 rivals.



TRIPLE LINDY

SAIL NO: USA93310
 LOA: 13.4m
 CLASS: IRC/ORCi
 DESIGNER: German Frers (ARG)
 YEAR BUILT: 1999
 TYPE: Swan 44 MK II
 NUMBER OF HOBARTS: 0
 OWNER: Joseph Mele
 CLUB: New York Yacht Club, USA
 CREW: J Mele – Skipper, J O'Brien – Navigator, R Long, J Mackay, R McDonald, I K Paisley, P La Roche, S McDermott, P Ramsdale, R Trainor

A Hobart first timer, Joe Mele named *Triple Lindy* for Rodney Dangerfield's famous dive in the movie *Back to School*. In the past year alone he has competed in the Marblehead to Halifax Race and Key West Race Week, placing second in both and won his class at Charleston Race Week. *Triple Lindy* was sixth in class at the 2015 Rolex Swan Cup. Mele has also contested four of Newport Bermuda and Marion Bermuda races and others. Crew consists



of three Americans, six Canadians and one Brit. This will be their first Australian race experience. After the race, *Triple Lindy* will cruise Tasmania before being shipped to Europe for the 2017 Rolex Fastnet and Rolex Middle Sea races.


TRITON

SAIL NO: 6377
 LOA: 18.3m
 CLASS: IRC/ORCi
 DESIGNER: David Lyons/Richard Cawse (AUS)
 YEAR BUILT: 2004
 TYPE: LC60
 NUMBER OF HOBARTS: 2
 OWNER: Michael Cranitch/David Gotze
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: D Gotze (6) – Skipper, Tony Lobb (4), Adam Manders (4), Jack Goluzd (31), Matt Wenke (8), Matt Hayes (15), Ken Swiney (8), Tony Ellis (48), Richard Bott (6), Ben Psaltis (2), Trent Paola (6),

Alex McWilliam (1), Louis Blateau, Scott Alle (12), Maximilian Fonzo, Andrew Simpson (7)

Triton is the former *Vanguard*, a Lyons/Cawse 60 purchased by Michael Cranitch and David Gotze from Dick Cawse in August 2014. *Triton* finished 20th overall for third in Division 0 in the 2016 Sydney Gold Coast race. As *Vanguard*, she proved herself to be a rocket ship, winning line, overall and PHS honours in the CYCA Ocean Point Score when brand new. She also wrapped up the 2009/2010 OPS. Cranitch and Gotze have campaigned yachts before – the former with downwind flyer *Broomstick*, the latter with Volvo 60 *Indec*. The pair has also competed on the Farr 40 circuit together. The experienced crew including former *Ragamuffin* stalwarts Tony Ellis competing in his 49th race, and ‘Jacko’ Goluzd in his 32nd, will be looking to keep the TP 52 pack in the rear vision mirror. If they do, a great result is possible.


TWO TRUE

SAIL NO: YC400
 LOA: 12.2m
 CLASS: IRC/ORCi/Corinthian
 DESIGNER: Bruce Farr (USA)
 YEAR BUILT: 2009
 TYPE: Beneteau First 40
 NUMBER OF HOBARTS: 4
 OWNER: Andrew Saies
 CLUB: Cruising Yacht Club of South Australia, SA
 CREW: A Saies (8) – Skipper, S Butler, S Gaylard, K Kellow, P Robson, R Human, M Hutton, Alexander Saies, M Allen, R Forbes

In her maiden Hobart in 2009, *Two True* won a protest to secure the highly coveted overall winner title. Andrew Saies is one of only five South Australians to win the Hobart. In 2010, the Beneteau 40 suffered mast damage on her way to Sydney. Loaned a mast by fellow Beneteau owner, Howard Piggott, Saies retired from the Hobart with engine problems. In 2011, he placed equal

12th with fellow Beneteau 40, *Luncheon Legend* (Robbo Robertson), when the pair finished with the same corrected time. *Two True* was named 2016 SA Australian offshore champion and won the 2016 SA Premiers Cup. Stablemate and 2009 Hobart runner-up, *Wicked*, returns to race too, as does Robertson with his latest Beneteau 40, *Bravo* (formerly *Concubine*). The pair should have an absorbing duel.


VARUNA VI

SAIL NO: GER7111
 LOA: 17.0m
 CLASS: IRC/ORCi
 DESIGNER: Jason Ker (UK)
 YEAR BUILT: 2015
 TYPE: Ker 56
 NUMBER OF HOBARTS: 0
 OWNER: Jens Kellinghusen
 CLUB: North German Regatta Club, GER
 CREW: J Kellinghusen (1) – Skipper, G Altadill – Navigator, T Daase, G Alajmo, C Stoffers, D Blass, H Lehning

ROLEX / DANIEL FORSTER

ROLEX SYDNEY HOBART YACHT RACE 2016



You don't need a big ad for the world's smallest rescue devices

rescueME PLB1
 Personal Locator
 Beacon

rescueME EPIRB1
 Emergency Position
 Indicating Radio Beacon

rescueME MOB1
 Man Overboard Device

rescueME EDF1
 Electronic Distress Flare

AIS Alarm Box



- 66 Channel GPS
- 406 MHz
- 1
- 30% battery



- 66 Channel GPS
- 406 MHz
- 10
- 30% battery



- 66 Channel GPS
- AIS
- DSC
- 1



- 7 MILES
- 4+SOS
- 6 HRS
- 360°



rescueME

www.allsat.com.au

1300 747 587

Australian Distributor



(1), J Hilbert, J Blass, M Christiansen, V Ollero, H Jordan, L Stead, F Terveer, P Knight

Jens Kellinghusen made his Sydney Hobart debut in 2013 with *Varuna*, a Ker 51 and finished fourth overall to win Division. The German yachtsman has upgraded to *Varuna VI*, a Ker 56, it has a black carbon hull, twin-rudders and cants. After launching, finished sixth from six in division at Les Voiles St Barts, 13th overall in the Rolex Middle Sea Race 2015, 13th in the Caribbean 600 from 53 starters and fourth from five in Division E at the Pacific Cup from San Francisco to Hawaii. Crew includes Spanish navigator, Guillermo Altadill, whose extensive experience includes four Whitbread/VOR's and 18 Atlantic crossings. It will be very interesting to see how this boat from designer Jason Ker goes against the Cookson 50s and the TP 52s.



VICTOIRE

SAIL NO: AUS5299
LOA: 15.2m
CLASS: IRC/ORCi
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2006
TYPE: Cookson 50
NUMBER OF HOBARTS: 10
OWNER: Darryl Hodgkinson
CHARTERER: Brian McMaster
CLUB: Royal Freshwater Bay Yacht Club, WA
CREW: B McMaster – Skipper, J Clough – Navigator, J Halligan, F Forbes, B Carnell, T McRae, j Newman, C Jones, B Gregory, B Gardiner, T Kelly

Brian McMaster has chartered Darryl Hodgkinson's 2013 Rolex Sydney Hobart winner *Victoire*. In his first hit out in Sydney, McMaster placed ninth overall in the 2016 Flinders Islet Race and 12th in the Newcastle Bass Island race. *Victoire* retired from the 2015 race after Dr Darryl broke ribs in big seas, but went on to place second in Division 0 of the Sydney Gold Coast race. *Victoire* was 45th overall for second in Division 0 in the 2014 Hobart, earlier winning the 2014 Gosford Lord Howe race.

Ray Roberts originally owned the yacht he named *Evolution Racing* and took line and overall double victory in the 2007 Sydney Gold Coast Race and then 17th overall for second in Division 0 behind line honours victor, *Alfa Romeo* in the 2009 Hobart. Chris Bull next owned the yacht he rechristened *Jazz* and finished second overall and first in 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. *Victoire* has proven time and again to be an exceptional boat. If Brian McMaster gets his way, this could be Western Australia's second only Hobart

win, following in the footsteps of *Rampage* (Peter Packer) in 1975.



WAX LYRICAL

SAIL NO: 248
LOA: 15.2m
CLASS: PHS/Corinthian
DESIGNER: Niels Jeppesen (DEN)
YEAR BUILT: 2011
TYPE: X-50
NUMBER OF HOBARTS: 2
OWNER: Les Goodridge
CLUB: Cruising Yacht Club of Australia, NSW
CREW: L Goodridge (7) – Skipper/Navigator, B Smith (18), T Dillon, D Leask, D Eagle (8), J Owens (4), M Rowe, L Stevenson (10), D DeCoster, L Roe

Wax Lyrical finished third overall in PHS and second in Division 2 of the 2015 Rolex Sydney Hobart. In 2014 she was PHS fifth overall, her first attempt at the race. Les Goodridge and his X-50 won PHS in the 2015 Sydney Gold Coast Yacht Race, but retired from the race this year, when first a crew member dropped out and then engine problems developed. Finished PHS third overall in the CYCA's 2014/2015 Ocean Pointscore. *Wax Lyrical* appears to be edging closer to a Hobart PHS victory, judging by past performances.



WICKED

SAIL NO: SM4
LOA: 12.2m
CLASS: IRC
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2009
TYPE: Beneteau First 40
NUMBER OF HOBARTS: 2
OWNER: Mike Welsh
SKIPPER: Mark Welsh
CLUB: Sandringham Yacht Club, VIC
CREW: M Welsh (5) – Skipper, L O'Connor – Navigator, M Blair, M Rogers, K Goss, A Nicholson, K Weir, D Ford, A Mollison A Rowley

Wicked is a sistership to 2009 Rolex Sydney Hobart winner, *Two True*, which she finished second to that year after Mike Welsh finished under an hour behind *Two True*. The two had virtually match raced the whole

628 nautical miles. She raced again in 2012 and finished 25th overall, one place behind *Two True* again. This will be her first Hobart since, but *Wicked* has scored numerous successes, including winning Division 3 in the 2011 Sydney Gold Coast race. She has also prospered in local club championships. Will have great competition from *Two True*, *Bravo* and other B40s in the race. Olympic sailor Krystal Weir joins the crew.



WILD OATS XI

SAIL NO: AUS 10001
LOA: 30.0m
CLASS: IRC/ORCi
DESIGNER: Reichel/Pugh (USA)
YEAR BUILT: 2005
TYPE: 100ft Super Maxi
NUMBER OF HOBARTS: 11
OWNER: The Oatley family
SKIPPER: Mark Richards
CLUB: Hamilton Island Yacht Club, QLD
CREW: M Richards (14) – Skipper, J Vila (3) – Navigator, I Murray (22), P Magee (5), J Morris (17), C Links (4), B Ruthenberg, T Wiseman (10), R Daniel (13), M Shillington (18), C Harmsen (6), B Marsh, S Quigley, R Naismith (18), M Mason (8), J Whittaker (14), G Taylor (19), C Baillie (2), T Tindill (3), S Jarvin (28)

Wild Oats XI was a shock retirement from the 2015 Hobart when early on, her main split in half, her only retirement to-date, leaving the gate open for *Comanche*. On taking line honours in the 2015 Transpac Race, radical modifications were made to the yacht – virtually cut in half, she has a longer bow and shorter stern. Further tweaks were made after the Hobart and the super maxi took line honours in the 2016 Sydney Gold Coast race and then wiped over seven hours off her 2011 record in the Brisbane Keppel race.

The abnormally light airs of Bass Strait in 2014 provided *Wild Oats XI* with her getaway from a new *Comanche* and she sailed to a record eighth Hobart line honours victory, outdoing *Kurrewa IV/Morna's* seven race record, held since 1960. Other achievements include triple 'treat' victories of line/race record/overall win in the 2005 and 2012 Hobarts. Her record of 1day 18hrs, 23mins 12secs still holds and she's only been beaten three times for line honours – *Alfa Romeo* in 2009, *Investec Loyal* in 2011 and *Comanche* in 2015. She also holds the Sydney Gold Coast Open race record (set in 2012), the Cabbage Tree Island record (2012), the Port Hacking Bird Islet record (2013). Crew Steve Jarvin lines up for his 29th Hobart and a hopeful 14th line honours victory (his 13 are unprecedented) including two triple victories.



THOMAS COVILLE, PROFESSIONAL SAILOR
AND OCEAN ADVENTURER

HELLY HANSEN CATWALK

Scandinavian Design is the cornerstone in all Helly Hansen gear. The optimal combination of purposeful design, protection and style. This is why professional sailors, mountain guides and discerning enthusiasts choose Helly Hansen.

HELLYHANSEN.COM.AU



ALIVE
SINCE 1877



TASPORTS WELCOMES SYDNEY HOBART YACHTS

The port of Hobart will accommodate over 150 yachts as part of this year's Summer Racing Carnival which includes not only the Sydney Hobart but also the Melbourne and Launceston to Hobart races.

The port supports the local community's shipping and yachting needs and the capital city's harbour (the second deepest natural harbour in the world) is also the closest gateway to East Antarctica.

In 2013 Tasports commenced an infrastructure remediation program in Sullivan's Cove. Since this time Tasports has

remediated Princes Wharf 1, Victoria Dock Bridge and a large portion of Franklin Wharf. The project will continue in the years to come to ensure that this crucial asset continues to support community and local business needs.

