

offshore

YACHTING



ROLEX SYDNEY HOBART YACHT RACE



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OFFICIAL MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

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Australian yachting-speak can leave newcomers perplexed: "We prawned our kite after a greenie hit our gorilla and he let the kicker fly." For their benefit, Editor at Large Peter Campbell has resurrected this 'Offshore Companion to Australian Ocean Racing,' with original illustrations by Peter Harrigan, from the official program of the 1979 Sydney Hobart Yacht Race. Most of the terms are still in use, or should be.

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The 63rd Rolex Sydney Hobart Yacht Race will be a race not just to win, but also one in which to achieve some remarkable records in ocean racing.

24 THREE IN A ROW?

After she lost her mast in the Mediterranean, few expected *Wild Oats XI* would be ready in time to try and take her third consecutive Line Honours at the Rolex Sydney Hobart Yacht Race. Yet she's back and faster than ever.

28 YACHTS TO WATCH

Peter Campbell suggests these are the boats to watch in the 63rd Rolex Sydney Hobart Yacht Race. The maxis are the top contenders for line honours, the others are the principal contenders for overall handicap honours, or else fine old veterans.

30 THE RECORD BREAKERS

In the 62 years since the Rolex Sydney Hobart Yacht Race was first sailed in 1945, the race record has been broken just 10 times. Although the current record was set only in 2005, it could well be broken again this year.

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36 THE LEOPARD HUNTS BIG GAME

Whether he's sailing dinghies in Cornwall or skipping his 97-foot supermaxi in the world's most challenging ocean races, Mike Slade makes sure of one thing: to enjoy it.

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A supermaxi is almost certain to take Line Honours in the Rolex Sydney Hobart Yacht Race, but the winner of the Tattersall's Cup, the Overall Winner on corrected time, is likely to be one of the smaller boats in the fleet.

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44 HOBART HALL OF FAME

Membership to the world's best clubs can't be bought, only earned. The hard-to-join 25 Sydney Hobart club has two more members, while the even harder-to-join 40s club has one.

45 HOBART HEROES

A total of 74 yachtsmen have competed in 25 or more Rolex Sydney Hobart Yacht Races up to and including the 62nd annual race in 2006, according to the Quiet Little Drink statisticians. Of the current total, 35 have sailed on an Overall Winner, a total of 65 winners between them.



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47 THE RADIO RELAY VESSEL

While satellite and internet communications for the RSHYR are among the most advanced of any ocean race, the Radio Relay Vessel still plays a key role in maintaining direct contact with the fleet.

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Yacht Tracker, the CYCA's innovative satellite system, will again provide real-time positions of the fleet on the award-winning official website for the Rolex Sydney Hobart Yacht Race 2007.

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Several hundred thousand spectators on and around Sydney Harbour will watch the always spectacular start of the Rolex Sydney Hobart Yacht Race on Boxing Day. Many more will view the start on television around the nation on the Seven Network.

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86 LAST SAIL: PETER MONTAGUE LUKE

Peter Luke was a man of many parts. Accomplished photographer, businessman, yachtsman, yachting writer, co-founder of the Cruising Yacht Club of Australia, husband, father and holder of a Sydney Hobart Yacht Race record, he was a man who stood by his principles through weather fair and foul.

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AT THE HELM



We are set for another enthralling Rolex Sydney Hobart Yacht Race with, as at the close of applications for entry, 90 yachts preparing for the 63rd race south.

With entries from all six Australian states, the ACT and international yachts from Mexico, New Zealand, UK and USA, the fleet is both diverse and competitive.

We can expect to follow many races within the race. There are the four 30-metre maxis, the large contingent of 50 footers, including the three TP52's, and the eleven Sydney 38's. Other favourites for overall victory include the TP65 *Rosebud* and the new 40 footer out of Melbourne, *Chutzpah*.

The Australian public will be focused on the battle of the titans between *Wild Oats XI*, *Skandia*, *ICAP Leopard* and *Maximus*. The crew of *Wild Oats XI* is trying not to let the impending attempt at a hat-trick of consecutive line honours victories distract them from the task of getting the boat back on the water with its new mast.

The Cruising Yacht Club of Australia is extremely fortunate to have Rolex as a partner for both the Rolex Sydney Hobart Yacht Race and the Rolex Trophy. Rolex is the world's foremost supporter of yachting and we thank them for their ongoing support.

The support that we enjoy from our sister club, The Royal Yacht Club of Tasmania (RYCT) is also gratefully acknowledged. We have a long history between the two clubs as a result of this race and we share a strong friendship with the members of the RYCT.

It is a pleasure to announce that Commodore Tim Cox AM RAN Ret again will be chairman of the race committee for the Rolex Sydney Hobart Yacht Race. Both the CYCA and RYCT rely on so many volunteers at this time of the year, I wish to thank them for their dedication and energy.

The staff of both the CYCA and RYCT do an enormous amount of work behind the scenes leading up to the race, we are both lucky to have such great teams.

With the renaming of the SOLAS Big Boat Challenge we have provided an opportunity to bid for guest places on board some of the maxis on the 11th of December via eBay. The firing of this cannon to start the race is also up for bids until early December. All proceeds, including all entry fees will go the SOLAS Trusts so that we can continue to donate to assist search and rescue organisations throughout Australia.

Finally, on behalf of my fellow directors and Flag Officers I wish to extend a warm welcome to all crews and supporters of competing yachts and thank you for your participation. Please enjoy a safe and successful summer on the water.

To all our members and families, I wish you a happy Christmas and a prosperous and peaceful New Year.

Matt Allen
Commodore
Cruising Yacht Club of Australia



The Royal Yacht Club of Tasmania is pleased to continue its association with the Cruising Yacht Club of Australia in conducting the Rolex Sydney Hobart Yacht Race, one of the world's great ocean racing classics.

Competitors in the Rolex Sydney Hobart Yacht Race 2007 will have many highlights on which to reflect from their journey south and we hope that the time spent in Australia's southernmost capital adds to the overall enjoyment. The Hobart

waterfront activities, complemented by the Hobart Summer Festival that includes the Taste of Tasmania, provides locals and visitors to our city with a memorable experience.

In the long history of the race, members of the RYCT have assisted in a productive partnership with the CYCA to conduct activities for the finish of the race. These activities include manning the finishing box and liaison centre adjacent to the Tasmanian Ports Corporation marina, accommodating and assisting with the race control, radio communications, patrol boats and public information centre. Many volunteers have been involved for years and look forward to their annual role with this great event. Whether volunteers are participating for their first time or continuing their role, their dedication and enthusiasm is very much appreciated. I would like to thank the CYCA for its support and assistance with making our tasks easier.

The support the Tasmanian Ports Corporation has again given to the clubs and all competitors arriving in Hobart by maintaining the important waterfront tradition that surrounds the world famous Constitution Dock, is greatly appreciated as is the continued support and involvement of Tasmania Police.

This year, three yachts will represent Tasmania; *Matangi* (David Stephenson) from the Tamar Yacht Club and from the RYCT the representatives will be *Pisces* (David Taylor) and *Helsal IV* (Tony Fisher). There are also many RYCT members who are participating as crew on other yachts and we wish them all well. The fleet of approximately 90 yachts, with the added interest of overseas entrants and the maxis, will create interest for sailing enthusiasts and the general public alike.

I wish everyone a safe voyage over the 628 nautical miles and hope each competitor finds fair winds and seas that make the 63rd Rolex Sydney Hobart Yacht Race an exciting and challenging race. Members of the RYCT look forward to welcoming you all at the finish and seeing you at the prize-giving ceremony at the club on the 1st January.

Alastair Douglas OAM
Commodore
The Royal Yacht Club of Tasmania



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On Watch

Welcome to this special edition of *OFFSHORE YACHTING* - the official program of the Rolex Sydney Hobart Yacht Race 2007.

The Great Race South to Hobart is an exhilarating test of men and women against the elements and remains to this day one of the greatest feats of personal endeavour, teamwork and seamanship. Some 90 yachts and crew line up for this 63rd year to take on this Everest of yachting challenges.

This signature race is the highlight of the annual Australian yacht racing calendar and a race that brings yachting, and ocean racing in particular, into the thoughts of all Australians on Boxing Day. Sydney's famous harbour is packed to the shorelines with thousands of spectators in craft large and small, and the foreshores are lined with hundreds of thousands jostling for the best vantage point to watch the spectacle that is the start of one of the world's true ocean classics.

You will read in this special edition all you ever need to know about this great race, from a host of contributors with an extraordinary array of ocean racing knowledge and sea miles in their wake. So, we will not reiterate here what others have so consummately communicated through the following pages.

The question must be asked though; how many Rolex Yacht-Masters can one skipper collect? The leading skippers already have at least one of these prized timepieces in their collections. Awarded to winners of both line and handicap honours in Rolex sponsored yachting regattas around the world, the talent at the top echelons of global ocean racing is a rather small club. With the competition for line honours being fought out amongst the largest, fastest and most powerful maxi yachts ever raced, with no upper rating speed limit, favourable wind and sea conditions will very likely see the race record, only just rewritten by *Wild Oats XI* in the 2005 race, fall yet again. At the pointy end of the fleet, this Hobart will almost undoubtedly be the fastest ever raced. But surely the most prized Rolex Yachtmaster of all is the one which accompanies the presentation of the Tattersall's Cup for the overall winner on corrected time, under IRC handicapping. And this skipper, and crew, is more often than not one of the many amateur yachtsmen in the fleet, sailing purely for the pleasure and satisfaction of racing for one of ocean racing's most treasured trophies, and a Yacht-Master to keep for perpetuity!

This edition is not all about yachts that are Hobart bound.

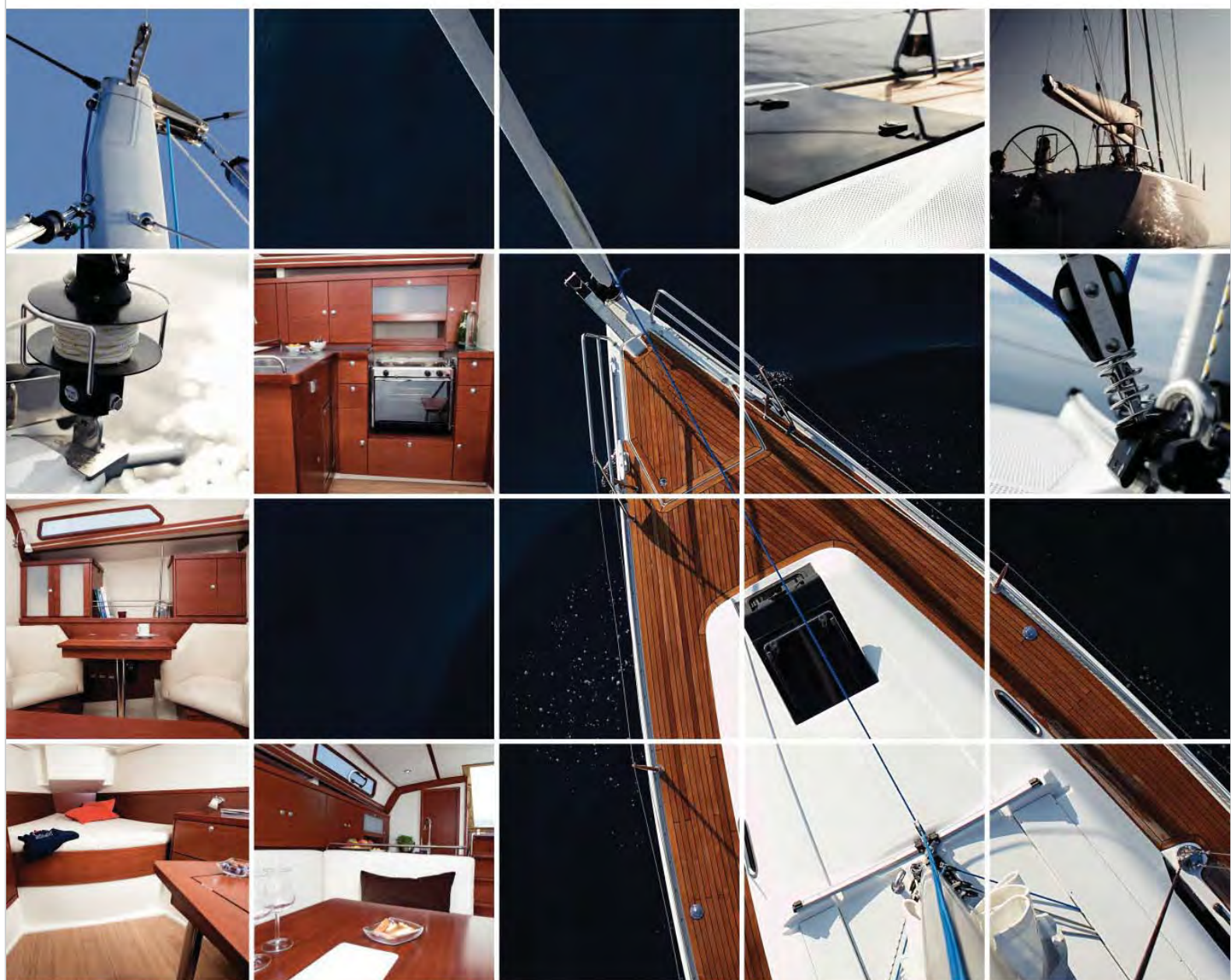
OFFSHORE YACHTING also covers the recent Gosford to Lord Howe race, the M30 World Champs off Sardinia, the latest on the Blue Water Point score, plus many other recent races. We also preview the SOLAS Big Boat Challenge, the 27th Pittwater and Coffs Offshore series, the 100th Rudder Cup, Sailing South Regatta and the 172nd Australia Day Regatta. We chat with 'the Leopard' Mike Slade, talk marine art with shipwright turned sculptor John Woulfe, visit the attractions of northern Tasmania and even find time to review the latest racer cruiser from the land of the Vikings.

From all at *OFFSHORE YACHTING* we wish you a Merry Christmas, a safe and fast ride south, and a prosperous New Year.

Anthony Twibill
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The cover shows, clockwise from top left: *Love & War*, overall winner in 1974, 1978 and 2006 (Photo: Rolex/Daniel Forster); *Wild Oats XI*, overall winner and record-breaking line honours in 2005, line honours in 2006 (Photo: Rolex/ Carlo Borlenghi); *Ragamuffin*, IOR overall winner in 1992 and line honours in 1990 (Photo Ian Mainsbridge); *Koomooloo*, overall winner in 1968 (Photo courtesy of The Mercury); *Solo*, overall winner 1956 and 1962, line honours in 1958 and 1959; *Ondine*, record-breaking line honours in 1962 (Photo courtesy of The Mercury); Tattersall's Cup (Photo: Andrea Francolini).

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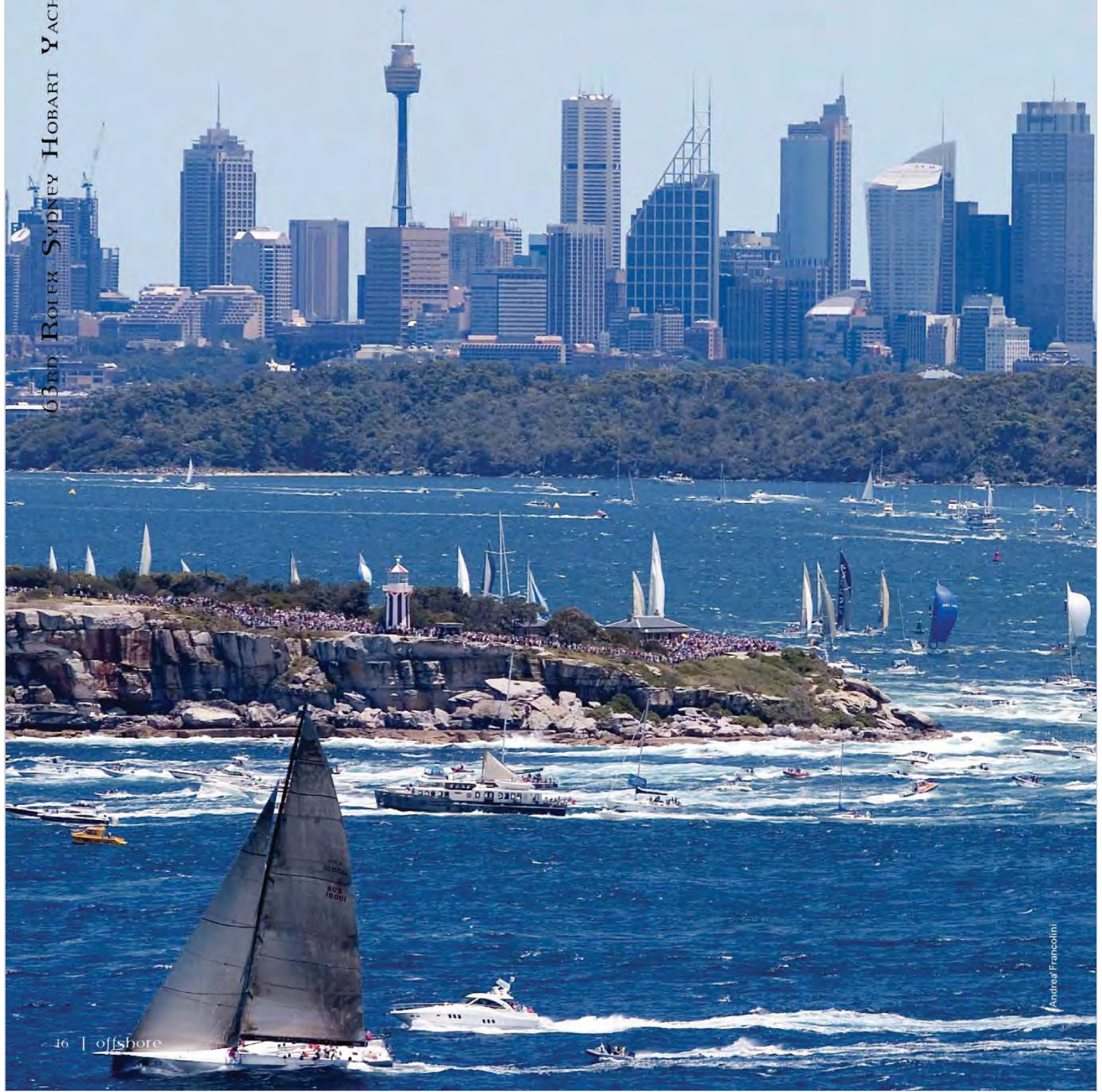
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The start of the 2006 Rolex Sydney Hobart Yacht Race.



HOBART BOUND

OFFICIAL PROGRAM OF THE ROLEX SYDNEY HOBART YACHT RACE 2007

THE ROLEX SYDNEY HOBART YACHT RACE IS ONE OF THE TOUGHEST OCEAN RACES IN THE WORLD. YET ITS START ON SYDNEY'S MAGNIFICENT HARBOUR, ENJOYED BY HUNDREDS OF THOUSANDS OF SPECTATORS, IS ALWAYS A SPARKLING AFFAIR.





AFR *Midnight Rambler*, winner of this year's Gosford to Lord Howe Island Race, is a strong contender for handicap honours.



A Race

FOR MANY RECORDS

THE 63RD ROLEX SYDNEY HOBART YACHT RACE WILL BE A RACE NOT JUST TO WIN, BUT ALSO ONE IN WHICH TO ACHIEVE SOME REMARKABLE RECORDS IN OCEAN RACING, WRITES *PETER CAMPBELL*

Like cricket, ocean yacht racing is in many ways a sport of records, although a sticky wicket has vastly different connotations when comparing the Sydney Cricket Ground and the open waters of the Tasman Sea.

This year's 63rd Rolex Sydney Hobart Yacht Race will be yet another opportunity for blue water sailors to set some remarkable records in ocean racing. This is what makes Australia's blue water classic such a



ROLEX-Carlo Borlenghi

unique sporting event in the world.

While winning the JH Illingworth Trophy (line honours) and/or the Tattersall's Cup (IRC overall) is the ultimate aim of every yacht owner and his or her crew, just to sail to Hobart is an achievement, a challenge of boats and crews against the often rugged, sometimes savage onslaught of wind and sea. To be welcomed by Hobartians as you moor safely in Hobart's historic Constitution Dock and Kings Pier Marina is something every sailor



ROLEX-Carlo Borlenghi

Winner of her IRC division in the 2006 Hobart and then at Hamilton Island in August, *Yendys* is a hot pick for IRC honours this year



ROLEX-Daniel Forster

Lou Abrahams' *Challenge* in the 2006 race. 80-year-old Abrahams is contesting his 44th race this year

remembers, be it their first race or their 10th, 25th or indeed their 44th.

In what other sport would you find three octogenarians skipping their own boats in one of the world's toughest ocean races.

Almost every yacht and sailor taking part will be out to achieve some performance or personal record or to achieve that goal of sailors worldwide of competing in the Rolex Sydney Hobart, which "if you are a sailor is something you have to do once in a lifetime," according to Marc Rosenfeld, who will skipper *Iataia*, the first ever Mexican entrant.

For some crew, the 2007 race will be their first. For many others, it will be yet another great race south. Eighty-one-year-old Cruising Yacht Club of Australia member Syd Fischer, who will be sailing his 39th Hobart, asks, "well, what else is there to do between Christmas and New Year!" And just to prove his point, Syd will skipper a new *Ragamuffin*, a state-of-the-art Transpac 52, in what is his 45th season of ocean racing.

The doyen of Victorian yachtsmen, 80-year-old Lou Abrahams, a longtime member of Sandringham Yacht Club, is again skipping his Sydney 38 *Challenge* to achieve his 44th personal Hobart race.

John Walker, from Sydney's Middle Harbour Yacht Club, has his sights set on a couple of race records. At 85, he will become the oldest skipper of a yacht ever to race to Hobart. Incredibly, in this, his 24th race, he will be



sailing the same boat that he sailed in his previous 23 Hobarts— his little Peterson 33 *Impeccable*.

The 63rd Rolex Sydney Hobart Yacht Race has attracted 90 applications to enter and when *OFFSHORE YACHTING* went to press most of these boats were expected to be on the starting line when Michael York, OAM, a member of the CYCA for near 62 years, fires the historic cannon to send them on their way at 1300 hours on 26 December 2007.

The fleet has a large overseas contingent, including the largest number of UK boats since the 50th Sydney Hobart, along with entries from Mexico, New Zealand and the United States.

Indeed, it must rank as among the best IRC fleets in the world and whichever boat is the overall IRC winner of the George Adams Tattersall Cup or Tattersall's Cup, as it's more commonly known, will well deserve that honour.

The CYCA's decision several seasons back to set an overall length limit of 30 metres (98 feet) with no upper limit rating has continued to make the race attractive for the maximum length maxis. This year, there are four boats of this size: the race record holder and two-time line honours winner *Wild Oats XI*, past line honours winner *Skandia*, the New Zealander *Maximus*, which always performs well internationally, and Britain's new *ICAP Leopard*.

The 2007 race for line honours, and a possible race record, as always will capture the media and public interest as \$60 million worth of carbon fibre, canting keel creations crewed mostly by professional sailors go head to head in a bid to win the historic JH Illingworth Trophy for first boat to finish.

Sydney yachtsman Bob Oatley has seen his Reichel Pugh 30-metre maxi *Wild Oats XI* take line honours two years in succession, setting a record of one day, 18 hours, 40 minutes and 10 seconds in 2005 and completing a rare double of line and overall wins. Conditions that year were ideal for the big boats as they power-reached to Hobart. Last year, in a race that was sailed mostly to windward in fresh breezes, *Wild Oats XI* was well outside her elapsed time record.

The IRC results last year were almost a complete reversal of 2005 and did much to dispel the reaction against those big boats with canting keels and using stored power.

Bob Oatley and his skipper Mark Richards have their sights set firmly on a third successive line honours victory, at the very least, with *Wild Oats XI*. This would be the first hat-trick of line honours in the history of the race since the famous cutter *Morna* led the fleet home in 1946, 1947 and 1948.

Wild Oats XI, designed by canting keel pioneers Reichel Pugh, fended off some tough competition in her previous two line honours wins and this year will be even tougher, particularly from the technologically advanced British 30-metre *ICAP Leopard*, the world's newest racing maxi from the Bruce Farr design office in the USA.

This is the third time that owner Mike Slade has brought a yacht 'down under' in a bid for Rolex Sydney Hobart Yacht Race line honours and the new boat offers him a genuine chance this year. She opened her racing career in August with a record-breaking line honours win in the Rolex Fastnet Race, sailed in heavy conditions.

A somewhat unknown quantity this year is New Zealander *Maximus*, Bill Buckley's Greg Elliott-designed 30-metre maxi. She came into last year's race with excellent racing credentials on the international circuit but lost her radical rig on the first morning at sea. *Maximus* now has a conventional mast and has undergone other major modifications.



After winning the Sailing South Regatta in Hobart last year, *Limit* (formerly *Flirt*) is a contender for the Tattersall's Cup

PHOTO: GEMMA BONDURIGHT



The brand-new *Chutzpah*, described as a 'rocket ship' by yachties

STEVE FISHER

This will be the fifth consecutive year that Grant Wharington's Don Jones-designed, Mornington Yacht Club-based *Skandia* has raced to Hobart, with a record that includes a line honours win in 2003, a capsized and abandon ship in 2004 and a third over the line last year.

Snapping at the transom of the 30-metre maxis will be CYCA Commodore Matt Allen's *Ichi Ban*, a Don Jones-designed and modified Volvo 70 which last year finished an impressive second across the line to *Wild Oats XI*. She won IRC Division A on corrected time and placed fourth overall in a race dominated by smaller boats.

Australia's best known maxiyacht, the Jutson 79 *Brindabella*, comes back into the Rolex Sydney Hobart Race with a new owner, the experienced ocean racing yachtsman Andrew Short and a name variation—*Andrew Short Marine Brindabella*.

Then there are several Volvo 60s, including the 1997 Volvo Ocean Race winner now owned by the Kookaburra Challenge and racing to Hobart this year as *DHL – The Daily Telegraph*, with Olympic silver and bronze medalist Mitch Booth as skipper.

A feature of this year's fleet is the number of high-performance 50-footers

and, judging by offshore racing results so far this summer, the overall winner and holder of the historic Tattersall's Cup could well come from this section of the 80 to 90 boat fleet.

Heading the 50-footers are the high-performance TP 52's, Graeme Wood's *Wot Yot* and Syd Fischer's *Ragamuffin* out of the CYCA and Alan Whiteley's *Cougar II* from Sandringham Yacht Club.

Certain to give them a great run for their money will be the Cookson 50s, *Quantum Racing*, skippered by the CYCA's 2006 Ocean Racer of the Year, Ray Roberts, from the CYCA, and Michael Hiatt's *Living Doll* from the Royal Yacht Club of Victoria, now racing impressively with a fixed rather than canting keel configuration, including a second in division at Audi Hamilton Island Race Week.

Also among the 50-footers from Victoria is *Georgia*, a Farr 53 recently bought by John Williams and Graeme Ainley to replace their Sydney Hobart stalwart *Bacardi*.

At the top end of the 50-footers and a strong contender following her IRC Division B win last year is *Yendys*, Geoff Ross' Reichel Pugh 55 which returned to racing this year with an impressive IRC Racing Division victory at Hamilton Island. *Yendys* must be ranked one of the favourites for top IRC honours.

Just below the 50-foot mark is another boat with strong Tattersall's Cup prospects, Alan Brierty's Corby 49 *Limit* which did so well last season as *Flirt*, including winning Sailing South Regatta in Hobart and placing second at Skandia Geelong Week.

Limit scored an impressive win in the final long ocean race before the Rolex

The George Adams Tattersall Cup, awarded to the overall winner on corrected time



The JH Illingworth Trophy, awarded to the first yacht across the finish line



(2) Andrea Francolini

Sydney Hobart Yacht Race, the CYCA's 180 nautical mile Cabbage Tree Island Race, beating the TP52s *Ragamuffin* and *Wot Yot* on corrected time.

Forty-footers have had exceptional handicap results going back over the years and there are several boats entered this year with strong IRC overall

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BELOW: At just over 10 metres, *Impeccable* is one of the smallest yachts in the fleet. At 85, her owner John Walker is set to become the oldest skipper ever to race to Hobart



prospects, including Rob Hanna's new Rogers 46 *Shogun* from Royal Geelong Yacht Club and the CYCA-based *AFR Midnight Rambler*, *Mr Beak's Ribs* and Bruce Taylor's latest *Chutzpah* from the Royal Yacht Club of Victoria.

AFR Midnight Rambler, whose owners Ed Psaltis and Bob Thomas won the stormswept 1998 Sydney Hobart with their Hick 35 of the same name, recently won the Gosford to Lord Howe Island Race with their modified Farr 40 OD. *Mr Beak's Ribs*, David Beak's Beneteau 44.7 has been sailing exceptionally well in the CYCA Short Ocean Pointscore races and finished fourth in the Cabbage Tree Island Race.

Bruce Taylor is back with a new *Chutzpah*, this time a Reichel Pugh ILC 40 built by Mal Hart and described a 'rocket ship' by local yachties. She is a most interesting boat, with multi-chine after sections that should promote exceptionally fast downwind speeds. There's even a coffee grinder winch – rare on a 40-footer.

Of the overseas entries, apart from the 30-metre maxis *ICAP Leopard* and *Maximus*, the boat with the best credentials is Chris Bull's J145 *Jazz* which he brought out from the UK last season to contest the CYCA Blue Water Pointscore—and finished second to *AFR Midnight Rambler* by 2 points.

The American boat *Rosebud*, owned by Roger Sturgeon from the Lauderdale Yacht Club, could be an interesting contender. Designed by Bruce Farr, she is a Transpac 65 at the cutting edge of fixed keel yacht design.

Mexico's first entry in the Rolex Sydney Hobart Yacht Race is a Beneteau 40.7 named *Iataia* (pronounced ya-tie-ya) which finished first over the line in the San Diego to Porto Vallarta Race and contested the 2005 Transpac.

The Sydney 38s are again strongly represented with 11 boats and again could figure well in overall results, as veteran Lou Abrahams demonstrated last year with a third overall in *Challenge*.

Queenslander Mike Freebairn, whose classic yacht *Koomooloo* foundered in last year's race, is returning with *Spirit of Koomooloo*. She became famous as the original *Ragamuffin* in the 1970s, when Syd Fischer had her, and then as *Margaret Rintoul II*. The classic Sparkman & Stephens 49 has



Marc Rosenfeld and crew aboard *Iataia* (pronounced ya-tie-ya), the first Mexican yacht to enter the Rolex Sydney Hobart Yacht Race

sailed in 21 Hobart races, and as *Ragamuffin* represented Australia three times at the Admiral's Cup and won the 1971 Fastnet Race.

The real winner of the Rolex Sydney Hobart Yacht Race is, of course, the boat that has the lowest corrected time overall under the IRC rating system of handicapping and, as always, is harder to pick than the winner of the Melbourne Cup. **O**

WINNING SKIPPERS BACK AGAIN

Some of the yachtsmen who have skippered past winners and who are sailing south again this year, although not necessarily skippering their own boats, include Lou Abrahams (two overall wins), Roger Hickman (two overall wins), Syd Fischer (two line honours and one overall win), Bruce Foye (one overall win), Lindsay May (three overall wins), Iain Murray (two overall wins), Geoff Ross (one overall win), Mark Richards (two line honours and one overall win), Michael Spies (one overall win, one line honours), George Snow (two line honours) and Grant Wharington (one line honours). Bob Oatley, owner of *Wild Oats XI*, does not sail aboard the 30-metre maxi in long ocean races. Mark Richards skipper the boat.