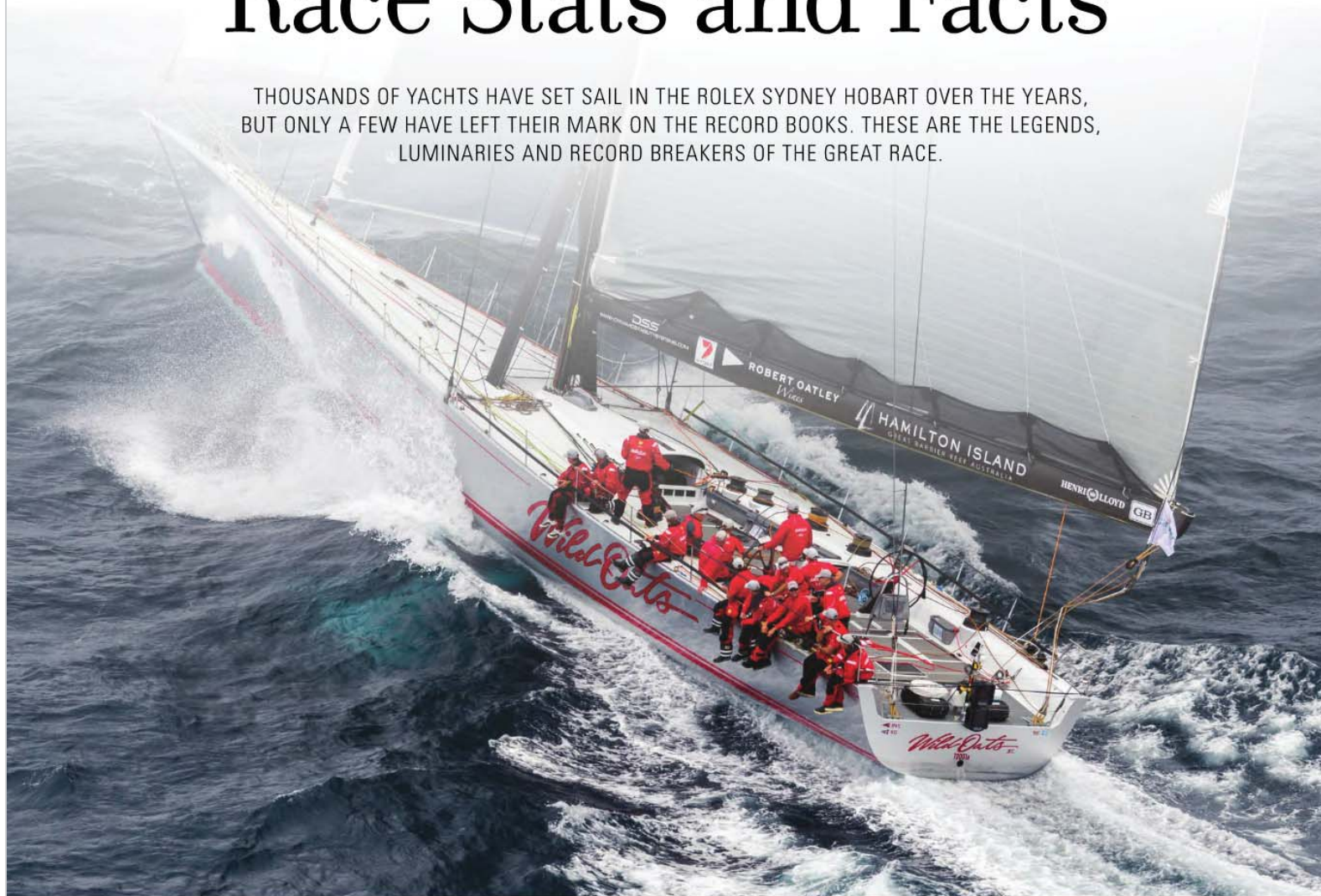
Tasports is also able to facilitate visiting yachts all year round with recreational berths available in the marinas of Sullivan's Cove, Hobart.

For more information on Tasports products and services visit tasports.com.au

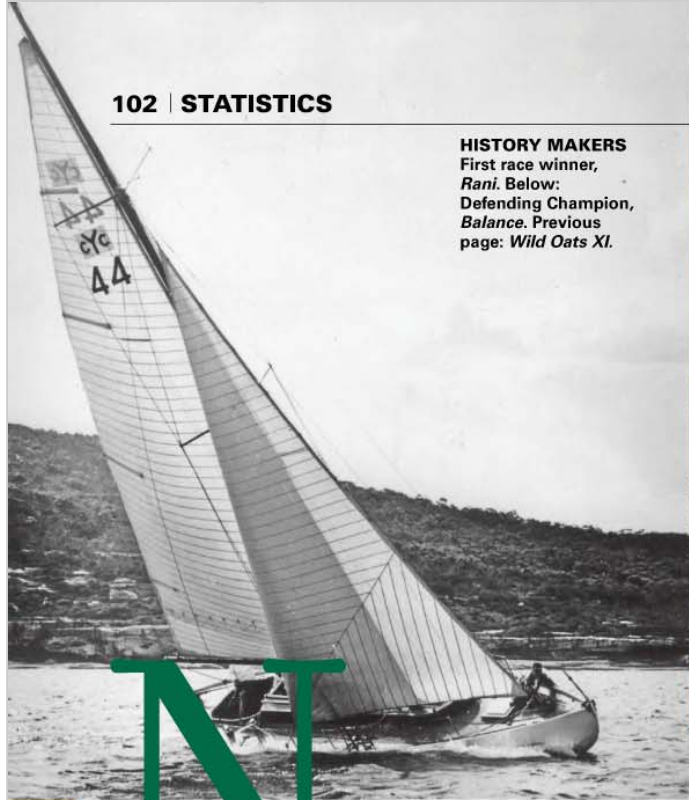


Race Stats and Facts

THOUSANDS OF YACHTS HAVE SET SAIL IN THE ROLEX 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.



HISTORY MAKERS
 First race winner, *Rani*. Below: Defending Champion, *Balance*. Previous page: *Wild Oats XI*.



N

umber of Sydney Hobart Yacht Races conducted by the Cruising Yacht Club of Australia since 1945: 71. 2016 will be the 72nd.

Number of yachts to have competed: 1945-2015: 5,828 (4,812 completed the race, 1016 retired or were disqualified).

Estimated total crew to have competed: About 54,863 between 1945 and 2015

Average size of fleets, 1945-2015: 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 (2015): 108 starters, 77 finishers (31 retirements).

Last year's winner – IRC Overall: *Balance*, a TP52 owned by Paul Clitheroe, Cruising Yacht Club of Australia.

Last year's line honours winner: *Comanche*, a Verdier Yacht Design and VPLP (FRA) 100 owned by Jim and Kristy Clark, skippered Ken Read the time of 2 days, 8 hours, 58 minutes and 30 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 seconds
- 1957: *Kurrewa IV* (NSW/VIC) formerly *Morna* – 3 days 18 hours 30 minutes 39 seconds
 First yacht to break four days
- 1962: *Ondine* (USA) – 3 days 03 hours 46 minutes 16 seconds
- In breaking *Kurrewa IV*'s record, set a time that stood until broken by *Helsal* in 1973
- 1973: *Helsal* (NSW) – 3 days 01 hour 32 minutes 09 seconds
- 1975: *Kialoa III* (USA) – 2 days 14 hours 36 minutes 56 seconds
 First yacht to break three days
- 1996: *Morning Glory* (Germany) 2 days 14 hours 07 minutes 10 seconds



Race record broken after 21 years – longest standing race record

- 1999: *Nokia* (Denmark/Australia) 1 day 19 hours 48 minutes 02 seconds 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 98ft 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 100ft 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

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
- *Balance* (NSW) – 2 races: as *Quest* in 2008 and *Balance* in 2015

Largest line honours winners: *Comanche*, USA (2015) – LOA 30.48 (100ft), *Wild Oats XI*, Australia (2010, 2012, 2013, 2014) – LOA 30.48m (100ft); *Investec Loyal*, AUS (2011) – LOA 30.48m (100ft); *Alfa Romeo*, NZL/AUS (2009) – LOA 30.48m (100ft), *Wild Oats XI*, Australia (2005-2008) – LOA 30m (98ft); *Nicorette*, Australia (2004) – LOA 27.38m (90ft); *Skandia*, Australia (2003) – LOA: 30m (98ft); *Alfa Romeo/Shockwave*, Australia/New Zealand (2002) – LOA: 27.43m (89ft)

Smallest line honours winner: *Rani*, NSW (1945) – LOA 10.59m (34.73ft)

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

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

Smallest overall handicap winner:

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

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

Largest official competitors: *Comanche*, USA, *Wild Oats XI*, AUS, *Alfa Romeo*, AUS, *Skandia*, AUS and *Konica Minolta*, NZL, all except *Comanche* contested the 2005 Rolex Sydney Hobart Yacht Race, finishing in this order on line honours, and all were 30m (98ft). *Maximus* (later to become *Loyal*), also 30m, contested the 2006 race along with *Wild Oats XI* 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 (100ft), bringing the race in line with overseas events. Five 100 footer took to the start line, including the lengthened versions of *Wild Oats XI* (Robert Oatley, NSW), *Alfa Romeo* (Neville Crichton, NSW), *ICAP Leopard* (Mike Slade, UK) and *Loyal* (chartered by Sean Langman, NSW), along with *Rapture* (Brook Lenfest, USA).

Slowest race on elapsed time: *Wayfarer*, 1945, 11 days 6 hours 20 minutes; Skipper: Peter Luke, NSW

Slowest race on corrected time: *Wayfarer*, 1945; 7d 19h 43m; Skipper: Peter Luke, NSW

Closest finish for line honours: 1982 – *Condor* (BER) beat *Apollo* (NSW) across the line by seven seconds.

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 2015.

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.

RECORD BREAKERS

The largest Line Honours Winners, *Wild Oats XI* and *Comanche*. Below: Tony Cable.



Tony Ellis (NSW) reached the 48 milestone in 2015. Syd Fischer, Bill Ratchiff and Colin Wildman from NSW have competed in 47 races each (Wildman aboard the Radio Relay Vessel since 2005). Bruce Gould (NSW) has attained 45 races (aboard the Radio Relay vessel since 2010), CYCA Life member David Kellett has attained 42 races, acting as 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).

Most races completed in a row: Lou Abrahams sailed 43 from 1965 until 2007 with his own yachts; Lindsay May equalled that record in 2015 aboard *Brindabella*, having started in 1973.

Most races by an owner/skipper: Syd Fischer, 47 from 1962 to 2015; Lou Abrahams, 43 from 1965 to 2007.

Record races by yachtsmen: Up to and including 2015, 117 yachtsmen have been recorded as having sailed in 25 or more races since 1945.

Fathers and sons to compete in 25 plus races: In 2013, Peter (dec.) and Mike Green became the first father/son to reach a milestone 35 Hobarts each. In 2015, Mike had done 37, Max (30, dec.) and Carl (30) Crafoord, Bernie (40) and Robert (31) Case.

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.

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 (2015 marked her 24th race). A perpetual trophy was dedicated in Cahalan's honour to recognise her achievement. She is also the most decorated female sailor, with six line honours and two overall wins, all but one achieved as *Wild Oats XI*'s navigator.

Felicity Nelson is the next most capped women with 21 race; then Gail Harland and Vanessa Dudley 20; Mary Holley 16; the late Sally Gordon 15; Jan Howard 14; Sue Crafer 14; Amanda Wilmot, Julie Hodder 12; and Audrey Brown with 11 of 12 races aboard the Radio Relay Vessel.

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 Foote 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. This record is unlikely to be beaten. Bruce and Andrew Taylor (father and son) celebrated 24 Hobarts together aboard *Chutzpah* in 2015. It was Bruce's 35th race and his 29th successive as an owner/skipper.

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.

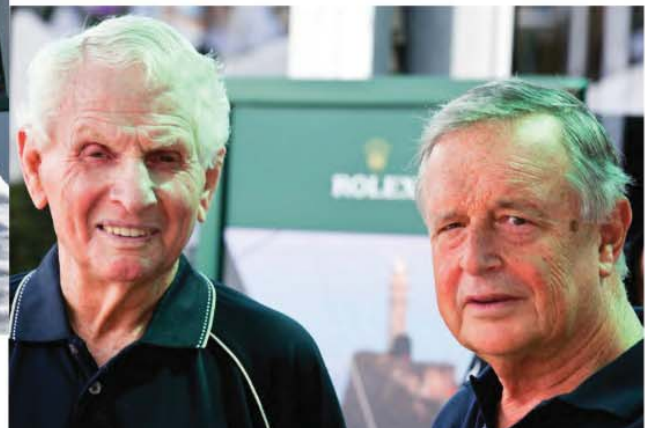
Oldest skipper: In 2015 at 88, Syd Fischer became the oldest skipper to sail the race. In 2013 at 86, he equalled the record set by John Walker (*Impeccable*) in 2008, who retired after that race. He and *Impeccable* are the only owner/boat combination to compete in 25 races together.

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

Oldest sailor ever: Syd Fischer (88 years, 2015)



PODIUM PLACERS
 Left: Darren Senogles. Below: Syd Fischer and Tony Ellis. Opposite page: Peter Luke's *Wayfarer*; The oldest yacht to race this year, *Maluka of Kermandie*.





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), Kathrynne (8) and Donald (6). Since 1999 the CYCA has set an age limit of 18 for crew members in the Rolex Sydney Hobart Yacht Race.

First and 50th races: The late Peter Luke and the late 'Boy' Messenger sailed in the first and 50th races. Luke skippered his own yacht, *Wayfarer*, in the first Hobart, Messenger sailed aboard *Horizon*. Luke, a CYCA co-founder, owned *Wayfarer* up until his death in September 2007 and was the official starter of the 2001 Sydney Hobart Yacht Race.

First women to compete in the race: Jane ('Jenny') Tate, from Hobart, sailed with her husband Horrie aboard *Active* in the 1946 Race, as did Dagmar O'Brien with her husband, Dr Brian ('Mick') O'Brien aboard

Connellia. Unfortunately, *Connellia* 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 in the race: 1975, Vicki Wilman skippered *Barbarian* to Hobart.

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 x Clipper 70s plus two Clipper 68 training vessels). Vicky Song (*Qingdao*) was the first mainland Chinese woman and first mainland Chinese sailor to compete in a Sydney Hobart and Masibulele Libaya (*Invest Africa*) was the first black South African to compete. Zaw Sis Naing (*Zefiro*) was the first competitor representing Myanmar (Burma). In 2014, aboard the lone Clipper entry, *Clipper Ventures 10*, was Sang Cho, the first South Korean to race. 2015 produced the first ever Mainland Chinese male sailors via entries *Ark323* and *Shuguang Haiyang*.

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. *Landfall* returned again in 2015 and was the oldest boat in the fleet.

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 early before reaching Bass Strait.

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 20 overall wins up to and including 2015. ⚓

These statistics have been compiled up to and including the 2015 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, PETER CAMPBELL, DI PEARSON, and other sources.



1945-2015 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>*Helsal</i> , Tony Fisher, NSW	Joe Adams, NSW	3:01:32:09
1974	<i>Love & 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 & 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
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

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.


2015

BALANCE
Paul Clitheroe bought the 2008 Hobart winner *Quest* in 2014, and it returned him and his crew

a winning dividend. The victory was hard won, they survived a brutal first night out, and had to repair a badly torn mainsail.


2014

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

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.



YEAR	OVERALL WINNER	DESIGNER	FLEET	LINE HONOURS	DESIGNER	ELAPSED TIME
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, N	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 Carlike/Dean Wilson, Vic	Iain Murray, NSW	98	<i>Sayonara</i> , Larry Ellison, USA	Bruce Farr, NZ/USA	3:00:53:35
1996	<i>Ausmaid</i> , Georgio Gjergja, Vic	Bruce Farr, NZ/USA	95	<i>*Morning Glory</i> , Hasso Plattner, Germany	Reichel/Pugh, USA	2:14:07:10
1997	<i>Beau Geste</i> , Karl Kwok, Hong Kong/China	Bruce Farr, NZ/USA	114	<i>Brindabella</i> , George Snow, ACT	Scott Jutson, Australia	2:23:37:12
1998	<i>AFR Midnight Rambler</i> , E. Psaltis/B. Thomas, NSW	Robert Hick, Vic	115	<i>Sayonara</i> , Larry Ellison, USA	Bruce Farr, NZ/USA	2:19:03:32
1999	<i>Yendys</i> , Geoff Ross, NSW	Bruce Farr, NZ/USA	79	<i>*Nokia</i> , Stefan Myralf/Michael Spies, Denmark	Philippe Briand, France	1:19:48:02
2000	<i>SAP Ausmaid</i> , Kevan Pearce, SA	Bruce Farr, NZ/USA	82	<i>Nicorette</i> , Ludde Ingvall, Sweden	Simonis/Voogd, SA/NED	2:14:02:09
2001	<i>Bumblebee 5</i> , John Kahlbetzer/Iain Murray, NSW	Murray Burns Dovell, NSW	75	<i>Assa Abloy</i> , Neil McDonald, Sweden	Farr Yacht Design, USA	2:20:46:43
2002	<i>Quest</i> , Bob Steel, NSW	Nelson/Marek, USA	57	<i>Alfa Romeo</i> , Neville Crichton, NZL/Aus	Reichel/Pugh, USA	2:04:58:52
2003	<i>First National Real Estate</i> , M. Spies/P. Johnston, NSW	Farr/Beneteau, France	56	<i>Skandia</i> , Grant Wharington, Vic	Don Jones, VIC	2:15:14:06
2004	<i>Aera</i> , Nicholas Lykiardopolou, UK	Jason Ker, UK	116	<i>Nicorette</i> , Ludde Ingvall, NSW	Simonis/Voogd, SA/NED	2:16:00:04
2005	<i>Wild Oats XI</i> , Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	85	<i>*Wild Oats XI</i> , Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	1:18:40:10
2006	<i>Love & 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
2015	<i>Balance</i> , Paul Clitheroe	Farr Yacht Design USA	108	<i>Comanche</i> , Jim Clark and Kristy Hinze-Clark, USA	Verdier Yacht Design & VPLP, USA	02:08:58:30

*** 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).



2013 VICTOIRE
As the owner/skipper of *Victoire*, Darryl Hodgkinson took home the Tattersall's Cup as the overall

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



2012 WILD OATS XI
The fabled supermaxi 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.



2015 Results

IRC OVERALL

DIVISION	YACHT	OVERALL	LINE PLACING	DIVISION NAME	DIVISION PLACING	ELAPSED TIME	CORRECTED TIME	HANDICAP	STATUS
IRC	<i>Balance</i>	1	7	1	1	3:03:50	4:07:27	1.364	Finished
IRC	<i>Courrier Leon</i>	2	36	4	1	4:05:28	4:10:02	1.045	Finished
IRC	<i>Quikpoint Azzurro</i>	3	72	4	2	4:18:37	4:10:09	0.926	Finished
IRC	<i>Primitive Cool</i>	4	8	1	2	3:06:51	4:10:36	1.352	Finished
IRC	<i>Chinese Whisper</i>	5	5	0	1	3:00:18	4:11:39	1.489	Finished
IRC	<i>Wild Rose</i>	6	45	4	3	4:06:45	4:11:41	1.048	Finished
IRC	<i>Teasing Machine</i>	7	10	3	1	3:20:18	4:11:54	1.169	Finished
IRC	<i>Ichi Ban</i>	8	6	0	2	3:00:29	4:12:48	1.501	Finished
IRC	<i>Mayfair</i>	9	41	4	4	4:06:07	4:14:29	1.082	Finished
IRC	<i>Imagination</i>	10	25	3	2	4:04:09	4:14:58	1.108	Finished
IRC	<i>TSA Management</i>	11	39	4	5	4:05:47	4:15:58	1.1	Finished
IRC	<i>Not A Diamond</i>	12	48	4	6	4:07:37	4:16:13	1.083	Finished
IRC	<i>Comanche</i>	13	1	0	3	2:08:58	4:16:48	1.98	Finished
IRC	<i>King Billy</i>	14	71	4	7	4:18:35	4:16:59	0.986	Finished
IRC	<i>Black Sheep</i>	15	43	3	3	4:06:38	4:18:02	1.111	Finished
IRC	<i>Calibre</i>	16	51	4	8	4:08:48	4:19:35	1.103	Finished
IRC	<i>After Midnight</i>	17	33	3	4	4:05:14	4:19:55	1.145	Finished
IRC	<i>Chutzpah</i>	18	15	3	5	4:01:44	4:20:30	1.192	Finished
IRC	<i>Challenge</i>	19	53	4	9	4:09:48	4:20:48	1.104	Finished
IRC	<i>King's Legend</i>	20	44	3	6	4:06:41	4:20:51	1.138	Finished
IRC	<i>Pelagic Magic</i>	21	58	4	10	4:16:05	4:22:15	1.055	Finished
IRC	<i>Maserati</i>	22	4	0	4	2:22:54	4:22:37	1.673	Finished
IRC	<i>Enchantress</i>	23	74	4	11	4:20:06	4:22:53	1.024	Finished
IRC	<i>Rush</i>	24	18	2	1	4:02:07	4:23:01	1.213	Finished
IRC	<i>Merlin</i>	25	16	2	2	4:02:02	4:23:47	1.222	Finished
IRC	<i>Midnight Rambler</i>	26	35	3	7	4:05:27	5:00:26	1.187	Finished
IRC	<i>IQ Komodo</i>	27	50	3	8	4:07:57	5:00:35	1.16	Finished
IRC	<i>Papillon</i>	28	57	4	12	4:16:03	5:01:21	1.083	Finished
IRC	<i>Celestial</i>	29	9	1	3	3:17:22	5:01:59	1.365	Finished
IRC	<i>Uxorious IV</i>	30	27	2	3	4:04:22	5:02:45	1.223	Finished
IRC	<i>Ugg Australia</i>	31	65	4	13	4:17:12	5:02:56	1.086	Finished
IRC	<i>Rambler</i>	32	3	0	5	2:19:51	5:03:54	1.826	Finished
IRC	<i>Cartouche</i>	33	60	3	9	4:16:08	5:03:55	1.105	Finished
IRC	<i>The Goat</i>	34	19	2	4	4:02:23	5:04:21	1.264	Finished
IRC	<i>Indian</i>	35	11	1	4	3:21:22	5:04:34	1.334	Finished
IRC	<i>Yeah Baby</i>	36	14	2	5	4:01:33	5:04:58	1.281	Finished
IRC	<i>Clipper Ventures 10</i>	37	49	2	6	4:07:44	5:05:06	1.206	Finished
IRC	<i>Ragamuffin 52</i>	38	12	1	5	3:21:22	5:05:35	1.345	Finished
IRC	<i>Concubine</i>	39	13	1	6	4:01:22	5:06:22	1.298	Finished
IRC	<i>Clipper Ventures 5</i>	40	52	2	7	4:08:49	5:06:25	1.206	Finished
IRC	<i>Hartbreaker</i>	41	21	2	8	4:02:59	5:06:36	1.279	Finished
IRC	<i>Chancellor</i>	42	66	3	10	4:17:33	5:06:50	1.117	Finished
IRC	<i>Patrice Six</i>	43	70	3	11	4:18:34	5:07:10	1.11	Finished
IRC	<i>Da Nang - Vietnam</i>	44	22	2	9	4:03:01	5:07:44	1.29	Finished
IRC	<i>GREAT Britain</i>	45	26	2	10	4:04:22	5:09:28	1.29	Finished
IRC	<i>LMAX Exchange</i>	46	28	2	11	4:04:39	5:09:50	1.29	Finished
IRC	<i>Clipper Telemet+</i>	47	29	2	12	4:04:58	5:10:15	1.29	Finished
IRC	<i>Garmin</i>	48	30	2	13	4:05:03	5:10:22	1.29	Finished
IRC	<i>Visit Seattle</i>	49	31	2	14	4:05:09	5:10:29	1.29	Finished
IRC	<i>Mission Performance</i>	50	32	2	15	4:05:13	5:10:35	1.29	Finished
IRC	<i>Derry-Londonderry-Doire</i>	51	34	2	16	4:05:16	5:10:38	1.29	Finished
IRC	<i>Ragamuffin 100</i>	52	2	0	6	2:19:47	5:10:46	1.929	Finished
IRC	<i>Unicef</i>	53	37	2	17	4:05:38	5:11:06	1.29	Finished
IRC	<i>Qingdao</i>	54	40	2	18	4:06:06	5:11:43	1.29	Finished
IRC	<i>Adventure of Hornet</i>	55	73	2	19	4:18:44	5:15:30	1.181	Finished
IRC	<i>Discoverer of Hornet</i>	56	67	2	20	4:18:10	5:16:39	1.197	Finished
IRC	<i>PSP Logistics</i>	57	59	2	21	4:16:07	6:00:38	1.29	Finished
IRC	<i>Haspa Hamburg</i>	58	56	1	7	4:15:55	6:02:23	1.308	Finished
IRC	<i>Ichor Coal</i>	59	69	2	22	4:18:17	6:03:26	1.29	Finished
IRC	<i>Great Xpectations</i>	999	999	4	999	0:00:00	0:00:00	1.079	Retired
IRC	<i>Lupa of London</i>	999	999	0	999	0:00:00	0:00:00	1.431	Retired
IRC	<i>M3</i>	999	999	1	999	0:00:00	0:00:00	1.362	Retired
IRC	<i>Cougar II</i>	999	999	1	999	0:00:00	0:00:00	1.362	Retired
IRC	<i>Ark323</i>	999	999	1	999	0:00:00	0:00:00	1.366	Retired
IRC	<i>Dare Devil</i>	999	999	2	999	0:00:00	0:00:00	1.228	Retired
IRC	<i>CEX Dolce</i>	999	999	2	999	0:00:00	0:00:00	1.209	Retired
IRC	<i>Wild Oats XI</i>	999	999	0	999	0:00:00	0:00:00	1.982	Retired
IRC	<i>St Jude</i>	999	999	3	999	0:00:00	0:00:00	1.177	Retired
IRC	<i>Perpetual Loyal</i>	999	999	0	999	0:00:00	0:00:00	1.901	Retired
IRC	<i>Frantic</i>	999	999	1	999	0:00:00	0:00:00	1.345	Retired
IRC	<i>Pretty Fly III</i>	999	999	0	999	0:00:00	0:00:00	1.354	Retired
IRC	<i>Black Jack</i>	999	999	0	999	0:00:00	0:00:00	1.742	Retired
IRC	<i>Jaffa</i>	999	999	3	999	0:00:00	0:00:00	1.15	Retired
IRC	<i>Koa</i>	999	999	1	999	0:00:00	0:00:00	1.351	Retired
IRC	<i>Patrice</i>	999	999	2	999	0:00:00	0:00:00	1.285	Retired
IRC	<i>Dekadence</i>	999	999	3	999	0:00:00	0:00:00	1.183	Retired
IRC	<i>Pazz</i>	999	999	3	999	0:00:00	0:00:00	1.128	Retired
IRC	<i>Hollywood Boulevard</i>	999	999	1	999	0:00:00	0:00:00	1.407	Retired
IRC	<i>Victoire</i>	999	999	0	999	0:00:00	0:00:00	1.351	Retired
IRC	<i>Avalanche</i>	999	999	3	999	0:00:00	0:00:00	1.155	Retired
IRC	<i>Local Hero</i>	999	999	4	999	0:00:00	0:00:00	1.045	Retired





71st ROLEX SYDNEY HOBART YACHT RACE RESULTS | 109

DIVISION	YACHT	OVERALL	LINE PLACING	DIVISION NAME	DIVISION PLACING	ELAPSED TIME	CORRECTED TIME	HANDICAP	STATUS
IRC	<i>Triton</i>	999	999	1	999	0:00:00	0:00:00	1.415	Retired
IRC	<i>China Easyway</i>	999	999	4	999	0:00:00	0:00:00	1.035	Retired
IRC	<i>KLC Bengal 7</i>	999	999	1	999	0:00:00	0:00:00	1.384	Retired