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*Wild Oats XI
battling it out
with Skandia at
the start of the
2006 race*

ROLEX - Carlo Borlenghi

THREE IN A ROW?

AFTER SHE LOST HER MAST IN THE MEDITERRANEAN, FEW EXPECTED *WILD OATS XI* WOULD BE READY IN TIME TO TRY AND TAKE HER THIRD CONSECUTIVE ROLEX SYDNEY HOBART LINE HONOURS WIN. YET SHE'S BACK AND FASTER THAN EVER.

By Rob Mundle

What a battle it's going to be: three of the world's most modern 30-metre long supermaxis going toe-to-toe over 628 nautical miles for the honour of being first to finish in the Rolex Sydney Hobart Yacht Race. And there is a fourth contender right at hand, waiting to pounce.

It promises to be more than a battle of sheer sailing prowess: there is history, glory and massive bragging rights hanging on this result.

First you have Bob Oatley's Hobart race record holder, *Wild Oats XI*, going for a historic third consecutive line honours victory; then, from the UK there is Mike Slade's *ICAP Leopard*, which set a new record time in the Rolex Fastnet race; finally, from across the Tasman you have an unknown quantity stepping into the ring, Bill Buckley's very



Andrea Francolini

much modified and potentially potent force, *Maximus*.

The fourth contender lurking near the front of the fleet is Grant Wharington's *Skandia*, out of Melbourne. She's not in the same league as the newer boats, but Wharington's never-say-die attitude means *Skandia* is ready to hit the heavyweights should they show any sign of vulnerability.

Oatley, Slade and Buckley have assembled the best available international sailing talent to achieve their goal, and no expense has been spared in making sure that their respective yachts are in the finest of form. However, the *Wild Oats XI* team, led by helmsman Mark Richards, has had to overcome incredible odds just to be on the start line.

In September, *Wild Oats XI* was dismasted while racing in the Rolex Cup in Porto Cervo, Sardinia. It was an incident made all the more remarkable by the fact that there was only 11 knots of wind at the time, and the yacht had survived far more punishing wind and sea conditions when she took line honours in the 2006 Rolex Sydney Hobart Yacht Race.

The immediate thought was that the chance for a third straight line honours win in Hobart had gone with the rig, but Bob Oatley knew otherwise. "We'll be ready for Hobart," he declared the moment the carnage was cleared and the yacht was heading back to port. And that has proven to be the case.

What appeared to be a disastrous setback for the big boat has turned into a cloud with a silver lining. *Wild Oats XI* will go to the start line for the Rolex Sydney Hobart race a faster boat than she was before the dismasting.

A new mast and rigging package was ordered from Southern Spars while the yacht was being shipped back to Sydney. Once she arrived at her home

base at Woolwich Dock, the crew set about repairing the superficial hull and deck damage caused by the dismasting, then began making her race ready.

"The broken rig was a good one, but this new one will be better," said Mark Richards. "It will be a lot stiffer than the one we lost, and that will be a big advantage. There was no ultra-high modulus carbon available when we built the first mast because what was out there was being soaked up by the America's Cup. Now we've been able to get our hands on a lot of the good stuff, so it will be a much stiffer rig."

Crewmember Iain Smith, who manages the boat, said that nothing is being left to chance in the preparation of 'Oats' for the big race.

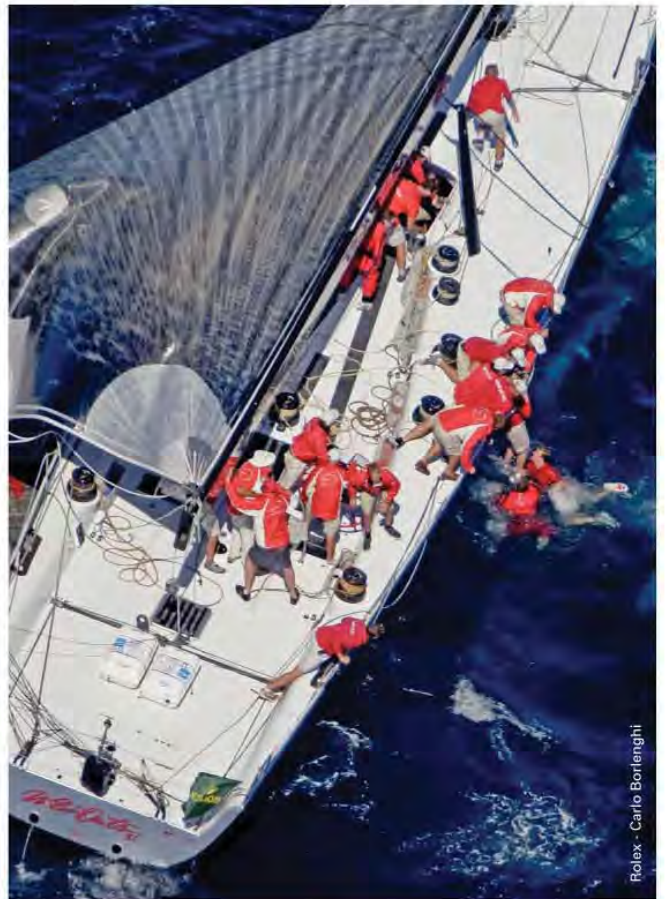
"We've grabbed the opportunity to check the boat from stem to stern," he said. "The entire canting keel mechanism has been crack tested, as has any other part of the boat that might be vulnerable."

Wild Oats XI also benefits from the fact that the new rig is considerably lighter than the one that broke, thanks in part to the use of carbon rigging. Another improvement comes with the new, lighter and more reliable halyard locking system being fitted to the mast—it reduces weight and windage aloft.

The actual sail plan has also been changed for the Rolex Sydney Hobart race. *ICAP Leopard* is seen as the boat to beat, and she will race with no consideration for rating, so the 'Oats' is following suit. "We're going from a rating configuration to a non-rating configuration, and that means we will be using a lot of larger high-performance sails," said Smith. "The longer bow pole that we've fitted will also help because we can carry larger gennakers. And we'll be using our water ballast to help



Rolex - Daniel Forster



Rolex - Carlo Bortolenghi

TOP LEFT: *Skandia* in the 2006 race

LEFT: New Zealand maxi yacht *Maximus*

ABOVE: *Wild Oats XI* fishing some of her crew out of the Med after her mast came down off Porto Cervo



Rolex - Daniel Forster

trim the boat at speed downwind.”

And talking of speed downwind, the fact remains that, given absolutely ideal conditions, one of these supermaxis could be in Hobart in around 24 hours. It’s something that’s not difficult to comprehend when you realise that they are capable of averaging around 30 knots. The average needed to be in Hobart in a day is around 26 knots, so it’s a big ask, but there’s no denying it is possible.

The other big influence on the performance of these monster racing yachts is crew: there’s no room for strap-hangers in this race—it’s a case of ‘only the best will do’. The *Wild Oats XI* team goes into this race with Hobart experience very much on its side. The 24 crew has a total of 259 Hobarts between them—certainly a record for the race, and the ‘old man’ of the team, well known Sydney sailing identity Peter Shipway, is recording his 30th race south. That total includes three wins and three line honours. Fifteen of the ‘Oats’ team are hoping that this year gives them their third consecutive line honours.

The talent pool aboard *Wild Oats XI* is exceptional. Mark Richards

is, without question, the most experienced man in international ocean racing when it comes to yachts featuring the CBTF (canting keel/twin foil) concept. The team backing him includes America’s Cup and world championship yachtsman Iain Murray, who sails as tactician, and two sail trimmers with five America’s Cups to their credit—Robbie Naismith and Paul ‘Flipper’ Westlake. The navigator, Ian Burns, is one of the world’s best. He was design coordinator for the BMW Oracle America’s Cup challenge this year in what was his sixth cup campaign.

Mark Richards said that there would be one new rule applying for the crew during the Rolex Sydney Hobart race—no hiking at night or in rough conditions. This has come as a result of issues in the last race when Shipway broke a bone in his leg as he was smashed against a stanchion by a big wave that swept across the deck. This decision gained even more credence when the mast broke in Porto Cervo. The yacht rolled to windward so quickly—because the 12-tonne keel was at full cant—that crew were tossed everywhere.

“We’ve got to make sure that we look after the guys on board,” Richards added. “We don’t want injured crew during the race.” ○

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The 70-foot *Ichi Ban* won the IRC division A in 2006



Andrea Francolini

YACHTS TO WATCH

PETER CAMPBELL SUGGESTS THESE ARE THE BOATS TO WATCH IN THE 63RD ROLEX SYDNEY HOBART YACHT RACE. THE MAXIS ARE THE TOP CONTENDERS FOR LINE HONOURS, THE OTHERS ARE THE PRINCIPAL CONTENDERS FOR OVERALL HANDICAP HONOURS, OR ELSE FINE OLD VETERANS. FULL DETAILS CAN BE FOUND IN THE LIST OF ENTRIES.

MAXIYACHTS:

GBR1R - *ICAP Leopard*. The newest IRC maxi yacht in the world, designed by Bruce Farr for UK yachtsman Mike Slade, this boat broke the race record in this year's Rolex Fastnet Race. A real threat for line honours.

AUS03 - *Ichi Ban*. CYCA Commodore Matt Allen's powerful 70-footer has been modified by designer Don Jones and finished second across the line and first in IRC Division A last year.

NZL 99999 - *Maximus*. Internationally successful New Zealand maxi that returns with a conventional mast after losing her radical rig on the first day of last year's Rolex Sydney Hobart.

M10 - *Skandia*. Sailing her fifth Sydney Hobart, this Don Jones-designed 30 metre maxi took line honours in 2003, lost her keel the following year and was rebuilt, going on to take line honours in the 2005 Sydney Gold Coast and Sydney Mooloolaba races.

AUS10001 - *Wild Oats XI*. Record-holder for the 628 nautical mile Rolex Sydney Hobart Yacht Race and line honours winner in 2005 and 2006, this 30-metre maxi with canting ballast twin foil (CBTF) configuration is looking for a hat-trick of line honours, something only once before achieved in this race, by *Morna* in 1946, 1947 and 1948.

60-FOOTERS:

US60065 - *Rosebud*. A fast Farr-designed Transpac 65 said to be on the cutting edge of conventional keel big boats. Finished third in division in the 2007 Transpac.

50-FOOTERS:

SM5200 - *Cougar II*. One of three Transpac 52 grand prix racers in the fleet,



The Cookson 50 Quantum Racing had a divisional win in the Audi Gold Coast Race

Andrea Francolini



Formerly Flirt, the 15-metre Limit has been sailing well in 2007

Andrea Francolini



The Victorian newcomer Chutzpah, one of the newest yachts in the fleet and described as a 'rocket ship' by observers

Stob Fischer



Wot Yot (seen here racing Quantum Racing in the 2006 Rolex Sydney Hobart) is a strong contender for the Tattersall's Cup

Andrea Francolini

imported from the US this year and optimized for Australian conditions.

43218 – *Limit*. Previously successful as *Flirt*, this Corby 49 is sailing well out of the CYCA for her new owner.

R50 – *Living Doll*. Cookson 50 from the RYCV is proving very successful with a deeper conventional keel rather than the original canting keel.

8889 – *Quantum Racing*. Another Cookson 50 that has been achieving excellent results, including a divisional win in the Audi Gold Coast Race.

AUS 70 – *Ragamuffin*. Owner/skipper Syd Fischer is sailing in his 45th offshore racing season and his 39th Hobart with a brand new *Ragamuffin*, a TP52.

1836 – *Yendys*. Built in China, this grand prix Reichel Pugh 55 won the IRC Racing Division at Hamilton Island this year and is ranked as one of the favourites for an overall IRC win in this race.

6952 – *Wot Yot*. Another TP52, *Wot Yot* has been the top performing boat in the current CYCA Blue Water Pointscore. Certainly one of the strong contenders for the Tattersalls Cup.

40-FOOTERS:

8338 – *AFR Midnight Rambler*. Modified Farr 40 OD sailed by 1998 race winners Ed Psaltis and Bob Thomas. Recent winner of the Gosford to Lord Howe Island Race.

R33 – *Chutzpah*. Same sail number but a brand new and radical designed ILC40 for Victorian Bruce Taylor who, over 22 years, has achieved seven divisional wins.

Mex 407 – *Iataia*. A Beneteau 40.7, this is the first time a yacht from

Mexico has contested the Rolex Sydney Hobart Yacht Race.

8447 – *Mr Beak's Rib*s. This Beneteau 44.7 has been winning offshore races this season and is among the leaders in the CYCA pointcores.

G421 – *Shogun*. A new Rogers 46 from Geelong that won her division of the 2007 Audi Gold Coast Race and placed second overall.

30-FOOTERS:

SM2 – *Challenge*. Top ranked Sydney 38 in which 80-year-old Victorian Lou Abrahams is set to achieve his 44th race to Hobart, including two overall wins.

VETERANS:

371 – *Berrimilla*. Alex Whitworth & Peter Crozier sailed this Brolga 33 to the UK for the 2004 Fastnet Race and back to Australia to sail in the Rolex Sydney Hobart. They and the boat have not missed a Hobart race since 1994.

2557 – *Phillip's Foote Witchdoctor*. The Rum Consortium's famous old Hobart campaigner is making her 27th voyage and in doing so is beating her own record for the number of races by any yacht.

2170 – *Spirit of Koomooloo*. Bought to replace *Koomooloo*, which sank in last year's race, this boat became famous as the original *Ragamuffin* and later as *Margaret Rintoul II*. She is a three times Admiral's Cup team boat and winner of the 1971 Fastnet Race.

508 – *Stormy Petrel*. Another classic Sparkman & Stephens design, *Stormy* won the 1971 One Ton Cup and is still winning races offshore. ○



Wild Oats XI on her way to setting the race record in the 2005 Rolex Sydney Hobart Yacht Race

TOUGH TO BEAT

IN THE 62 YEARS SINCE THE ROLEX SYDNEY HOBART YACHT RACE WAS FIRST SAILED IN 1945, THE RACE RECORD HAS BEEN BROKEN JUST 10 TIMES. ALTHOUGH THE CURRENT RECORD WAS SET ONLY IN 2005, IT COULD WELL BE BROKEN AGAIN THIS YEAR.

By Peter Campbell

Four 30 metre supermaxis, with unrestricted use of canting keels and the largest sails ever seen in the ocean classic, set out to break the race record in the 2005 Rolex Sydney Hobart Yacht Race.

Just one did—Bob Oatley's Reichel Pugh designed *Wild Oats XI*, launched only weeks before the Boxing Day start and skippered to Hobart by Mark Richards.

Wild Oats XI's record time of one day, 18 hours, 40 minutes and 10 seconds in quite moderate conditions was just over an hour faster than that of the former Volvo 60 round-the-world racer *Nokia*, sailed by a Danish/Australian crew, when she surfed across Bass Strait in a westerly gale. *Nokia* slashed 19 hours off the previous record with an extraordinary time of one day, 19 hours, 48 minutes and two seconds.

Last year, *Wild Oats XI*, two other maxis *Maximus* and *Skandia* and the modified Volvo 70 *Ichi Ban*, set out confident they could better *Wild Oats XI's* record, but the weather was not kind and, whilst *Wild Oats XI* took line honours, her elapsed time was 14 hours slower than the preceding year.

The potential is certainly there for a race record in 2007, but obviously stronger winds must prevail for *Wild Oats XI* or one of the other maxis in the fleet, such as the newcomer *ICAP Leopard*, to lower the record.

To break *Wild Oats XI's* record, the line honours winner of the 2007

Rolex Sydney Hobart Yacht Race must cross the line by 07:40:09 hours on 28 December.

Over the past 62 years, almost every record-breaker has set a significant new benchmark time for the 628 nautical mile course. Record breakers over the years have been:

1946: *Morna* (NSW)—five days, two hours 53 minutes and 33 seconds. She was the first yacht to break six days for the 628 nautical mile course, slashing 36 hours off *Rani's* time in the inaugural race in 1945.

1948: *Morna* (NSW)—four days, five hours, one minute and 21 seconds. She was the first yacht to reach Hobart in under five days.

1951: *Margaret Rintoul* (NSW)—four days, two hours, 29 minutes and one second.

1957: *Kurrewa IV* (formerly *Morna*—VIC)—three days, 18 hours, 30 minutes and 39 seconds. She broke the four day barrier.

1962: *Ondine* (US)—three days, three hours, 49 minutes and 16 seconds. In breaking *Kurrewa IV's* record, *Ondine* set a record that stood for 11 years.

1973: *Helsal* (NSW)—three days, one hour, 32 minutes and nine seconds.

1975: *Kialoa III* (US)—two days, 14 hours, 36 minutes and 56 seconds. *Kialoa III* was the first yacht to reach Hobart in under three days. Her record stood for 21 years.

1996: *Morning Glory* (Germany)—two days, 14 hours, seven minutes and 10 seconds.

1999: *Nokia* (Denmark/Australia)—one day, 19 hours, 48 minutes and two seconds. *Nokia* set an open course record (water ballast allowed) and was the first yacht to break two days for the course. *Brindabella* (Australia) set a record for a conventional yacht of one day, 20 hours, 39 minutes and 50 seconds that still stands.

2005: *Wild Oats XI* (Australia)—one day, 18 hours, 40 minutes and 10 seconds. By breaking *Nokia's* 1999 race record, *Wild Oats XI* was the first yacht to take the triple (line honours, handicap honours and set a race record) since *Rani* set the original time of six days, 14 hours and 22 minutes in the inaugural Sydney Hobart Yacht Race in 1945. ○

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NAVIGATING SOUTH

Wild Oats XI passing the Organ Pipes at Cape Raoul in the 2006 race

Rolex/Carlo Borrelli/Right

THERE'S MORE TO GETTING TO HOBART THAN SIMPLY POINTING THE BOAT SOUTH. IN AN *OFFSHORE YACHTING* EXCLUSIVE, TWO OF THE RACE'S MOST SUCCESSFUL NAVIGATORS GIVE SAGE ADVICE ON HOW TO GET TO HOBART QUICKLY—AND SAFELY.

Probably the world's most successful woman ocean racing navigator, Adrienne Cabalan navigated Wild Oats XI to its record-breaking line and IRC handicap win in the 2005 Rolex Sydney Hobart Yacht Race and again to its line honours win in 2006. She has been nominated four times for the ISAF World Woman Sailor of the Year. Below, Cabalan provides OFFSHORE YACHTING's readers with valuable tips on how to make the most of modern technology, as well as how to decide which waters to sail on the track south.

TECHNOLOGY

You need to think about two aspects to technology in this race; first, there's refreshing and checking your old onboard equipment, and second there's making sure you are up to date with the newest available hardware and software. The marine world is working hard to keep pace with the fast introduction of new technology on land, so it's worthwhile asking the

right questions as to whether new developments or updates are suitable for your existing onboard systems.

Starting with the basics, a reliable and easy to read GPS is the cornerstone of your system. Linked to that, an electronic instrument system together with associated sensors will ensure that you and your crew are receiving all the data necessary to make accurately informed decisions relating to speed, course and sail changes.

Digital displays should be checked on deck for working night lighting or evidence of water ingress to make sure they will not fail during the race. All processors should be given a once over and any loose wiring secured. These types of precautions come into their own when the boat starts shaking around when the first southerly front hits.

On a boat like *Wild Oats XI* with so many systems, we have a well-structured maintenance program to periodically check instrument systems and their sensors such as the masthead unit, keel sensors, forward rudder and so on. A good, well thought-out set of instrument and electrical spares is another important factor often overlooked in the rush of preparation.

Calibrating your instruments is a task often left to the last minute and yet it is one of the single most important things that influence the tactical decisions during the race. For example, boat speed or sea temperature over or under reading will give you inaccurate estimates of currents, and compasses not calibrated have you steering 5 degrees off course and therefore extra miles.

Calibration is a project that should be started early in your sailing

program and be ongoing and not done in a hurry when you are trying to accomplish other things while training.

Communication is also a key to this race; effective communication equipment assures not just good communication between the team making the decisions and the crew, but also that you can gain access to accurate and comprehensive weather and fleet information, including radar, satellite pictures, synoptic analysis and coastal observations. Performance software such as Deckman, Macsea and Expedition are very useful software tools to analyse weather information and link it to the performance of the boat.

The larger boats like *Wild Oats XI* will have a Fleet 33, which uses satellite for voice and data (at dial-up speed), and whilst it has a slower transfer rate, it has good coverage the whole way across the race course including Bass Strait. A Fleet 33 broadband version should be available next year.

A mobile phone, set up and connected to a computer to access the internet, is critical for all boats. CDMA is no longer available, so Telstra Next G using an Ericsson W25 is the best choice for fast download of data on board. The pace and accuracy of navigating this race increases every year, so boats that do not know what is happening weather-wise or cannot see where the fleet is positioned at any given time are placing themselves at a serious disadvantage tactically.

STRATEGY

The Rolex Sydney Hobart Yacht Race is all about getting south; any time spent *not* sailing south represents a loss on the course. Winning the Hobart is also about finding the balance between sailing fast and keeping the boat and crew in one piece.

Whether I am navigating a big or small boat, I address three main questions when making decisions about how to get to Tasman Light: first, there are the decisions about leaving the start and how close to sail to the NSW coast; next, there's deciding where to enter Bass Strait; and finally, there's deciding where to set up on the Tasmanian coast, including the approach to Tasman Light.

These three gates are pivotal because of their geographic features relating to currents and weather and are roughly all about 150-200 nm apart in length, which is about 18 hours to one day's sail, depending on the size of the boat. The faster boats are starting to get inside the 3-5 day weather cycle prevalent at that time of the year (SW front-SE-NE-NW-SW front), which increases their chances of breaking the record because they have a chance of avoiding a hindering SE-S-SW change.

Whether you are sailing in a sea breeze or a south-easterly on the NSW coast, the first key decision is where to maximise gains from currents versus staying in the optimum wind speed and direction.

The East Australian Coast Current (EAC) can run down the coast at speeds of up to 3-4 knots, normally just close to and offshore the continental shelf, so if you are a smaller boat this is an important strategic consideration. For the bigger boats over say 50-60 feet, where the speed of the current is a lower relative percentage of the overall boat speed (especially downwind), it is somewhat less of a consideration. For any boat, it is important to study the EAC eddies along the course that can put you in an adverse current.

ABNAMRO (Volvo 70) made significant gains in 2006 by going well offshore into the current, but the sea state and increased wind speed was too much for her rig set up, and she retired with a broken mast. *Love & War* (the 2006 overall winner), on the other hand, made considerable gains offshore in the current



One of ocean racing's most successful navigators, Adrienne Cahalan has no trouble finding her way around a map

Andrea Francolini (2)



The nav table on Wild Oats XI

and, importantly, their boat was well equipped to handle the conditions.

It does not often pay to chase the current to its location offshore straight out of the start; rather, it seems better to just meet it closer to the rhumbline, usually somewhere near Jarvis Bay. If there is an approaching front, how far offshore you go into the current is also a consideration, and you need to consider how far inshore you want to set yourself up for the entry to Bass Strait.

From a safety point of view, if a front is forecast to cross the course while the fleet is on the NSW coast and you do choose to chase the current offshore, you want to make sure that you are happy to be out in a strong, south-running current because if a south wind blows, the seas out there will become very steep.

Knowing how the weather situation is playing out is easily done by monitoring observations put out by the coastal stations every hour using the Bureau of Meteorology site. For example, if you are expecting a front, you can plot its speed, then determine when to take the last gybe back into shore (if you don't want to get caught too far offshore) or else just let the crew know when to expect to reef or change sails.

The second part of the race across Bass Strait is sailed most often in some type of west sector wind associated with a mid-latitude low. The



most important things to know in this part of the race are where the centre of that low is, how strong the winds will be, where it will pass in relation to the race course, if there are any troughs associated with it and if so, how they will affect the side of the rhumbline you want to be on as you approach the coast of Tasmania.

Whether the wind is SSW, SW, or WSW and whether it shifts quickly or stays a constant direction for 6-12 hours will determine whether to sail faster and a little off the wind rather than dead upwind across Bass Strait straight at Tasman Light.

After Bass Strait, the third key decision point is to have a plan as to how you will approach Tasman Light. Observations and synoptic charts help you make decisions like whether to stay offshore or inshore, how quickly the wind will rotate into east sector winds after a front, or how far offshore should you be for a making the best use of the afternoon sea breezes on the Tasmanian Coast.

This section of the course is particularly challenging and there is a definite trick to staying just the right distance off the coast in order to avoid being caught in the lee of the high land in light airs. When sea breezes are forecast on the Tasmanian coast, you have to be very careful not to get caught in the subsiding air offshore. If you do, you will see yachts pass on either side of you either in gradient wind to the east or in the sea breeze to the west. Enquire which coastal stations give the best information in which wind direction.

The final leg from Tasman Light to the finish is a direct route through Storm Bay to the finish. While you often get what you get through there, there are still plenty of decisions to be made about how to get to the finish as quickly as possible. The final miles from Tasman Light into Hobart can be soul destroying and unfair as the wind can shutdown at night or be generally light and fickle.

However, the damage can be minimised by knowing when and where to avoid adverse tides (of up to 2 knots) on the Derwent River. Also, should the wind die, you want to know where to position yourself for the forecast new wind.

The Rolex Sydney Hobart Yacht Race is an endurance race for smaller boats and a sprint race for the larger ones, but a navigator should always make sure that they position their boat where they can recover from any bad tactical decision or bad weather.

I am conservative, so I always plan for best case and worst case scenarios both tactically and in times of forecast bad weather so that I can readjust the strategy should a weather situation not play out quite as expected. A navigator must race to win. But he or she must never forget that it is the navigator's duty to keep the boat in safe weather and seas.

Lindsay May has navigated three overall winners and one line honours winner in the Rolex Sydney Hobart Yacht Race, and placegetters in the Newport Bermuda Race and the Royal Hong Kong Yacht Club's San Fernando Race. May was the March 2007 Seaborse Sailor of the Month after skippering the veteran Love & War to an overall win in the 2006 Hobart. Below, he provides navigators with some tips on how to make the most of the eddies and currents that await them between Sydney and Hobart.

When the editor of *OFFSHORE YACHTING* asked if I would prepare a navigation article on the Rolex Sydney Hobart Yacht Race as it relates to older technology, I recalled once being referred to as a promising young



To get to Hobart, Lindsay May prefers paper charts and HB pencils

Andrea Francolini

navigator. Today I'm considered a veteran navigator.

So why not provide my advice on the veteran, rather than the high-tech, solution?

As a computer programmer from the 1960's, I'm not averse to high-tech solutions, but I've experienced enough seized starter motors, flat batteries and water-damaged equipment to be a navigation software Luddite. I prefer paper charts and an HB pencil to get to Hobart.

During the 2006 race, internet access was not available on *Love & War*. In recent years, I have used a combination of navigation solutions but always refer to paper charts on the chart table.

The two critical variables of the Rolex Sydney Hobart are wind and current (set). We have no control over either but can control how we use them.

Information on the current is available on the CSIRO remote sensing website. This is a chart of infrared readings of water temperature usually indicating warm water somewhere off the NSW coast, generally flowing in a southerly direction. It becomes more complex when large eddies occur, usually flowing in anticlockwise directions.

The key consideration when to use current is what percentage of your boat speed will be influenced by current. Southerly current exists on the NSW coast. Historically, it is expected to flow at approximately two knots.

If sailing say *Love & War* into a southerly at six knots, then increasing your speed by 33 per cent is very advantageous. However if sailing a maxi at 12 knots to windward and current flowing at two knots, then a 16 per cent increase in boat speed might not be the preferred choice, considering the adverse seaway generated by opposing wind and current.

We saw this in 2006 with the dismasting of *ABN Amro* and *Maximus* and the sinking of *Koomooloo*, I suspect due in part to the short pounding seaway.

Surprisingly, the unknown in 2006 was the first current eddy off the far South Coast flowing at four knots, which provided *Love & War* with a 60 per cent increase in speed for 15 hours. Faster boats that elected to stay inshore were miles behind on the second day. From a handicap viewpoint, their race was over and we weren't even a third of the way to Hobart.

My approach to current is to draw the current direction lines and velocities onto the big chart that covers Port Jackson to Eddystone Point (Nautical Chart Aus423) or else plot them into your electronic chart system.

Almost without exception, I want to best use the current, but that doesn't mean departing Sydney and sailing out 20 miles to the continental

The 2006 overall winner
LOVE & WAR



love & war
C.Y.C.R. 294
JB925N

Rolex - Daniel Foppe

shelf. Head south as soon as you can clear Bondi then Malabar and you will merge with the set as you move down the coast.

In 2006 *Love & War* used current almost to the bottom end of the four knot eddy. Then we needed to position ourselves to enter the second eddy on its western side that was also flowing south. I recall we tacked onto port and were headed at 250 which was not the making leg, but the course over ground was about 220, putting us on the advantaged leg and enabled us to intersect the next two knot eddy, which boosted us for another 24 hours.

Once in that eddy we aimed for a third and final eddy at the southern side of Bass Strait. The eastern arc of that eddy provided one knot for almost 24 hours. All up, current boosted us by 150 miles.

In my three overall Rolex Sydney Hobart wins, current has been the crucial factor.

As for weather, we complain about it but cannot alter it. Prepare weeks before by reviewing BOM weather charts noting the speeds of pressure systems as they move across the Great Australian Bight. It is essential to predict where a frontal system will be in two to three days time, even if it's just to answer the crew's questions. In modern days of internet and Google, even the cook comes on board with the most up-to-date weather forecasts.

Basically, the weather in the southern hemisphere results in wind direction always rotating to the left. The time of the rotation depends upon your whereabouts in the pressure system.

An approaching high will have south easterly flow quickly rotate through the east and into a nor'easter that can be accelerated on the NSW and Tassie Coast by hot air over land. If the wind aloft is nor'west, this generates extra

strong nor'easters especially on the NSW Far South Coast. As the next front approaches the wind goes further left to nor'west and then eases, maybe some light rain and then, wooshka, in comes the sou'westerly that usually brings carnage for 12-36 hours. Afterwards, the left turn keeps going.

The tricky aspect of weather forecasting is to know when the wind will go left. During the voyage regularly maintain a log of time, wind speed, wind direction and barometric pressure. Combined with pre-race research you will be better equipped to make informed predictions and decisions.

There are many tricks to the Rolex Sydney Hobart Yacht Race. Articles have been written about them by a number of experienced competitors. Research and distil that information and you will be better informed how to handle the weather and geographic vagaries of this classic race.

So if you are on a yacht not equipped with internet and routing software, then Adrienne Cahalan's approach won't work for you, so make sure you've got a few pencils, a pencil sharpener and waterproof paper and go for it.

Basic is reliable, especially when that engine seizes and the batteries are gone. I've won three Hobarts with nary a cyber message once I've left the dock.

And remember, this race can be won and lost, off the NSW coast, at Tasman Island and in the Derwent River, and everywhere in between, so never give up until you cross the finish line.

A journalist once asked the late Peter Kurts, "how do you win the Sydney Hobart Race?"

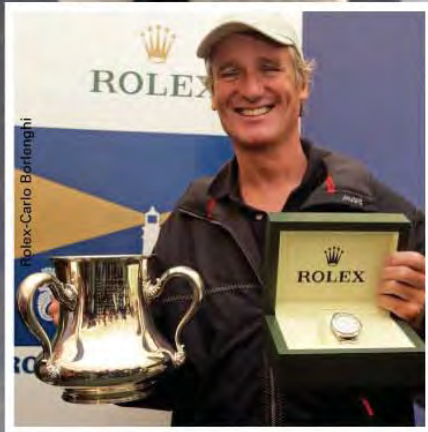
Kurts's reply: "With a mast above and a keel below."