ORCi OVERALL

DIVISION	YACHT	OVERALL	LINE PLACING	DIVISION NAME	DIVISION PLACING	ELAPSED TIME	CORRECTED TIME	HANDICAP	STATUS
ORCi	<i>Quikpoint Azzurro</i>	1	72	3	1	4:18:37	4:05:16	0.8835	Finished
ORCi	<i>Balance</i>	2	7	1	1	3:03:50	4:06:18	1.3489	Finished
ORCi	<i>Wild Rose</i>	3	45	3	2	4:06:45	4:10:26	1.0357	Finished
ORCi	<i>Chinese Whisper</i>	4	5	1	2	3:00:18	4:11:49	1.4913	Finished
ORCi	<i>Mayfair</i>	5	41	3	3	4:06:07	4:12:02	1.058	Finished
ORCi	<i>Imagination</i>	6	25	3	4	4:04:09	4:13:05	1.0893	Finished
ORCi	<i>Not A Diamond</i>	7	48	3	5	4:07:37	4:13:27	1.0563	Finished
ORCi	<i>King Billy</i>	8	71	3	6	4:18:35	4:13:59	0.9598	Finished
ORCi	<i>Black Sheep</i>	9	43	3	7	4:06:38	4:15:31	1.0866	Finished
ORCi	<i>Uxorious IV</i>	10	27	2	1	4:04:22	4:16:05	1.1166	Finished
ORCi	<i>Calibre</i>	11	51	3	8	4:08:48	4:16:49	1.0765	Finished
ORCi	<i>Challenge</i>	12	53	3	9	4:09:48	4:17:57	1.077	Finished
ORCi	<i>After Midnight</i>	13	33	2	2	4:05:14	4:19:25	1.1402	Finished
ORCi	<i>Pelagic Magic</i>	14	58	3	10	4:16:05	4:20:10	1.0364	Finished
ORCi	<i>Chutzpah</i>	15	15	2	3	4:01:44	4:21:15	1.1996	Finished
ORCi	<i>Ugg Australia</i>	16	65	3	11	4:17:12	4:23:21	1.0544	Finished
ORCi	<i>Scamp</i>	17	64	3	12	4:16:39	5:00:03	1.0658	Finished
ORCi	<i>Midnight Rambler</i>	18	35	2	4	4:05:27	5:00:13	1.1849	Finished
ORCi	<i>Celestial</i>	19	9	1	3	3:17:22	5:00:31	1.3487	Finished
ORCi	<i>IQ Komodo</i>	20	50	2	5	4:07:57	5:00:42	1.1612	Finished
ORCi	<i>Merlin</i>	21	16	2	6	4:02:02	5:01:47	1.2424	Finished
ORCi	<i>Patrice Six</i>	22	70	3	13	4:18:34	5:01:58	1.0646	Finished
ORCi	<i>The Goat</i>	23	19	2	7	4:02:23	5:03:12	1.2524	Finished
ORCi	<i>Ragamuffin 52</i>	24	12	1	4	3:21:22	5:04:22	1.3319	Finished
ORCi	<i>Indian</i>	25	11	1	5	3:21:22	5:04:22	1.332	Finished
ORCi	<i>Chancellor</i>	26	66	3	14	4:17:33	5:04:31	1.0966	Finished
ORCi	<i>Hartbreaker</i>	27	21	2	8	4:02:59	5:05:10	1.2645	Finished
ORCi	<i>Concubine</i>	28	13	2	9	4:01:22	5:06:19	1.2974	Finished
ORCi	<i>Ragamuffin 100</i>	29	2	1	6	2:19:47	5:10:25	1.9239	Finished
ORCi	<i>Maserati</i>	30	4	1	7	2:22:54	5:12:16	1.8654	Finished
ORCi	<i>Maxi Ragamuffin</i>	31	23	1	8	4:03:41	5:12:26	1.3286	Finished
ORCi	<i>Haspa Hamburg</i>	32	56	2	10	4:15:55	5:21:10	1.2614	Finished
ORCi	<i>M3</i>	999	999	1	999	0:00:00	0:00:00	1.3567	Retired
ORCi	<i>Cougar II</i>	999	999	1	999	0:00:00	0:00:00	1.3469	Retired
ORCi	<i>Wild Oats XI</i>	999	999	1	999	0:00:00	0:00:00	1.9141	Retired
ORCi	<i>Frantic</i>	999	999	1	999	0:00:00	0:00:00	1.3205	Retired
ORCi	<i>Pretty Fly III</i>	999	999	1	999	0:00:00	0:00:00	1.343	Retired
ORCi	<i>Jaffa</i>	999	999	2	999	0:00:00	0:00:00	1.1135	Retired
ORCi	<i>Koa</i>	999	999	1	999	0:00:00	0:00:00	1.3392	Retired
ORCi	<i>Patrice</i>	999	999	2	999	0:00:00	0:00:00	1.2893	Retired
ORCi	<i>Dekadence</i>	999	999	2	999	0:00:00	0:00:00	1.1864	Retired
ORCi	<i>Pazazz</i>	999	999	2	999	0:00:00	0:00:00	1.124	Retired
ORCi	<i>Victoire</i>	999	999	1	999	0:00:00	0:00:00	1.331	Retired
ORCi	<i>Avalanche</i>	999	999	2	999	0:00:00	0:00:00	1.1358	Retired
ORCi	<i>Local Hero</i>	999	999	3	999	0:00:00	0:00:00	1.0169	Retired
ORCi	<i>Triton</i>	999	999	1	999	0:00:00	0:00:00	1.3989	Retired
ORCi	<i>China Easyway</i>	999	999	3	999	0:00:00	0:00:00	1.0175	Retired
ORCi	<i>Landfall</i>	999	999	3	999	0:00:00	0:00:00	0.8624	Retired
ORCi	<i>Great Xpectations</i>	999	999	3	999	0:00:00	0:00:00	1.0601	Retired

PHS OVERALL

DIVISION	YACHT	OVERALL	LINE PLACING	DIVISION NAME	DIVISION PLACING	ELAPSED TIME	CORRECTED TIME	HANDICAP	STATUS
PHS	<i>Abracadabra</i>	1	46	2	1	4:07:18	4:12:30	1.0504	Finished
PHS	<i>Helsal 3</i>	2	17	1	1	4:02:03	4:13:42	1.1189	Finished
PHS	<i>Wax Lyrical</i>	3	47	2	2	4:07:22	4:15:06	1.0749	Finished
PHS	<i>Mahligai</i>	4	38	1	2	4:05:40	4:18:36	1.1272	Finished
PHS	<i>She's The Culprit</i>	5	61	2	3	4:16:30	4:19:43	1.0286	Finished
PHS	<i>Willyama</i>	6	62	2	4	4:16:33	4:20:00	1.0307	Finished
PHS	<i>Duende</i>	7	24	1	3	4:03:52	4:21:12	1.1736	Finished
PHS	<i>Ocean Affinity</i>	8	20	1	4	4:02:51	4:21:21	1.187	Finished
PHS	<i>Last Tango</i>	9	63	2	5	4:16:37	4:22:32	1.0525	Finished
PHS	<i>Flying Fish Arctos</i>	10	75	2	6	4:20:45	4:22:52	1.0181	Finished
PHS	<i>Kayle (Sailors with disAbilities)</i>	11	42	1	5	4:06:20	5:01:48	1.1902	Finished
PHS	<i>Another Fiasco</i>	12	68	2	7	4:18:14	5:02:13	1.0699	Finished
PHS	<i>Climate Action Now</i>	13	54	1	6	4:13:19	5:02:28	1.1202	Finished
PHS	<i>Allegro</i>	14	55	1	7	4:14:53	5:09:44	1.17	Finished
PHS	<i>Myuna III</i>	15	77	2	8	5:20:09	5:11:29	0.9382	Finished
PHS	<i>Brindabella</i>	999	999	1	999	0:00:00	0:00:00	1.456	Retired
PHS	<i>GYR Wot Eva</i>	999	999	1	999	0:00:00	0:00:00	1.3562	Retired
PHS	<i>Samurai Jack</i>	999	999	2	999	0:00:00	0:00:00	1.058	Retired
PHS	<i>Takani</i>	999	999	2	999	0:00:00	0:00:00	0.9827	Retired
PHS	<i>Trybooking.com</i>	999	999	2	999	0:00:00	0:00:00	0.9552	Retired

CORINTHIAN

DIVISION	YACHT	OVERALL	LINE PLACING	DIVISION NAME	DIVISION PLACING	ELAPSED TIME	CORRECTED TIME	HANDICAP	STATUS
Corinthian	<i>Quikpoint Azzurro</i>	1	72	3	1	4:18:37	4:04:54	0.8803	Finished
Corinthian	<i>King Billy</i>	2	71	3	2	4:18:35	4:12:12	0.9443	FinishedC
Corinthian	<i>Abracadabra</i>	3	46	2	3	4:07:18	4:12:30	1.0504	Finished
Corinthian	<i>Wild Rose</i>	4	45	3	4	4:06:45	4:12:53	1.0596	Finished
Corinthian	<i>Wax Lyrical</i>	5	47	2	5	4:07:22	4:15:06	1.0749	Finished



110 | 71st ROLEX SYDNEY HOBART YACHT RACE RESULTS

DIVISION	YACHT	OVERALL	LINE PLACING	DIVISION NAME	DIVISION PLACING	ELAPSED TIME	CORRECTED TIME	HANDICAP	STATUS
Corinthian	<i>Calibre</i>	6	51		6	4:08:48	4:16:19	1.0718	Finished
Corinthian	<i>Chancellor</i>	7	66		7	4:17:33	4:16:54	0.9943	Finished
Corinthian	<i>Black Sheep</i>	8	43		8	4:06:38	4:17:11	1.1027	Finished
Corinthian	<i>Challenge</i>	9	53		9	4:09:48	4:18:24	1.0813	Finished
Corinthian	<i>Mahligai</i>	10	38		10	4:05:40	4:18:36	1.1272	Finished
Corinthian	<i>She's The Culprit</i>	11	61		11	4:16:30	4:19:43	1.0286	Finished
Corinthian	<i>Enchantress</i>	12	74		12	4:20:06	4:20:00	0.9991	Finished
Corinthian	<i>Willyama</i>	13	62		13	4:16:33	4:20:00	1.0307	Finished
Corinthian	<i>Duende</i>	14	24		14	4:03:52	4:21:12	1.1736	Finished
Corinthian	<i>Ocean Affinity</i>	15	20		15	4:02:51	4:21:21	1.187	Finished
Corinthian	<i>Last Tango</i>	16	63		16	4:16:37	4:22:32	1.0525	Finished
Corinthian	<i>Hartbreaker</i>	17	21		17	4:02:59	4:22:46	1.1998	Finished
Corinthian	<i>Scamp</i>	18	64		18	4:16:39	5:02:13	1.085	Finished
Corinthian	<i>Another Fiasco</i>	19	68		19	4:18:14	5:02:13	1.0699	Finished
Corinthian	<i>Climate Action Now</i>	20	54		20	4:13:19	5:02:28	1.1202	Finished
Corinthian	<i>Ugg Australia</i>	21	65		21	4:17:12	5:04:31	1.1	Finished
Corinthian	<i>Allegro</i>	22	55		22	4:14:53	5:09:44	1.17	Finished
Corinthian	<i>Maxi Ragamuffin</i>	23	23		23	4:03:41	5:16:34	1.37	Finished
Corinthian	<i>Haspa Hamburg</i>	24	56		24	4:15:55	6:16:36	1.435	Finished
Corinthian	<i>Dare Devil</i>	999	999		999	0:00:00	0:00:00	1.17	Retired
Corinthian	<i>St Jude</i>	999	999		999	0:00:00	0:00:00	1.1038	Retired
Corinthian	<i>Jaffa</i>	999	999		999	0:00:00	0:00:00	1.0867	Retired
Corinthian	<i>Samurai Jack</i>	999	999		999	0:00:00	0:00:00	1.058	Retired
Corinthian	<i>Pazazz</i>	999	999		999	0:00:00	0:00:00	1.0894	Retired
Corinthian	<i>Takani</i>	999	999		999	0:00:00	0:00:00	0.9827	Retired
Corinthian	<i>Local Hero</i>	999	999		999	0:00:00	0:00:00	1.0051	Retired
Corinthian	<i>Great Xpectations</i>	999	999		999	0:00:00	0:00:00	1.0366	Retired

CRUISING

DIVISION	YACHT	OVERALL	LINE PLACING	DIVISION NAME	DIVISION PLACING	ELAPSED TIME	CORRECTED TIME	HANDICAP	STATUS
Cruising	<i>Shuguang Haiyang</i>	1	76	1		5:02:27	5:02:27	0	Finished

CLIPPER 70

DIVISION	YACHT	OVERALL	LINE PLACING	DIVISION NAME	DIVISION PLACING	ELAPSED TIME	CORRECTED TIME	HANDICAP	STATUS
Clipper 70	<i>Da Nang – Vietnam</i>	1	22		1	4:03:01	4:03:01	0	Finished
Clipper 70	<i>GREAT Britain</i>	2	26		2	4:04:22	4:04:22	0	Finished
Clipper 70	<i>LMAX Exchange</i>	3	28		3	4:04:39	4:04:39	0	Finished
Clipper 70	<i>Clipper Telemed+</i>	4	29		4	4:04:58	4:04:58	0	Finished
Clipper 70	<i>Garmin</i>	5	30		5	4:05:03	4:05:03	0	Finished
Clipper 70	<i>Visit Seattle</i>	6	31		6	4:05:09	4:05:09	0	Finished
Clipper 70	<i>Mission Performance</i>	7	32		7	4:05:13	4:05:13	0	Finished
Clipper 70	<i>Derry-Londonderry-Doire</i>	8	34		8	4:05:16	4:05:16	0	Finished
Clipper 70	<i>Unicef</i>	9	37		9	4:05:38	4:05:38	0	Finished
Clipper 70	<i>Qingdao</i>	10	40		10	4:06:06	4:06:06	0	Finished
Clipper 70	<i>PSP Logistics</i>	11	59		11	4:16:07	4:16:07	0	Finished
Clipper 70	<i>Ichor Coal</i>	12	69		12	4:18:17	4:18:17	0	Finished

LINE HONOURS

DIVISION	YACHT	OVERALL	LINE PLACING	DIVISION NAME	DIVISION PLACING	ELAPSED TIME	CORRECTED TIME	HANDICAP	STATUS
Line Honours	<i>Comanche</i>	1	1		1	2:08:58	2:08:58	0	Finished
Line Honours	<i>Ragamuffin 100</i>	2	2		2	2:19:47	2:19:47	0	Finished
Line Honours	<i>Rambler</i>	3	3		3	2:19:51	2:19:51	0	Finished
Line Honours	<i>Maserati</i>	4	4		4	2:22:54	2:22:54	0	Finished
Line Honours	<i>Chinese Whisper</i>	5	5		5	3:00:18	3:00:18	0	Finished
Line Honours	<i>Ichi Ban</i>	6	6		6	3:00:29	3:00:29	0	Finished
Line Honours	<i>Balance</i>	7	7		7	3:03:50	3:03:50	0	Finished
Line Honours	<i>Primitive Cool</i>	8	8		8	3:06:51	3:06:51	0	Finished
Line Honours	<i>Celestial</i>	9	9		9	3:17:22	3:17:22	0	Finished
Line Honours	<i>Teasing Machine</i>	10	10		10	3:20:18	3:20:18	0	Finished
Line Honours	<i>Indian</i>	11	11		11	3:21:22	3:21:22	0	Finished
Line Honours	<i>Ragamuffin 52</i>	12	12		12	3:21:22	3:21:22	0	Finished
Line Honours	<i>Concubine</i>	13	13		13	4:01:22	4:01:22	0	Finished
Line Honours	<i>Yeah Baby</i>	14	14		14	4:01:33	4:01:33	0	Finished
Line Honours	<i>Chutzpah</i>	15	15		15	4:01:44	4:01:44	0	Finished
Line Honours	<i>Merlin</i>	16	16		16	4:02:02	4:02:02	0	Finished
Line Honours	<i>Helsal 3</i>	17	17		17	4:02:03	4:02:03	0	Finished
Line Honours	<i>Rush</i>	18	18		18	4:02:07	4:02:07	0	Finished
Line Honours	<i>The Goat</i>	19	19		19	4:02:23	4:02:23	0	Finished
Line Honours	<i>Ocean Affinity</i>	20	20		20	4:02:51	4:02:51	0	Finished
Line Honours	<i>Hartbreaker</i>	21	21		21	4:02:59	4:02:59	0	Finished
Line Honours	<i>Da Nang – Vietnam</i>	22	22		22	4:03:01	4:03:01	0	Finished
Line Honours	<i>Maxi Ragamuffin</i>	23	23		23	4:03:41	4:03:41	0	Finished
Line Honours	<i>Duende</i>	24	24		24	4:03:52	4:03:52	0	Finished
Line Honours	<i>Imagination</i>	25	25		25	4:04:09	4:04:09	0	Finished
Line Honours	<i>GREAT Britain</i>	26	26		26	4:04:22	4:04:22	0	Finished
Line Honours	<i>Uxorious IV</i>	27	27		27	4:04:22	4:04:22	0	Finished
Line Honours	<i>LMAX Exchange</i>	28	28		28	4:04:39	4:04:39	0	Finished
Line Honours	<i>Clipper Telemed+</i>	29	29		29	4:04:58	4:04:58	0	Finished
Line Honours	<i>Garmin</i>	30	30		30	4:05:03	4:05:03	0	Finished
Line Honours	<i>Visit Seattle</i>	31	31		31	4:05:09	4:05:09	0	Finished
Line Honours	<i>Mission Performance</i>	32	32		32	4:05:13	4:05:13	0	Finished
Line Honours	<i>After Midnight</i>	33	33		33	4:05:14	4:05:14	0	Finished
Line Honours	<i>Derry-Londonderry-Doire</i>	34	34		34	4:05:16	4:05:16	0	Finished
Line Honours	<i>Midnight Rambler</i>	35	35		35	4:05:27	4:05:27	0	Finished
Line Honours	<i>Courrier Leon</i>	36	36		36	4:05:28	4:05:28	0	Finished
Line Honours	<i>Unicef</i>	37	37		37	4:05:38	4:05:38	0	Finished





DIVISION	YACHT	OVERALL	LINE PLACING	DIVISION NAME	DIVISION PLACING	ELAPSED TIME	CORRECTED TIME	HANDICAP	STATUS
Line Honours	<i>Mahligai</i>	38	38		38	4:05:40	4:05:40	0	Finished
Line Honours	<i>TSA Management</i>	39	39		39	4:05:47	4:05:47	0	Finished
Line Honours	<i>Qingdao</i>	40	40		40	4:06:06	4:06:06	0	Finished
Line Honours	<i>Mayfair</i>	41	41		41	4:06:07	4:06:07	0	Finished
Line Honours	<i>Kayle (Sailors with disabilities)</i>	42	42		42	4:06:20	4:06:20	0	Finished
Line Honours	<i>Black Sheep</i>	43	43		43	4:06:38	4:06:38	0	Finished
Line Honours	<i>King's Legend</i>	44	44		44	4:06:41	4:06:41	0	Finished
Line Honours	<i>Wild Rose</i>	45	45		45	4:06:45	4:06:45	0	Finished
Line Honours	<i>Abacadabra</i>	46	46		46	4:07:18	4:07:18	0	Finished
Line Honours	<i>Wax Lyrical</i>	47	47		47	4:07:22	4:07:22	0	Finished
Line Honours	<i>Not A Diamond</i>	48	48		48	4:07:37	4:07:37	0	Finished
Line Honours	<i>Clipper Ventures 10</i>	49	49		49	4:07:44	4:07:44	0	Finished
Line Honours	<i>IQ Komodo</i>	50	50		50	4:07:57	4:07:57	0	Finished
Line Honours	<i>Calibre</i>	51	51		51	4:08:48	4:08:48	0	Finished
Line Honours	<i>Clipper Ventures 5</i>	52	52		52	4:08:49	4:08:49	0	Finished
Line Honours	<i>Challenge</i>	53	53		53	4:09:48	4:09:48	0	Finished
Line Honours	<i>Climate Action Now</i>	54	54		54	4:13:19	4:13:19	0	Finished
Line Honours	<i>Allegra</i>	55	55		55	4:14:53	4:14:53	0	Finished
Line Honours	<i>Haspa Hamburg</i>	56	56		56	4:15:55	4:15:55	0	Finished
Line Honours	<i>Papillon</i>	57	57		57	4:16:03	4:16:03	0	Finished
Line Honours	<i>Pelagic Magic</i>	58	58		58	4:16:05	4:16:05	0	Finished
Line Honours	<i>PSP Logistics</i>	59	59		59	4:16:07	4:16:07	0	Finished
Line Honours	<i>Cartouche</i>	60	60		60	4:16:08	4:16:08	0	Finished
Line Honours	<i>She's The Culprit</i>	61	61		61	4:16:30	4:16:30	0	Finished
Line Honours	<i>Willyama</i>	62	62		62	4:16:33	4:16:33	0	Finished
Line Honours	<i>Last Tango</i>	63	63		63	4:16:37	4:16:37	0	Finished
Line Honours	<i>Scamp</i>	64	64		64	4:16:39	4:16:39	0	Finished
Line Honours	<i>Ugg Australia</i>	65	65		65	4:17:12	4:17:12	0	Finished
Line Honours	<i>Chancellor</i>	66	66		66	4:17:33	4:17:33	0	Finished
Line Honours	<i>Discoverer of Hornet</i>	67	67		67	4:18:10	4:18:10	0	Finished
Line Honours	<i>Another Fiasco</i>	68	68		68	4:18:14	4:18:14	0	Finished
Line Honours	<i>Ichor Coal</i>	69	69		69	4:18:17	4:18:17	0	Finished
Line Honours	<i>Patrice Six</i>	70	70		70	4:18:34	4:18:34	0	Finished
Line Honours	<i>King Billy</i>	71	71		71	4:18:35	4:18:35	0	Finished
Line Honours	<i>Quikpoint Azurro</i>	72	72		72	4:18:37	4:18:37	0	Finished
Line Honours	<i>Adventure of Hornet</i>	73	73		73	4:18:44	4:18:44	0	Finished
Line Honours	<i>Enchantress</i>	74	74		74	4:20:06	4:20:06	0	Finished
Line Honours	<i>Flying Fish Arctos</i>	75	75		75	4:20:45	4:20:45	0	Finished
Line Honours	<i>Shuguang Haiyang</i>	76	76		76	5:02:27	5:02:27	0	Finished
Line Honours	<i>Myuna III</i>	77	77		77	5:20:09	5:20:09	0	Finished
Line Honours	<i>Landfall</i>	999	999		999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Great Xpectations</i>	999	999		999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Lupa of London</i>	999	999		999	0:00:00	0:00:00	0	Retired
Line Honours	<i>M3</i>	999	999		999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Cougar II</i>	999	999		999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Ark323</i>	999	999		999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Dare Devil</i>	999	999		999	0:00:00	0:00:00	0	Retired
Line Honours	<i>CEX Dolce</i>	999	999		999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Wild Oats XI</i>	999	999		999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Brindabella</i>	999	999		999	0:00:00	0:00:00	0	Retired
Line Honours	<i>St Jude</i>	999	999		999	0:00:00	0:00:00	0	Retired
Line Honours	<i>GYR Wot Eva</i>	999	999		999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Perpetual Loyal</i>	999	999		999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Frantic</i>	999	999		999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Pretty Fly III</i>	999	999		999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Black Jack</i>	999	999		999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Jaffa</i>	999	999		999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Koa</i>	999	999		999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Patrice</i>	999	999		999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Dekadence</i>	999	999		999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Samurai Jack</i>	999	999		999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Pazazz</i>	999	999		999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Takani</i>	999	999		999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Hollywood Boulevard</i>	999	999		999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Victoire</i>	999	999		999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Avalanche</i>	999	999		999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Local Hero</i>	999	999		999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Trybooking.com</i>	999	999		999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Triton</i>	999	999		999	0:00:00	0:00:00	0	Retired
Line Honours	<i>China Easyway</i>	999	999		999	0:00:00	0:00:00	0	Retired
Line Honours	<i>KLC Bengal 7</i>	999	999		999	0:00:00	0:00:00	0	Retired

RETIREMENTS & PENALTIES

Ark323 – Retired

Avalanche – Retired

Black Jack – Retired

Brindabella – Retired due to mainsail damage

CEX Dolce – Retired due to broken mast

China Easyway – Retired due to sail damage

Cougar II – Retired. Mutual protest by and against *Lupa of London* for an incident after the start. *Cougar II* found to have failed as port tack boat to keep clear of *Lupa of London* but as both boats had retired no penalty could be applied.

Dare Devil – Retired due to rudder damage

Dekadence – Retired

Frantic – Retired due to torn mainsail

Great Xpectations – Retired

GYR Wot Eva – Retired

Hollywood Boulevard – Retired

Jaffa – Retired due to engine problems

Koa – Retired due to steering damage

Landfall – Retired due to hull damage

Local Hero – Retired due to minor hull damage

Lupa of London – Retired. Mutual protest by and against *Cougar II* for an incident after the start. *Cougar II* found to have failed as port tack boat to keep clear of *Lupa of London* but as both boats had retired no penalty could be applied.

M3 – Retired due to broken forestay

Patrice – Retired due to mainsail damage

Pazazz – Retired

Perpetual Loyal – Retired due to rudder damage

Pretty Fly III – Retired due to broken forestay

Ragamuffin 52 – After a protest hearing a time penalty of 20% was applied under SI 20.1(b) for failing to comply with RRS 19.2(b) in an incident with ARK 323 shortly after the start

Samurai Jack – Retired due to sail damage

St Jude – Retired due to rudder damage

Takani – Retired due to rudder damage

Triton – Retired due to mainsail damage

Trybooking.com – Retired due to damaged bow thruster

Victoire – Retired

Wild Oats XI – Retired due to mainsail damage



EQUAL ODDS

The oldest yacht in the fleet will battle maxis made of space-age composite fibres across the 80 year technology divide. *Rambler 88* in the 2015 Race.



Again, the oldest yacht in the fleet, built more than a decade before the race started 71 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 71 years, the rating systems has changed with names like IOR, IMS, IRC and now ORCi, but the end result is a time correction calculation, or handicap. For the 72nd race, the overall

winner will again be decided by the IRC rating system, one of the most widely used rating systems in modern yachting.

THE REAL PRIZE

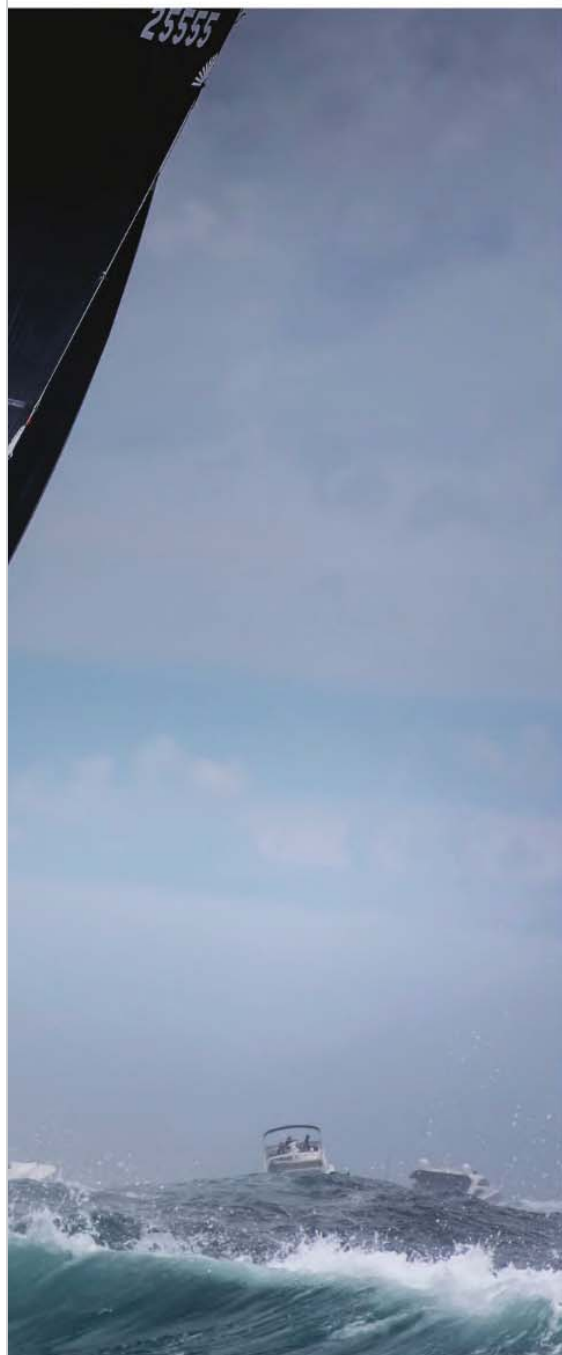
The race for line honours is easy to understand – the first boat to cross the finish line in Hobart is declared the line honours winner and walks away with the J H Illingworth trophy, a Rolex timepiece, a big share of the adulation and, some would say, more than their fair share of the media attention.

However, very few yachts in this year's fleet stand any chance of beating the maxis or supermaxis to Hobart, so as the line

honours contest will be left for the big boats to drag race, 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, as well as a Rolex to commemorate the triumph.

IRC is a time correction rating system used extensively in yacht racing around the world. Under this system, a yacht's finishing time (elapsed time from start to finish) is multiplied by its IRC rating number





to determine a corrected time. A boat's rating is calculated by an independent body (RORC), using measurements of the boat; the length, weight, draft, rig size, sail area, and specific characteristics and features. The resulting time corrector, or the boat's 'TCC', is her handicap. The higher the TCC figure, the faster the boat's potential speed. When the last boat arrives in Hobart, the corrected times of every boat in IRC fleet will be compared and the one with the lowest time after correction will be declared the overall winner. In theory at least, this system ensures that any well-sailed boat, regardless of its age or level of technology, can win.

IRC IN ACTION

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

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

The next year in 2006, the then 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

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 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 2014 when *Wild Rose* won.

We should know the line honours winner of the 2016 Rolex Sydney Hobart Yacht Race within two days of the start from Sydney Harbour on Boxing Day, but it may be another

FAIR GAME

THE FLEET OF YACHTS LINING UP TO CONTEST THIS YEAR'S ROLEX SYDNEY HOBART YACHT RACE WILL VARY WILDLY IN SIZE, FROM 10 METRES UP TO 30 METRES IN LENGTH.



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 4.2 hours.

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

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 in Hobart.

OTHER RATING SYSTEMS

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

Seen by its advocates 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. ⚓





The dictionary defines "legends" as historical or unverifiable stories handed down from earlier times and popularly accepted as true, and famous or important people known for doing something extremely well.

Legends are big, heroic stories that in so many ways define us as a group, a tribe, a people and a nation; and if they aren't true they damn well should be.