Good sailing, and good luck. O



THE *LEOPARD* HUNTS BIG GAME

BELOW: Mike Slade enjoying himself after taking line honours in the Rolex Fastnet Race



Rolex-Carlo Borlenghi

Rolex-Carlo Borlenghi

WHETHER HE'S SAILING DINGHIES IN CORNWALL OR SKIPPING HIS 30-METRE SUPERMAXI IN THE WORLD'S MOST CHALLENGING OCEAN RACES, MIKE SLADE MAKES SURE OF ONE THING: TO ENJOY IT.

By Di Pearson

It would be difficult to forget the larger-than-life figure of Mike Slade bringing his supermaxi *Leopard of London* to the 2002 Rolex Sydney Hobart Yacht Race. Now the Englishman is back in Australia to give the race another go, saying, "I've always regarded the Sydney Hobart as the number one race in the world."

This interview with Slade took place whilst he was enjoying a fishing trip with some mates in Scotland. He did not seem to mind the interruption.

Back at the 2002 Rolex Sydney Hobart Yacht Race, Slade owned the largest yacht in the fleet. The 97-foot Reichel Pugh supermaxi, known as *Canon* for the race, was skippered to a line honours third by Slade and Geoff Stagg, a smart sailor from the famous design office of Bruce Farr.

ICAP Leopard taking line honours at The 2007 Rolex Fastnet Race



Apart from Stagg, there were several America's Cup and Whitbread race sailors aboard, along with a few not-so-well-known names, mostly made up of Slade's friends and family, including his then 18-year-old son Hugo.

What most won't remember is that the Englishman sailed the 1994 50th anniversary Rolex Sydney Hobart Yacht Race aboard the Bruce Farr-designed 80-foot *Longobarda* in the record 371 yacht fleet.

Slade bought *Longobarda* from her Italian owners, raced it for a while, then sold it to a group of Tasmanian dairy farmers just prior to the 1994 race. Slade, along with two other great sailing names—the late Chris Law and Paul Standbridge—came with the package. They finished seventh over the line.

Brought up in Cornwall, Slade loved sailing dinghies as a child, but as he got older, family and business claimed his time. The 61 year old's sailing passion was seriously reignited when he commissioned *Ocean Leopard* (1988-1999), then *Leopard of London* (2000-2006).

Slade's whimsical personality is perhaps best explained by his Cornish upbringing. The Cornish are renowned for their humour and their different take on life. Although Slade retains no trace of the Cornish accent, it can be revived when the mood takes him. He knows how to have fun, and is great fun. "Have a bloody good time doing whatever you're doing," is his mantra.

The development of his new *ICAP Leopard*, like its two predecessors, has been led and funded by Slade, the chief executive of London-based property development and investment company Helical Bar plc, through his yacht management company Ocean Marine.

Slade's new toy is reputedly worth £6 million (about \$13.6 million) and is currently sponsored by ICAP, the world's premier voice and electronic interdealer broker. Designed by Farr Yacht Design and built by McConaghy's in Sydney, the canting keeled yacht has twin dagger boards.

McConaghy's, based at Mona Vale in Northern Sydney, completed building the high-tech composite construction of the boat in record time as Slade wanted her ready for the Rolex Fastnet Race. She left her birthplace under a shroud of darkness and was immediately shipped to Europe.

"We are grateful to McConaghy's for an unbelievable effort in building the boat," says Slade. "When you look at the complexity, I honestly believe they were the only yard capable of building her, for which I sincerely thank them."

A large percentage of big boat owners these days look no further than Reichel Pugh. Slade went to Farr. "This boat is basically a newer generation of my last boat. And although we're pleased with what Reichel Pugh did to our last boat," says Slade, at pains to point out that Reichel and Pugh remain good friends of his, "they design narrow hulls that don't have the volume I need for charter cruising, and I mean no disrespect here."

"I didn't want to be the last of the Reichel Pugh canting keelers either. I didn't want to copy; I wanted a conventional yacht at the end of the day. Something I could later use or easily sell as a 'yacht'. It fits better with what we want to achieve," concludes Slade, who includes key crew in all the decision-making processes.

"When I went to Farr for the design, I had offshore racing in mind and the Hobart Race very much in mind. I wanted a high-performance racer, a cruiser and a corporate charter boat all in one. It seemed sensible to me to ask Bruce to extend what he had learnt from his Volvo experience and design a bigger boat around that concept."

What Slade got is a well-appointed boat that excels in heavy reaching and running conditions. The beautiful interior can be removed for ocean racing.

"Farr is known for larger displacement boats like *Longobarda*. He had a terrible incident in the Volvo Ocean Race [referring to the abandonment and subsequent loss of *Telefónica MoviStar* during the 2005-2006 race], but he's learnt from that. We are quite confident sailing *ICAP Leopard* in heavy weather. It will hold up."

In an early outing, *ICAP Leopard* was the first monohull in the Round the Island Race (around the Isle of Wight). She went on to break the 608 nautical mile Rolex Fastnet Race record in the time of 44 hours and 18 minutes, slicing eight hours and 50 minutes off the previous record set in 1999. Slade has broken many records with his yachts, and in fact has



ICAP Leopard in the Round the Island race

Rick Tomlinson

broken some of his own records with updated boats.

In brutal seas and winds of up to 40 knots, 186 yachts were forced to retire from the Rolex Fastnet Race.

“Because my new boat is stiffer, in a big breeze it is pretty brutal sailing,” Slade explains. “You come out fairly bruised as carbon doesn’t bend! It was only when we came up against *Alfa Romeo* [the latter is nearly half *Leopard’s* weight] in the Fastnet that we realised how good our boat was. We were outpacing her and that gave me some confidence in the boat.”

Alfa Romeo consequently retired from what became a very expensive exercise for owner Neville Crichton after he reportedly lost £5,000 (about \$11,250, which went to charity) after a losing a bet with Slade over who would cross the finish line first.

Come December, the businessman is looking forward to sailing the Rolex Sydney Hobart Yacht Race with a mix of family, friends and high-profile yachtsmen from America’s Cup, Volvo Ocean Race and other big boat races. Names like Ray Davies (tactician), Paul Standbridge, Jules Salter (navigator), Gordon Maguire (helm), Noel Drennan, Darren Senogles and Adam Hawkins will be aboard, the latter four Australia-based sailors. Slade’s son Hugo will also be aboard, as will be Perth-born Chris Sherlock, his boat captain of 15 years, which says a lot about Slade.

“We will do what I consider the ‘big three’ races – the Fastnet, Middle Sea and Sydney Hobart races,” Slade says, having already ticked the Fastnet box.

“I hope the CYCA doesn’t give in to the call to exclude the bigger high-tech

boats, because it won’t be the premier race it is if they do. I enjoy working to the new technology; the faster you go, the more exciting it is,” he says.

As to any predictions about who will take line honours at the Rolex Sydney Hobart Yacht Race, Slade believes that “in heavier weather, *Maximus* could be the one we have to watch. She’s had a bit of work done, which I think will make her very competitive. In lighter winds, obviously the newer, lighter displacement boats will be forceful. We will probably go offshore and brave the weather if that is what has to be. If we can get 15-20 knots and more, we will be a good chance; we’ll make a hard challenge. Anyway, the Hobart does not necessarily come down to the fastest boat. It’s often won on tactics and being canny – and on who holds together. It’s always nice to come to Australia and I’m looking forward to the race and our return cricket match in Hobart. We have enough people for two teams!”

Slade reckons he is an average sailor, though he does “enjoy sailing very much. I enjoy putting a team around me.” If he is, as he says, an average sailor, he sure knows how to put the whole winning package together.

ICAP Leopard was scheduled to arrive in Sydney by ship on November 26.

“We hope to be on the water the first week of December,” says the the Englishman, “doing some out-of-sight, offshore training. We hope to be there in time to contest the Big Boat Challenge. That is something to look forward to. It is a great race and a lot of fun. We won’t take it too seriously. We’ll have a few sponsors and friends aboard.” ○

FASTNET 2007

ICAP LEOPARD



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FIRST

1st Overall



CHIEFTAIN

ICAP LEOPARD: Smashes Rolex Fastnet Race record by 8 hours, 50 minutes.

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ICAP Leopard photo: Ingrid Abery; Chieftain photo: Tim Wright



At just over nine metres, *Maluka* was the smallest yacht in the 2006 race.

ROLEX-Daniel Forster

AND THE WINNER IS!

A 30-METRE MAXI IS ALMOST CERTAIN TO TAKE LINE HONOURS IN THE 2007 ROLEX SYDNEY HOBART YACHT RACE, BUT THE WINNER OF THE TATTERSALL'S CUP, THE OVERALL WINNER ON CORRECTED TIME, IS LIKELY TO BE ONE OF THE SMALLER BOATS IN THE FLEET.

By Peter Campbell

Bob Oatley's *Wild Oats XI*, a brand new, 30-metre LOA maxi, was both the line honours and overall winner of the 2005 Rolex Sydney Hobart Yacht Race. Last year, however, the overall winner—the Kurts family's veteran timber boat *Love & War*—finished 32nd across the line. *Wild Oats XI* got the gun but placed 12th overall on IRC corrected time.

So how will the overall winner of the 2007 race achieve that honour? Once again, the Cruising Yacht Club of Australia will use the IRC time correction system to decide the overall winner and the 63rd winner of the historic Tattersall's Cup.

The overall winner will be the boat in the IRC category with the lowest corrected time. Within this category, boats are placed in divisions, grouped according to their size and/or potential boat speed. The IRC rule will cover the vast majority of boats in the big fleet, including those with water ballast and canting keels. This means that a maxi yacht can now take line honours and also be overall winner (as happened in 2005), but historically the latter is more likely to be a much smaller, and possibly older, boat.

To the general public and, possibly, for many sailors, ocean racing handicapping may appear highly complex, but it can be quite simply explained.

Line honours is clear and easy to understand—the first boat to finish the 628 nautical mile race is the line honours winner. The owner and/or skipper and

country, the US, Australia and, more recently, New Zealand.

The rule is very permissive and actively endeavours to give most types of yachts a handicap. Because of its long-term goal of rating both new and old boats as equitably as possible, and its simple application, the IRC handicap method has proven very popular in Australia.

Handicapping the entire fleet is the backbone of the Rolex Sydney Hobart Yacht Race and ensures every yacht has a chance of becoming the overall winner.

Taking into account all the information about a yacht that the IRC needs to calculate its handicap, it is fair to say that two yachts that have a similar handicap will perform generally about the same, given an assortment of weather conditions. Therefore, two maxi yachts, with an IRC number of 1.615 or so, should have an incredibly close and exciting race to Hobart—as was the case with *Skandia* and *Zana* (now *Konica Minolta*) in the 2003 race.

In fact, this was the case with the two top placegetters in the IRC overall results for the 2006 Rolex Sydney Hobart Yacht Race—*Love & War* and *Bacardi*, both yachts of similar vintage.

But firstly, let's look at how *Love & War*, the 32nd boat to finish, comfortably beat the line honours winner *Wild Oats XI*. For a start, it was a slower race south than 2005, when *Wild Oats XI* took a hat-trick by completing the race in record time and taking both line and overall honours. Slower races in general tend to favour smaller and lower rated

"WELL-SAILED OLDER BOATS CAN BEAT NEW ONES, AND THE WEATHER CAN INFLUENCE THE OUTCOME MORE THAN CANTING KEELS AND POWER WINCHES."

crew collect a swag of trophies and get much of the media coverage.

Generally, the line honours winner of the Rolex Sydney Hobart Yacht Race is one of the biggest boats with the biggest crews, and possibly one of the newest boats in the fleet. The bigger boats have longer waterlines and it is a mathematically demonstrable fact that, while a boat is in displacement mode (travelling in the water rather than planing across the surface), the longer it is, the greater the hull speed and, therefore, the greater its chance of reaching Hobart first.

Maxis competing in the Rolex Sydney Hobart Yacht Race can now go significantly faster because, although their maximum overall length has been locked in at 30 metres (98 feet), there is no longer a rating-based speed limit. Until 2005, there was a rating speed limit of 1.615. The change allows yachts to carry larger running and reaching sails, and therefore achieve faster off wind speeds.

All Rolex Sydney Hobart Yacht Races and, indeed, all the prior Sydney Hobart races have had a handicap overall winner, although the method of calculating the handicap has changed over the years. The Cruising Yacht Club of Australia, as the organising authority for the race, has always used the world's most widely-accepted and credible time correction system. Of course, this system has changed a few times over the years.

This year, as each boat finishes, its elapsed time will be adjusted by a mathematical calculation using a pre-determined IRC TCC (handicap). The boat with the lowest corrected time will be declared the overall winner.

The IRC rating that produces each yacht's TCC is a computer generated analysis of the boat's waterline and overall length, beam, draft and, more generally, the style and age of design of the boat. The construction and size of the sails are also taken into account.

The Royal Ocean Racing Club in England administers the IRC, which has attracted large numbers of yachts, and yachting organisations, in that

(handicapped) boats in the fleet and indeed, boats from IRC divisions E and D took four of the top five placings.

Wild Oats XI sailed the race in two days, eight hours, 52 minutes and 33 seconds. With the highest rating in the fleet of 1.776, she ended up with a corrected time of 4:05:00:41.

Love & War took almost 35.5 hours longer to sail the course for an elapsed time of 3:20:17:24 which, multiplied by her low IRC rating of 1.019 (which took into account, among other things, her design age of some 33 years), gave her a corrected time of 3:22:05:37—a winning margin over *Wild Oats XI* of almost 42 hours.

However, *Love & War*, a Sparkman & Stephens 47 built in 1973 and already a two-time winner of the Rolex Sydney Hobart Yacht Race (1974 and 1978), faced other challenges for that coveted Tattersall's Cup, in particular from *Bacardi*, a veteran Peterson 44 launched in 1978 which had competed in the race no less than 21 times.

Love & War had an IRC rating of 1.019 and *Bacardi* a rating of 1.041 and the two sailed close together all the way from Sydney. *Bacardi* eventually crossed the line one hour, one minute and 20 seconds ahead of *Love & War*, but the margin wasn't enough to hold that first place on corrected time. In fact, the corrected time margin almost mirrored the distance between the two boats as they finished—57 minutes and 58 seconds.

The final result of the 2006 Rolex Sydney Hobart Yacht Race confirmed that the IRC rule really does work. Well-sailed older boats can beat new ones, and the weather can influence the outcome more than canting keels and power winches.

The 2007 Rolex Sydney Hobart Yacht Race also has a Performance Handicap System (PHS) category for crews that do not want to race under IRC. While they aren't eligible to be overall winner, boats in the PHS category are still eligible for line honours. **O**



THE WIN OR LOSE COAST

WITH FLUKEY WINDS, COMPLEX TIDES AND OCEAN CURRENTS, TASMANIA'S EAST COAST IS A CHALLENGE FOR EVEN THE MOST EXPERIENCED NAVIGATORS.

By Kenn Batt, Bureau of Meteorology

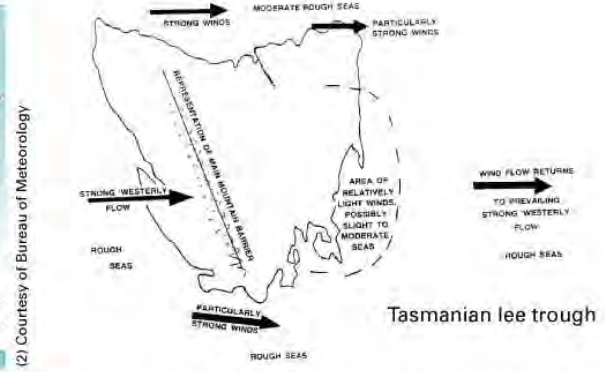
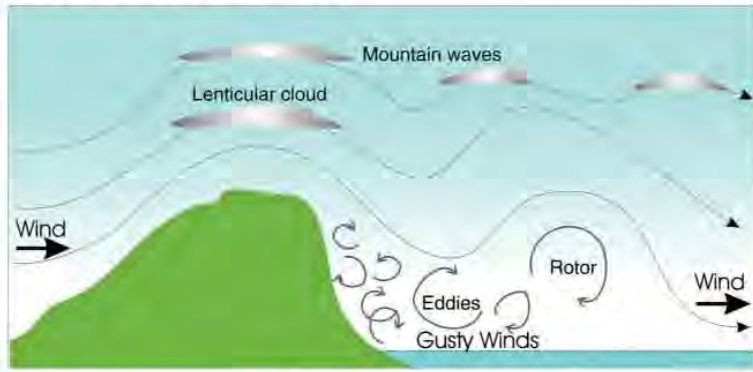
The east coast of Tasmania, Storm Bay and the Derwent River are the areas of the race track where the Rolex Sydney Hobart Yacht Race can be won or lost. You have to be extra vigilant when approaching the Tassie coast and big decisions have to be made well in advance as to how you expect to tackle the last 170 nautical miles (nm) or so of the track from Eddystone Point to the finish line at Castray.

Hopefully, the tips presented below will assist you.

If you're expecting synoptic winds from the northwest through the west to the southwest then from Eddystone Point to Tasman Island, there are two positions on the race track that you should stick to religiously. The first is stay at least 30 nm off Eddystone Point and the second, stay at least 10 nm off Schouten Island. Inside of these distances, wind conditions can be very flukey (apart from wind directions from the south through the east to the north). It is hard to discipline oneself to do this, but do it! Complex tidal and ocean currents as well as conditions across 'the paddock' can help to draw crews into being closer to the Tassie coast than they would like to be. Navigators have to be particularly vigilant and very strict on their skippers and watch captains. Some rules of thumb for this stretch of coast follow:

- (i) Under broad westerly (NW to SW) wind flow, the east coast of Tasmania, say within 30 nm of the coast, can come under the

Flow of air over mountain barriers



influence of a lee trough. This will lead to the situation where winds to the north of Freycinet Peninsula will not be markedly affected, apart from a slight decrease in wind speed, but to the south of Freycinet, winds will start off as light to moderate NE. As yachts sail south, the wind direction will veer E and then SE. When yachts are close to Tasman Island the wind direction will veer quickly to the SSW and the speed can increase quite dramatically! By sticking to the 30/10 rule, you should be out of the worst part of the lee trough. You would have to be at least 50-60 nm off the coast to be sailing in the true wind flow. This is just a little too far off under most circumstances, unless you are going for the SE 'blinder'. This is the situation where you might have westerly winds going very quickly through the south to the southeast following the passage of a cold front. The associated low pressure system is generally close to southern Tasmania. Most of the time however, fronts are embedded in a very persistent west/southwest flow.

- (ii) When yachts are at Tasman Island, wind speeds can increase and decrease (gusts/lulls) quite rapidly and the direction can also jump around all over the shop. Be prepared for the bullets!
- (iii) You can generally go very close to Tasman Island, apart from its southern extremity, where there is a reef.
- (iv) As you approach Tasman Island under west through to southerly flow, it generally pays to lie inside of the Hippolyte Rock (at least between the Little Hippolyte and Cape Hauy—though navigators should be extra careful here). This keeps you out of a current that is generally setting northeastwards around Tasman Island and into flatter water. Also, on starboard tack you can get a nice lift along Munroe Bight if you are fairly close in. There is a definite pressure line on the water that you have to be inside of to gain the maximum advantage.

Once you get around Tasman Island and clear away to the west, wind conditions will generally ease. The main rules of thumb past Tasman Island are:

- (i) Under most conditions, one would straightline it from Tasman Island to Cape Raoul, but making sure you clear the Raoul by about 1 nm. The only situation that you would want to be slightly north of this rhumbline and closer to the Raoul would be in smooth water and/or under sea breeze conditions. In the sea breeze situation, the NE breeze can get squeezed between Tasman Island and Cape Pillar (Tasman Passage) and slightly more pressure can result just to the north of the rhumbline.
- (ii) Under a northwesterly gradient wind flow, Storm Bay will be in a wind shadow created by the Central Plateau. Similar to the east coast under a broad westerly flow, variable wind conditions can be experienced.

(iii) Once you have cleared Cape Raoul, then it is a straightline course to the Iron Pot.

(iv) If it has rained heavily in southern Tasmania in the week leading up to the race, then there will be a lot of extra water ebbing out of Fredrick Henry Bay. Don't be sucked too far left of your course. Storm Bay can live up to its name, so be ready!

Between the Iron Pot and the finish lies the dreaded Derwent River. This last 11 nm of the race is in an area that you can love or hate (mostly hate). It all depends on what time of the day you reach the Derwent. The main points to remember here are:

- (i) Under most regimes, the river 'shuts down' wind-wise from about 2200 hours local time and does not 'open' until 0600 to 0700hrs.
- (ii) Once you reach the Iron Pot, it generally pays to work the eastern side of the river (staying about 100 metres off the headlands), especially at night with an ebb tide and after heavy rain. Under situations where heavy rain has fallen and light winds prevail, you may have to scallop in and out of the bays. But watch the headlands, not too close please!
- (iii) It generally doesn't pay to work the western side of the river, especially from White Rock to the John Garrow Light.
- (iv) Under a broad westerly flow, Mt. Wellington can induce standing wave and rotor activity.

Standing wave activity will generally be felt the most north of the Garrow Light and can lead to very fluke winds from around the middle of the river westwards. Slightly stronger westerly winds will occur towards the eastern shore. Rotor activity can lead to light southeast to easterly winds being generated over much of the river, especially north of the Garrow Light.

- (v) Any sea breeze during the day is mostly from the southeast and will draw more easterly out of the bays along the eastern side of the river as you sail north to the finish. Under these conditions, more pressure will occur eastwards of a line from White Rock to the Finish. At times the northeast sea breeze may break through to the Derwent. This is a great breeze as it can blow with average speeds around 15 knots and, best of all, flattens the water.

Crews normally hope and pray for a vigorous cold front to move through Tassie when approaching the Derwent River. In this scenario, the wind will blow from the north to northwest ahead of the front and will back to the south to southwest with its passage. These winds can be fresh to strong and gusty and can last through the evening as well as during the daylight hours.

Keep dreaming...
Good luck and safe racing. O



NEW NAMES ADDED TO HOBART HALL OF FAME

MEMBERSHIP TO THE WORLD'S BEST CLUBS CAN'T BE BOUGHT, ONLY EARNED. THE HARD-TO-JOIN 25 SYDNEY HOBART CLUB HAS TWO MORE MEMBERS, WHILE THE EVEN HARDER-TO-JOIN 40S CLUB HAS ONE.

By Di Pearson

At the Cruising Yacht Club of Australia's annual Quiet Little Drink (QLD) in September, two more names were added to the '25 Sydney Hobart' board and one added to the '40's'.

David 'Dellis' Ellis and Bill 'Long Tack' Riley join 71 others on the '25' Board, whilst Tony Ellis, variously known as 'Grumpy' and 'Ace', joins Richard 'Sightie' Hammond, the late John Bennetto, Lou Abrahams, Tony Cable and Bernie Case in making 40 races. All three inductees are from Sydney.

Dellis sailed his 25th aboard *Wot Yot*. Owner Graeme Wood was at the QLD in support of both Dellis and Riley, as was their former skipper Bob Steel (of *Quest*).

The 64-year-old Dellis can count line and handicap honours on *Sovereign* in the 1987 race, line honours aboard *Ragamuffin* in 1988 and *Ninety-Seven* in the tough 1993 race, and overall honours on *Quest* in 2002.

Dellis, who won't race to Hobart this year, has competed with both his fellow inductees. "Taking the race double aboard *Sovereign* in 1987 [David Kellett, who has raced in no less than 33 Hobarts, was skipper] is my highlight. Virtually 50 percent of the crew helped build that boat," he remembers, going on to say that winning the 2002 race aboard *Quest* "was pretty special."

"Every race is good when you sail with friends, though each race is different. I will always remember the '93 and '98 races due to the severity of the weather. The '81 race with Syd [Fischer] on *Ragamuffin* stands out too—as the longest. We finished on New Year's Day. It was a very slow race; a few boats caught us in Storm Bay. We ran out of food. I remember eating smoked salmon with crushed cereal—it wasn't nice!"

In 1976, Bill Riley was introduced to the Hobart aboard Randolph Carpenter's *Balandra*. "It was a fabulous crew, a lot of Admiral's Cup sailors; Greg 'Tall Balls' Hall, Norman Rydge Jnr. and John Keon."

Riley, who is taking a rest from the race this year, says, "I haven't had any big wins, just a divisional win on *Margaret Rintoul II* and a second on line [1990] on *Condor*".

"My favourite race was 1990 on *Condor* with David Kellett. It was a big race with a fantastic crew like Tony Cable, John Gould, Dellis, Col Strauss and John Brooks. Sailing with Bob and Graeme has been pretty good too.

David Ellis, Tony Ellis and Bill Riley with their Hobart plaques



In 1978 I started sailing with Rolf Mische [a 27 Hobart veteran]. We had great times. I got terrific experience with him. All my races have been great—it's about the camaraderie for me. My worst memory is '98 aboard *Margaret Rintoul II*. It was unbelievable. I'll never forget steering. When you came up through the crest of a wave, your wet weather gear inflated. It was like going through a vacuum. I hope I never go through that again."

Unlike Dellis and Riley, Tony Ellis will do this year's Rolex Sydney Hobart—with Syd Fischer (coming up for his 39th race) aboard his recently purchased *TP52*, and with whom Tony has contested 34 of his 40 races.

"I've been with Syd for all his wins and places. I don't think anyone else has sailed together as long as we have. He's good to sail with. If you want to win, you go with Syd. Our funniest trip was 1988. A great bunch of people; Bruce Jackson, Hugh Treharne, Ian Kiernan, Dellis, 'Tall Balls', Sightie, Boy Messenger, Munno and David Giles amongst them—it was a laugh a minute! Rod Muir [*Windward Passage*] called us the K-Mart special! All the races are so different. I guess 1975 on *Ballyhoo* stands out because it was running and reaching all the way. A nice quick race, the year *Kialoa III* broke the race record. Obviously 1993 and 1998 were the hardest, although my first race (1963 on *Salacia*) wasn't easy. I never intended to do 40, but despite even the harder races, you keep coming back."

Fischer spoke for Ellis: "Grumpy is a bloody good sailor—better than I am. He's done 34 Hobarts with me—the only bugger who would!"

Club identity Steve 'Mothy' Jarvin emceed the night, which was also attended by convenor Tony Cable and John Dawson, founders of the QLD in 1969. Others included some of the 25-plus club, including keeper of the records, David Kellett, who called for a minute's silence for those yachtsmen lost during the year; Max Crafoord, John Noakes, John 'Weekas' Pearce, Trevor Gowland and David Gough.

The main thrust of the evening is to raise funds in support of the CYCA's Youth Sailing Academy, so thanks go to attendees, the breakfast club and the associates committee for their ongoing support. ○



David Lawson—
29 races



Bruce Gould—
36 races



Lou Abrahams—
43 races



Adrienne
Cahalan—16 races



Bill Ratcliff—
39 races



Syd Fischer—
38 races

'74 HOBART HEROES'

LEADING YACHTSMEN

A total of 74 yachtsmen have competed in 25 or more Rolex Sydney Hobart Yacht Races up to and including the 62nd annual race in 2006, according to the Quiet Little Drink statisticians. Of the current total, 35 have sailed on an overall winner, a total of 65 winners between them.

John 'the Fish' Bennetto (Tas) (deceased)—44 races, 1947 to 2004 (1 win)

Lou Abrahams (Vic)—43 since 1963 (2 wins)

Tony Cable (NSW)—43 since 1961 (1 win)

Richard 'Sightie' Hammond (NSW)—40 since 1953 (2 wins)

Bernie Case (Vic)—40 since 1962

Tony Ellis (NSW)—40 since 1963 (1 win)

Bill Ratcliff (NSW)—39 since 1955

Syd Fischer (NSW)—38 since 1962 (1 win)

Colin Wildman (NSW)—38 since 1963 (1 win)

Bruce Gould (NSW)—36 since 1963 (2 wins)

Peter Green (NSW) (deceased)—35 races, 1947-1989 (1 win)

Richard Norman (NSW)—35 since 1955 (2 wins)

Don Mickleborough (NSW)—34 since 1958

Colin Betts (NSW)—34 since 1955 (3 wins)

Lindsay May (NSW)—34 since 1973 (3 wins)

David Kellett (NSW)—33 since 1968 (1 win)

Don Lang (Vic)—32 since 1953 (1 win)

Alby Burgin (NSW)—32 since 1951 (1 win)

Fraser Johnston (NSW)—31 since 1963 (2 wins)

Maurice Cameron (NSW)—31 since 1974

Max Crafoord (NSW) (deceased)—30 races 1953-1993

Albert Mitchell (NSW)—30 since 1954 (2 wins)

Peter Kurts (NSW) (deceased)—30 races 1954-2003 (2 wins)

Magnus Halvorsen (NSW)—30 since 1946 (5 wins)

Roger Howlett (Tas)—30 since 1969

Lester Nibbs (Tas)—30 since 1960

Rod Jackman (Tas)—30 since 1971

Michael Spies (NSW)—30 since 1976 (1 win)

Bruce Jackson (NSW)—29 since 1952

David Lawson (NSW)—29 since 1961

John Solomon (Tas)—29 since 1967

Peter Duffield (NSW)—29 since 1968

Geoff Rouvray (NSW)—29 since 1967

Peter Shipway (NSW)—29 since 1968 (2 wins)

George 'Hagar' Barter (NSW)—29 since 1974

Roger Hickman (NSW)—29 since 1974 (2 wins)

Colin Anderson (Vic)—29 since 1973 (2 wins)

TWT (Bill) Thompson (NSW) (deceased)—28 races, 1956-1988

Phil Eadie (NSW)—28 since 1972 (2 wins)

Kim Jagger (NSW)—28 since 1977

Robbie Burns (NSW)—28 since 1975 (1 win)

Josko Grubic (SA)—27 since 1966.

Stan Darling (NSW) (deceased)—27 races 1947-2002 (5 wins)

Des O'Connell (NSW)—27 since 1947

Rolfe Mische (NSW)—27 since 1963

Richard Bearman (NSW)—27 since 1969

Peter Joubert (Vic)—27 since 1968

John Mooney (Vic)—27 since 1969

Simon Firth (Tas)—27 since 1973

Graeme Freeman (Tas/NSW)—27 since 1970

Lew Carter (NSW)—27 since 1973

Hugh Treharne (NSW)—27 since 1968 (2 wins)

Ian Potter (NSW)—27 since 1976

Mike Green (NSW)—27 since 1978 (1 win)

Graeme Fraser (NSW)—27 since 1973

Ralph Carlier (NSW)—27 since 1973

Alan Butler (Vic)—26 since 1946 (3 wins)

Russell Evans (Vic) (deceased)—26 races 1968-1985

Warren Anderson (NSW)—26 since 1970

John Harris (NSW)—26 since 1971 (2 wins)

Jim Dunstan (NSW)—26 since 1973 (1 win)

Bill Watson (NSW)—26 since 1973

Mike Hesse (NSW)—26 since 1964 (2 wins)

Jacko Goluzd (NSW)—26 since 1978 (2 wins)

Ed Psaltis (NSW)—26 since 1979 (1 win)

Bruce Taylor (Vic)—26 since 1980

Toby Richardson (Tas)—25 since 1973 (2 wins)

Ian Treharne (NSW)—25 since 1968

Bob Fraser (NSW)—25 since 1973

Tony Poole (NSW)—25 since 1977

Tony Harder (NSW)—25 since 1975

Hugh O'Neill (NSW)—25 since 1981

LEADING YACHTSWOMEN

Yachtswomen have been sailing in the Rolex Sydney Hobart Yacht Race since the very early days of the bluewater classic, but none has sailed in 25 races. Eleven women have, however, sailed ten or more races.

Adrienne Cahalan (NSW)—16 since 1984

Jan Howard (NSW)—14 since 1978

Gail Harland (NSW)—14 since 1990

Vanessa Dudley (NSW)—13 since 1984

Sally Gordon (NSW)—13 since 1994

Amanda Wilmot (NSW)—12

Audrey Brown (NSW)—12 since 1987 (on board radio relay vessel)

Felicity Nelson (NSW)—11 since 1988

Kerry Goudge (NSW)—11

Lea Myer (NSW)—10 since 1992

Mary Holley (NSW)—10 since 1997



Michael York OAM, the Official Starter of the 2007 Rolex Sydney Hobart Yacht Race, taken aboard the Sydney Heritage Fleet's yacht *Boomerang* with the Governor of New South Wales Marie Bashir AC.

Peter Campbell



Official Starter: MICHAEL YORK OAM

ONE OF THE EARLIEST MEMBERS OF THE CRUISING YACHT CLUB OF AUSTRALIA, THE RENOWNED INTERNATIONAL YACHTSMAN MICHAEL YORK WILL BE THE OFFICIAL STARTER OF THE 2007 ROLEX SYDNEY HOBART YACHT RACE.

In late 1944, an 18-year-old Eastern Suburbs sailor named Michael York heard that a group of yachtsmen were planning to form a Cruising Yacht Club. He contacted them and, at a meeting held in the photographic studio of Monte Luke in Castlereagh Street in January 1945, became the fledgling club's first junior member.

He is now the only member of the Cruising Yacht Club of Australia with continuous membership since its earliest days. Joining the CYCA was just the beginning for York. He is now a renowned international yachtsman, one who always shares his vast knowledge of sailing skills with the yachting fraternity.

From a childhood of sailing on his VJ and 12-foot skiffs, he would go on to compete in 15 Sydney Hobart races. Beginning in 1946, he sailed his first five races aboard the 65-foot schooner *Mistral II*. He sailed his last Hobart in 1975 aboard the 83-foot maxi ketch *Kialoa III*, the year she set a record that would stand for 21 years.

York is a born sailor and it didn't take long for racing skippers to notice his innate ability. He was chosen as bowman aboard *Gretel* in Australia's first challenge for the America's Cup, in 1962. He was also bowman aboard Gordon Ingate's *Caprice of Huon* in Australia's first Admiral's Cup Challenge in 1965 (they won all races bar the Fastnet).

He won selection for the 1968 Mexico Olympics Games in the 5.5 metre *Barrenjoey* (the 1964 Olympic gold medal-winning yacht), with Bill Solomons as skipper.

Continuing his America's Cup involvement, Michael was crew selector for *Gretel II*'s challenge in 1977. He was also a *Gretel II* team member for the 12-metre World Championship in 1984 in Sardinia and again in 1986 with *Gretel II* for the 12-metre World Championship in Fremantle.

York has also had an ongoing involvement with the 5.5 metre class yacht *Barrenjoey*. In 2004, he was contacted by Bill Solomons to take *Barrenjoey* from the Sydney Maritime Museum, where she had been on display since the 1980s, and restore her to racing condition in time for the 5.5 metre World Championships scheduled to take place in Sydney in early 2005. Solomons, with the help of York and the Museum, achieved their goal and *Barrenjoey* joined the fleet, winning a silver medal in its class.

York's most recent venture was as project manager for *Saskia*. Faced with

the challenge of getting the William Fife-designed 8-metre class to Scotland in time for the International 8-metre Centennial World Championship Regatta on the Clyde in July 2007, York managed to arrange gratis shipping through Hamburg-Sud aboard the *Cap Valiente*. The venture was a great success. The 69-year-old *Saskia* won the Sira Cup for her classic division and came 7th overall out of a 22 yacht fleet representing 11 nations and beating some modern 8-metre boats along the way. Then, competing in the International Metre Rule Centenary Regatta 8-metre division on the Solent, *Saskia* won three out of three races.

Michael York's own yachts were the 35-foot *Magic*, the steel, Alan Payne designed, Tasman Seabird *Tui Manu*, and the steel, Laurent Giles designed, Salar 40 *Rockhopper*. The two latter boats were built by Bob Brinkman in Tasmania. York fitted out both yachts himself, after sailing them to Sydney.

York raced these three yachts in both harbour and ocean regattas. He won the Paul Royal Memorial Trophy in *Magic* and the Sydney to Noumea Race in *Tui Manu* in 1964.

In 1982, he and his wife Jeannette (a daughter of early CYCA Commodore and honorary secretary Merv Davey and the first woman life member of the CYCA) cruised in *Rockhopper* to Lord Howe and the Pacific islands around New Caledonia. For that cruise, York won the Cruising Yacht Club of Australia Cruising Trophy, The Australian Institute of Navigation Certificate of Proficiency Ocean Yacht Navigator Award and the Royal Sydney Yacht Squadron Koonya Cup Cruising Trophy.

York joined the Sydney Maritime Museum in 1980 and was elected president that year. Thus began his 20-plus year involvement in the restoration of the barque *James Craig* from a rusting hulk to a magnificent sailing ship. She is one of only three of her kind world-wide sailing on a regular basis.

Thanks to York's diligence, tenacity, coercing and vision, the restoration of the *James Craig* was completed in 2000. In 2001, York received the Order of Australia Medal for his services to the preservation of Australia's maritime history. He is also a Lifetime Governor of the Museum. Michael purchased the elderly Etchells 22, number KA16, *Rob Roy* in 2001. He and Jeannette joined the Greenwich Flying Squadron to race their vessel in the twilight races on the upper reaches of Sydney Harbour.

Michael York celebrated his 81st birthday in October this year. In January 2008, he will have been a member of the Cruising Yacht Club of Australia for 63 years. Both Michael and Jeannette are still active on committees of the club. And both still enjoy a good sail.

OFFSHORE YACHTING thanks Jeannette York for providing much of the information in this article about her husband. ○

The 2007 Rolex Sydney Hobart Yacht Race official radio relay vessel *JBW*

RADIO RELAY VESSEL

WHILE SATELLITE AND INTERNET COMMUNICATIONS FOR THE ROLEX SYDNEY HOBART YACHT RACE ARE AMONG THE MOST ADVANCED OF ANY OCEAN RACE, THE RADIO RELAY VESSEL STILL PLAYS A KEY ROLE IN MAINTAINING DIRECT CONTACT WITH THE FLEET.

By Peter Campbell

The ocean-going motor cruiser *JBW* will once again be the radio relay vessel for the 2007 Rolex Sydney Hobart Yacht Race, with a highly experienced radio team and crew aboard the vessel for the voyage south.

JBW's owner John Winning, a successful businessman (founder of the Winning Appliances whitegoods retail stores) and a champion 18-foot skiff sailor, has been a most generous supporter of all levels of the sport of sailing, from dinghies to ocean racing over many years.

Winning, a veteran of six voyages to Hobart, five as a crew member of the maxi-yachts *Apollo* and *Ballyhoo* and once of the three-time overall winner *Love & War*, will be aboard *JBW*, a twin-screw displacement cruiser, which he has again made available to the Cruising Yacht Club of Australia.

Heading the CYCA radio team for the eighth time is David Kellett, a past Commodore of the CYCA and current ISAF Vice President, and a veteran of 32 Hobarts, including a line and handicap win with *Sovereign* in 1987.

Other members of the CYCA radio team are: Colin Tipney, a veteran of 23 races (seventh time on the radio team); Colin Wildman, 37 races (seventh time on the radio team); John Woodford, 22 races (radio operator, 3rd time on the radio team) and John "Hanger" Harris, a veteran of 27 races, who is new to the team.

The *JBW* crew consists of owner John Winning, captain Andrew "Steak" Copley, Mark Anderson and Peter Gardner.

The radio relay vessel maintains radio contact with the fleet at all times, conducts regular position reports (called 'skeds'- see *Down the Rhumbline*, pages 126-127) and also provides regular weather information to the competing yachts.

Of added significance is the need for all yachts continuing on across Bass Strait to report in to the radio relay vessel once they are in the vicinity of Green Cape. ○

SEVEN NETWORK COVERAGE OF THE 2007 ROLEX SYDNEY HOBART YACHT RACE



RSHYR

IT'S OFTEN REFERRED TO AS 'THE EVEREST' OF AUSTRALIAN YACHTING, A JOURNEY OVER 628 NAUTICAL MILES, A RACE ACROSS ONE OF THE TOUGHEST OCEANS IN THE WORLD AND COME 26 DECEMBER, 2007, THE SEVEN NETWORK WILL AGAIN BROADCAST LIVE THE START OF THE ROLEX SYDNEY HOBART YACHT RACE.



Gordon Bray

With thousands of people lining the Harbour foreshore and a massive spectator fleet on hand, the race start spectacle is like no other... it's a race within a race...a sprint down Sydney Harbour towards the Heads, and for the larger maxis, it's an opportunity to claim bragging rights. To be first around the

Harbour marks and lead the fleet out of the Heads secures them that mental edge as they set course for the open ocean and the challenges that lay ahead.

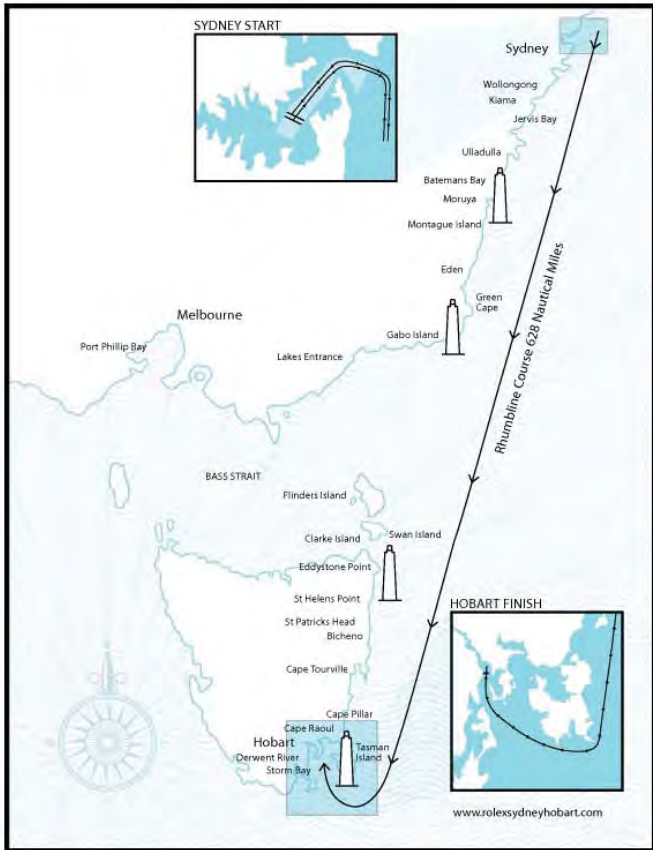
As many sailors will tell you, the Rolex Sydney Hobart is one of the toughest, and when it comes to television broadcasting, a one and a half hour live program covering Sydney Harbour and ninety odd yachts is just as demanding.

Headquarters for Seven's outside broadcast facility and 80 strong production and technical personnel is North Head's Sydney Harbour National Park. This prime location offers an expansive overview from the race start lines off Nielsen Park to the open sea.

Seven Sport's production team relies heavily on a number of specialty cameras. Due to the location and enormity in size of the playing field which is Sydney Harbour, Digital RF (Radio Frequency) links are required to access pictures from helicopters and boat cameras that track with the fleet as they begin their race south. A third helicopter is also required, which acts as a link platform to relay onboard pictures off two of the competing yachts, with only two land based cabled cameras placed at vantage points on North Head utilised during the coverage.

The Boxing Day race start coverage will be hosted by Gordon Bray and yachting expert Rob Brown. Gordon's had a long and close association with the race. Not only has he been involved in past broadcasts, he's travelled to Hobart on six occasions aboard the radio relay vessel while 'Brownie' is a highly regarded former 18-foot skiff world champion and keelboat sailor who has commentated for Channel Seven for the past two years.

Don't forget you can catch all the Boxing Day action live from 12.30pm AEDT, and keep watching Seven for daily Rolex Sydney Hobart Yacht Race updates, along with Sunrise and 7 News for all the latest colour and drama as the race unfolds. ○



Tracking THE FLEET

YACHT TRACKER, THE CYCA'S INNOVATIVE SATELLITE SYSTEM, WILL AGAIN PROVIDE REAL-TIME POSITIONS OF THE FLEET ON THE AWARD-WINNING OFFICIAL WEBSITE FOR THE ROLEX SYDNEY HOBART YACHT RACE 2007. FOLLOW ALL THE ACTION ON WWW.ROLEXSYDNEYHOBART.COM

By *Martin James**

Once the Rolex Sydney Hobart fleet leaves Sydney Harbour on Boxing Day, apart from the odd glimpse from the coastline or on television news programs, they are mostly out of sight, but thanks to the highly awarded official race website www.rolexsydneyhobart.com, the public, media and even the competitors can follow the fleet to Hobart.

For the Rolex Sydney Hobart Yacht Race 2007, Yacht Tracker will again lead the world in providing real time information on the progress of the fleet over the 628 nautical mile course and for the second year, devout followers can watch the real-time progress of the yachts via 3G enabled mobile phones.

The CYCA will again equip each boat in the fleet with an Inmarsat D+ transmitter, which will automatically update each yacht's latitude, longitude, course over ground and speed over ground, and transmit this information via satellite to an earth station.

From there, the data will be transferred to the website where 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, will appear in text and graphics. Viewers have the option of viewing the yachts on a chart through Yacht Tracker, or alternatively against satellite pictures on Google Earth.


In addition to the constant real time position reports via Yacht Tracker, positions received from the fleet will immediately be converted by the site's highly sophisticated mathematics into a report on the website that shows each yacht's position in the fleet, distance to the finish line, as well as its progressive corrected time position under the IRC and PHS handicap

categories. Website visitors will thus be able to find the line honours and handicap position of each boat in the fleet, updated every ten minutes.

The website contains a wealth of archival information about the race as well as current information including a complete list of yachts entered, a description of each boat, crew list and the boat's racing record. During the race, regularly updated news releases, background features, photographs and interviews, as well as weather forecasts will be added. As the yachts cross the line off Hobart's historic Battery Point, their finishing times and provisional corrected times and overall and division positions will be flashed onto the website.

"VIEWERS HAVE THE OPTION OF VIEWING THE YACHTS ON A CHART THROUGH YACHT TRACKER, OR ALTERNATIVELY AGAINST SATELLITE PICTURES ON GOOGLE EARTH."

Archival data includes the complete results of the past 62 races plus the weather they encountered; a summary of the line and overall handicap winners of those races; historical reports and statistical information; designers of those 62 line and overall winners; and profiles of some of the personalities who have sailed to Hobart over the years.

**Martin James is a former Commodore of the CYCA and a member of the Rolex Sydney Hobart planning committee.* 

Ahead of the fleet?

A special invitation to friends and families of the Rolex Sydney Hobart Yacht Race fleet

While most of the fleet is still at sea, and you await their safe arrival in Hobart, Tourism Tasmania, the Royal Yacht Club of Tasmania (RYCT) and the Cruising Yacht Club of Australia (CYCA) invite you to attend an exclusive welcome reception on the Hobart waterfront.

WHEN: Friday 28 December from 3pm to 5pm

WHERE: Mures Oyster Bar

RSVP ESSENTIAL: To enter the draw to win a case of Tasmanian sparkling wine, please reply by Thursday 20 December to: rspv@tourism.tas.gov.au or Tory Ross phone (03) 6230 8175

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A Tasmanian Government Initiative  Explore the possibilities



TWO LINE START FOR BIG FLEET

SEVERAL HUNDRED THOUSAND SPECTATORS ON AND AROUND SYDNEY HARBOUR WILL WATCH THE ALWAYS SPECTACULAR START OF THE 2007 ROLEX SYDNEY HOBART YACHT RACE ON BOXING DAY. MANY MORE WILL VIEW THE START ON TELEVISION AROUND THE NATION ON THE SEVEN NETWORK.

By Peter Campbell

The start of the 63rd Rolex Sydney Hobart Yacht Race will be at 1300 hours (1.00pm) on Boxing Day, with a fleet of more than 80 yachts expected on two starting lines north of Shark Island on Sydney Harbour.

A number of years ago, the race committee decided on a two-line start because of the number of 30 metre maxis and other yachts longer than 21 metres in the fleet. These boats will start off the front line, which is 0.2 nautical miles north of the back line, with identical starting signals for both groups of yachts.

To compensate for being 0.2 nautical miles ahead at the start, the front line boats will sail a similar extra distance to round mark Victor near North Head before heading to sea. Boats starting off the back line will round mark X-ray, just north of South Head.

The final split for the starting line will not be announced until close to 26 December, most likely at the race briefing. Although the Rolex Sydney Hobart Yacht Race course is 628 nautical miles and takes between two and six days to sail, an excellent start is considered an important psychological advantage for the helmsperson of almost every boat in the race.

The official starter, who will fire the club's historic cannon to send the fleet on its way, will be Michael York OAM, who joined the CYCA in 1945 and sailed in many early races. He is still active in club affairs and is well known for his involvement in the restoration of the tall ship *James Craig*.

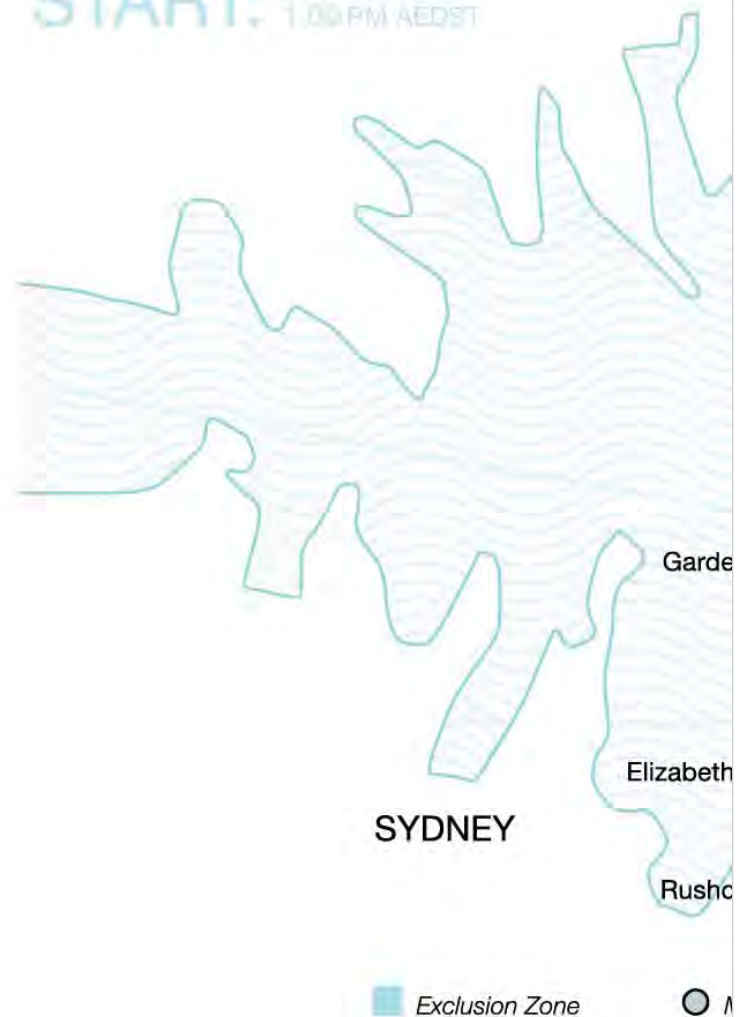
Other members of the starting team, yet to be announced, will fire the cannon to mark the warning and preparatory signals. Flag signals will also be lowered at these three times.

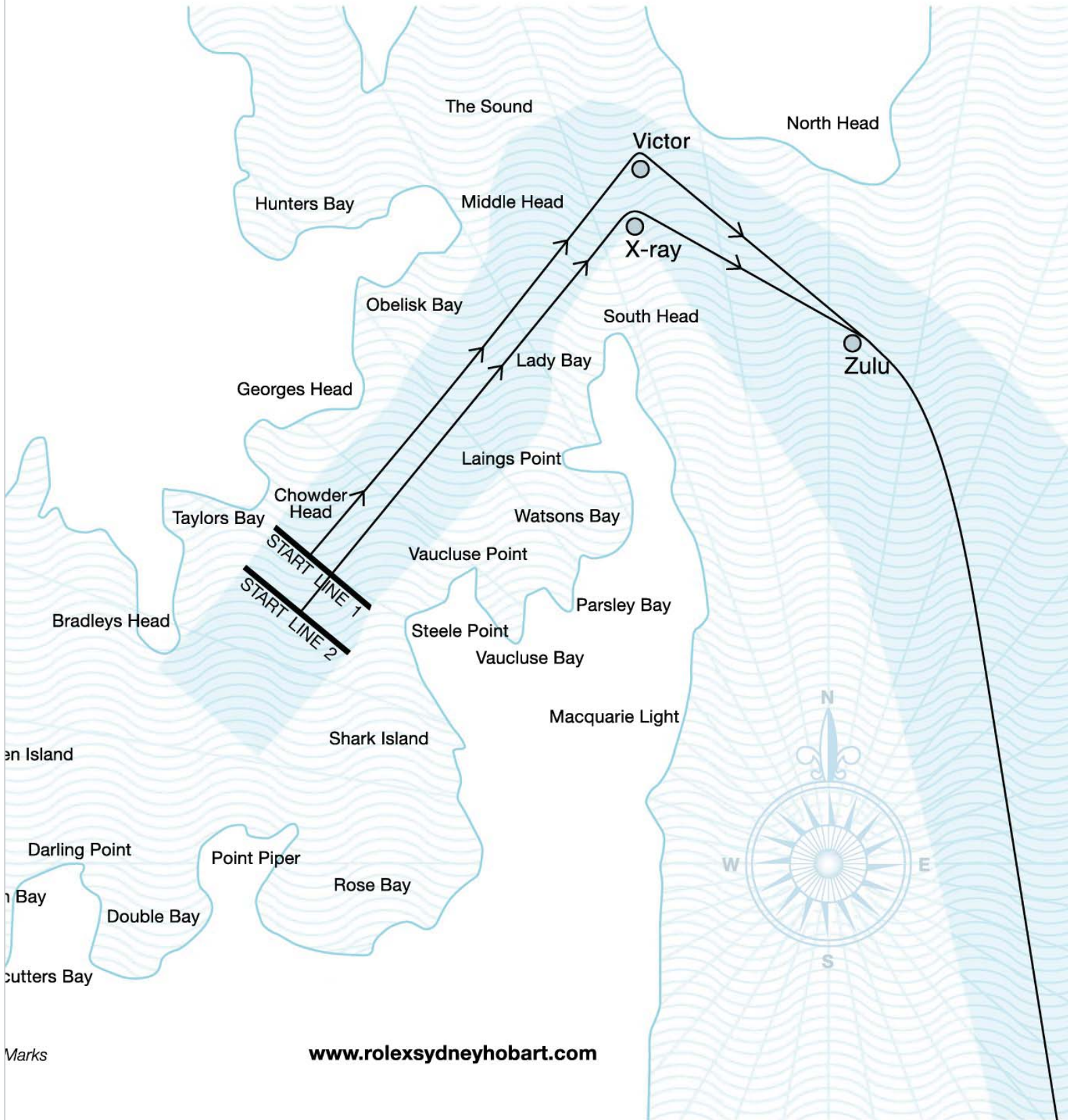
The two starting lines will stretch across the Harbour, the back line about 400 metres north of Shark Island, both lines marked by large Rolex buoys at either end.

From the start, the fleet will race down the Harbour to round either Mark X-ray or Mark Victor, leaving them to starboard, then out to Mark

Rolex Sydney Hobart Yacht Race 2007

START: 26 DECEMBER
1.00 PM AEDST





www.rolexsydneyhobart.com



The start of the 2006 Rolex Sydney Hobart Yacht Race

Zulu, one nautical mile east of the Heads, before turning south on the rhumbline course to Tasmania.

The Port of Sydney will be closed from 9.00am to 4.00pm to commercial shipping. A six knot no-wash zone will cover the Harbour from Garden Island and Bradley's Head to a line between North Head and Macquarie Light. Spectator craft may not enter the exclusion zone between these times and once the race starts the competing yachts must sail within the zone until they clear the Heads.

If the wind is from the south, southeast or southwest, the fleet will have a spinnaker run to the Heads. An easterly breeze will see a close reach under working sails down the Harbour. If the wind is from the north or northeast, the fleet will have to tack up (beat to windward) the Harbour to the turning marks at the Heads. This will mean 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.

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

12:50 hours –10-minute warning signal–event flag hoisted and cannon fired.
12:55 hours –5-minute preparatory signal–Code flag P hoisted and cannon fired.

13:00 hours –starting signal–event flag and Code flag P dropped and cannon fired.

A further signal (Code flag X) and a single cannon fire may indicate premature starts (On Course Side or OCS) by individual yachts, which must return and re-start. Yachts that have broken the start will also be advised by radio within 10 minutes of the start. There will be no general recall.

ADVICE FOR SPECTATOR CRAFT

The Sydney Harbour exclusion zone will be marked with yellow buoys and some fixed navigation aids. The rounding marks Victor and X-ray between Sydney Heads will be large Rolex conical inflatable buoys, as will Mark Zulu, one nautical mile due east of the Heads. All spectator craft must remain outside the exclusion zone from 11am until 2.20pm. No spectator craft is permitted to anchor or remain anchored within 100 metres of the exclusion zone. Boats may only proceed through the 'No Anchoring' Zone near South Head if going out to sea. Only commercial vessels can access the commercial vessels area. Spectator craft should not

operate under sail near the exclusion zone from 12 noon until the fleet has cleared the Heads.

CONTROL VESSELS

Royal Volunteer Coastal Patrol and Australian Volunteer Coast Guard vessels will display an orange banner with the wording 'Waterways Control' and will patrol the spectator limit lines. Please obey instructions from these vessels and from the NSW Maritime and Water Police vessels. General safety messages will be broadcast on marine radio bands 27.88 and VHF Channels 13 and 17.

RACE ENTRANTS

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

SPECTATOR VANTAGE POINTS

In what has been a Boxing Day tradition for Sydney since 1945, thousands take to the water and the foreshores of the Harbour to watch the start of the Rolex Sydney Hobart Yacht Race. On the water, spectators who position themselves 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 Middle Head) from the start line before the starting guns fire. At the Heads, keep well clear of the rounding marks. On-water spectators who intend to watch just the start should position themselves on the western side of the Harbour. Please follow the advice of officials on the water and stay well clear of the exclusion zone between 11.00am and 2.20pm to ensure that Boxing Day is enjoyable and safe for all afloat.

Best vantage points on water: Either side of the start lines, Steele Point to the east and Taylor's Bay to the west. Spectator boats can position themselves in the western channel at Chowder Bay, Obelisk Bay and the waters to North Head, or in the eastern channel north of Shark Island, in Rose Bay, Watsons Bay, Camp Cove and around South Head.

Best vantage points on land: The best vantage points are Bradley's Head, Chowder Bay, Georges Heights and Middle Head on the western shore; Shark Island, Steele Point, Vaucluse Point, South Head and The Gap on the eastern shore; North Head in the north, which offers a magnificent panoramic view back up the Harbour and also out to sea and down the coast. ○

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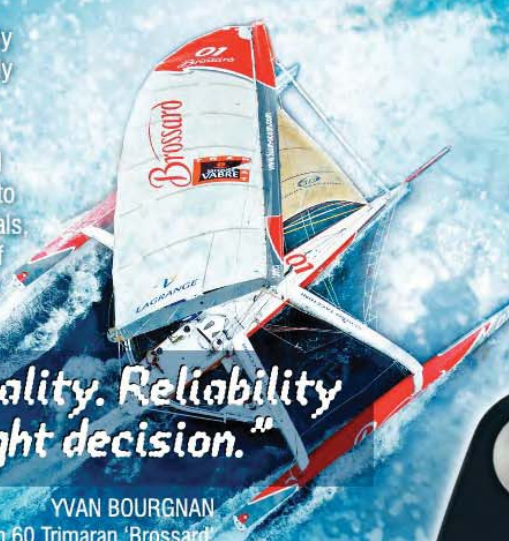
A35 Alegria
Winner of 2007
Audi IRC Championship

Rod Jones, A35 Alegria - Photo Andrea Francolini

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Rolex - Carlo Borlenghi

ROLEX SYDNEY HOBART YACHT RACE STATISTICS 1945 - 2006

Number of Rolex Sydney Hobart Yacht Races conducted by the Cruising Yacht Club of Australia since 1945: 62. The 2007 Rolex Sydney Hobart will be the 63rd.

Number of yachts to have competed, 1945-2006: 4,976 (4,066 completed the race, 910 retired or were disqualified).

Estimated total crew to have competed: About 44,601 between 1945 and 2006.

Average size of fleets, 1945-2006: 80.25 boats per race.

Largest fleet: 371 starters in the 50th race in 1994 (309 finished).

Smallest fleet: Nine starters in the inaugural race in 1945.

Last year's fleet (2006): 78 starters, 69 finishers.

Race records and the year in which the record was set or broken:

1945: *Rani* (UK) - six days, 14 hours and 22 minutes (first race).

1946: *Morna* (NSW) - five days, two hours, 53 minutes and 33 seconds (first yacht to break six days for the 628 nautical mile course).

1948: *Morna* (NSW) - four days, five hours, one minute and 21 seconds (third consecutive line honours win and first yacht under five days).

1951: *Margaret Rintoul* (NSW) - four days, two hours, 29 minutes and a second.

1957: *Kurrewa IV* (NSW/ Vic) formerly *Morna* - three days, 18 hours, 30 minutes and 39 seconds (first yacht under four days).

1962: *Ondine* (USA) - three days, three hours, 49 minutes and 16 seconds (in breaking *Kurrewa IV*'s record, *Ondine* set a time that stood until broken by *Helsal* in 1973).

1973: *Helsal* (NSW) - three days, one hour, 32 minutes and nine seconds.

1975: *Kialoa III* (USA) - two days, 14 hours, 36 minutes and 56 seconds (first yacht under three days).

- 1990 *Morning Glory* (Germany) - two days, 14 hours seven minutes and 10 seconds (race record broken after 21 years).
- 1990 *Nokia* (Denmark/Australia) - one day, 19 hours, 48 minutes and two seconds for an open race record (water ballast allowed) and first yacht to break two days for the course. *Brindabella* (Australia) set a record for a conventional yacht of one day, 20 hours, 39 minutes and 50 seconds.
- 2005 *Wild Oats XI* (Australia) - one day, 18 hours, 40 minutes and 10 seconds, breaking *Nokia's* record. Bob Oatley's 98 foot maxi *Wild Oats XI*, skippered by Mark Richards, was also declared the overall winner of the Tattersalls Cup.