How could the Rolex Sydney Hobart not provide an infinitely deep well of legends? How could it not count as a legend in its own right?

The great race is truly heroic: men and women pitting themselves against the indifference of wind and sea, some in shiny carbon fibre greyhounds, many in club cruiser/racer bitsas.

Some, mostly when they are young and know no better, skate the 630 nautical miles in 30 foot skiffs, and a more contemplative few grind their way to Hobart in venerable timber dames their fathers and sometimes grandfathers once sailed. When the start gun fires there is no back story any more, only the here and now: the strength of their

JIM GALE plumbs the rich history of the Hobart and ponders on the achievements of some of the luminaries who have shaped it.

yachts and the depth of their camaraderie and endurance.

If their rides are big enough and quick enough they just might get to Tasmania between southerlies, but most won't. Somewhere off New South Wales or half way across Bass Strait a nasty, cold, wet, bone shaking bitch of a front will be waiting for them. If they are among the backmarkers in a year that kicks off with a stirring spinnaker run down Sydney Harbour, they just might manage two fronts before the peace and quiet of a little Hobart drink.

Because every race to Hobart is a hundred different races, and a hundred different stories. Over seven decades the Rolex Sydney Hobart has become a mosaic of

thousands of yarns and experiences: a huge Australian ocean racing gestalt whose sum transcends its countless parts.

And of course, it all happens way out to sea, beyond our prying eyes. We spectators must believe what we are told, for only the actors were there.

The waterspouts and whales, the towering Bass Strait waves, the sparkle of the Tasman coast on a sharp, thrilling reach. The race that got away on the still mouth of a moonlit Derwent, or the sunfish that stole our rudder.

Bill Ratcliff remembers his first race, in 1963, a rawboned kid on Don Mickleborough's *Southerly*, taking a day and a half to pass the Tasman Light, the



storm was so bad. On the other hand, Roger Hickman often recalled watching the sun set behind Tasman Light one evening, only to see it re-emerge at dawn the next day from his becalmed boat.

Who can forget the spellbinding 628-mile match-race between the almost identical *Alfa Romeo II* and *Wild Oats XI* in 2005, or *Nokia* skating across Bass Strait on her way to smashing *Kialoa*'s race record? Or the heroism and tragedy of 1998?

And legendary stories need legendary people. Lou Abrahams, the softly spoken Victorian who, in his eighties, bestrode the Sydney 38s, the wily veteran perplexing his younger, more athletic opponents. Syd Fischer and his wonderful tribe of *Ragamuffins*. Tough, ultra-competitive; who else but Syd Fischer would plant himself in the cockpit of a raging, 100-foot racing behemoth at 88.

Men like Trygve and Magnus Halvorsen, the creators of the legendary *Freya*; Peter Kurts and his beautiful *Love and War*, Jim Kilroy at the helm of *Kialoa*, whose record withstood all comers for 21 years. Bob Oatley, and the scything majesty of *Wild Oats XI* under full power.

Amazing seamen like Roger Hickman, plugging his way to glory in his beloved *Wild Rose*. Master navigator Lindsay May, who knows the currents off the east Australian coast like the lifelines on his own hand. Peter Green of *Pacha* fame, and Adrienne Cahalan, this year the first woman ever to compete in 25 Sydney Hobarts, this time aboard the



ROLEX / CARLO BORLENGHI / DANIEL FORSTER / ANDREA FRANCOLINI

FIRST AMONG EQUALS

Opposite page: Trygve and Magnus Halvorsen, the creators of the legendary *Freya*; Above: Mark Richards and Roger Hickman; Left: Syd Fischer. Below: Lou Abrahams.



TP52 *Ragamuffin* : a beacon for a generation of women sailors who are shouldering aside some of the grumpier old men to refashion Australia's greatest ocean race.

The list goes on.

Many, like the Fischers, the Kurts, the Oatleys, are household names. Others are just there, year after year, weaving their corner of this rich tapestry of a race.

It is a big deal to do one Hobart. To do 25, though. That is something special.

Each year a few more notch up that quarter century, joining a very elite band that, quite often, already includes their fathers.

This year Brad Kellett joins his dad David on the honour list. Both will be at sea in December, Brad as boat captain of the 100-foot *Perpetual Loyal*, and David at the helm of the radio relay team that shadows the fleet all the way down like a jovial mother hen.

This will be David's 43 Hobart, the last 11 being on the relay vessel. He has skipped some wonderful maxis in his time, most notably the magnificent *Vengeance* and *Sovereign*, so it is only fitting that Brad will notch up his 25th as a key player on one of the biggest guns in the 2016 Rolex Sydney Hobart.

Brad has joined *Perpetual Loyal* after two

disappointing years when the big black maxi failed to reach Hobart. As project manager, Brad says, "we have been re-enforcing her engineering wise in areas that let the boat down over the past two years. We have put a lot of thought into why the boat failed, (owner) Anthony Bell has assembled an extremely good crew, and we are really trying to get the boat over the finish line for the first time in 3 years."

At 40, Brad misses out breaking Darren Senogles' record of the youngest ever 25 timer by just 3 weeks, but he is the youngest to do 25 Hobarts straight. Of course, Brad never really had a choice about how he would spend the break between Christmas and New Years. Kellett junior has been a part of the CYCA since birth.

"The Hobart is part of our blood. A part of my life since I was a little boy, flying down to meet dad when I was too young to sail. Twenty five races was a milestone I always wanted to achieve when I was young, though I haven't really thought about it much on the way to getting there."

Drew Taylor, who is also doing his 25th race this year, is another who really didn't have much choice.

It is impossible to imagine a Rolex Sydney Hobart now without Victorian Bruce Taylor and one of his *Chutzpahs*. Bruce is determined that he will not go down as the best sailor never to win a Hobart. He just keeps coming back.

How could a son turn his back on a father's so magnificent obsession?

"I just wish he'd win it," Drew has been known to joke. "I have to keep coming back until he does or I'd look like a whimp."

And so Drew and Bruce will become the first ever father and son team to compete in 25 Hobarts together.

For Drew and Brad and Adrienne Cahalan, this is a real achievement. For Bruce Taylor, as for so many Sydney Hobart legends, those first 25 have become distant milestones in an even longer adventure. Bruce starts his 36th on Boxing Day. Still a pup, though. Bill Ratcliffe has 46 under his belt, and is back this year on *Takani*. So does Syd Fischer. Fischer's long time sailing mate Tony Ellis has done 48.

And then there is the daddy of them all, Tony Cable, who passed the half century last year and will be back again this year for number 51. There he'll be, head down, bum up in the sweaty, lurching depths of *Duende's* forepeak when the proverbial hits the fan. Because he loves it. "I'm fit enough not to think I can't do it anymore, so why stop?" he declared before breaking the 50 race barrier, and why would he?

The balmy days under spinnaker, the gut-rending terror of a vicious Bass Strait squall, the mates, the knees-up in Hobart. And the stories; the sombre and the hilarious; the silly, funny, you-wouldn't believe-what-happened-next yarns, fables, legends.

Here's to the 2016 Rolex Sydney Hobart and all who sail in it. What stories will they have to tell? ⚓

STAYING POWER
Members of the '25 Club'
Left: Adrienne Cahalan.
Below: *Chutzpah*
stalwarts Bruce and
Drew Taylor.



Come and Experience Oceans of Awesome

SANCTUARY COVE INTERNATIONAL BOAT SHOW®

25-28 MAY 2017 AUSTRALIA'S GOLD COAST



HUNDREDS OF BOATS. FOUR DAYS OF FUN. ONE AWESOME LOCATION.

SPONSORS & PARTNERS



— sanctuarycoveboatshow.com.au —

A

fter the 2015 Rolex Sydney Hobart Yacht Race, a remarkable 117 sailors had competed in 25 or more Sydney Hobart Races, and here we honour those who have made race history.

In 2017, 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), which honours those that have reached their 25 Hobart milestone.

Each year, yachtsmen and women who achieve these significant milestones 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 42nd Hobart in the 71st race – the past 14 as leader of the Radio Relay Vessel team. His racing record before that includes line honours on *Vengeance* and a rare line/handicap win with *Sovereign*.

The list of 'Hobart Legends' up to and including 2015 Rolex Sydney Hobart Yacht Race is:

Tony Cable	(NSW) 50 since 1961 (2 win)
Tony Ellis	(NSW) 48 since 1963 (1 win)
Syd Fischer	(NSW) 47 since 1962 (1 win)
Bill Ratcliff	(NSW) 47 since 1963
Colin Wildman	(NSW) 47 since 1963 (1 win)
Bruce Gould	(NSW) 45 since 1963 (2 wins)
Lou Abrahams [†]	(VIC) 44 races 1963-2008 (2 wins)
John Bennetto [†]	(TAS) 44 races 1947-2004 (1 win)
Lindsay May	(NSW) 43 since 1973 (3 wins)
David Kellett	(NSW) 42 since 1968 (1 win)
Bernie Case	(VIC) 41 since 1962
Richard Hammond [†]	(NSW) 40 races 1952-98 (2 wins)
Roger Hickman [†]	(NSW) 39 since 1974 (3 wins)
Michael Spies	(NSW) 39 since 1976 (1 win)
Mike Green	(NSW) 36 since 1977 (2 wins)
Peter Green [†]	(NSW) 35 races 1947-1989 (1 win)
Richard Norman	(NSW) 35 since 1955 (2 wins)
Ed Psaltis	(NSW) 35 since 1979 (1 win)
Colin Betts	(NSW) 34 since 1955 (3 wins)
Phil Eadie	(NSW) 34 since 1972 (3 wins)
Fraser Johnston	(NSW) 34 since 1963 (2 wins)
Don Mickleborough [†]	(NSW) 34 races 1958-2000
Bruce Taylor	(VIC) 34 since 1980
Roger Howlett	(TAS) 33 since 1969
David Lawson	(NSW) 33 since 1961-2015
Geoff Rouvray	(NSW) 33 since 1967
Colin Anderson	(VIC) 32 since 1973 (2 wins)
Alby Burgin [†]	(NSW) 32 races 1955-1999 (1 win)
Maurice Cameron	(NSW) 32 since 1974
Ralph Carlier	(NSW) 32 since 1973
Kim Jaggard	(NSW) 32 since 1977
Don Lang [†]	(VIC) 32 races 1952-1994 (1 win)
Kingsley Piesse	(VIC) 32 since 1983
Colin Tipney	(NSW) 32 since 1979 (1 win)



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.



Robert Case	(NSW) 31 since 1985 (1 win)
Jacko Goluzd	(NSW) 31 since 1978 (2 wins)
John Harris	(NSW) 31 since 1971 (2 wins)
Tony Kirby	(NSW) 31 since 1983
Peter Shipway	(NSW) 31 since 1968 (2 wins)
Geoff 'Hagar' Barter	(NSW) 30 since 1974
Carl Crafoord	(NSW) 30 since 1980 (4 wins)
Max Crafoord [†]	(NSW) 30 races 1953-1993
Noel Drennan	(VIC) 30 since 1980 (2 wins)
Magnus Halvorsen [†]	(NSW) 30 races 1946-82 (5 wins)
Tony Hearder	(NSW) 30 since 1975
Rod Jackman	(TAS) 30 since 1971
Larry Jamieson	(NSW) 30 since 1983 (2 wins)
Peter Kurts [†]	(NSW) 30 races 1964-2003 (2 wins)
Albert Mitchell	(NSW) 30 since 1954 (2 wins)
Lester Nibbs	(TAS) 30 since 1960
Ian Potter	(NSW) 30 since 1976
Ian Walker	(VIC) 30 since 1983 (3 wins)
Adam Brown	(NSW) 29 since 1985 (2 wins)
Robbie Burns	(NSW) 29 since 1974 (1 win)
Michael Coxon	(NSW) 29 since 1979 (1 win)
Peter Duffield	(NSW) 29 since 1968
Peter Fletcher	(VIC) 29 since 1987
Graeme Fraser	(NSW) 29 since 1973
Gavin Gourlay	(VIC) 29 since 1984
Peter Inchbold	(NSW) 29 since 1980 (1 win)
Bruce Jackson	(NSW) 29 since 1952
John Solomon	(TAS) 29 since 1967
John Woodford	(NSW) 29 since 1979 (1 win)
Bob Fraser	(NSW) 28 since 1973 (1 win)
Julian Freeman	(TAS) 28 since 1983 (2 wins)
David Hodgson	(NSW) 28 since 1981
Steve Jarvin	(NSW) 28 since 1981 (2 wins)
Damian Parkes	(NSW) 28 since 1977
TWT (Bill) Thompson [†]	(NSW) 28 races 1956-1988
Hugh Treharne	(NSW) 28 since 1968 (2 wins)
Erik Adriaanse	(ACT) 27 since 1986 (1 win)
Richard Bearman	(NSW) 27 since 1969
Lew Carter	(NSW) 27 since 1973
Stan Darling [†]	(NSW) 27 races 1947-1982 (5 wins)
Simon Firth	(TAS) 27 since 1973 (1 win)
Graeme Freeman	(TAS) 27 since 1970
Josko Grubic [†]	(SA) 27 races 1966-1992



THE CABLE GUY
Tony Cable notches up his 51st race this year, the highest number of Sydney Hobart Races contested by any one yachtsman since the inaugural race in 1945.



FIRST LADY
Navigator, Adrienne Cahalan, will become the first woman to achieve the 25-race milestone in this year's race.