Record Hobarts by yachtsmen Up to and including the 2006 Rolex Sydney Hobart Yacht Race, 74 yachtsmen have been recorded as having sailed in 25 or more races since 1945. The late John Bennetto (Tasmania) sailed in 44 Sydney Hobarts. Lou Abrahams (Victoria) and Tony Cable (NSW) have sailed in 43 races, while Richard 'Sightie' Hammond (NSW) and Bernie Case in 40. In 2006, Tony Ellis was added to the illustrious 40 honour roll.

Record Hobarts by yachtswomen Eleven women have sailed in 10 or more Rolex Sydney Hobart Yacht Races. As of the 2006 race, Adrienne Cahalan has raced to Hobart 16 times, Jan Howard and Gail Harland 14 times, Vanessa Dudley and Sally Gordon 13 times, Amanda Wilmot 12 times while Felicity Nelson, Kerry Goudge and Lea Myer have each competed 11 times and Mary Holley 10 times. Audrey Brown took part in 12 races, sailing aboard the radio relay vessel.

Record Hobarts by yachts In 2006, *Phillip's Foote Witchdoctor*, a Davidson 42 sloop, set a new record of 26 races. *Mark Twain*, a Sparkman & Stephens 38, has competed in 25 Sydney Hobarts, her last being in 2002. *Impeccable*, a Peterson 34, has sailed in 23 races. *Polaris of Belmont*, a Cole 43, has sailed to Hobart 22 times, as has *Bacardi*, a Peterson 44, while *Margaret Rintoul II* has sailed south 21 times.

Youngest skippers The youngest recorded skipper is Sean Kirkjian (17) who skippered his parents' yacht, *Lady Ann*, in the 1986 race with his mother, Ann, as navigator. In 1976, the maxi-yachts *Ballyhoo* and *Apollo* finished first and second across the line, *Ballyhoo* skippered by Jack Rooklyn and *Apollo* skippered by his son, Warwick, then aged 19. Greg Prescott (18) skippered his father's yacht, *Hotspur*, in the 1980 race. Liz Wardley, from Papua New Guinea, was 19 when she skippered her own yacht, *Dixie Chicken*, in the stormy 1998 race.

Oldest skippers Alby Burgin skippered his 52-footer, *Alstar*, in the 2000 Rolex Sydney Hobart Yacht Race at the age of 84. In 2006, John Walker skippered *Impeccable*, also at age 84. Burgin sailed in 31 Sydney Hobarts, winning with *Rival* in 1961, and retired from active offshore racing in 2001. Walker is still competing.

Oldest sailor ever Probably Alby Burgin and John Walker or perhaps a Tasmanian in an early race.

Youngest sailor ever Raud O'Brien did his first of some six Rolex Sydney Hobarts on his parent's *Wraith of Odin*. At the age of three (and already a veteran), he broke his arm when he fell off the companionway steps whilst doing his job of feeding biscuits to the crew on-watch. 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 lad sailed aboard *Aspect Computing* in the storm battered 1998 race. 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, while Messenger sailed aboard *Horizon*. Luke was official starter of the 2001 Sydney Hobart Yacht Race.

First women to compete in the Rolex Sydney Hobart 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 Rolex Sydney Hobart.

First all-women crew to compete in the Rolex Sydney Hobart *Barbarian* (1975), skippered by Vicki Wilman.

Largest yacht to take part *Marie-Cha III*, USA (1999) - LOA: 44.5 metres (146 feet). She was a demonstration yacht only.

Largest official competitors *Wild Oats XI*, AUS, *Alfa Romeo*, AUS, *Skandia*, AUS *Maximus* NZL and *Konica Minolta*, NZL, all contested the 2005 Rolex Sydney Hobart Yacht Race, finishing in this order on line honours. All are 30 metres (98 feet).

Smallest official competitor *Klinger*, NSW (1978) - LOA: 8.23 metres (27 feet).

Largest line honours winners *Wild Oats XI*, Australia (2005 and 2006) and *Skandia*, Australia (2003) - LOA: 30 metres (98 feet); Previous biggest: *Alfa Romeo/Shockwave*, Australia/New Zealand (2002) - LOA: 27.43 metres (89 feet); *Endeavour*, New Zealand (1992) and again as *Tasmania*, Tasmania (1994) - LOA: 25.7 metres (84.3 feet).

Smallest line honours winner *Rani* (1945) 10.67 metres (35 feet).

Largest overall handicap winner *Wild Oats XI* (2005) - LOA: 30 metres (98 feet).

Smallest overall handicap winner *Screw Loose* (1979) - LOA: 9.1 metres (30 feet).

Yachts to win the double, line honours and handicap *Rani*, NSW (1945), *American Eagle*, USA (1972), *Kialoa II*, USA (1977), *New Zealand*, NZ (1980), *Sovereign*, NSW (1987), *Wild Oats XI* (2005), NSW.

Closest finish for line honours 1982, *Condor* (GBR) beat *Apollo* (NSW) across the line by seven seconds.

Oldest yacht to race in recent years *Southerly*, built in Tasmania in 1938, won the Over 30 Year Veterans Division in the 50th race in 1994. She sailed in the 2000 race, aged 62, but retired before reaching Bass Strait. In the 2006 Rolex Sydney Hobart Yacht Race, Sean Langman's restored 1932 *Maluka* was by far the oldest boat in the fleet, followed by *Ray White Koomooloo*, built in 1968, the same year it won the Tattersalls Cup. Sadly, *Ray White Koomooloo* sank during the 2006 race.

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

Most successful designer of overall winners Bruce Farr (NZL/USA) - 15 overall winners.

These statistics have been compiled up to and including the 2006 Rolex Sydney Hobart Yacht Race based on records from the Cruising Yacht Club of Australia, the Royal Yacht Club of Tasmania, yachting journalist Peter Campbell, CYCA media director Lisa Ratcliff, CYCA life member and historian Alan Campbell and other sources.



ROLEX SYDNEY HOBART YACHT RACE 2006

LOVE & WAR AUS 294 OWNER Simon Kurts S&S
47 Rolex Sydney Hobart Yacht Race 2006

IRC OVERALL

PL	YACHT	DIV	LINE	ELAPSED TIME	TCF	CORRECTED TIME	OWNER/SKIPPER
1	Love & War	E	32	3:20:17:24	1.019	3:22:02:37	Simon Kurts/Lindsay May, NSW
2	Bacardi	E	29	3:19:16:04	1.041	3:23:00:35	John Williams/Graeme Ainley, Vic
3	Challenge	D	17	3:14:24:53	1.112	4:00:05:35	Lou Abrahams, Vic
4	Ichi Ban	O/A	2	2:12:42:23	1.591	4:00:35:02	Matt Allen, NSW
5	Impeccable	E	57	4:06:06:27	0.96	4:02:01:24	John Walker, NSW
6	Yendys	B	4	2:23:45:26	1.381	4:03:05:48	Geoff Ross, NSW
7	DSK Comifin	C	12	3:11:35:42	1.187	4:03:13:38	Danilo Salsi, Italy
8	Maluka	E	63	4:14:17:39	0.904	4:03:42:21	Sean Langman, NSW
9	Aurora *	E	38	3:23:20:20	1.046	4:07:54:31	Jim & Mary Holley, NSW
10	BSG 'On Tap'	E	64	4:15:51:38	0.894	4:04:00:12	Marc Stuart, Qld
11	Wot Yot	B	5	3:02:34:28	1.343	4:04:09:13	Graeme Wood, NSW
12	Wild Oats XI	O/A	1	2:08:52:33	1.776	4:05:00:41	Bob Oatley/Mark Richards, NSW
13	Star Dean-Willcocks	D	27	3:19:03:51	1.257	4:05:15:48	Ola Strand Andersen, NSW
14	Merlin	C	9	3:08:35:37	1.257	4:05:18:22	David Forbes/Richard Brookes, NSW
15	Quantum Racing	O/A	7	3:03:02:29	1.351	4:05:22:51	Ray Roberts, NSW
16	Alacrity	D	25	3:18:38:50	1.122	4:05:42:22	Matthew Percy, Qld
17	Jazz	C	16	3:13:17:04	1.201	4:06:25:36	Chris Bull, GBR
18	Hardy's Secret Mens Business	C	10	3:08:55:46	1.266	4:06:27:24	Geoff Boettcher, SA
19	Wedgetail	C	15	3:13:09:40	1.208	4:06:52:29	Bill Wild, Qld
20	Nips-N-Tux	D	36	3:22:27:37	1.1	4:07:54:23	Howard De Torres, Qld
21	Adventure *	D	28	3:19:06:02	1.141	4:07:56:45	Charles Roberts, GBR
22	Creative In-Tension	D	47	4:00:18:20	1.082	4:08:12:09	David Rees/Craig Escott, Tas
23	Illusion	E	60	4:10:40:32	0.977	4:08:13:19	Graham Jackson, NSW
24	AFR Midnight Rambler	D	23	3:17:46:55	1.162	4:08:19:36	Ed Psaltis/Bob Thomas, NSW
25	National Credit Insurance-Toy Box	D	43	3:23:52:57	1.093	4:08:47:58	Ian Box, NSW
26	Another Challenge	D	33	3:22:19:46	1.112	4:08:53:40	Rob Green, Vic
27	Mr Beaks Ribs	D	34	3:22:21:18	1.114	4:09:06:41	David Beak, NSW
28	Chancellor - Dodo	D	51	4:03:04:25	1.063	4:09:18:55	Ted Toohar, NSW

29	Fruit	D	42	3:23:52:21	1.1	4:09:27:35	Mark Ballard, Tas
30	Loki	B	6	3:03:01:02	1.406	4:09:28:27	Stephen Ainsworth, NSW
31	Polaris of Belmont	E	62	4:12:21:54	0.976	4:09:45:51	Chris Dawe, NSW
32	Flirt	C	11	3:11:31:16	1.268	4:09:54:17	Chris Dare, Vic
33	Knee Deep	D	50	4:02:55:35	1.071	4:09:57:01	Philip Childs, WA
34	Horwath BRI	D	39	3:23:28:39	1.112	4:10:10:16	Tony Levett, NSW
35	Team Lexus	D	41	3:23:33:46	1.112	4:10:15:57	Frank Sticovich, NSW
36	Global Yacht Racing Next	D	46	4:00:15:19	1.112	4:11:02:09	Andy Middleton, NSW
37	Wot's Next	D	26	3:18:58:43	1.178	4:11:10:22	Bill Sykes, NSW
38	Kioni - UK	D	40	3:23:32:54	1.124	4:11:23:47	John Liddell, GBR
39	Skandia	O/A	3	2:12:58:56	1.773	4:12:07:17	Grant Wharington, Vic
40	Terra Firma	D	35	3:22:26:04	1.149	4:12:30:19	Nicholas Bartels, Vic
41	Berrimilla	E	68	5:01:50:51	0.891	4:12:33:40	Alex Whitworth, NSW
42	Kinetic	D	45	4:00:06:17	1.131	4:12:41:40	David Sutcliffe, CAN
43	Ausmaid	C	22	3:16:53:28	1.223	4:12:42:50	Trevor Taylor, WA
44	Laurelle	D	37	3:22:29:45	1.151	4:12:45:53	Ray Borrett, Vic
45	Nautilus Marine Rush	C	21	3:16:52:00	1.227	4:13:02:22	John Paterson, Vic
46	Prion	D	58	4:06:19:10	1.072	4:13:41:11	Michael Dolphin, Vic
47	Pla Loma IV	C	30	3:20:10:09	1.195	4:14:08:32	Rob Reynolds, NSW
48	Ragamuffin	B	18	3:15:31:03	1.264	4:14:37:20	Syd Fischer, NSW
49	Goldfinger	B	14	3:12:50:20	1.304	4:14:37:37	Peter Blake, NSW
50	Pelagic Magic	D	59	4:08:08:26	1.074	4:15:50:49	Ross McDonald, NSW
51	Trevake II	C	44	4:00:01:55	1.19	4:18:16:41	Angus Fletcher, Vic

RETIRED: ABN AMRO ONE (NED) - dismantled; Chutzpah (Vic) - steering; Endorfin (NSW) - steering; Living Doll (Vic) - radio; Maximus (NZL) - dismantled; Mr Kite (NSW) - rigging; Salona (NSW) - retired; Ray White Koomooloo (Qld) - sank.

*Aurora - Aurora granted redress of 4 hours for honouring its obligations under Racing Rules of Sailing 1.1 in connection with Ray White Koomooloo

Adventure - Adventure granted redress of 5 hours for providing assistance to Ray White Koomooloo in compliance with the requirements of Racing Rules of Sailing 1.1.

PHS OVERALL

PL	YACHT	DIV	LINE	ELAPSED TIME	TCF	CORRECTED TIME	OWNER/SKIPPER
1	Another Fiasco	B	20	3:16:49:22	1.042	3:20:33:12	Damian Suckling, Qld
2	Katinka	B	67	4:19:04:50	0.835	4:00:05:32	Paul O'Connell, NSW
3	Phillip's Foote Witchdoctor	B	54	4:05:03:09	0.9659	4:01:36:24	Rum Consortium, NSW
4	She	B	61	4:10:47:30	0.9276	4:03:03:36	Peter Rodgers, NSW
5	Gillawa	B	69	5:07:55:37	0.785	4:04:25:22	David Kent, ACT
6	INSX	B	49	04:02:30:28	1.0244	4:04:54:41	Robert Sill, Vic
7	Dreamtime	B	53	4:04:57:36	1.0108	4:06:03:01	Paul Spira, NSW
8	Fidelis	B	52	4:03:41:54	1.0267	4:06:21:37	Nigel Stoke, NSW
9	Ocean Skins	A	19	3:16:04:35	1.1796	4:07:53:42	Tony Fowler, Vic
10	Magic	B	65	4:16:31:11	0.9312	4:08:46:42	Philip Spry-Bailey, Vic
11	Fincorp More Witchcraft	A	31	3:20:11:40	1.1799	4:12:46:49	John Cameron, NSW
12	DHL	A	8	3:06:04:04	1.3992	4:13:13:57	Mitch Booth, NSW
13	Abracadabra	A	48	4:00:51:43	1.205	4:14:27:41	James Murchison, NSW
14	Getaway - CMC Markets	A	13	3:12:05:45	1.465	5:03:12:01	Peter Goldsworthy, NSW
15	Gusto I	A	24	3:17:57:31	1.38	5:04:08:34	Brian Pattinson, Vic
16	Arctos	A	56	4:05:58:49	1.235	5:05:56:44	Colin Burgess/Andy Fairclough, NSW
17	Helsal IV *	A	55	4:05:48:28	1.205	5:02:40:42	Tony Fisher, Tas

* Helsal IV penalised 3 places by Race Committee under Sailing Instruction 30.5

Retired: Sailors with Disabilities (NSW) - rudder problems

CRUISING

1	Capricco of Rhu	66	4:17:18:41	Michéle Colenso/Andrew Poole, GBR
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SYDNEY 38 DIVISION

PL	YACHT	ELAPSED TIME	OWNER/SKIPPER
1	Challenge	3:14:24:53	Lou Abrahams, Vic
2	Star Dean-Willcocks	3:19:03:51	Ola Strand Andersen, NSW
3	Another Challenge	3:22:19:46	Rob Green, Vic
4	Horwath BRI	3:23:28:39	Tony Levett, NSW
5	Team Lexus	3:23:33:46	Frank Sticovich, NSW
6	Global Yacht Racing Next	4:00:15:19	Andy Middleton, NSW

RETIRED: Chutzpah (Vic) - steering



HONOUR ROLL

IRC overall and Tattersall's Cup:

- 1 Love & War, Sparkman & Stephens 47
(Simon Kurts/Lindsay May, CYCA, NSW)
- 2 Bacardi, Peterson 44 (John Williams/Graeme Ainley, SmYC, Vic)
- 3 Challenge, Sydney 38 (Lou Abrahams, SmYC, Vic)

IRC A:

- 1 Ichi Ban, Jones 70 (Matt Allen, CYCA, NSW)
- 2 Wild Oats XI, Reichel/Pugh 98 (Bob Oatley/Mark Richards, RPAYC, NSW)
- 3 Quantum Racing, Cookson 50 (Ray Roberts, CYCA, NSW)

IRC B:

- 1 Yendys, Reichel/Pugh 55 (Geoff Ross, CYCA, NSW)
- 2 Wot Yot, Nelson/Marek 52 (Graeme Wood, CYCA, NSW)
- 3 Loki, Reichel/Pugh 60 (Stephen Ainsworth, CYCA, NSW)

IRC C:

- 1 DSK Comifin, Swan 45 (Danilo Salsi, Yacht Club Cortina, Italy)
- 2 Merlin, Forbes/Kaiko 50 (David Forbes/Richard Brooks, RSYS, NSW)
- 3 Jazz, J145 (Chris Bull, RORC, Britain)

IRC D:

- 1 Challenge, Sydney 38 (Lou Abrahams, SmYC, Vic)
- 2 Star Dean-Willcocks, Sydney 38 (Ola Strand Andersen, CYCA, NSW)
- 3 Alacrity, Beneteau 44.7 (Matthew Percy, SYC, Qld)

IRC E:

- 1 Love & War, Sparkman & Stephens 47
(Simon Kurts/Lindsay May, CYCA, NSW)
- 2 Bacardi, Peterson 44 (John Walker/Graeme Ainley, SmYC, Vic)
- 3 Impeccable, Peterson 34 (John Walker, MHYC, NSW)

Line Honours (JH Illingworth Trophy):

- 1 Wild Oats XI, Reichel/Pugh 98 (Bob Oatley/Mark Richards, RPAYC, NSW) - 2 days 8 hours 52 minutes 53 seconds.
- 2 Ichi Ban, Jones 70 (Matt Allen, CYCA, NSW) - 2:12:42:23
- 3 Skandia, Jones 98 (Grant Wharington, MYC, Vic) - 2:12:58:56

Yacht Club abbreviations:

CYCA (Cruising Yacht Club of Australia); RPAYC (Royal Prince Alfred Yacht Club); MHYC (Middle Harbour Yacht Club) SmYC (Sandringham Yacht Club); MYC (Mornington Yacht Club); SYC (Southport Yacht Club).



Rolex - Daniel Forster

PERPETUAL TROPHY WINNERS:

Tattersall's Cup (first yacht IRC overall), Rolex Watch, CYCA Trophy, RORC Plaque: Love & War (Simon Kurts/Lindsay May, NSW)
City of Hobart Trophy, Bass Strait Cup, Solo Trophy (second yacht IRC Overall): Bacardi (John Williams/Graeme Ainley, Vic)
RORC Trophy (third yacht IRC overall): Challenge (Lou Abrahams, Vic)
JH Illingworth Trophy (first yacht to finish), Rolex Watch: Wild Oats XI (Bob Oatley/Mark Richards, NSW)
Jack Rooklyn Memorial Trophy (first yacht out of Sydney Heads): Wild Oats XI (Bob Oatley/Mark Richards, NSW)
F & J Livingstone Trophy (first yacht due south of Tasman Island): Wild Oats XI (Bob Oatley/Mark Richards, NSW)
Rushcutter Trophy (first yacht IRC Division 0 & A): Ichi Ban (Matt Allen, NSW)
George Barton Trophy (first yacht IRC Division B): Yendys (Geoff Ross, NSW)
Peter Allsop Memorial Trophy (first yacht IRC Division C): DSK Comifin (Danilo Salsi, Italy)
Storm Bay Cup (first yacht IRC Division D): Challenge (Lou Abrahams, Vic)
Sir Arthur Warner Trophy (first yacht IRC Division E): Love & War (Simon Kurts/Lindsay May, NSW)
RANSA Trophy (first yacht PHS division A): Ocean Skins (Tony Fowler, Vic)
CYCA Trophy (first yacht PHS division B): Another Fiasco (Damian Suckling, Qld)
Rani Trophy (for most meritorious performance as judged by the race committee): Adventure, Major Charles Roberts and his crew from the Royal corp of signals within the British Army
Polish Trophy (for boats traveling from the furthest port to compete): Adventure (Major Charles Roberts, GBR) and Capriccio of Rhu (Michele Colenso, GBR)
Tasports Trophy (first Tasmanian yacht, IRC): Creative In-Tension (David Rees/Craig Escott, Tas)
City of Hobart Trophy (Navigator of first Tasmanian yacht): Jonathan Rees (Creative In-Tension, Tas)
Plumb Crazy Trophy (first yacht under 9.5m LOA to finish): Maluka (Sean Langman, NSW)
Battery Point Trophy (First small yacht to finish): Creative In-Tension (David Rees & Craig Escott, Tas)
One Ton Cup (re-dedicated as Sydney 38 One Design division trophy), **Prince Albert of Monaco Cup, Sydney Yachts Trophy**: Challenge (Lou Abrahams, Vic)
Apollo Trophy (first yacht under 19.5m to finish): Yendys (Geoff Ross, NSW)
Bill Owen Memorial Trophy (Navigator of winning yacht): Lindsay May (Love & War, NSW)
Alan Payne Memorial Trophy (Designer of winning yacht, IRC): Sparkman & Stephens, USA
Tasmanian Government 40 Race Medallion: Tony Ellis (Ragamuffin, NSW)
Tasmanian Government 25 Race Medallions: David Ellis (Wot Yot, NSW), Bill Riley (Wot's Next, NSW)
Tasmanian Government 10 Race Medallion: Mary Holley (Aurora, NSW)

Cruising Division:

T Capriccio of Rhu (Michele Colenso, GBR)

Rolex Challenge:

First IRC Division 0: Quantum Racing (Ray Roberts, NSW)
First IRC Division 1: Yendys (Geoff Ross, NSW)
First IRC Division 2: Fliet (Chris Dara, Vic)
First Sydney 38 Division: Star Dean-Willcocks (Mark & Louis Ryckmans/Ola Strand Andersen, NSW)



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ROLEX SYDNEY HOBART YACHT RACE WINNERS 1945-2006

Year	Overall Winner	Designer	Fleet	Line Honours	Designer	Elapsed Time
1945	RANI, Capt John Illingworth, UK	A.C.Barber, NSW	9	*RANI, Capt John Illingworth, UK	Arthur Barber, NSW	6:14:22:00
1946	CHRISTINA, J.R.Bull, NSW	Lars Halvorsen, NSW	19	*MORNA, Claude Plowman, NSW	William Fife, UK	5:02:53:33
1947	WESTWARD, G.D.Gibson, Tas	Jock Muir, Tas	28	MORNA, Claude Plowman, NSW	William Fife, UK	5:03:03:54
1948	WESTWARD, G.D.Gibson, Tas	Jock Muir, Tas	18	*MORNA, Claude Plowman, NSW	William Fife, UK	4:05:01:21
1949	TRADEWINDS, Merv Davey, NSW	Mervyn Davey, NSW	15	WALTZING MATILDA, Phil Davenport, NSW	Jock Muir, Tasmania	5:10:33:10
1950	NERIDA, Colin Haselgrove, SA	Alfred Mylne, Scotland	16	MARGARET RINTOUL, A.W.Edwards, NSW	Phillip Rhodes, USA	5:05:28:35
1951	STRUEN MARIE, Tom Williamson, NSW	Robert Clark, UK	14	*MARGARET RINTOUL, A.W.Edwards, NSW	Phillip Rhodes, USA	4:02:29:01
1952	INGRID, J.S.Taylor, SA	Bill Atkin, USA	17	NOCTURNE, J.R.Bull, NSW	Alan Payne, NSW	6:02:34:47
1953	RIPPLE, Ron Hobson, NSW	A.C.Barber, NSW	24	SOLVEIG, Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	5:07:12:50
1954	SOLVEIG, Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	17	KURREWA IV, F.& J.Livingston, NSW/Vic	William Fife, UK	5:06:09:47
1955	MOONBI, H.S.Evans, NSW	John Alden, USA	17	EVEN, F.J.Palmer, NSW	J.Laurent Giles, UK	4:18:13:14
1956	SOLO, Vic Meyer, NSW	Alan Payne, NSW	28	KURREWA IV, F.& J.Livingston, NSW/Vic	William Fife, UK	4:04:31:44
1957	ANITRA V, Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	20	*KURREWA IV, F.& J.Livingston, NSW/Vic	William Fife, UK	3:18:30:39
1958	SIANDRA, Graham Newland, NSW	Arthur Robb, England	22	SOLO, Vic Meyer, NSW	Alan Payne, NSW	5:02:32:52
1959	CHERANA, Russ Williams, NSW	Alan Payne, NSW	30	SOLO, Vic Meyer, NSW	Alan Payne, NSW	4:13:33:12
1960	SIANDRA, Graham Newland, NSW	Arthur Robb, England	32	KURREWA IV, F.& J.Livingston, NSW/Vic	William Fife, UK	4:08:11:15
1961	RIVAL, Alby Burgin & N. Rundle, NSW	Alan Buchanan, England	35	ASTOR, Peter Warner, NSW	William Fife, UK	4:04:42:11
1962	SOLO, Vic Meyer, NSW	Alan Payne, NSW	42	*ONDINE, S.A. ('Huey') Long, USA	Bill Tripp, USA	3:03:49:16
1963	FREYA, Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	44	ASTOR, Peter Warner, NSW	William Fife, UK	4:10:53:00
1964	FREYA, Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	38	ASTOR, Peter Warner, NSW	William Fife, UK	3:20:05:05
1965	FREYA, Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	53	STORMVOGEL, C.Brynzeel, South Africa	Vanderstadt, Holland	3:20:30:09
1966	CADENCE, H.S.Mason, NSW	W.Ward/R.Swanson, NSW	46	FIDELIS, J.V.Davern, New Zealand	Knud Reimers, Germany	4:08:39:43
1967	RAINBOW II, Chris Bouzaid, New Zealand	Sparkman & Stephens, USA	67	PEN DUICK III, Eric Tabarly, France	Eric Tabarly, France	4:04:10:31
1968	KOOMOOLOO, Denis O'Neil, NSW	Kaufman/Miller, Lexcen, NSW	67	ONDINE II, S.A. ('Huey') Long,	Bill Tripp, USA	4:03:20:02
1969	MORNING CLOUD, Edward Heath, UK	Sparkman & Stephens, USA	79	CRUSADE, Sir Max Aitken, UK	Alan Gurney, UK	3:15:07:40
1970	PACHA, Sir Robert Crichton-Brown, NSW	Camper & Nicholson, UK	61	BUCCANEER, Tom Clark, NZ	John Spencer, New Zealand	3:14:06:12
1971	PATHFINDER, Brin Wilson, NZ	Sparkman & Stephens, USA	79	KIALOA II, Jim Kilroy, USA	Sparkman & Stephens, USA	3:12:46:21
1972	AMERICAN EAGLE, Ted Turner, USA	Bill Luders, USA	79	AMERICAN EAGLE, Ted Turner, USA	Bill Luders, USA	3:04:42:39
1973	CEIL III, Bill Turnbull, Hong Kong	Bob Miller, NSW	92	*HELIAL, Tony Fisher, NSW	Joe Adams, NSW	3:01:32:09
1974	LOVE & WAR, Peter Kurts, NSW	Sparkman & Stephens, USA	63	ONDINE III, S.A. ('Huey') Long, USA	Britton Chance, USA	3:13:51:56
1975	RAMPAGE, Peter Packer, WA	Bob Miller, NSW	102	*KIALOA III, Jim Kilroy, USA	Sparkman & Stephens, USA	2:14:36:56
1976	PICCOLO, John Pickles, NSW	Bruce Farr, NZ	85	BALLYHOD, Jack Rooklyn, NSW	Bob Miller, NSW	3:07:59:26
1977	KIALOA III, Jim Kilroy, USA	Sparkman & Stephens, USA	131	KIALOA III, Jim Kilroy, USA	Sparkman & Stephens, USA	3:10:14:09
1978	LOVE & WAR, Peter Kurts, NSW	Sparkman & Stephens, USA	97	APOLLO, Jack Rooklyn, NSW	Bob Miller, NSW	4:02:23:24
1979	SCREW LOOSE, Bob Cumming, Tas	Ron Holland, NZ/Ireland	147	BUMBLEBEE 4, John Kahlbetzer, NSW	German Frers, Argentina	3:01:45:52
1980	NEW ZEALAND, NZ Round the World Cmte	Bruce Farr, NZ	102	NEW ZEALAND, NZ Round the World Cmte	Bruce Farr, NZ/USA	2:18:45:41

Year	Overall Winner	Designer	Fleet	Line Honours	Designer	Elapsed Time
1981	ZEUS II, Jim Dunstan, NSW	Peter Joubert, Victoria	159	VENGEANCE, Bernard Lewis, NSW	Rolly Tasker, WA	3:22:30:00
1982	SCALLYWAG, Ray Johnston	Bruce Farr, NZ	118	CONDOR OF BERMUDA, Bob Bell, Bermuda	John Sharp, UK	3:00:59:17
1983	CHALLENGE, Lou Abrahams, Vic	Sparkman & Stephens, USA	173	CONDOR, Bob Bell, Bermuda	Ron Holland, New Zealand	3:00:50:29
1984	INDIAN PACIFIC, John Eyles/ Gunter Heuchmer, NSW	Bruce Farr, NZ	151	NEW ZEALAND, NZ Round the World Cmte	Ron Holland, New Zealand	3:11:31:21
1985	#SAGACIOUS, Gary Appleby, NSW	Bruce Farr, NZ	179	APOLLO, Jack Rooklyn, NSW	Ben Lexcen (Bob Miller), NSW	3:04:32:28
1986	EX TENSION, Tony Dunn, NSW	Laurie Davidson, NZ	123	CONDOR II, Bob Bell, Bermuda	Ron Holland, New Zealand	2:23:26:25
1987	SOVEREIGN, Bernard Lewis, NSW	David Pedrick, USA	154	SOVEREIGN, Bernard Lewis, NSW	David Pedrick, USA	2:21:58:08
1988	ILLUSION, Gino Knezic, Vic	Laurie Davidson, NZ	119	RAGAMUFFIN, Syd Fischer, NSW	German Frers, Argentina	3:15:29:07
1989	ULTIMATE CHALLENGE, Lou Abrahams, Vic	Ed Dubois, England	126	DRUMBEAT, Alan Bond, WA	David Pedrick, USA	3:06:21:34
1990	SAGACIOUS V, Gary Appleby, NSW	Bruce Farr, NZ	105	RAGAMUFFIN, Syd Fischer, NSW	German Frers, Argentina	2:21:05:33
1991	IOR: ATARA, Harold Cudmore/ John Storey, Ireland	Bruce Farr, NZ	99	BRINDABELLA, George Snow, ACT	Bruce Farr, NZ/USA	3:01:14:19
1992	IMS: SHE'S APPLES, David Strong, NSW	John King, NSW				
	IOR: RAGAMUFFIN, Syd Fischer, NSW	Bruce Farr, NZ	110	NZ ENDEAVOUR, Grant Dalton, NZ	Bruce Farr, NZ/USA	2:19:19:18
	IMS: ASSASSIN, Robin Crawford, NSW	Bruce Farr, NZ				
1993	IOR: WILD OATS, Roger Hickman/ Bruce Foye, NSW	Bruce Farr, NZ	104	NINETY SEVEN, Andrew Strachan, NSW, David Lyons, NSW	Bruce Farr, NZ/USA	4:00:54:11
	IMS: CUCKOOS NEST, Nigel Holman, NSW					
1994	RAPTOR, A.Eichenauer, Germany	Iain Murray, NSW	371	TASMANIA, Robert Clifford, Tas	Bruce Farr, NZ/USA	2:16:48:04
1995	TERRA FIRMA, Scott Carlile/ Dean Wilson, Vic	Iain Murray, NSW	98	SAYONARA, Larry Ellison, USA	Bruce Farr, NZ/USA	3:00:53:35
1996	AUSMAID, Georgio Gjergja, Vic	Bruce Farr, NZ/USA	95	*MORNING GLORY, Hasso Plattner, Germany	Reichel/Pugh, USA	2:14:07:10
1997	BEAU GESTE, Karl Kwok, Hong Kong/China	Bruce Farr, NZ/USA	114	BRINDABELLA, George Snow, ACT	Scott Jutson, Australia	2:23:37:12
1998	AFR MIDNIGHT RAMBLER, Ed Psaltis/ Bob Thomas, NSW	Robert Hick, Victoria	115	SAYONARA, Larry Ellison, USA	Bruce Farr, NZ/USA	2:19:03:32
1999	YENDYS, Geoff Ross, NSW	Bruce Farr, NZ/USA	79	*NOKIA, Stefan Myralf/ Michael Spies, Denmark	Philippe Briand, France	1:19:48:02
2000	SAP AUSMAID, Kevan Pearce, SA	Bruce Farr, NZ/USA	82	NICORETTE, Ludde Ingvall, Sweden	Simonis/Voogd, SA/NED	2:14:02:09
2001	BUMBLEBEE 5, John Kahlbetzer/ Iain Murray, NSW	Murray Burns Dovell, NSW	75	ASSA ABLOY, Neil McDonald, Sweden	Farr Yacht Design, USA	2:20:46:43
2002	QUEST, Bob Steel, NSW	Nelson/Marek, USA	57	ALFA ROMEO, Neville Crichton, NZL/Aus	Reichel/Pugh, USA	2:04:58:52
2003	FIRST NATIONAL REAL ESTATE, Michael Spies Peter Johnston, NSW	Farr/Beneteau, France	56	SKANDIA, Grant Wharington, Victoria	Don Jones, VIC	2:15:14:06
2004	AERA, Nicholas Lykiardopulo, UK	Jason Ker, UK	116	NICORETTE, Ludde Ingvall, NSW	Simonis/Voogd, SA/NED	2:16:00:04
2005	WILD OATS XI, Bob Oatley/ Mark Richards, NSW	Reichel/Pugh, USA	85	*WILD OATS XI, Bob Oatley/ Mark Richards, NSW	Reichel/Pugh, USA	1:18:40:10
2006	LOVE & WAR, Simon Kurts/ Lindsay May, NSW	Sparkman & Stephens, USA		WILD OATS XI, Bob Oatley/ Lindsay May, NSW	Reichel/Pugh, USA	2:08:52:33

* 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 up a place when other yachts were penalised. Because there was no first place, *Sagacious* was officially recorded as second and as the overall winner.