Mike Hesse	(NSW) 27 since 1965 (2 wins)
Peter Joubert [†]	(VIC) 27 races 1968-1998
Greg Johnston	(NSW) 27 since 1980 (1 win)
Rolfe Mische [†]	(NSW) 27 races 1963-1995
John Mooney	(VIC) 27 since 1969
Robert Moore	(NSW) 27 since 1985
Des O'Connell [†]	(NSW) 27 races 1947-1996
Greg Prescott	(TAS) 27 since 1980
Bill Sykes	(NSW) 27 since 1981 (1 win)
Matt Allen	(NSW) 26 since 1980 (1 win)
Warren Anderson	(NSW) 26 since 1970
Hugh Brodie	(NSW) 26 since 1982 (1 win)
Alan Butler [†]	(VIC) 26 races 1946-89 (3 wins)
Jim Dunstan	(NSW) 26 since 1972 (1 win)
David Ellis	(NSW) 26 since 1977 (2 wins)
Richard Grimes	(NSW) 26 since 1983
Peter Hopkins	(TAS) 26 since 1982
Peter Messenger	(NSW) 26 since 1980 (4 wins)
Colin O'Connor	(NSW) 26 since 1974
Darren Senogles	(NSW) 26 since 1987 (2 wins)
Bob Thomas	(NSW/QLD) 26 since 1988 (1 win)
Bill Watson [†]	(TAS) 26 races 1973-2003
Grant Wharrington	(VIC) 26 since 1982
John Williams	(VIC) 26 since 1975
Graeme Ainley	(VIC) 25 since 1975
Russell Evans [†]	(VIC) 25 races 1958-1985
Robert Green	(VIC) 25 since 1965
Steve Grellis	(NSW) 25 since 1987
Jim Holley	(NSW) 25 since 1987
Hugo van Kretschmar	(NSW) 25 since 1976 (3 wins)
Sean Langman	(NSW) 25 since 1982
Phil Molony	(VIC) 25 since 1975
Hugh O'Neill	(NSW) 25 since 1981
Tony Poole	(NSW) 25 since 1977
Toby Richardson	(TAS) 25 since 1973 (3 wins)
Bill Riley	(NSW) 25 since 1976
Sven Runow	(GER) 25 since 1985 (7 wins)
George Snow	(NSW) 25 since 1975 (1 win)
Ian Treharne	(NSW) 25 since 1967
John Walker [†]	(NSW) 25 races 1981-2008

LEADING YACHTSWOMEN

Yachtswomen have been sailing in the Sydney Hobart since the very early days of the bluewater classic. Sixteen women have competed in 10 or more races with many more expected to achieve double figures over the coming years.

The list of 'Hobart Legends' up to and including 2015 Rolex Sydney Hobart Yacht Race is:

Adrienne Cahalan	(NSW) 24 since 1984 (2 wins)
Felicity Nelson	(NSW) 21 since 1987
Vanessa Dudley	(NSW) 20 since 1984
Gail Harland	(NSW) 20 since 1990 (1 win)
Mary Holley	(NSW) 16 since 1997
Sally Gordon [†]	(NSW) 15 races 1994-2008 (1 win)
Sue Crafer	(NSW) 14 since 1990
Jan Howard	(NSW) 14 since 1978
Audrey Brown	(NSW) 12 since 1987
Julie Hodder	(NSW) 12 since 1984
Amanda Wilmot	(NSW) 12 since 1987
Cathy Josling	(NSW) 11 since 1992
Kerry Goudge	(NSW) 10 since 1985
Anne Lawrence	(NSW) 10 since 2005
Lea Myer	(NSW) 10 since 1992
Louise Stevenson	(NSW) 10 since 1994



The Superyacht Experts

MONACO | LONDON | PALMA | TURKEY | MUMBAI | SINGAPORE | SYDNEY
FORT LAUDERDALE | SAN DIEGO | SEATTLE | CASA DE CAMPO



FRASER YACHTS

Southern Cloud

39m(130ft) | Faeno Yachtvaert | USD \$5,400,000

- Seven guests cabins
- Extensive refit in 2016
- Turn key condition
- Pedigree sailing superyacht



New central agency - Available for inspection in Sydney



lv13/84 Pitt Steet, Sydney NSW 2000 Australia Tel + 61 2 9222 7705 australia@fraseryachts.com

FRASERYACHTS.COM

RACE & REGATTA DATES

KEEP TRACK OF THIS SEASON'S IMPORTANT EVENTS.

AUSTRALIA	DATE	CLUB	INTERNATIONAL	DATE	COUNTRY
DECEMBER			DECEMBER		
ISAF Sailing World Cup, Melbourne	4-11 Dec	St. Kilda	Sir Peter Blake Torbay Regatta	3-4 Dec	New Zealand
Blue Water Pointscore – Bird Island Yacht Race	3 Dec	CYCA	Phuket King's Cup Regatta	3-10 Dec	Thailand
Grant Thornton Short Haul Race	3 Dec	CYCA	International Fireball World Championship	4-16 Dec	South Africa
Club Marine Wednesday Twilight	7 Dec	CYCA	46th Youth Sailing World Championship	14-20 Dec	New Zealand
Exteme Sailing Serie ACT 8	8-11 Dec	Sydney	Cadet World Championships	26 Dec	Argentina
Trophy Passage Series	10-11 Dec	CYCA	Laser Europa Cup and New Year regatta	28 Dec	Croatia
SOLAS Big Boat Challenge	13 Dec	CYCA			
72nd Rolex Sydney Hobart Yacht Race	26 Dec	CYCA			
JANUARY 2016			JANUARY 2017		
Club Marine Pittwater to South Port Yacht Race	2 Jan	RPAYC	29th Quantum Key West Race Week	15-20 Jan	USA
Viper World Championship	7 Jan	RGYC	Mount Gay Rum Round Barbados Race	16-24 Jan	Caribbean
Bartercard Sail Paradise Regatta	8-12 Jan	SYC	2017 NZ National Laser Championships	19-22 Jan	New Zealand
Club Marine Wednesday Twilight	11 Jan	CYCA	SWC Series Round 1 – Miami	22 Jan	USA
Maker's Monday Twilight	16 Jan	CYCA	Nelson Regatta	22-25 Jan	New Zealand
Club Marine Wednesday Twilights	18 Jan	CYCA	New Zealand Millenium Cup	24-27 Jan	New Zealand
Festival of Sails	21-24 Jan	RGYC	Bay of Islands Sailing Week	25-27 Jan	New Zealand
Maker's Monday Twilight	23 Jan	MHYC	Neptune Regatta	28 Jan – 4 Feb	Indonesia
Club Marine Wednesday Twiligh	25 Jan	CYCA	Grenada Sailing Week	30 Jan – 4 Feb	Caribbean
Grant Horton Short Haul Race	26 Jan	CYCA	Ports of Auckland Anniversary Day Regatta	30 Jan	New Zealand
Maker's Monday Twilight Race	30 Jan	CYCA			
FEBRUARY			FEBRUARY		
Club Marine Wednesday Twilight	1 Feb	CYCA	Tour de Martinique Regatta	10-12 Feb	Caribbean
Ocean Pointscore Race 6 - Port Hacking	4 Feb	CYCA	Jolly Harbour Valentines Regatta	12-16 Feb	Antigua
Monday Makers Twilight Race 13	6 Feb	CYCA	Youth International Match Racing Cup	16 Feb	New Zealand
Club Marine Wednesday Twilight Race	8 Feb	CYCA	Hong Kong Race Week	16-21 Feb	Hong Kong
Strata Management Services Regatta	10 Feb	CYCA	The Bay Regatta	17-21 Feb	Thailand
Grant Thornton Short Ocean Race	11 Feb	RSYS	NZ Open Keelboat Championships	19-22 Feb	New Zealand
Maker's Mark Monday Twilight	13 Feb	CYCA	RORC Caribbean 600	22 Feb	Caribbean
Club Marine Twilight	15 Feb	CYCA	Oceanbridge Sail Auckland	24-28 Feb	New Zealand
Ocean Pointscore Sydney Newcastle Race	18 Feb	CYCA	Mardi Gras Race Week – New Orleans	29 Feb – 4 March	USA
Grant Thornton Short Haul Race	18 Feb	CYCA			
RANSA Regatta	19 Feb	CYCA	MARCH		
Grant Thornton Short Haul Pittwater to Sydney	19 Feb	CYCA	37th St. Maarten Heineken Regatta	2-5 Mar	Caribbean
Maker's Mark Monday Twilight	20 Feb	CYCA	Port Nicholson Regatta	10-12 Mar	New Zealand
Club Marine Wednesday Twilight	22 Feb	CYCA	NZ Women's Match Racing Champships	11 Mar	New Zealand
Institute of Chartered Accountants (ICAA) Regatta	24 Feb	CYCA	St. Barths Bucket Regatta	16-19 Mar	Caribbean
Grant Thornton Short Haul Race	25 Feb	CYCA	44th International Rolex Regatta, St. Thomas	25-27 Mar	US Virgin Islands
Maker's Monday Twilight Race	27 Feb	CYCA			
			APRIL		
			Les Voiles de St. Barth	10-15 Apr	Caribbean
			San Fernando Race	12 April	Hong Kong

To have your event added to the calendar please email editor@oceanmedia.com.au

Nigel Stoke's 61-footer *Fidelis* is the only yacht competing in this year's Sydney Hobart fleet that has had a book specifically written about her. Quite rightly, she has earned that honour.



Fidelis was the first New Zealand yacht to take line honours in the Sydney Hobart and she is returning to the Tasman Sea this December to commemorate that historic win 50 years ago, in 1966.

Her racing and cruising career over 52 years makes remarkable reading. *Semper Fidelis*, is an account of her illustrious racing record for New Zealand, and the events that led to her loving restoration by current owner, Royal Sydney Yacht Squadron member Nigel Stoke. Impressively her ocean racing career continues.

Fidelis was built in 1963-64 by the noted New Zealand boat-builder, Lidgards, with her long narrow hull built of triple-planked kauri. *Fidelis*' longevity is a tribute to her original, innovative construction and subsequent refits in the 1980s and again in the 2000s undertaken by Nigel Stoke, her proud owner over two decades.

Fidelis has an LOA of 18.59 metres, a beam of 3.1 metres and draws 2.6 metres. She has a displacement of 9.8 tonnes and carries a working sail area of 92 square metres.

Bought by the irrepressible Jimmy Davern, only a year after her launching, she quickly became known in New Zealand as the 'Ocean Greyhound', dominating local racing on Auckland's Hauraki Gulf and then taking line honours in races to Suva and Noumea.

In 1966, Davern sailed the Knud Reimers 61 across the Tasman from New Zealand and showed the world some early Kiwi yachting magic.

According to *Semper Fidelis*, (Latin translation: Always faithful), Davern was a Kiwi born and bred, but Irish all the same, 'blessed with the Blarney Stone', a description that I can verify after interviewing him in Hobart at the end of the 1966 Sydney Hobart.

Fidelis took eight days to cross the Tasman and Davern's enthusiasm for the upcoming Sydney Hobart Race was not dampened a bit. "We got to Sydney and the Aussies looked at it and said, 'What are you going to do with this drainpipe?' I said, 'I'm going to beat your arse to Hobart.'" "Oh, they said, 'well see about that...big mouth.'"

SEMPER FIDELIS

WHEN SHE WAS LAUNCHED HALF-A-CENTURY AGO, *FIDELIS* WAS A BREAKTHROUGH DESIGN, A KIWI FLYER THAT TOOK ON THE BEST OF THE OCEAN RACING WORLD AND LEFT THEM IN HER WAKE. NOW AS PETER CAMPBELL WRITES, SHE WILL POINT HER BOW SOUTH ONCE MORE.



Fidelis took the lead soon after the fleet cleared Sydney Heads, the first yacht to set a spinnaker. Despite being pressed hard later in the race when she ran out of wind, the Kiwi speed machine took line honours in the then race record time of 4 days 8 hours 39 minutes and 43 seconds.

FIRST BLOOD
The boat that showed Kiwis they could take on one of the greatest international yacht races in the world... and win.

Fidelis' three initial races, the 1966 Auckland to Suva; 1966 Sydney to Hobart, and the 1967 Whangarei to Noumea races, etched the names of *Fidelis* and Davern into New Zealand yachting history and really opened the door for international ocean racing for Kiwi yachtsman, builders and designers.

In 1973 Davern parted with the 'Ocean Greyhound' and her name disappeared from Kiwi yacht racing for a couple of years. Ultimately, she had a new owner in prominent barrister Peter Williams QC who took her across the Tasman again, her fourth title at the Sydney Hobart. It proved to be a disastrous race, with a broken boom, ripped big spinnaker and other damage.

Several other Kiwi owners followed, including a couple who planned to cruising the world and an bachelor Paris-based businessman with dreams of cruising the South Pacific – until he got married – and never sailed the boat again.

Within months, Sydney businessman and yachtsman Nigel Stoke would own *Fidelis*, and contest the 50th Sydney Hobart in 1994. This was the beginning of a new lease of life for the Reimers 61.

A fleet of 371 yachts started in the 50th Sydney Hobart, with 301 finished packing Constitution Dock and Sullivan's Cove, gunwale to gunwale. Stoke and *Fidelis* beat Davern's 1966 time by five hours, finishing 109th in fleet but first of the 30 Year Veterans.

Stoke and *Fidelis* competed again in 2006 to mark the 40th anniversary of her historic line honours victory. Stoke also raced *Fidelis* from Brisbane to Gizo in the Solomon Islands, Brisbane to Gladstone, Sydney Mooloolaba and in many races to Lord Howe Island. She has continued her voyages to Lord Howe, leading a fleet of long distance cruising enthusiasts for the Classic Yacht Barbeque on Ned's Beach.

More recently, *Fidelis* has been a regular competitor in the Australia Day Regatta and the Great Veterans' Race on Sydney Harbour.

Nigel Stoke thought *Fidelis*' remarkable achievements should be shared, so he commissioned Sandra Gorter to produce *Semper Fidelis* the history of this memorable yacht, a true 'Ocean Greyhound'. ⚓

SOURCES: Peter Campbell archives, *Semper Fidelis* (Sandra Gorter), Rowan Johnston archives and 'The Sydney Hobart Yacht Race' (Michael Ludeke).



NEW USA BASED LEADERSHIP

Ronstan, an Australian based company which is a major player in the sailboat hardware and architectural market, has recently made a pivotal senior management change to set the company up for the next stage of its growth.



Scot West has taken over from Managing Director, Alistair Murray, who held the role for 19 years. Murray will move on to being Chairman. "I have spent a long time developing a magnificent team at Ronstan and I am thrilled to have the talent to choose from at all levels to take

the company on to even greater success. Scot will do a great job," said Murray. Scot has been in charge of Ronstan's USA operation for 11 years and has led the company through significant growth. The company has manufacturing in Australia, Denmark and Indonesia and a global

network of distributors, which provides it a strong profile in the sailing and architectural markets in 45 countries. Despite Ronstan being headquartered in Melbourne, West will take on the Managing Director role while maintaining his base in the Rhode Island, USA office. www.ronstan.com.au

A new way to motor along

Electric propulsion experts, Torqeedo also won at the DAME Design Awards, topping the machinery, propulsion, mechanical and electrical systems and fittings category, with their Cruise Fixed Pod.

The Pod is an electric motor that delivers powerful thrust and performance of up to 20 HP equivalent, with an 8 HP equivalent model, propelling sailboats weighing up to 3.6 tonnes at 6 knots.