TATTERSALL'S CUP:

For 1991, 1992 & 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, from 1994 to 2003 being decided using IMS, but from the 2004 onwards the overall winner of the Tattersall's Cup has been decided using IRC, with IMS dropped altogether as a handicap system.

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) 03:06:19:00. Ruled ineligible to compete 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) 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) 02:19:07:02. Disqualified from receiving line honours award and penalised 10% of overall corrected time placings for breaching Rule 26 (advertising).

1999: MARI CHA III, Robert Miller, USA (designer Philippe Briand, France) 01:18:27:10.

Too big to qualify as fleet entrant, but allowed to sail as a demonstration yacht.



ROLEX SYDNEY YACHT R

Sail No	Name	Owner	State	Div	Design
1	8338	AFR Midnight Rambler	NSW	IRC	Farr 40 Mod
2	7447	Alacrity	NSW	IRC	Beneteau 44.7
3	10000	Andrew Short Marine Brindabella	NSW	IRC	Jutson 79
4	SM2004	Another Challenge	VIC	IRC/OD	Sydney 38
5	Q999	Another Fiasco	QLD	PHSP	Jutson 43
6	4057	Aurora	NSW	IRC	Farr 40 - One Off
7	7771	Balance	NSW	IRC	Sydney 47
8	MH115	Bear Necessity	NSW	IRC	C & C 115
9	371	Berrimilla	NSW	TBA	Brolga 33
10	GBR 24R	Capriccio of Rhu	UK	Cruis	Oyster 55
11	SM2	Challenge	VIC	IRC/OD	Sydney 38
12	R33	Chutzpah	VIC	IRC	IRC 40
13	SM5200	Cougar II	VIC	IRC	TP 52
14	633	Dehler Magic	QLD	PHS	Dehler 39
15	GER4014	DHL - The Daily Telegraph	NSW	PHS	Volvo 60
16	MH60	Eleni	NSW	IRC/OD	Sydney 38
17	7555	Endorfin	NSW	IRC	Sydney 47
18	4384	First Light	NSW	PHS	Adams 12
19	7551	Flying Fish - Arctos	NSW	PHS	Radford 16.4
20	SM1000	Georgia	VIC	IRC	Farr 53
21	NOR 2	Getaway Sailing .Com	NSW	PHS	Volvo 60
22	6155	Getaway Sailing 2	NSW	IRC	Sydney 38
23	6146	Global Yacht Racing - Kioni	NSW	PHS	Beneteau 47.7
24	8880	Goldfinger	VIC	IRC	Farr 52
25	262	Helsal IV	TAS	PHS	Dynamique 62
26	RF116	Huckleberry	WA	IRC	Sparkman & Stephens 34
27	GBR 3055	Hugo Boss II	UK	IRC	Volvo 60
28	MEX 407	Iataia	MEX	IRC	Beneteau 40.7
29	GBR1R	ICAP Leopard	UK	IRC	Maxi 30m
30	AUS 03	Ichi Ban	NSW	IRC	Jones 70
31	6068	IMAREX	NSW	IRC/OD	Sydney 38
32	MH106	Impeccable	NSW	IRC	Peterson 33
33	5474	Infinity III	NSW	PHS	Farr 65
34	M762	Inner Circle	NSW	IRC	Farr 40 IOR
35	??	Integrity	VIC	??	Culler 46
36	GBR 4519L	Jazz	UK	IRC	J145
37	HY 161	Knee Deep	WA	IRC	Farr 49
38	55555	Krakatoa II	NSW	PHS	Pogo 40
39	43218	Limit	WA	IRC	Corby 49
40	R50	Living Doll	VIC	IRC	Cookson 50
41	5350	Matangi	TAS	IRC	Frers 39
42	NZL99999	Maximus	NZ	IRC	Maxi 30m
43	2090	Morna	NSW	IRC	Cavalier 34
44	8447	Mr Beaks Ribs	NSW	IRC	Beneteau First 44.7
45	6522	Mr Kite	NSW	IRC	Mr Kite 40

EY HOBART ACE 2007

Sail No	Name	Owner	State	Div	Design
46	6388	Namadgi	ACT	PHS	Bavaria 44
47	6081	Next	NSW	IRC/OD	Sydney 38
48	GBR 5698R	Noonmark VI	UK	IRC	Swan 56
49	G147	Ocean Skins	NSW	PHS	Inglis 47
50	N9	One For The Road	NSW	IRC	Northshore 370
51	GB347	Palandri Wines Minds Eye	WA	IRC	Beneteau 34.7
52	N40	Papillon	NSW	IRC	Archambault 40
53	2557	Phillips Foote Witchdoctor	NSW	PHS	Davidson 42
54	6197	Pisces	TAS	IRC	Sydney 36
55	5527	Polaris of Belmont	NSW	IRC	Cole 43
56	8924	Pretty Fly II	NSW	IRC	Beneteau 47.7
57	545	Pretty Woman	NSW	IRC	Farr 45
58	8889	Quantum Racing	NSW	IRC	Cookson 50
59	2001	Quetzalcoatl	NSW	IRC	Jones 40
60	AUS 70	Ragamuffin	NSW	IRC	TP 52
61	US60065	Rosebud	USA	IRC	Transpac 65
62	B45	Rush	VIC	IRC	Corel 45
63	7878	Sailors With Disabilities	NSW	PHS	Lyons 54
64	GBR 6612R	Sailplane	UK	IRC	Benetaus First 47.7
65	3724	Salona	NSW	PHS	Salona 47
66	SM6083	Scarlet Runner	VIC	IRC/OD	Sydney 38
67	8300	Secret Mens Business #1	NSW	IRC	Murray 42
68	9412	Sextant	NSW	IRC	X-412
69	4924	She	NSW	PHS	Olsen 40 Mod
70	3846	Sheridan Road Rail (Tartan)	NSW	PHS	Northshore 38
71	G421	Shogun	VIC	IRC	Rogers 46
72	M10	Skandia	VIC	IRC	Maxi 30m
73	2170	Spirit of Koomooloo	QLD	IRC	S & S 48
74	6838	Splash Gordon	NSW	IRC	Farr 40 - MOD
75	508	Stormy Petrel	NSW	IRC	S & S 36
76	8448	Swan Song	NSW	IRC	Swan 48
77	6073	Swish	NSW	IRC/OD	Sydney 38
78	TBA	TBA	NSW	IRC	TBA
79	6051	The Bigger Picture	NSW	IRC/OD	Sydney 38
80	7027	The Goat	NSW	OD	Sydney 38
81	YC5974	True North	SA	IRC	Beneteau First 40.7
82	HW42	Wedgetail	QLD	IRC	Welbourn 42
83	AUS 10001	Wild Oats XI	NSW	IRC	Maxi 30m
84	263	Wistarie	NSW	TBA	Moody S38
85	6952	Wot Yot	NSW	IRC	TP 52
86	6559	Wot's Next	NSW	IRC	Sydney 47
87	1836	Yendys	NSW	IRC	Reichel Pugh 55
88	3838	Zen	NSW	IRC/OD	Sydney 38
89	8289	Zephyr	NSW	IRC	Farr 1020



ENTRIES FOR THE ROLEX SYDNEY HOBART YACHT RACE 2007

Subject to change. Crew details as per information provided to the CYCA by 2 November, 2007. For up-to-date crew lists, please refer to www.rolexsydneyhobart.com under 'Yachts'.

Compiled by Lisa Ratcliff



AFR MIDNIGHT RAMBLER

SAIL NO: 8338
LOA: 12.41m
CLASS: IRC
DESIGNER: Bruce Farr (USA)
YEAR BUILT: 2001
TYPE: Farr 40 One Design (modified)
NO. OF HOBARTS: 3
OWNER: Sue and Ed Psaltis & Bob Thomas
CLUB: Cruising Yacht Club of Australia, NSW
CREW: E Psaltis (26), B Thomas (18), M Bencsik (13), J Whitfeld (13), A Psaltis (13)

The 1998 Sydney Hobart race-winning combination of Ed Psaltis and Bob Thomas finally scored a long awaited and well deserved Blue Water Pointscore win at the end of last season. The owners have optimised the boat for IRC and achieved multiple divisional wins including 1st in division in the July Audi Sydney Gold Coast Race, 1st in division in the Sydney Mooloolaba and 1st overall IRC in this year's Gosford to Lord Howe.



ALACRITY

SAIL NO: 7447
LOA: 13.35m
CLASS: IRC
DESIGNER: Bruce Farr (USA)
YEAR BUILT: 2004
TYPE: Beneteau 44.7
NO. OF HOBARTS: 3
OWNER: Matthew Percy
CLUB: Southport Yacht Club, QLD
CREW: M Percy (2), A York (1), S Hill (1), M Faddy (1), J Partridge (1), J Maslen (1), M Warwick (1), D

Vincent, B Johnston, K Houro, M Burke (1), C Percy

As *Prime Time*, this Beneteau 44.7 was declared the CYCA's 2005-06 Bluewater Champion and in 2004 it took 1st overall in the Savills Regatta. Under current owner Matthew Percy from the Queensland Gold Coast, *Alacrity* has contested all the major offshore races since 2005 with good results. The majority of last year's crew will be returning for this year's race, which Percy predicts could be a heavy air affair.



ANDREW SHORT MARINE BRINDABELLA

SAIL NO: 10000
LOA: 24.075m
CLASS: IRC
DESIGNER: Scott Jutson
YEAR BUILT: 1993
TYPE: Jutson 79
NO. OF HOBARTS: 12
OWNER: Andrew Short
CLUB: Cruising Yacht Club of Australia, NSW
CREW: A Short (14), G Cropley (13), D Fewster (5), P Geddes (5), G Vaughan (3), P Edwards (13), D Bowness, J Sutherland (3), L Wilson (6), O Shanck (4), J Magin, O Muyt (7), P McEneaney, C McClennan, R Short

Australia's most famous maxi *Brindabella* is a former line honours winner of the Rolex Sydney Hobart Yacht Race and holder of the record for a conventionally ballasted boat, as well as many other Australian east coast race records. New owner Andrew Short, a highly experienced offshore sailor, re-launched the Jutson 79 this year with a bow sprit and may change the keel before the start of her 13th race south.



ANOTHER CHALLENGE

SAIL NO: Sm2004
LOA: 11.6m
CLASS: IRC/One Design
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 2000
TYPE: Sydney 38
NO. OF HOBARTS: 4
OWNER: Chris Lewin
CLUB: Sandringham Yacht Club, VIC
CREW: C Lewin (2), S Kennedy (1), G Smith (1), S Kyle, G Lewin, R V Wijk, F Kaufman (1)

Converging on Sydney from all over the world, the crew this year comprises experienced youth leading seasoned enthusiasts. On board are four graduates from *Another Challenge's* 2004 Rolex Sydney Hobart university student entry combined with six North Sea travellers eager to try the oysters and wine at the Taste of Tasmania. *Another Challenge* has twice finished 3rd in the Sydney 38 Division, in 2004 and last year.



ANOTHER FIASCO

SAIL NO: Q999
LOA: 12.88m
CLASS: PHS
DESIGNER: Scott Jutson (AUS)
YEAR BUILT: 1994
TYPE: Jutson 43
NO. OF HOBARTS: 7
OWNER: Damian Suckling
CLUB: Abel Point Yacht Club, QLD
CREW: D Suckling (2), R Alderdice (3), J Cole Cook (10), J Kibbis (1), B Fleming (1)

This much sailed boat has previously raced as *Esprit de Corp* and *Maglieri Wines*, competing in Sydney Hobart Yacht races between 1994 and 1999, as well as the Brisbane to Gladstone and Sydney Gold Coast races. Her best results have been a 1st in the IMS division of the 1996 Sydney Gold Coast Race and a 16th overall in the 1995 Hobart Race. This will be Queensland owner Damian Suckling's second Rolex Sydney Hobart Yacht Race with this boat.



AURORA

SAIL NO: 4057
LOA: 12.2m
CLASS: IRC
DESIGNER: Bruce Farr (USA)
YEAR BUILT: 1983
TYPE: Farr 40 one off
NO. OF HOBARTS: 9
OWNER: Jim & Mary Holley
CLUB: Newcastle Cruising Yacht Club, NSW
CREW: J Holley (19), M Holley (10), M Skelton (2), S Phelps (4), J Woodward (3), G Cutts

This Lake Macquarie yacht achieved her best results in the two heavy weather Hobarts of 1998 and 1999, where she finished 2nd and 3rd in division respectively. The experienced crew is headed by husband and wife owners Jim and Mary Holley. Mary is lining up for her 11th race south, Jim for his 20th. Aurora placed 3rd overall in the 2007 Gosford to Lord Howe Race.



BERRIMILLA

SAIL NO: 371
LOA: 10.1m
CLASS: IRC
DESIGNER: Peter Joubert (AUS)
YEAR BUILT: 1977
TYPE: Broga 33
NO. OF HOBARTS: 17
OWNER: Alex Whitworth
CLUB: Royal Australian Navy Sailing Association, NSW
CREW: A Whitworth (15), P Crozier (12), A Fenwick (7) & others

Following the 2004 Rolex Sydney Hobart Yacht Race, Alex and crewman Peter Crozier sailed from Hobart for the UK, via the Falkland Islands, to contest the Rolex Fastnet Race before setting sail back to Australia, arriving just days out from the start of the 2005 Boxing Day bluewater classic. In the gruelling 1998 Sydney Hobart, *Berrimilla* placed 1st in PHS Division and in 2002, finished 3rd overall on PHS.



BALANCE

SAIL NO: 7771
LOA: 14.27m
CLASS: IRC
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 2006
TYPE: Sydney 47
NO. OF HOBARTS: 0
OWNER: Paul Clitheroe
CLUB: Cruising Yacht Club of Australia, NSW
CREW: P Clitheroe (1), G Boxall (6), R Johnston (7), J Neuhaus (2), B Hollis, B McCray, P Telford, R Dexter, P Westerlund, A Cribb, N Scott-Perry, D Keddle, B Campbell

Balance is the third boat of that name owned by media money commentator Paul Clitheroe. He skippered his previous *Balance*, a Beneteau 40.7, to an overall IRC win in the 2006 Pittwater to Coffs Harbour race. His new *Balance* had a good first regatta, placing 2nd overall in the IRC Cruising division at the 2006 Hamilton Island Race Week. This year the boat finished 3rd in division A of the Pittwater Coffs series.



CAPRICCIO OF RHU

SAIL NO: GBR 24 R
LOA: 16.76m
CLASS: Cruising
DESIGNER: Holman & Pye (UK)
YEAR BUILT: 1987
TYPE: Oyster 55
NO. OF HOBARTS: 1
OWNER: Michele Colenso (GBR)
CLUB: Cruising Yacht Club of Australia, NSW
CREW: M Colenso (1), A Poole (1)

Capriccio of Rhu was on a world circumnavigation with her British owner Michele Colenso when she arrived in Sydney to contest last year's Rolex Sydney Hobart. Following her arrival, Michele was diagnosed with breast cancer and she went on to use her participation in last year's race to promote and raise money for breast cancer research, and managed to pick up a win in the cruising division.



BEAR NECESSITY

SAIL NO: MH115
LOA: 11.5m
CLASS: IRC
DESIGNER: Tim Jakkett (USA)
YEAR BUILT: 2007
TYPE: C&C 115
NO. OF HOBARTS: 0
OWNER: Andrew & Pauline Dally
CLUB: Middle Harbour Yacht Club, NSW
CREW: A Dally (3), P Taylor (7), S White (2), D Whitfield (3), D Bridges, P Dally, P Genter

Bear Necessity is a brand new C&C 115 built for Andrew and Pauline Dally and one of only five in Australia. The new boat will arrive from Baltimore in late November, which means Dally and his crew will be under the pumps to have the boat fitted and modified in time for the Boxing Day start. However, Dally is confident the changeover will be smooth given they are upgrading from an identical boat.



CHALLENGE

SAIL NO: SM2
LOA: 11.78m
CLASS: IRC/OD
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 2004
TYPE: Sydney 38
NO. OF HOBARTS: 2
SKIPPER: Lou Abrahams
CLUB: Sandringham Yacht Club, VIC
CREW: L Abrahams (43), C Schmidt (16), I Taylor (9), R Richardson (9), R Bath (15), R Grimes (18), A Telford (11)

At 80, veteran Victorian yachtsman Lou Abrahams has lost neither his passion for sailing nor his enthusiasm for this race. This year he plans to equal the late John Bennetto's record of 44 Rolex Sydney Hobarts. Lou has won the race overall twice, in 1983 and 1989 (with previous yachts), and last year finished 3rd overall as well as again winning the Sydney 38 class.



CHUTZPAH

SAIL NO: R33
LOA: 12.35m
CLASS: IRC
DESIGNER: Reichel Pugh (USA)
YEAR BUILT: 2007
TYPE: IRC40
NO. OF HOBARTS: 0
OWNER: Bruce Taylor
CLUB: Royal Yacht Club of Victoria, VIC
CREW: B Taylor (26), K Piesse (24), A Taylor (10), G Courley, J Bradbury (8), J Permezal (16), P Sandles (4), D Rushbrook (1), I Walker (20), S Haines (5)

This is Bruce Taylor's sixth *Chutzpah*, a Reichel Pugh designed ILC40 built by Mal Hart. With over 22 years of competing in the Rolex Sydney Hobart, Bruce has notched up an amazing seven divisional wins as well as one 2nd and one 3rd overall. Taylor's crew includes Kingsley Piesse, who is lining up for his 25th race south. *Chutzpah* is one of a strong fleet of Victorian entries.



DHL – THE DAILY TELEGRAPH

SAIL NO: GER4014
LOA: 19.44m
CLASS: PHS
DESIGNER: Bruce Farr (USA)
YEAR BUILT: 1997
TYPE: Volvo 60
NO. OF HOBARTS: 2
OWNER: Kookaburra Challenge P/L
CLUB: Cruising Yacht Club of Australia, NSW
CREW: M Booth (1), J Hodder (9) M Pearce (10), B DeCoster (4), C Utley (1), J McGory, M O'Malley (1), K Mouldy (1), B Starr (1), N Race (1)

Built in 1997 for the Swedish 'EF' syndicate and campaigned by Paul Cayard to victory in the 1998 Whitbread round the world yacht race, this Volvo 60 is now owned by Kookaburra Challenge. Skipper will be Mitch Booth, a silver and bronze Olympic medallist, 12-time world catamaran champion and Australian Yachtsman of the Year. Navigator Julie Hodder is approaching the milestone of 10 races for women.



COUGAR II

SAIL NO: Sm5200
LOA: 15.85m
CLASS: IRC
DESIGNER: Bruce Farr (USA)
YEAR BUILT: 2005
TYPE: TP52
NO. OF HOBARTS: 0
OWNER: Alan Whiteley
CLUB: Sandringham Yacht Club, VIC
CREW: A Whiteley, P Williams (10), D Heller, A Thompson (5), M Wilson (1), A Hogan (1), C Carroll (7), P Milne (6), R Leaper (6), J Marshall, J Mackay, A Wilson, B Jones (5), A Cole (5)

Melbourne yachtsman Alan Whiteley purchased the TP52 *Cougar II* just four months ago from Rhode Islander Tom Stark, who had it built for the very competitive Trans Pacific box rule series sailed in the USA and the Mediterranean. Less than two years old, *Cougar II* is a third generation TP designed by Farr and built by Cookson in NZ. *Cougar II* is having several minor modifications done to suit the Australian conditions while being optimised more towards IRC racing.



ELENI

SAIL NO: MH60
LOA: 11.79m
CLASS: IRC/One Design
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 2003
TYPE: Sydney 38
NO. OF HOBARTS: 3
OWNER: Tony Levett
CLUB: Middle Harbour Yacht Club, NSW
CREW: T Levett (4), D Swales (5), B Smart (3), L Osse (1), M Jan Ringers (1)

Eleni has an excellent offshore record, being the best placed Sydney 38 in the Sydney Mooloolaba Race in 2005 and finishing 3rd in division last year. Sailing as *Horwath B1*, this Sydney 38 placed fourth in last season's Blue Water Pointscore and third in the Tasman Series Pointscore. One of 11 Sydney 38s racing south, underlining the popularity of this one-design class.



DEHLER MAGIC

SAIL NO: 633
LOA: 11.794m
CLASS: PHS
DESIGNER: Judel/Vrolijk & Co. (GER)
YEAR BUILT: 2000
TYPE: Dehler 39
NO. OF HOBARTS: 0
OWNER: Greg Tobin, Charlie Preen
CLUB: Whitsunday Sailing Club, QLD
CREW: G Tobin, C Preen, T Stevens (1), S Robertson, M Tobin, S Watson, T Watson, A Ravell

Dehler Magic has been based in the Whitsundays since late 2000 and has competed in eight Airlie Beach (best result 1st in PHS this year) and five Hamilton Island race weeks in various divisions. She also competed in local races between Mackay and as far north as Dunk Island, including the Dent to Dunk race. An all-Queensland crew will campaign the boat for its debut Hobart.



ENDORFIN

SAIL NO: 7555
LOA: 14.27m
CLASS: IRC
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 2006
TYPE: Sydney 47CR
NO. OF HOBARTS: 1
OWNER: Peter Mooney
CLUB: Cruising Yacht Club of Australia, NSW
CREW: P Mooney (6), H Paterson (9), A Mathers (3), A Campbell (3), R Kirkby (14), E Mooney (3), J Krzysijnski (1), L Gazzard, B O'Mahony (2), L Stewart Baker (1), M Doonan

Launched in June last year, this Sydney 47 cruiser/racer scored some early notable results including 4th on IRC in the 2006 Bird Island Race and an IRC 3rd in the 2006 Gosford to Lord Howe Island Race, a category 1 race. Mooney previously raced *Big Schott* and the Sydney 38 *Obsession* and he has put together a strong crew headed by international sailor Henry Paterson as navigator and helmsman.

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FIRST LIGHT

SAIL NO: 4384
LOA: 12.2m
CLASS: PHS
DESIGNER: Joe Adams
YEAR BUILT: 1981
TYPE: Adams 12
NO. OF HOBARTS: 0
OWNER: Nicolas Ewald & Susan Rice
CLUB: Short Handed Sailing Association of Australia, NSW
CREW: N Ewald, D Bonallo (10), A Russell (2), I Westlake (1)

This Adams 12 was built by the Trewarthe brothers in Warnambool, Victoria, and was born and bred to sail in Bass Strait. Under her current owners, *First Light* has raced with the Short Handed Sailing Association of Australia, including contesting the Gosford – Lord Howe Island Race, and cruised through the South West Pacific. Her crew of experienced short-handed sailors is looking forward to some challenging racing.



GEORGIA

SAIL NO: Sm1000
LOA: 16.05m
CLASS: IRC
DESIGNER: Bruce Farr (USA)
YEAR BUILT: 2000
TYPE: Farr 53
NO. OF HOBARTS: 0
OWNER: Graeme Ainley & John Williams
CLUB: Sandringham Yacht Club, VIC
CREW: J Williams (24), G Ainley (23), B Williams (5), C Hall (1), B Avery, J Curtin, H Halliburton (18), S Schafer, E Schafer, R Thompson (1)

The well-known Victorian duo of Graeme Ainley and John Williams have finally farewelled their former veteran of this bluewater classic, *Bacardi*, which finished 2nd overall last year. Their new boat, the NZ built Farr 53 *Georgia*, a custom built development of the exciting Farr 52 one designs, won the 120 mile Auckland to Russell Coastal Classic. John Williams is lining up for his 25th Rolex Sydney Hobart.



FLYING FISH - ARCTOS

SAIL NO: 7551
LOA: 16.36m
CLASS: PHS
DESIGNER: Graeme Radford (AUS)
YEAR BUILT: 2001
TYPE: Radford 16.4
NO. OF HOBARTS: 1
OWNER: Flying Fish Properties
CLUB: Middle Harbour Yacht Club, NSW
CREW: J Dobie (1), A Hunt, A Cribb (1), A Fairclough (1), L Burgin (1)

The newest addition to the Flying Fish training fleet, this Radford 16.4 will carry a crew largely made up of European trainees. Built for a private round the world yacht race that never eventuated, *Flying Fish - Arctos* is very powerful both on and off the breeze. Co-skippers James Dobie and Andy Hunt will be aiming to improve on last year's PHS result.



GETAWAY SAILING 2

SAIL NO: 6155
LOA: 11.78m
CLASS: IRC/One Design
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 2000
TYPE: Sydney 38
NO. OF HOBARTS: 1
OWNER: Peter Goldsworthy
CLUB: Cruising Yacht Club of Australia, NSW
CREW: P Tarimo, P Goldsworthy (12), B Feeney, S Jug, D Nicholas, C Milner, G Rees-Allen, S Price, S Kellaway

Getaway Sailing 2, formerly known as *Yandoo*, is well known on the Sydney Harbour racing circuit and has competed in Sydney 38 one design competition and offshore racing since 1994. The multi-national crew from Australia, New Zealand, Switzerland and the UK are looking at testing out a new sail wardrobe against some stiff one design competition in the boat's second Rolex Sydney Hobart assault. One of 11 Sydney 38s entered for this year's race.



GEORGE GREGAN FOUNDATION

SAIL NO: NOR 2
LOA: 19.46m
CLASS: PHS
DESIGNER: Laurie Davidson (NZL)
YEAR BUILT: 2001
TYPE: Volvo 60
NO. OF HOBARTS: 5
OWNER: Peter Goldsworthy
CLUB: Cruising Yacht Club of Australia, NSW
CREW: D Witt (11), P Davies (16), C Malouf (14),

D Mann (1) A Mills (7), B Anderson (6), John Rowe (1), T Gimp, B Young, J Swan, P Docherty, Gimp, J Cameron, R Wilson, D Cheesman, P Overton

Former 18-foot skiff world champion David Witt has chartered *Getaway-Sailing.com* and renamed it *George Gregan Foundation* and will head south with a crew of novice rugby players, including former Wallaby test prop Bill Young, and experienced offshore sailors. This VO60 has been campaigned extensively in Australia, with current owner Peter Goldsworthy taking line & PHS honours and setting a course record in the 2006 Gosford to Lord Howe Race, taking line honours again in 2007.



GLOBAL YACHT RACING - KIONI

SAIL NO: 6146
LOA: 14.51m
CLASS: IRC
DESIGNER: Bruce Farr (USA)
YEAR BUILT: 2001
TYPE: Beneteau 47.7
NO. OF HOBARTS: 3
OWNER: Kioni Sailing Pty Ltd
CLUB: Cruising Yacht Club of Australia, NSW
CREW: R Falk (3), E Pontin, P Rogers, R Christians, N Athineos

Global Yacht Racing - Kioni will race south with a mixed crew from both Global Yacht Racing and Sailing Services. Together they have introduced more than 150 sailors to ocean racing. *Kioni* has been a regular competitor over the years including three Rolex Sydney Hobarts, three Gosford – Lord Howe and three Sydney Gold Coast races.

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GOLDFINGER

SAIL NO: 8880
LOA: 15.79m
CLASS: IRC
DESIGNER: Bruce Farr (USA)
YEAR BUILT: 2002
TYPE: Farr 52
NO. OF HOBARTS: 4
OWNER: Peter Blake & Kate Mitchell
CLUB: Sandringham Yacht Club, VIC
CREW: P Blake (5), K Mitchell (4), N Jones (7), C McKenzie (7), C Smethurst (4), D Sturge (2), S Escler (3), S Dryden (1)

Peter Blake and Kate Mitchell bought the well-performed, former *Ichu Ban* just before the 2005 Rolex Sydney Hobart Yacht Race and over the past two years they and their crew have got to know this powerful yacht. In early November of last year, they took line honours and placed 2nd overall on IRC handicap in the Melbourne to Stanley Race across Bass Strait, a qualifier for the Rolex Sydney Hobart.



HUGO BOSS II

SAIL NO: GRB3055
LOA: 19.5m
CLASS: IRC
DESIGNER: Bruce Farr (USA)
YEAR BUILT: 2001
TYPE: Volvo 60
NO. OF HOBARTS: 0
OWNER: Alex Thomson Racing
CLUB: Royal Ocean Racing Club, UK
CREW: R Daniel (1), A Tourell, C Tibbs, J Tucker, L Cole, W Palmer

Formerly *Assa Abloy II*, this Volvo 60 finished second in the 2002/3 Volvo Ocean Race and 5th in this year's Transpac Race. Skipper Ross Daniel will lead the charge south for this UK entry, one of six this year, and they can expect plenty of competition from the local VO60s *DHL – The Daily Telegraph* and *George Gregan Foundation*.



HELSEAL IV

SAIL NO: 262
LOA: 18.65m
CLASS: PHS
DESIGNER: Philippe Briand (FRA)
YEAR BUILT: 1986
TYPE: Dynamique 62
NO. OF HOBARTS: 1
OWNER: Dr Tony Fisher
CLUB: Royal Yacht Club of Tasmania, TAS
CREW: T Fisher (8), R Fisher (14), J Bourke (13), G Poper (8), J Dwyer (1), J Davis (1), G Skennar (1), D Browning, D Johnson, K Lewis (1), G Canny, I Campbell (8)

Dr Tony Fisher, one of Australia's most successful yacht owners of the 1970s and 1980s, made his ocean racing comeback last year with his latest French designed yacht. The crew includes his son Rob, who will skipper the boat back to Hobart, where it is based. Tony's original *Helsal*, a ferro-cement boat that was dubbed the 'Flying Footpath', took line honours and set a race record in the 1973 Sydney Hobart.



IATAIA

SAIL NO: Mex 407
LOA: 12.17m
CLASS: IRC
DESIGNER: Bruce Farr (USA)
YEAR BUILT: 2004
TYPE: Beneteau 40.7
NO. OF HOBARTS: 0
OWNER: Marcos Rodriguez
CLUB: Acapulco Yacht Club, Mexico
CREW: M Rodriguez, M Rosenfeld, A Rodrigues, D Ambrosi, A Rodriguez, F Ambrosi

Iataia (pronounced ya-tie-ya) is the first Mexican entry to contest Australia's premier ocean race. The crew left Acapulco in April for a six month cruise to Sydney for the Rolex Sydney Hobart start which, "if you are a sailor, is something you have to do to once in your lifetime," says skipper Marc Rosenfeld. The Beneteau 40.7 finished 1st over the line in the San Diego – Puerto Vallarta race and contested the 2005 Transpac Race.



HUCKLEBERRY

SAIL NO: RF116
LOA: 10.1m
CLASS: S&S34
DESIGNER: Sparkman & Stephens (USA)
YEAR BUILT: 1982
TYPE: S&S34
NO. OF HOBARTS: 0
OWNER: Steve Humphries
CLUB: Royal Freshwater Bay Yacht Club, WA
CREW: S Humphries (2), J Marriot (2), C Taylor, J McPherson, W Fowler, F Humphries

Huckleberry is a well known S&S 34 in Western Australia where the boat has been raced extensively, and with a great deal of success, for 25 years including winning the Siska Trophy Series three times on IRC handicap and the Geraldton Ocean Classic twice. One of four West Australian entries entered this year, a high number for that state.



ICAP LEOPARD

SAIL NO: GBR1R
LOA: 29.9m
CLASS: IRC
DESIGNER: Bruce Farr (USA)
YEAR BUILT: 2007
TYPE: 30m maxi
NO. OF HOBARTS: 0
OWNER: Mike Slade
CLUB: Royal Thames Yacht Club, UK
CREW: M Slade (2), K George (1), R Heron, C Sherlock (2), H Slade (1), R Davies (6), B Henshaw Dep, N Drennan (22), M Slade (2), A Hawkins (6), D Rolfe (10), M Thomas (3), Z Gills (2), P Standbridge (6), J Clark, R Monson, G Salter (2), T Sellars (2), G Maguire (10), D Senogles (18), J Carrington (4)

ICAP Leopard is the third yacht Mike Slade has brought 'down under' to try and take line honours. Fresh from smashing the previous Rolex Fastnet Race record, Slade and his international crew, including several Australians, are quietly confident they can come between *Wild Oats XI* and an historic third line honours win. Weighing 10 tonnes more than the lighter weight 30m maxis, Slade is hoping for a hard running and reaching race.

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ICHI BAN

SAIL NO: AUS03
LOA: 21.5m
CLASS: IRC
DESIGNER: Don Jones (AUS)
YEAR BUILT: 2005
TYPE: Jones 70
NO. OF HOBARTS: 1
OWNER: Matt Allen
CLUB: Cruising Yacht Club of Australia, NSW
CREW: M Spies (30), C Garnett (6), D McGain (5), M Coxon (20), R Case (22), P Harmer (4), T Braidwood (1), I Walker

CYCA Commodore Matt Allen skippered his Jones 70 *Ichi Ban*, which competed in the 2005-06 VOR, to second place astern of *Wild Oats XI* in last year's Rolex Sydney Hobart. Sailing the boat again is a highly experienced crew, including Michael Coxon, Michael Spies (30 Hobarts) and round the world sailor Tom Braidwood. In the right conditions, this modified Volvo 70 is capable of reaching speeds in excess of 30 knots.



INFINITY III

SAIL NO: 5474
LOA: 19.72m
CLASS: PHS
DESIGNER: Bruce Farr (USA)
YEAR BUILT: 1989
TYPE: Farr 65
NO. OF HOBARTS: 9
OWNER: Martin James
CLUB: Cruising Yacht Club of Australia, NSW
CREW: L Goodridge (3), D DeCoster (6), T Molchanoff (1), F Etter (1), I Potter (30), B Smith (15), J Douglas (6), J Owens, R Cooper (11)

Martin James' Farr 65, a former IRC handicap winner of the Sydney Gold Coast Race and two-time line honours winner of the Gosford to Lord Howe Island Race, has done plenty of sea miles including nine Rolex Sydney Hobarts. Skipper will be Les Goodridge and navigator Ian 'Bugsy' Potter, a 30-time Rolex Sydney Hobart competitor, for the yacht's 10th voyage south.



IMAREX

SAIL NO: 6068
LOA: 11.78m
CLASS: IRC/One Design
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 2000
TYPE: Sydney 38
NO. OF HOBARTS: 1
OWNER: Marc & Louis Ryckmans
CLUB: Cruising Yacht Club of Australia, NSW
CREW: M Ryckmans (3), L Ryckmans (3), O Andersen (3), E Vieytes (3) S Guanaria (3), C Neill (2)

This Sydney 38 was the best placed of its class in the 2004 and 2007 Audi Sydney Gold Coast races. Bought by identical twin brothers Louis and Marc Ryckmans and third owner and skipper Ola Anderson in 2005, this will be the syndicate's fourth consecutive Rolex Sydney Hobart. The crew has high hopes of a divisional win.



INNER CIRCLE

SAIL NO: M762
LOA: 12.24m
CLASS: IRC
DESIGNER: Bruce Farr (USA)
YEAR BUILT: 1987
TYPE: Farr 40
NO. OF HOBARTS: 11
OWNER: Ken Robinson & Darren Cooney
CLUB: Lake Macquarie Yacht Club, NSW
CREW: K Robinson (2), D Cooney (3), K Saladine (2), J Roberts (2), J Clarke (2)

An older Farr 40, *Inner Circle* has been raced to Hobart many times and has recently completed her 8th Gosford to Lord Howe Island Race, finishing 2nd on PHS results. Other good results include 2nd overall on PHS in last year's Sydney Mooloolaba and 1st overall in the Sydney Mackay Yacht Race. This will be the Lake Macquarie Yacht Club owners' third race to Hobart.



IMPECCABLE

SAIL NO: MH106
LOA: 10.23m
CLASS: IRC
DESIGNER: Doug Peterson (USA)
YEAR BUILT: 1980
TYPE: Peterson 33
NO. OF HOBARTS: 23
OWNER: John Walker
CLUB: Middle Harbour Yacht Club, NSW
CREW: J Walker (23), R Moore (16), F Nelson (12), M Scott (10), D McRae (9), M Doherty (9).

The CYCA's three-time Ocean Racing Veteran of the Year, John Walker, will this year line up for his 24th Rolex Sydney Hobart and in doing so will be written into the history books as the oldest skipper ever to sail to Hobart – at the age of 85. John has completed all 23 Hobarts, and recorded a 2nd and 3rd overall in the bluewater classic, on board this yacht.



INTEGRITY

SAIL NO: TBA
LOA: 14.02m
CLASS: TBA
DESIGNER: Peter Kuller (USA)
YEAR BUILT: 1983
TYPE: Culler 46
NO. OF HOBARTS: 0
OWNER: Peter Gentsis
CLUB: Sandringham Yacht Club, NSW
CREW: J Martin & others

Jesse Martin, the 26 year-old Australian who in 1999 became the youngest person to circumnavigate the globe solo, non-stop, and unassisted in the 10 metre sloop *Lionheart-Mistral*, is set to skipper the 46-foot wooden ketch *Integrity* south for his and the boat's first Rolex Sydney Hobart. Previously called *Kijana* and owned by Martin, the boat will sail for Sandringham Yacht Club in Victoria.



JAZZ

SAIL NO: GBR4519L
LOA: 14.64m
CLASS: IRC
DESIGNER: Rod Johnstone (USA)
YEAR BUILT: 2003
TYPE: J145
NO. OF HOBARTS: 1
OWNER: Chris Bull
CLUB: Royal Ocean Racing Club, UK, Cruising Yacht Club of Australia, NSW
CREW: C Bull (2), M Broughton (3), H Treharne (27), N King (2), C Ripard (1), T Davis (3), T Ehler (1), E Hill (1), S Pollard (1), J Davis, A Haines

Chris Bull finished 2nd overall in the 2000 Rolex Sydney Hobart with the chartered *Quest* and last year finished 3rd in division with his own boat, the J145 *Jazz*, which he brought to Australia to contest the CYCA's Blue Water Pointscore Series, placing 2nd overall *AFR Midnight Rambler* by 2 points. Joining her regular crew is America's Cup winning tactician Hugh Treharne. *Jazz's* record includes a class win in the 2003 Rolex Fastnet Race.



KNEE DEEP

SAIL NO: HY161
LOA: 15.28m
CLASS: IRC
DESIGNER: Bruce Farr (USA)
YEAR BUILT: 1999
TYPE: Farr 49
NO. OF HOBARTS: 2
OWNER: Philip Childs & Frank Van Ruth
CLUB: Hillary's Yacht Club, WA
CREW: P Childs (2), S Hartley (3), E Vitte (2), A Hill (3), A Linham (4), R balding (1), N Macpherson, R

O'Sullivan, L Rakai (1), J Alp (3), P Truman, N Truman, T Dwyer (1)

This Farr 49 was launched in 1999 and went on to win the Sydney Hobart that year racing as *Yendys*. It is now owned by Perth surgeon Philip Childs and Frank Van Ruth, who discovered the boat at a truck company auction and have relaunched the former champion. The boat is named after Philip's Margaret River vineyard and winery – Knee Deep Wines.



KRAKATOA II

SAIL NO: 55555
LOA: 12.18m
CLASS: PHS
DESIGNER: Finot-Conq (FRA)
YEAR BUILT: 2005
TYPE: Pogo 40
NO. OF HOBARTS: 0
OWNER: Rod Skellet
CLUB: Cruising Yacht Club of Australia, NSW
CREW: R Skellet (7), C Pritchard 7, S Wheelhouse (10), M Hunter (8), J Ogilvy (8), J Streeter (2), P Hurney (2)

The first Pogo class 40 in Australia, *Krakatoa II* is part of an explosive class that is taking Europe by storm. Designed as a stepping stone between a Mini 6.5 and the Open 80s, the class 40 is a fast seaworthy boat that is suitable for short handed sailing. It carries 750 litres of water ballast each side which provides the required stability to carry the enormous sail area.



LIMIT

SAIL NO: 43218
LOA: 14.93m
CLASS: IRC
DESIGNER: John Corby (GBR)
YEAR BUILT: 2002
TYPE: Corby 49
NO. OF HOBARTS: 2
OWNER: Alan Brierty
CLUB: Cruising Yacht Club of Australia, NSW
CREW: A Brierty, R Hickman (3), S Gordon (13), P Inchbold (20), D Morrow (6), G Prescott (22), D Morris (8), G Weise (7), D Ward (8)

Formerly *Flirt*, *Limit* is a custom built IRC racer design that raced extensively in the UK in 2003 and 2004. Owner Alan Brierty has joined forces with Rolex Sydney Hobart winner Roger Hickman, who was instrumental in the boat's many successes under its previous owner including a division win in last year's Rolex Trophy, winning the 2007 Sailing South regatta on IRC and placing 2nd at Skandia Geelong Week. Won the Cabbage Tree Island Race on IRC results in mid November.



LIVING DOLL

SAIL NO: R50
LOA: 15.24m
CLASS: IRC
DESIGNER: Bruce Farr (USA)
YEAR BUILT: 2005
TYPE: Cookson 50
NO. OF HOBARTS: 2
OWNER: Michael Hiatt
CLUB: Royal Yacht Club of Victoria, Victoria
CREW: M Hiatt (3), R Lloyd (3), R Breda (1), T Fair (2), M Vanderwaker (3), P Fletcher (3), G Kerns (3)

Designed by Bruce Farr and built by Cooksons in NZ, *Living Doll* was modified prior to this year's Audi Hamilton Island Race Week and is now sailing with a conventional rather than a canting keel. Owner Michael Hiatt is delighted with the results so far, including a 2nd in division at Hamilton Island. *Living Doll* finished 11th overall on IRC results in her debut Rolex Sydney Hobart in 2005 and retired last year.



MATANGI

SAIL NO: 5350
LOA: 11.78m
CLASS: IRC
DESIGNER: German Frers (ARG)
YEAR BUILT: 1989
TYPE: Frers 39
NO. OF HOBARTS: 1
OWNER: David Stephenson
CLUB: Tamar Yacht Club, TAS
CREW: D Stephenson (6), S Walker (8), G Alway (9), A. Goode (1), C Youl (7)

Owner David Stephenson, who was part of the 2004 overall winning crew of *Aera*, has campaigned *Matangi* extensively in long offshore passages such as the Melbourne – Stanley and Melbourne – Launceston races, but it's been three years since the boat took on a Rolex Sydney Hobart. One of three Tasmanian entries this year. Won the PHS division of the Melbourne to Stanley Race in early November.



MAXIMUS

SAIL NO: NZL99999
 LOA: 30m
 CLASS: IRC
 DESIGNER: Greg Elliott (NZL)
 YEAR BUILT: 2005
 TYPE: 30m maxi
 NO. OF HOBARTS: 1
 OWNER: Bill Buckley
 CLUB: Royal New Zealand Yacht Squadron, NZL
 CREW: B Buckley (1), R Field (5), N White, R Bouzaid, T Jones, C Marshall, S Molloy, P Airey (1), A Minoprio, M White (3), G Cooke (2), M Brown (1)

One of four 30 metre maxis in this year's race, *Maximus* has unfinished business after she lost her radical rig on the first morning at sea in her maiden attempt last year. Now sailing with a fixed mast, Buckley believes *Maximus* will be hot on the stern of *Wild Dats XI* and possibly ahead if the sea state deteriorates. Best results include 1st on corrected time in the 2005 Transatlantic and line honours in the 2005 Rolex Fastnet.



MORNA

SAIL NO: 2090
 LOA: 10.55m
 CLASS: IRC
 DESIGNER: Laurie Davidson (NZL)
 YEAR BUILT: 1995
 TYPE: Cavalier 35
 NO. OF HOBARTS: 0
 OWNER: Greg Zyner
 CLUB: Cruising Yacht Club of Australia & Middle Harbour Yacht Club, NSW
 CREW: G Zyner, J Nixon (13), A Seja (1), V Silk (1)

First Rolex Sydney Hobart for the 1995-built Cavalier that has been cutting its teeth in the Pittwater to Coffs Harbour and Gosford – Lord Howe Island races. Best results in these events include 1st overall on PHS in the 2006 Pittwater to Coffs and 1st in division this year. A famous cutter called *Morna* was the last boat to achieve a hat-trick of line honours wins in the 1946-48 Sydney Hobart races.



MR BEAK'S RIBS

SAIL NO: 8447
 LOA: 13.35m
 CLASS: IRC
 DESIGNER: Bruce Farr (USA)
 YEAR BUILT: 2004
 TYPE: Beneteau First 44.7
 NO. OF HOBARTS: 3
 OWNER: David Beak
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: D Beak (4), C Wheeler (2), G Cooper, I Short (5), K Downing, A Guy (5), D Anderson (5), F Craddock,

J Penney, D McKay (4), S Wood

This Beneteau 44.7 has scored some impressive results recently including a 1st on IRC overall in the Bird Island Race and winning the Gascoigne Cup. After the 4th race of the Blue Water Pointscore Series, the Cabbage Tree Island Race, *Mr Beak's Ribs* is third on the pointscore behind *Wot Yot* and *Ragamuffin*. Good results have also been achieved at the Audi Sydney Harbour Regatta and Hamilton Island and Skandia Geelong weeks.



MR KITE

SAIL NO: 6522
 LOA: 12.19m
 CLASS: IRC
 DESIGNER: Andrew Cape (AUS)
 YEAR BUILT: 2005
 TYPE: Mr Kite 40
 NO. OF HOBARTS: 1
 OWNER: Andrew Buckland & Andrew Hunn
 CLUB: Cruising Yacht Club of Australia, NSW/Royal Yacht Club of Tasmania, TAS
 CREW: A Buckland, L Abbott, P Bremner & others

Mr Kite, the smallest boat with a canting keel, was launched at Hamilton Island Race Week two years ago. Andrew Buckland, a highly experienced ocean racer and 18 foot skiff sailor, and Andrew Hunn, a former leading Olympic class and Etchells sailor, are preparing this radical carbon fibre 'mini Volvo 70', for another attempt at a Bass Strait crossing, having retired from last year's race.



NAMADGI

SAIL NO: 6388
 LOA: 13.95m
 CLASS: PHS
 DESIGNER: J & J Yacht Design (GER)
 YEAR BUILT: 2003
 TYPE: Bavaria 44
 NO. OF HOBARTS: 0
 OWNER: Rick Scott- Murphy
 CLUB: Canberra Ocean Racing Club, ACT
 CREW: R Scott-Murphy (1), G Brice (4), P Jones (6), P Kavanagh (1), B Horwood (1)

Owned by a syndicate of 26 owners who make up the Canberra Ocean Racing Club, the Bavaria 44 *Namadgi* is the club's seventh yacht. *Namadgi* competes offshore every second year and cruises the alternate years. This year, the boat was declared the PHS overall winner of the July Audi Sydney Gold Coast. The crew has to travel from Canberra to Pittwater to prepare the boat for these major ocean races.



NEXT

SAIL NO: 6081
 LOA: 11.78m
 CLASS: IRC/One Design
 DESIGNER: Murray Burns Dovell (AUS)
 YEAR BUILT: 2000
 TYPE: Sydney 38
 NO. OF HOBARTS: 5
 OWNER: Getaway Sailing
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: P Buckley & others

Launched in 2000, *Next* placed well in the Pittwater to Coffs Harbour Race that year and enjoyed a good result in the 2002 Rolex Sydney Hobart, finishing 2nd in the Sydney 38 division. Among 11 Sydney 38s in the fleet this year.



NOONMARK VI

SAIL NO: GBR5698R
 LOA: 17.19m
 CLASS: IRC
 DESIGNER: German Frers (ARG)
 YEAR BUILT: 1998
 TYPE: Swan 56
 NO. OF HOBARTS: 0
 OWNER: Sir Geoffrey Mulcahy
 CLUB: Royal Thames Yacht Club, Royal Southern Yacht Club, UK
 CREW: G Mulcahy, M Gilbert, I Henderson, J Makila
 (1), S Quarrie (2), R Fryer (1), G Street, N Wilcox, S Baldock, P Lewis

Noonmark is one of the most successful Swan yachts competing on the international racing circuit. Since her launch in 1998 she has raced regularly in the Caribbean, Europe and America, and together with her experienced crew has achieved consistently impressive results. In September last year, *Noonmark* began a round the world cruise to be interspersed with racing in new and distant locations, with the Rolex Sydney Hobart being the major goal for 2007.



OCEAN SKINS

SAIL NO: G147
 LOA: 14.3m
 CLASS: PHS
 DESIGNER: Jim Inglis (AUS)
 YEAR BUILT: 1994
 TYPE: Inglis 47
 NO. OF HOBARTS: 3
 OWNER: Tony Fowler
 CLUB: Royal Geelong Yacht Club, VIC
 CREW: T Fowler (3), P Anderson (4), A Gage (3), C Wallace (1), J Boyle (2), P Kelly (2), D Kelly (2) D Laurie (2), A Dowd

Ocean Skins is a timber-hulled sistership to Grant Wharington's first *Wild Thing*. This is her third year of campaigning by her present owner, Tony Fowler, who was named CYCA Ocean Racing Rookie of the Year in 2005. *Ocean Skins* finished 6th overall on PHS in the 2004 Rolex Sydney Hobart and 1st in PHS division A last year.



ONE FOR THE ROAD

SAIL NO: N9
 LOA: 11.21m
 CLASS: IRC
 DESIGNER: Scott Jutson (AUS)
 YEAR BUILT: 2003
 TYPE: Northshore 37
 NO. OF HOBARTS: 0
 OWNER: Kym Butler
 CLUB: Newcastle Cruising Yacht Club, NSW
 CREW: K Butler (1), A Butler (1), A Kiely (1), J McGlasuan, M McDonald, A Robinson, G Bulmer, B Fawkes

Following a short summer program sailing out of the Newcastle Cruising Yacht Club, *One for the Road* completed its debut ocean race, the July Audi Sydney Gold Coast, under new owner Kym Butler. Kym and son Anthony last competed in the 1998 Sydney Hobart when Anthony was just 16 years old - and they are both hoping for a smoother ride south this trip.

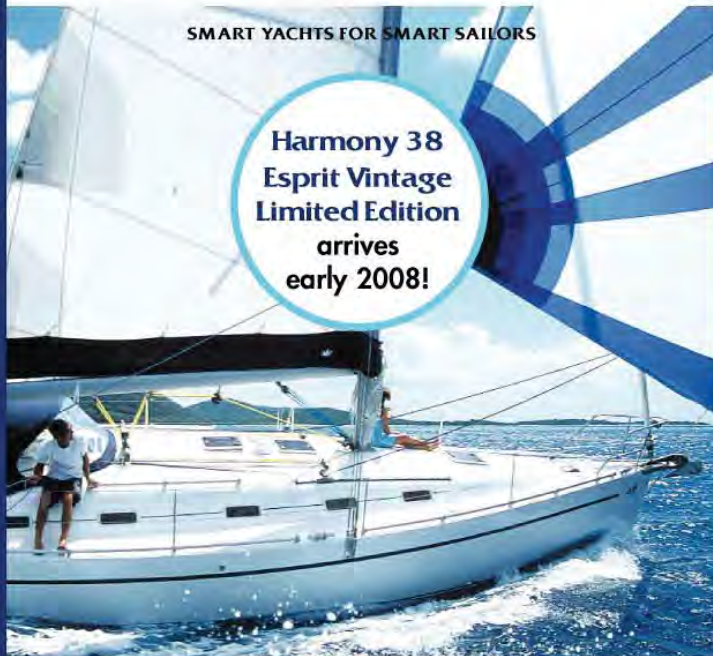
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PALANDRI WINES MINDS EYE

SAIL NO: GB347
LOA: 9.99m
CLASS: IRC
DESIGNER: Bruce Farr (USA)
YEAR BUILT: 2006
TYPE: Beneteau 34.7
NO. OF HOBARTS: 0
OWNER: Brad Skeggs
CLUB: Geographe Bay Yacht Club, WA
CREW: B Skeggs, G Bishop (6), M Balinski (7), S Skeggs (1), C Keane, B Roodhouse

Palandri Wines Minds Eye was launched in Fremantle last year and since then the boat has raced in most events on the West Australian calendar including Geographe Bay Race Week (best result 2nd on IRC this year). This Beneteau 34.7 will be the first in the race's 63 year history to represent Geography Bay Yacht Club in the Rolex Sydney Hobart Yacht Race.



PISCES

SAIL NO: 6197
LOA: 10.97m
CLASS: IRC
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 1998
TYPE: Sydney 36
NO. OF HOBARTS: 0
OWNER: David Taylor
CLUB: Royal Yacht Club of Tasmania, TAS
CREW: D Taylor (10), D Cunningham (5), G McKibben (2), A Greene (1), S Geeves (2)

With her new owner, David Taylor, *Pisces* won the fully crewed division of the 2007 Three Peaks Race in Tasmania as *Amante*, the boat contested several Sydney Gold Coast and Sydney Mooloolaba races but this is her first Rolex Sydney Hobart. The crew will be entirely Tasmanian, with the exception of David Cunningham. The boat has just been re-rigged to improve her IRC rating.



PAPILLON

SAIL NO: N40
LOA: 11.99m
CLASS: IRC
DESIGNER: Joubert/Nivelt (MALTA)
YEAR BUILT: 2005
TYPE: Archambault 40
NO. OF HOBARTS: 0
OWNER: Phil Molony
CLUB: Cruising Yacht Club of Australia, NSW
CREW: P Molony (18), P Kline (16), K Jaggar (28), E Zey (2), F Gordon (2), L Molony, J Havel, J McIntyre

Papillon, an Archambault 40, was originally based in Newcastle where it enjoyed considerable racing success. It is now a CYCA-registered boat and has been re-rigged and fitted with new sails. This will be Phil Molony's first trip south as an owner and he has recruited two experienced campaigners, Patrick Kline and Kim Jaggar, both of whom have sailed many sea miles. The balance of the crew has both inshore and offshore experience.



POLARIS OF BELMONT

SAIL NO: 5527
LOA: 13.2m
CLASS: IRC
DESIGNER: Peter Cole (AUS)
YEAR BUILT: 1970
TYPE: Cole 43
NO. OF HOBARTS: 22
OWNER: Chris Dawe
CLUB: Gosford Sailing Club, NSW
CREW: C Dawe (4), C Sternberg (2), G Nosworthy (2), C Dudfield, G Ingle, S Ambridge, R Weston

One of the veterans of this race, *Polaris of Belmont* has competed in 22 Rolex Sydney Hobart Yacht Races, placing 2nd in the IRC division in 2001. This will be the third race south for the boat under the ownership of Chris Dawe, a member of Gosford Sailing Club, and the boat and crew are looking to live up to the previous fine performances of this classic vessel.



PHILLIP'S FOOTE WITCHDOCTOR

SAIL NO: 2557
LOA: 12m
CLASS: PHS
DESIGNER: Laurie Davidson (NZ)
YEAR BUILT: 1979
TYPE: Ex IOR Two Tonner
NO. OF HOBARTS: 26
OWNER: The Rum Consortium
CLUB: Cruising Yacht Club of Australia, NSW
CREW: M Cameron (33), G Barter (32), C Troup (20), M Milroy (7), T Cable (43), R Williams (2), S March (4), R Cable, G Schwass (9), J Pais

Last year this famous old campaigner set a record for the most Hobart races by any yacht - 26. Between them the crew has amassed an incredible 150 Rolex Sydney Hobarts - Maurie Cameron sailing his 33rd, Geoff Barter his 32nd and Tony Cable his 44th, which will equal the record. *Phillip's Foote Witchdoctor* won the 2005 Sydney Mooloolaba on PHS handicap and placed 3rd last year, showing there's still plenty of life in this 28 year-old boat.

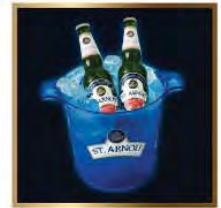
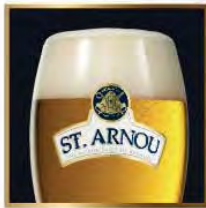


PRETTY FLY II

SAIL NO: 8924
LOA: 14.5m
CLASS: IRC
DESIGNER: Bruce Farr (USA)
YEAR BUILT: 2003
TYPE: Beneteau 47.7
NO. OF HOBARTS: 2
OWNER/SKIPPER: Colin Woods
CLUB: Cruising Yacht Club of Australia, NSW
CREW: C Woods (2), N Holder (8), S Grellis (17), G Marshall (3), D Brown (3), G Clare (3), S Merralc (2), D Eagle (3)

This heavily campaigned Beneteau 47.7 has retired from one Rolex Sydney Hobart and finished mid-fleet in the other, back in 2005. Colin and Gladys Woods' *Pretty Fly II* has an impressive scorecard including 1st in the Tasman Performance Series in 2005/6 and 2nd in the Blue Water Pointscore that year as well as two top PHS overall wins in the Sydney Newcastle Race.

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PRETTY WOMAN

SAIL NO: S45
LOA: 13.8m
CLASS: IRC
DESIGNER: Bruce Farr (USA)
YEAR BUILT: 1996
TYPE: IC45 mod
NO. OF HOBARTS: 1
OWNER: Richard Hudson/M Lockley/R Murphy
CLUB: Royal Prince Alfred Yacht Club, NSW
CREW: R Hudson (4), M Lockley, R Murphy, R Hasler (13), M Queitzsh, I McKillop, J Catts, M Ramaley, T

Spithill, A Hudson, P McCracken, C Duchesne

RPAYC members Richard Hudson, Michael Lockley and Russell Murphy own *Pretty Woman*, an IC40 designed by Bruce Farr that races regularly on Pittwater, also contesting Audi Hamilton Island Race Week and the Audi Sydney Gold Coast. Hudson has contested many cat 2 races and notched up numerous wins overall and this will be his fifth Rolex Sydney Hobart. Also in the crew is Ray Hasler, a former NZ Yachtsman of the Year who has done 13 Hobarts.



QUANTUM RACING

SAIL NO: 8889
LOA: 15.2m
CLASS: IRC
DESIGNER: Bruce Farr (USA)
YEAR BUILT: 2006
TYPE: Cookson 50
NO. OF HOBARTS: 1
OWNER: Ray Roberts
CLUB: Cruising Yacht Club of Australia, NSW
CREW: R Roberts (16), S McConaghy (6), S Hinton (4), C Crafoord (21), D Buckley, S Lee (3), S Hunt (14), M

Gorman (3), A Linton (4), B Ruthenburg (7), M Ashley-Jones, R Ely (4)

The CYCA's 2006/7 CYCA Ocean Racer of the Year, Ray Roberts, has for the past 12 months been sailing this Cookson 50 with success, including divisional winner of the Audi Sydney Gold Coast. For his 17th Rolex Sydney Hobart, Roberts is hoping for more typical conditions of reaching and running. Roberts has competed on the eastern Australian seaboard and in Asia with phenomenal success but the Tattersall's Cup so far has eluded him.



QUETZALCOATL

SAIL NO: 2001
LOA: 12.33m
CLASS: IRC
DESIGNER: Don Jones (AUS)
YEAR BUILT: 2001
TYPE: Jones 40
NO. OF HOBARTS: 0
OWNER: Bruce/Hampshire/Lee-Warner/Sweetapple
CLUB: Cruising Yacht Club of Australia, NSW
CREW: A Sweetapple (5), D Jordan (1), J Lee-Warner (2), M Ayto, J Ey (5), C Nolan, P Bayles, A Bruce, R Mennitz, T Roarty, J Lampard

The well-performed former Tasmanian yacht *Quetzalcoatl*, a 40-footer designed by Don Jones, was built in Hobart by its original owner, Tasmanian fine furniture maker Josh Ey, with the hull of King Billy pine. She has scored line and handicap wins in the West Coaster Melbourne to Hobart Race. New owners are a syndicate of four including Anthony Sweetapple, the son of well known yachtsman Bill Sweetapple who raced *Pippin* for many years.



RAGAMUFFIN

SAIL NO: AUS70
LOA: 15.85m
CLASS: IRC
DESIGNER: Bruce Farr (USA)
YEAR BUILT: 2004
TYPE: TP52
NO. OF HOBARTS: 0
OWNER: Syd Fischer
CLUB: Cruising Yacht Club of Australia/Royal Sydney Yacht Squadron, NSW
CREW: S Fischer (39), T Ellis (40), J Dock, M Hesse, C

Williams, L Jamieson, B Favelle, S Green, T Wulff, P Eadie, C Anderson, R Kirkham

Eighty-year-old Syd Fischer, a legend in Rolex Sydney Hobart Yacht Race history, is contesting his 45th offshore season and his 39th race south as skipper of his latest *Ragamuffin*, a TP52 originally from San Diego. Fischer won the Sydney Hobart overall in 1992 and took honours twice with his German Frers designed maxi *Ragamuffin*, in 1988 and 1990. Longtime crewman Tony Ellis will contest his 41st race this year. Second on IRC in the Cabbage Tree Island Race and 2nd in the Blue Water Pointscore, which Fischer has won eight times previously, at the time of print.