It offers performance and pricing on par with conventional internal combustion engine powered saildrives, making adoption of ecological auxiliary power solutions practical for a wide range of sailboats. The range includes an intelligent GPS on-board computer and real-time display, with an interface for TorqTrac, the app for Torqeedo

drives. Highly efficient, they are battery operated and safe thanks to a magnetic kill switch. The DAME jury cited Cruise Fixed Pod's win as owing to beautiful engineering, an integrated approach, compact dimensions and a market realistic price. They added that the product is an exciting development that will promote green boating and create new opportunities for the interior design of sailing yachts by removing the need for a traditional engine space aft of the companionway. www.powerequipment.com.au



Water repellent winner

Zhik took home a DAME Design Award at METSTRADE in November. The award recognises the best-designed products at the METSTRADE Show exhibition.

Zhik won the clothing and crew accessories category for Avlare®, revolutionary fabric technology incorporated into a new range of Zhik performance water sports apparel. The material is water-repellent and breathable with 50+UV protection. Water will just bead off it. It's stretchy, but a quarter of the weight of wet Spandex. It breathes, yet cuts wind chill, giving both hot and cold protection. Avlare® is featured in ZHIK apparel for both men and women. Now sailors, surfers, paddlers, windsurfers, kite boarders and anyone who likes to play in the water have a new award-winning new gear option.

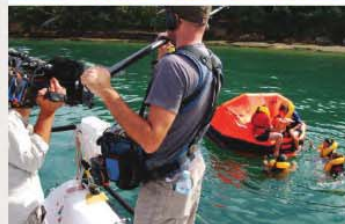
www.zhik.com



EMERGENCIES CAN HAPPEN ANYWHERE

GREAT
Circle

For the producers of TV's Biggest Loser, safety was paramount when contestants sailed from Sydney to Hobart. They chose super tough Great Circle Life Rafts for both the pre-sail safety training and their passage across the notorious Bass Strait.



Masterfully engineered
& exceptional
value for
money

12
year
guarantee*
conditions apply

ISO & NSCV certified
Yachting Australia
compliant

GREAT
Circle

Explore Great Circle

www.greatcircleliferafts.com.au

1300 306 381

BETTER ODDS IF LOST AT SEA

The Life Cell Marine Safety decided that current odds for surviving at sea just weren't good enough and did something about it.



In 2011, Scott Smiles, Rick Matthews and their two sons were stranded at sea after their boat sank suddenly, leaving them with only an esky to hang on to. Luckily they survived and the experience motivated them to change how safety equipment on boats is stored and used. They created Life Cell, the ultimate ditch kit or grab bag. It's a flotation device that keeps people together in the water and can store all essential safety equipment to facilitate a rescue. Designed to float off its mounting bracket in the event of a vessel sinking or capsizing, it is easy to use and highly visible. Life Cells are fuel, fire, impact and UV resistant.

They are designed to hold an EPIRB, flares, a v-sheet, a whistle, a torch, a heliograph and an air horn. They can also store water, sunblock or hand-held VHF radios. All Life Cells come with lanyards so that users can tether to the device in case of fatigue or high seas. Life Cells can assist between two to eight people depending upon the model, but all can hold necessary safety equipment. The kit has been approved by the Australian Maritime Safety Authority and SOLAS. Life Cell Marine Safety was awarded the Most Innovative Product or Service at the 2016 Australian Marine Export Awards. www.lifecellmarine.com.au

Barz Optics
The Australian Sunglass Co.

AUSTRALIA'S INTERNATIONAL
AWARD WINNING
SUNGLASS COMPANY

Polarised
Polarised photochromic
Polarised bi focal readers
Polarised photochromic bi focal readers
Polarised prescription

Tavarua
Floating Frame

SHOW ROOM: 11/4 LEDA DRIVE, BURLEIGH HEADS QLD 4220
Tel: 07 55764365 Email: admin@barzoptics.com

barzoptics.com

Rescue Me

"Man Overboard" are words you never want hear, especially if no one sees the person going over.

But if it does happen, imagine the rescue operation being as simple as tuning the VHF radio to get the bearings of the person. That's possible now with the Ocean Signal rescueME MOB1, the world's smallest MOB device. It is installed within the life-jacket and will activate automatically on inflation. With a seven-year battery life and a 66ch GPS, the person's position will be displayed on all vessels with an AIS chart plotter within approximately five miles. Other boats will see a bearing and distance to you in the water. It also reports to your vessels VHF radio via DSC and has a high intensity strobe to attract attention. RRP AU\$399

www.allsat.com.au



The ultimate sailing calendar

Yachting photographer, Sharon Green, captures the most extreme, exciting, and epic yacht racing images from around the world, so you can chart your passion for sailing throughout the year. The 2017 edition of the Ultimate Sailing Calendar is a 45 centimeter by 61 centimeter glossy collection of images that convey the thrill of yacht racing.

www.ultimatesailing.com/calendar-c-1.html

PainsWesssex
MARINE DISTRESS SIGNALS

Ask your marine supplier for
Aurora Inshore Distress Signal Kits

Commercial products and accessories include:

- Distress Flares
- Parachute Rockets
- Line Throwers | Manoverboard
- Life Smoke | Survivor
- Location Lights | Seamark Dye
- Safety Grab Bags | Poly Bottles
- Bird Scare Line | Cyalume lightsticks
- Life Jacket and Life Buoy Lights
- Waterproof Matches



Drew Marine
Signal & Safety Australia

Ph (03) 9650 1488 Fax (03) 9639 8811 Email info@aurora-marine.com
www.aurora-marine.com

HOOD
SAILMAKERS

STILL THE TRUSTED NAME IN SAILMAKING

Racing & Cruising Sails
100% Australian Owned & Manufactured

Ph: (02) 9905 0800

E: sails@hoodaustralia.com.au

www.hoodaustralia.com.au



New ! Perfect for boating and yachting !

Grade 304 stainless steel wire pegs 6.4cm long, 2.3mm wire diameter
Now available at wirepegs.com

Very strong !





MAJOR AUTOPILOT UPGRADE

Raymarine's Self-Calibrating 9-Axis Autopilot is Now Even More Responsive

Evolution™ Release 4 (R4) is a substantial advancement of Raymarine Evolution Autopilots, which brings wind and waypoint autopilot steering to a new level of accurate and responsive control, making steering to a destination easier, faster and more efficient. At the core of every Evolution system is the 9-axis EV sensor core which monitors vessel motion in all three dimensions and adapts to changing sea conditions. It is easy to install without the need for complicated calibration and has patented algorithms for improving the accuracy of measured wind conditions. Evolution's enhanced awareness of wind angle and wind speed allows the autopilot to deliver

crisp and responsive steer-to-wind control, giving both cruising and racing skippers the confidence to let Evolution take command in the most challenging conditions. With integration to Raymarine multifunction displays, the EV sensor core's patented TrackIQ™ algorithms compensate for the effects of sea conditions and vessel motion, allowing Evolution to make smoother steering commands and keeps the vessels on a plotted GPS course with incredible accuracy. The Evolution is available as a free upgrade to all Raymarine Evolution autopilot owners and can be the upgrade can be downloaded direct from Raymarine's website. www.raymarine.com/evolution

Insurance?

Power, Sail, Trailerable

"Let my 39 years of marine experience assist you . . . NO extra fees!"

Australia Wide call 1 3000 DAVID (32843)

David Bray 0406 9999 77
david@justboatinsure.com.au



You can help children and youth have life changing sailing experiences by donating to **Sailors with disabilities** today.



DONATE TODAY call 0421 725 170 or visit sailorswithdisabilities.com



Designed for various applications, the Nanni Diesel range is simple, compact, robust and perfectly integrates the marine environment.



- Shaft Drive
- Sail Drive
- Generators
- Gearboxes

nannidiesel
energy in blue

26/17-21 Bowden Street
Alexandria, NSW. 2015
02 9319 5222
nannidiesel.com.au

Giving a hand to helping hands

GME supports South Australia emergency services after damaging freak storms.

On September 29th, South Australia was pummeled with super cell thunderstorms that brought down the entire power network overnight. The storm started on the same night as marine electronics manufacturer, GME, planned to launch their new UHF radio, XRS Connect, in Adelaide. The power went out just before the start of the event.

"After the SA Premier and Police Commissioner announced workers should leave work early,

we were very concerned for the safety of those still planning on attending the event. It was only fortunate that the winds died down and the rain slowed enough for some of the dealers to still attend although for many, the trip into the city was simply not possible." said Group Marketing Manager Gavin Kadwell.

The intense lower pressure system brought destructive winds of up to 140 km/h, storm surges and high waves. The State Emergency Service responded to more than 450 calls for help on just day one of the storms that carried on for days. The South Australian State Emergency Services and the SA County Fire which were heavily relied during the storm and in the clean-up. So to in turn help them out, GME has committed to donating \$10,000 to support their ongoing work of keeping people and property safe. www.gme.net.au

MyState
AUSTRALIAN WOODEN BOAT FESTIVAL
10-13 FEBRUARY 2017 HOBART

IT'S FREE, FUN AND FRIENDLY.
AustralianWoodenBoatFestival.com.au

Ovens Tasmania MyState City of HOBART Hobart City West Point Bundabone Tassal Boat Hobson Mitchell & Allport Lawyers

sail
PORT STEPHENS
10th Anniversary

Come celebrate **10 years** of superb **sailing** and **socialising**, with great value **berthing** and **accommodation** options

3-9 APRIL 2017
PORT STEPHENS NSW

NSW IRC CHAMPIONSHIP COMMODORES CUP
JUNIOR DINGHIES SPORTS BOATS MULTIHULLS

sailportstephens.com.au

For more information, or download your charter brochure, go to:
multihullcentral.com/charter-ownership



multihullcentral.com
P. 02 9810 5014
E. sales@multihullcentral.com

Fund a dream SEAbbatical

Buy a sail or power catamaran, put it into charter in the Whitsunday's, see some return on your investment, and cast off when you are ready!



"Charter boat ownership helped fund our Seawind 1160 - for a 12 month SEAbbatical around Australia"

Craig Margetts



AQUILA 44

Length: 44'
Year: 2017
Price: \$1,140,000 + GST



SEAWIND 1000XL

Length: 33'
Year: 2010
Price: \$260,000 + GST



SEAWIND 1250

Length: 41'
Year: 2014
Price: \$590,000 + GST

#GO BAREBOATING!

QUEENSLAND
YACHT CHARTERS MEMBER OF
**DREAM YACHT
CHARTER**
www.yachtcharter.com.au

Whitsunday
RENT YACHT

**Cumberland
Charter Yachts**
WHITSUNDAYS AUSTRALIA
YACHTS | CATAMARANS | POWER BOATS

**Charter Yachts
AUSTRALIA**

Whitsunday Escape

Own A Boat The Easy Way

Dream Easy Program

35% down payment

25% at end of 66 Month Program

Up to 8 weeks reciprocal usage per annum

For any Monohull or Catamaran

Yacht Charter Ownership

41 LOCATIONS AVAILABLE WORLDWIDE

5 PROGRAMS DESIGNED FOR YOU:

- Dream Easy Program
- Partnership Program
- Guaranteed Income Program
- Performance Program
- Forward Sale Program

DREAM YACHT  CHARTER

DREAM YACHT  SALES

0457 036 756

www.dreamyachtsales.com.au

 DUFOUR
YACHTS

 BALI
YACHTS

 BENETEAU

 CATANA
CATAMARANS

 Fountain Spirit
CATAMARANS

 JEANNEAU

 LAGOON
CATAMARANS

FRERS 62 - MARGARET RINTOUL V - \$850,000



MARGARET RINTOUL V (MRV) is a performance cruising sloop designed by the world renowned German Frers and built by one of Australia's best in Boatspeed. She is a modern classic that is regarded as one of the most beautiful yachts on the Australian East Coast.

MRV is built extremely well in high quality composite materials ensuring she is light, strong, stiff and fast. She boasts a beautiful and luxurious interior fitout with American Rock Maple joinery throughout the large saloon, U shaped galley and 3 spacious cabins.

MRV comes with a huge list of extras for cruising and racing including a generous wardrobe of racing sails, Category 2 safety gear, instrumentation with pilot & GPS, tender, outboard, dodger and cockpit awning, varnished teak cockpit table, VHF and HF, dual alternators, hydraulic anchor winch, a Yanmar 140HP diesel with gori folding propellor and more.

Further enhancing the appeal of MRV is the fact that she is currently in RMS Survey Class IE.

Whilst charter activities are currently very carefully selected to minimise wear and tear, the opportunity exists to increase charter income and therefore significantly offset annual vessel maintenance and marina costs.

This is one of the most eye catching and stylish yachts in Australia. Be the next proud owner of Australian yachting heritage.

SALES@VICSAILSYDNEY.COM



61 2 9327 2088



VICSAILSYDNEY.COM





HANSE 505 - 2014
\$545,000



HANSE 495 - 2012
\$485,000



JUTSON 50 - 1992
\$196,000



BAKEWELL-WHITE 37 - 2010
\$335,000



BAVARIA 36 - 2011
\$219,000



WELLBOURN 50 - 2000
\$355,000



HANSE 430 - 2010
\$219,000



BENETEAU FIRST 44.7 - 2006
\$179,000



SANTA CRUZ 52 - 1998
\$295,000



CATALINA 310 - 2001
\$85,000



LAGOON 43 MOTOR YACHT - 2003
\$459,000



GRAINGER 50 - 2013
\$985,000



SYDNEY 380D - 2002
\$130,000



MC38 - 2012
\$445,000



BENETEAU FIRST 45 - 2008
\$309,000



TP52 - 2004
\$199,000



HALLBERG-RASSY 372 - 2010
\$299,500



VOLVO 70 - 2005
\$595,000



CATALINA 470 - 2007
\$309,000



DEHLER 34 - 1992
\$86,000



HANSE 400E - 2009
\$215,000



LAGOON 420 - 2008
\$375,000 [EX TAX; EX FUJI]



HANSE 445 - 2013
\$394,000



1D35 - 2001
\$89,000



KERR 11.3 - 2001
\$99,000



WHEN YOUR
DETERMINATION
OVERCOMES ALL
CHALLENGES,
YOU'VE MADE
HISTORY.

This watch is a witness to teamwork at its best, and the most challenging seas in offshore racing. Worn by those who compete with passion and precision at Sydney Hobart. It doesn't just tell time. It tells history.



OYSTER PERPETUAL YACHT-MASTER II



ROLEX SYDNEY HOBART YACHT RACE
SYDNEY, AUSTRALIA
STARTS DECEMBER 26TH, 2016