ROSEBUD

SAIL NO: US60065
LOA: 20m
CLASS: IRC
DESIGNER: Bruce Farr (USA)
YEAR BUILT: 2007
TYPE: Transpac 65
NO. OF HOBARTS: 0
OWNER: Roger Sturgeon
CLUB: Lauderdale Yacht Club, USA
CREW: R, Sturgeon, J Clougher (8), T Addis (2), M Joubert (2), J Swain, M Park, J Halterman, K Miller

With advanced design features, the Transpac 65 *Rosebud* is at the cutting edge of fixed keel boats and features technology that has added an entirely new dynamic to the sailing world. *Rosebud* contested the 2007 Transpac Race and finished 3rd in division as well as recording the shortest elapsed time for boats under 73 feet. Well known Australian navigator Tom Addis will join the international crew sailing for Lauderdale Yacht Club.



RUSH

SAIL NO: B45
LOA: 13.8m
CLASS: IRC
DESIGNER: Bruce Farr (USA)
YEAR BUILT: 1996
TYPE: Corel 45
NO. OF HOBARTS: 2
OWNER: Ian & John Paterson
CLUB: Royal Brighton Yacht Club, VIC
CREW: J Paterson, P Greenwood (6), J Vanderslot (2), R Tyson (8), M Bunyard (2), T Ratcliffe (3), A Fairlie (1), A McCole, E Murphy, M Bushby, R Melville, T Combala

Built to compete on the international 45' circuit circa 1997, *Rush* has contested most of the major Victorian races and regattas and is returning for her third Rolex Sydney Hobart with a Victorian crew that is largely unchanged from last year. Owners and father and son, Ian and John Paterson, are hoping to improve on last year's result.



SAILORS WITH DISABILITIES

SAIL NO: 7878
LOA: 16.45m
CLASS: PHS
DESIGNER: David Lyons (AUS)
YEAR BUILT: 2000
TYPE: Lyons 54
NO. OF HOBARTS: 7
OWNER: David Pescud
CLUB: Cruising Yacht Club of Australia, NSW
CREW: D Pescud (16), J Natherson (7), J Hearne (3), M Thomson (5), A Lawrence (2), M van Kretschmar

(3), A Burt, B Pelham (1)

SWD scored a PHS win in last year's Sydney Mooloolaba and a second in the inaugural Sydney Mackay Yacht Race in the same year. This specially designed 54-footer has contested every east coast regatta and offshore race since being launched in 2000. With their previous boat, Pescud and his largely disabled crew won PHS Division A of the storm battered 1998 Sydney Hobart. *SWD* also holds the monohull circumnavigation of Australia record.



SAILPLANE

SAIL NO: GBR6612R
LOA: 14.5m
CLASS: IRC
DESIGNER: Bruce Farr (USA)
YEAR BUILT: 1999
TYPE: Beneteau First 47.7
NO. OF HOBARTS: 0
OWNER: Decosol Marine
CLUB: Royal Ocean Racing Club, UK
CREW: R Bottomley, J Danby, R Dunstan, R Applebey, N Jones, C King, B King, R Fearon, M Clinch, I McKinney, K Williamson, M Barwick

One of a large number of UK entries, this Beneteau was a division winner of this year's Atlantic Rally and class winner of the St Maarten 2006. *Sailplane* also finished this year's tough Rolex Fastnet Race finishing 14th overall and 6th in division. The first Rolex Sydney Hobart for the British crew has been a massive task of organisation.



SALONA

SAIL NO: 3724
LOA: 11.29m
CLASS: PHS
DESIGNER: J & J Yacht Design (GER)
YEAR BUILT: 2006
TYPE: Salona 37
NO. OF HOBARTS: 1
OWNER: Phillip King
CLUB: Cruising Yacht Club of Australia, NSW
CREW: P King (7), C Flood (1), W Hus (1), D Cooney (3), W Reinkanin

Designed by J & J Yacht Design and built by AD Boats in Germany, *Salona* has suffered its fair share of misfortune since its 2006 launch including suffering steering failure in her debut Hobart Race last year and breaking her mast in the Audi Sydney Southport back in March. Owner Phillip King has an impressive record, including winning division A of the 1984 Sydney Hobart, the Adelaide to Robe Race in 1986 and the Adelaide to King Island Race in 1989.



SCARLET RUNNER

SAIL NO: SM6083
LOA: 11.78m
CLASS: IRC/One Design
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 2001
TYPE: Sydney 38
NO. OF HOBARTS: 0
OWNER: Robert Date
CLUB: Sandringham Yacht Club, VIC
CREW: R. Date, C Till (1), K McCombie (5), P Roberts (5), P Tomkins (2), A Gilbert, S Chandler, S Baldasso

Melbourne based Sydney 38, *Scarlet Runner*, has been a regular traveller up and down the Australian east coast for the last 12 months, mainly competing in one design racing and now branching into offshore racing. The crew is gaining in confidence and experience and expect to be competitive within the Sydney 38 fleet and if conditions suit, on IRC as well.



SECRET MENS BUSINESS #1

SAIL NO: 8300
LOA: 12.75m
CLASS: IRC
DESIGNER: Murray & Associates (AUS)
YEAR BUILT: 1996
TYPE: Murray 42
NO. OF HOBARTS: 6
OWNER: SMB Syndicate
CLUB: Royal Prince Alfred Yacht Club, NSW
CREW: R Trembath (12), R Curtis (2), I Greentree (1), G Sherman (2), M Trembath (2), R Venn (2), S

Trembath (2) L Sherman, N Curtis

Secret Mens Business #1 was designed by Iain Murray in 1996 for original owner Geoff Boettcher. It competed up and down the east and south coast of Australia with its best result being a 3rd in division in the 2003 Rolex Sydney Hobart. The current owners bought the boat in November and have already finished on the podium including 2nd in Division 1 of this year's Coffs Harbour Series and 2nd in IRC and 1st PHS in the Bird Island Race this season.



SEXTANT

SAIL NO: 9412
LOA: 12.5m
CLASS: IRC
DESIGNER: Neils Jeppesen (DEN)
YEAR BUILT: 1999
TYPE: X412
NO. OF HOBARTS: 1
OWNER/SKIPPER: Denis Doyle & Lynne Smith
CLUB: Cruising Yacht Club of Australia, NSW
CREW: D. Doyle (15), M Formosa (16), A Chauvel (10), G Rouvray (30), L Meads

Sextant has been very active since her launch in 2000. Denis & Lynne have contested three Sydney Gold Coasts but the boat is yet to reach Hobart having retired from the 2004 race with rig damage. *Sextant* is competing in this season's Blue Water Pointscore Series before perhaps returning to extended cruising. The boat and its owners were awarded the CYCA Cruising trophy this year for its 2006 Pacific Cruise.



SHE

SAIL NO: 4924
LOA: 15.52m
CLASS: PHS
DESIGNER: Gary Mull (USA)
YEAR BUILT: 1982
TYPE: Olsen 40
NO. OF HOBARTS: 11
OWNER: Peter Rodgers
CLUB: Cruising Yacht Club of Australia, NSW
CREW: P Rogers (10), P Samuelson, C Grafton, B Cohen, D Thomas, C Grey, K Apps, A Ozels, P Hutchings

This 'golden oldie' of ocean racing has been sailed by Peter and his crew in 11 Rolex Sydney Hobart Races and 12 Lord Howe Island Races, as well as various NSW coastal races. Good results have been achieved in the races to Lord Howe, with several PHS division placings including winning PHS results, and in the rugged 2004 Rolex Sydney Hobart. *She* placed fourth overall on PHS handicap.



SHERIDAN RODE RAIL (TARTAN)

SAIL NO: 3846
LOA: 11.62m
CLASS: PHS
DESIGNER: Ted Kaufman (AUS)
YEAR BUILT: 1984
TYPE: Northshore 38
NO. OF HOBARTS: 1
OWNER: Ian Sanford
CLUB: Greenwich Sailing Club, NSW
CREW: I Sanford, D Copley, G Sanford, B Nicholson, B Moore, B King

Having completed their maiden ocean race, the Audi Sydney Gold Coast/ Sydney Mackay Race, where they placed second and fourth overall respectively on PHS, these skiff sailors have decided to give the Rolex Sydney Hobart a go. The boat is making a return to the event almost a decade after retiring from the storm swept 1998 Sydney Hobart Yacht Race.



SHOGUN

SAIL NO: G421
LOA: 14.1m
CLASS: IRC
DESIGNER: Simon Rogers (UK)
YEAR BUILT: 2007
TYPE: Rogers 46
NO. OF HOBARTS: 0
OWNER: Robert Hanna
CLUB: Royal Geelong Yacht Club, VIC
CREW: R Hanna (2), T Bull (1), M Smith (1), G O'Brien (4), J Newman (2), B Newman (2), T Cross, B Anson

(10), B King (2), B Da Costa, C Webster

The new Rogers 46 *Shogun* has had mixed fortunes since her launch in June this year, placing 1st in division and 2nd overall in her first outing, the Audi Sydney Gold Coast in July then during her first race at Audi Hamilton Island Race Week, *Shogun* suffered mast damage which ended her regatta. Hanna has invested in a downwind flyer and will be hoping for fast running and reaching conditions heading south.



SKANDIA

SAIL NO: M10
LOA: 30m
CLASS: IRC
DESIGNER: Don Jones (AUS)
YEAR BUILT: 2003
TYPE: 30m Maxi
NO. OF HOBARTS: 4
OWNER: Grant Wharington
CLUB: Mornington Yacht Club, VIC/Cruising Yacht Club of Australia, NSW
CREW: G Wharington (19), G Taylor (10), I Johnston (10), J Rae (14), P Cosman (9), G Healy (5), M Pearce (11), N Stahmer (1), C Smith (7), B Coventry (7)

Skandia was the 2003 Rolex Sydney Hobart line honours winner and the following year was leading the fleet to Hobart when she capsized and the crew abandoned ship. *Skandia* was rebuilt and went on to take line honours in the 2005 Sydney Gold Coast, Sydney Mooloolaba and Sydney Mackay races. This year has been a quiet one for *Skandia* with Grant Wharington and his crew using the time off the water to prepare the boat for its fifth consecutive attempt at the 628 nautical mile ocean classic.



SPIRIT OF KOOMOLOO

SAIL NO: 2170
LOA: 14.8m
CLASS: IRC
DESIGNER: Sparkman & Stephens (USA)
YEAR BUILT: 1968
TYPE: Sparkman & Stephens 49
NO. OF HOBARTS: 21
OWNER: Mike Freebairn
CLUB: Royal Queensland Yacht Squadron, QLD
CREW: M Freebairn, A Reed (4), A Turton (1), S Zaphir (6), B Harburg (1)

Spirit of Koomooloo has a long and colourful history as the original *Ragamuffin* and then *Margaret Rintoul II*, including contesting 21 Rolex Sydney Hobarts, three Admiral's Cups and a Fastnet Race Win in 1971. Best Rolex Sydney Hobart results include a second to *Love & War* in the 30 year veterans division of the 50th race in 1994. Queenslander Mike Freebairn bought the S&S 49 to replace his previous classic yacht *Koomooloo* which sank during last year's Rolex Sydney Hobart.



SPLASH GORDON

SAIL NO: 6838
LOA: 12.41m
CLASS: IRC
DESIGNER: Bruce Farr (USA)
YEAR BUILT: 1998
TYPE: modified Farr 40
NO. OF HOBARTS: 0
OWNER: Stephen Ellis
CLUB: Cruising Yacht Club of Australia, NSW, Royal Prince Alfred Yacht Club
CREW: S Ellis (2), P Langley, B Nann (1), I Goldsworthy, N Craddock

This modified Farr 40 has been successfully campaigned in the past 12 months including placing 2nd in the IRC division of last year's Rolex Trophy and 1st in division in this year's Audi Sydney Gold Coast. An experienced offshore crew, including Fastnet and Admiral's cup sailor Ian Goldsworthy, will lead the charge south.



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STORMY PETREL

SAIL NO: 508
LOA: 11.12m
CLASS: IRC
DESIGNER: Sparkman & Stephens (USA)
YEAR BUILT: 1970
TYPE: S & S 36
NO. OF HOBARTS: 11
OWNER/SKIPPER: Kevin O'Shea
CLUB: Cruising Yacht Club of Australia, NSW
CREW: K O'Shea (2), J Maclurcan (16), B Hunter, K Coote, S Harries, M Sheppard

Sparkman & Stephens, the famous US naval architects, designed *Stormy Petrel* to the international One Ton rule, and Syd Fischer sailed her to victory in the 1971 Cup series in New Zealand. Joining owner Kevin O'Shea will be John Maclurcan, who sailed aboard *Stormy Petrel* in many Hobarts when owned by the late Tony Pearson, a past CYCA Commodore. With 37 years of ocean racing history to her name, *Stormy Petrel* is still very competitive offshore.



SWAN SONG

SAIL NO: 8448
LOA: 14.84m
CLASS: IRC
DESIGNER: German Frers (ARG)
YEAR BUILT: 2000
TYPE: Swan 48
NO. OF HOBARTS: 0
OWNER: Geoffrey Hill
CLUB: Cruising Yacht Club of Australia, NSW
CREW: G Hill (7), L May (34), G Snow (24), A Jackson (14), P Sheldrich (17), R Snow (8), S Byron (16), E

Adriaanes (18), R Carlier (27), S Wall (2), J Beaton (6), G Bauchop (11), B Johnson (2)

Most of the crew from the 2006 Rolex Sydney Hobart overall winner, *Love & War*, has teamed up with owner Geoff Hill to take Stephen Ainsworth's former Swan 48 to Hobart for the first time. A highly experienced team, including Lindsay May who is contesting his 35th Rolex Sydney Hobart and George Snow his 25th, will enjoy a comfortable ride south on this former IRC Australian Champion.



SWISH

SAIL NO: 6073
LOA: 11.7m
CLASS: IRC/One Design
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 2001
TYPE: Sydney 38 OD
NO. OF HOBARTS: 1
OWNER/SKIPPER: Steve Proud
CLUB: Cruising Yacht Club of Australia/Royal Sydney Yacht Squadron, NSW
CREW: S Proud (1), K Meyboom (1), J Hall (2), J Rodger (1), T Quick (3)

Swish has been a regular competitor in major east coast races over the past seven years. Encouraged by a regular crew with wealth of local and international experience, owner Steve Proud is hoping for a strong performance in what will be a hotly contested Sydney 38 division. *Swish* placed 3rd in the Sydney 38 OD division and 3rd in IRC division B when she last sailed to Hobart in 2005.



THE BIGGER PICTURE

SAIL NO: 6051
LOA: 11.8m
CLASS: IRC/One Design
DESIGNER: Murray Burns Dovell (NSW)
YEAR BUILT: 2002
TYPE: Sydney 38 OD
NO. OF HOBARTS: 0
OWNER: Mike Roberts & Anthony Hooper
CLUB: Royal Prince Alfred Yacht Club, NSW
CREW: M Roberts, A Hooper, D Herlihy (3), T Eccles (1), D Newman, A Beacham, I Douglas (1), C Kameen, S McCarthy, C Warren (1)

Anthony Hooper and Mike Roberts are continuing *The Bigger Picture's* five-year history of contesting the popular Sydney 38 OD division of most major east coast offshore races and regattas. *The Bigger Picture* has had a busy year, contesting the Airlie Beach and Hamilton Island race weeks, Sydney 38 OD state titles and in between offshore races and regattas, *The Bigger Picture* is actively campaigned by both owners and charterers.



THE GOAT

SAIL NO: 7027
LOA: 11.78m
CLASS: IRC/One Design
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 2003
TYPE: Sydney 38 OD
NO. OF HOBARTS: 0
OWNER: Foye /Gordon
CLUB: Cruising Yacht Club of Australia, NSW
CREW: B Foye & others

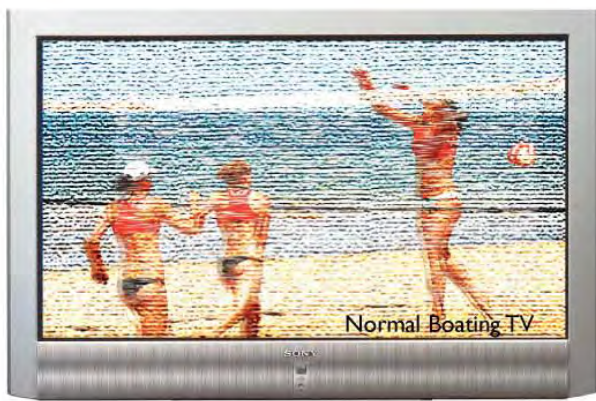
Formerly *Estate Master*, *The Goat* is a Sydney 38 with good credentials including a first and second at the Sydney 38 Nationals. The boat is being campaigned under new owners, including 1993 Sydney Hobart overall winning co-skipper Bruce Foye. *The Goat's* name is derived from Foye's Hobart winner *Wild Oats* (which has for many years was affectionately referred to as 'the Goat').



TRUE NORTH

SAIL NO: YC5974
LOA: 11.92m
CLASS: IRC
DESIGNER: Bruce Farr (USA)
YEAR BUILT: 2000
TYPE: Beneteau First 40.7
NO. OF HOBARTS: 0
OWNER: Andrew Saies
CLUB: Cruising Yacht Club of South Australia, SA
CREW: A Saies (2), B Young (7) R Human (11), I Schmidt (2) D Cronin, L DeWit, M Hutton, M Clarke, K Kellow

True North has competed successfully in South Australian waters under owner Andrew Saies since 2004, including placing 2nd in division in this year's Adelaide to Port Lincoln Race. Competing in the Rolex Sydney Hobart is part of a four-year race program for this boat and her crew which includes the experienced Brett Young as boat and team manager.



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WEDGETAIL

SAIL NO: HW42
LOA: 12.9m
CLASS: IRC
DESIGNER: Hugh Welbourn (GBR)
YEAR BUILT: 2005
TYPE: Welbourn 40
NO. OF HOBARTS: 2
OWNER: Bill Wild
CLUB: Royal Queensland Yacht Squadron, QLD
CREW: B Wild (3), P Elkington (5), K Costin (7), D Hutchison (6), V Dudley (13), G Harland (14), A Deeks (4), S Kidd (2), P Dowdney (6)

Wedgetail made its Rolex Sydney Hobart debut in the 2005 race and finished an impressive 6th overall on corrected time, followed up with a 1st in IRC division 2 of the 2007 Audi Sydney Southport. Skipper Bill Wild always puts together an excellent crew with Kevin Costin joining the highly experienced Gail Harland, Vanessa Dudley, Brisbane Etchells sailor Darren Hutchison, Auckland sailmaker Simon Kidd and navigator Peter Elkington.



WILD OATS XI

SAIL NO: AUS10001
LOA: 30m
CLASS: IRC
DESIGNER: Reichel Pugh (USA)
YEAR BUILT: 2005
TYPE: 30m Maxi
NO. OF HOBARTS: 2
OWNER: Robert Oatley
CLUB: Royal Prince Alfred Yacht Club, NSW, Cruising Yacht Club of Australia, NSW, Yacht Club Costa Smeralda, ITA, Hamilton Island Yacht Club, QLD
CREW: M Richards (3), I Murray (13), I Smith (9), T

Wiseman (2), C Harmsen (13), S Jarvin (19), T Tindill (2), S Runow (18), R Naismith (12), J Hildebrand (3), D Sampson (8), A Henderson (9), R Daniel (6), J Whitaker (5), J Wilson (1), I Burns (11), P Shipway (29), P Westlake (9), P Merrington (11), T Bellingham (5), A Pratt (15), B Clark (16), R Goodrich (2), M Shillington (12)

In her Rolex Sydney Hobart debut, this state-of-the-art 30 metre maxi with canting ballast twin foil (CBTF) took line honours in record time and won the Tattersall's Cup – the only boat to take the trifecta since *Rani* in the first race in 1945. *Wild Oats XI* picked up back-to-back line honours in the 2006 race and this year is aiming for the hat-trick, a feat not achieved since *Morna* beat the fleet to Hobart in the 1946-1948 races.



WISTARIE

SAIL NO: 263
LOA: 11.58m
CLASS: TBA
DESIGNER: Bill Dixon (UK)
YEAR BUILT: 1996
TYPE: Moody 38
NO. OF HOBARTS: 0
OWNER: Bill Ratcliff
CLUB: Cruising Yacht Club of Australia, NSW
CREW: B Ratcliff (39) & others

Bill Ratcliff's Moody 38 *Wistarie* has done plenty of sea miles including cruising twice to the Whitsundays. Bill's best result was in the 1993 Sydney Hobart when he placed 3rd overall on IMS handicap with his beloved S&S 34 *Marara*. With the Rolex Sydney Hobart 2007, Bill is due to become only the seventh yachtsman to reach the illustrious 40 race milestone.



WOT YOT

SAIL NO: 6952
LOA: 15.85m
CLASS: IRC
DESIGNER: Nelson/Marek (USA)
YEAR BUILT: 2000
TYPE: TP52
NO. OF HOBARTS: 1
OWNER: Graeme Wood
CLUB: Cruising Yacht Club of Australia, NSW
CREW: G Wood (2), M Green (29), B Baker (2), P Seary (3), H Brodie (21), T Powell (11), J Harris (1), S Reffold (10), R Scriver

Following a win in the Flinders Islet Race and a 3rd on IRC in the Cabbage Tree Island race, *Wot Yot* is leading the CYCA's Blue Water Pointscore Series from *Ragamuffin* and is a strong contender for the Tattersall's Cup for the overall handicap winner of the Rolex Sydney Hobart. CYCA director and current Ocean Racing Rookie of the Year, Graeme Wood, has again entered two boats (second boat is *Wot's Next*). The TP52s are carbon fibre built with a conventional fixed keel/bulb configuration and are extremely light for their length.



WOT'S NEXT

SAIL NO: 6559
LOA: 14.27m
CLASS: IRC
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 2005
TYPE: Sydney 47 CR
NO. OF HOBARTS: 2
OWNER: Graeme Wood
CLUB: Cruising Yacht Club of Australia, NSW
CREW: B Sykes (19), S Marshall (2), D Smith (2), J Shearer (3), N Dallen (1), J English (1)

Wot's Next is also owned by Graeme Wood but will be skippered by Bill Sykes. *Wot's Next* won its division the 2005 Rolex Sydney Hobart and found form at last year's Hamilton Island Race Week where the Sydney 47 won the Premier Cruising Division. Skipper Bill Sykes will again head up a part youth crew selected from the CYCA's Youth Sailing Academy.



YENDYS

SAIL NO: 1836
LOA: 16.8m
CLASS: IRC
DESIGNER: Reichel Pugh (USA)
YEAR BUILT: 2006
TYPE: Reichel Pugh 55
NO. OF HOBARTS: 1
OWNER: Geoff Ross
CLUB: Cruising Yacht Club of Australia, NSW
CREW: G Ross (12), W Oxley (15), S Cotton (10), S Kirkjian (12), G Johnston (17), D Blanchfield (15), D Brooke (3), D McConville (12), S Nolan (4), M White (6), B Sykes (4), V Prentice (1), M Bradford (2), A Crowe (14), R Allanson (15)

Geoff Ross purpose built this Reichel Pugh 55, the first grand prix yacht out of McConaghy International's new boatyard in China, to attempt a second overall win in the Rolex Sydney Hobart after claiming this honour with his former *Yendys* in 1999. Ross has already recorded some notable results including 2nd in division in last year's Rolex Trophy and IRC winner of the IRC Racing division at this year's Audi Hamilton Island Race Week.



ZEN

SAIL NO: 3838
LOA: 11.6m
CLASS: IRC/One Design
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 2004
TYPE: Sydney 38 OD
NO. OF HOBARTS: 2
OWNER/SKIPPER: Gordon Ketelbey
CLUB: Middle Harbour Yacht Club, NSW
CREW: G Ketelbey (6), B Paton (2), S Fragar (1), B Ryan (8), R Francis (1), S Rich (10), S Denton (2), B Ketelbey

Zen is the second Sydney 38 owned by Gordon Ketelbey, who has been racing these popular one design boats for many years. The boat has been extensively campaigned along the Australian east coast with its best result a 2nd in the Sydney 38 division of this year's Audi Sydney Gold Coast. *Zen* finished 6th in division in 2005 and is part of a strong Sydney 38 division this year.



ZEPHYR

SAIL NO: 8289
LOA: 10.2m
CLASS: IRC
DESIGNER: Bruce Farr (USA)
YEAR BUILT: 1984
TYPE: Farr 1020
NO. OF HOBARTS: 0
OWNER: James Connell & Alex Brandon
CLUB: Balmain Sailing Club, NSW
CREW: J Connell (1), A Mehafey (2), D Cutcliffe (1), R Patterson (1), A Brandon, E Wallace, T Petty

Zephyr's current owners purchased the Farr 1020 in mid 2006 with one thing in mind - the 2007 Rolex Sydney Hobart. *Zephyr* has been upgraded for the boat's first trip south and the crew has been sailing together in preparation for the last 18 months. *Zephyr's* debut ocean race was this year's Audi Sydney Southport and they went on to contest the Audi Sydney Gold Coast but were forced to retire with a broken backstay.



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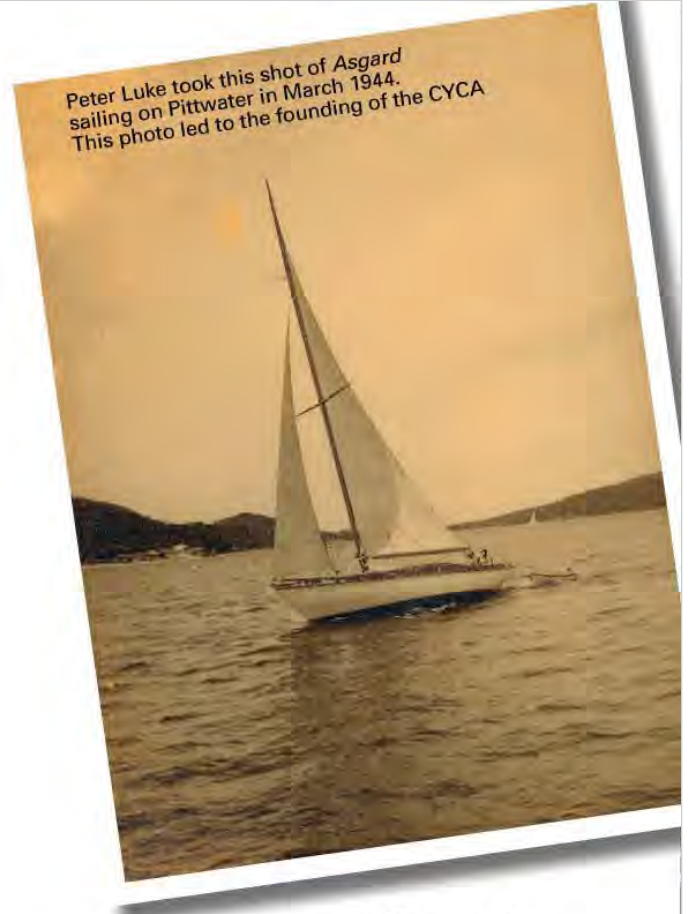


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Peter Luke aboard his beloved *Wayfarer*



Peter Luke took this shot of *Asgard* sailing on Pittwater in March 1944. This photo led to the founding of the CYCA

Peter Montague Luke

CYCA CO-FOUNDER

PETER LUKE WAS A MAN OF MANY PARTS. ACCOMPLISHED PHOTOGRAPHER, BUSINESSMAN, YACHTSMAN, YACHTING WRITER, CO-FOUNDER OF THE CRUISING YACHT CLUB OF AUSTRALIA, HUSBAND, FATHER AND HOLDER OF A SYDNEY HOBART YACHT RACE RECORD, HE WAS A MAN WHO STOOD BY HIS PRINCIPLES THROUGH WEATHER FAIR AND FOUL.

By David Colfelt

Peter Luke, co-founder of the Cruising Yacht Club of Australia, died on 23 September 2007 at the age of 92. At that time he still held a race record that he set in the very first Sydney Hobart Yacht Race in 1945—the longest-ever time to finish the course, 11 days, six hours, 20 minutes. With a twinkle in his eye, he used to call it “a record not even broken by the all-girl crew”. It says something about the man who disliked all things commercial, who worked for 35 years in his father’s business which he detested, and who resigned his life membership to the club he founded in 1976 when the CYCA took on the first sponsor with naming rights for the Sydney Hobart Yacht Race. He loved everything to do with boats and the sea, but he wasn’t particularly competitive. He had an outgoing, friendly nature that served him well when recruiting new members to the newly-formed club in 1944, after he and Charlie Cooper had hatched the idea of creating a club to cater for cruising as opposed to racing.

Peter finished his schooling in 1931 at The King’s School, Parramatta, and the very next day went to work in the darkroom of his father’s photographic studio at 62 Castlereagh Street, Sydney. He had learned something about photography at school, and although he very much enjoyed taking pictures off his own bat, he disliked the commercial aspect of the business. Peter’s father, Monte Luke, was an extremely successful

Photo by Peter Luke of yachts on the beach at Bayview, 1950, taken with the unmistakable eye of the photographer who loved boats of any size or description.



Sydney photographer who specialized in portraits, particularly of brides, and weddings. Monte had a career of some ten years in the theatre before establishing his photography business; he was well spoken and handsome and could charm the birds out of the trees. His grandfather, Edmund Luke, was *The Age's* first press photographer. Photography may have been in Peter's blood, but he hated being outside St Mark's Church in Darling Point on a Saturday afternoon photographing a wedding, knowing that all his mates were out on the harbour and that he would be in the darkroom till midnight processing film. Nevertheless, as an only son he felt duty-bound to continue in the firm.

EARLY SAILING DAYS

The family had a home in Mosman overlooking Taylor's Bay, and at a reasonably early age Peter's parents gave him a 2.5 metre dinghy with a one-horsepower outboard motor. It wasn't long before he converted it to sail, hanging a sugar bag on a broomstick, sailing downwind, motoring back upwind, and exploring every inch of Taylor's Bay. As he grew older, he read everything about boats and the sea that he could get his hands on. He acquired a number of small yachts during his first ten years with the photographic studio and on them explored the NSW coast between Sydney and Newcastle. Then, in 1940, he acquired the ship that he would sail for

the rest of his life: the Alden-designed yawl, *Wayfarer*, launched in January of that year. The name expressed Luke's desire to roam around out-of-the-way places; it evoked dreams of waving palm trees and hula girls.

WAYFARER

Wayfarer was built by well-known Sydney shipwright, Charlie Larsen, from the moulds with which he created the 35-foot *Moonbi*, aboard which early CYCA member Hal Evans would win the 1955 Sydney Hobart Yacht Race. The moulds represented a significant potential financial saving, and with the permission of John Alden they were extended to make a 40-footer. Flush decks had always appealed to Peter, and to obtain headroom below, the plans called for the original sheerline to be raised 11 inches amidships. Well, they looked so ugly that Larsen refused to build the boat until the design was modified to include a wooden sponson (rubbing rail) around the outside of the hull and six portholes along the original deck line to break up the bare expanse of the topsides. Charlie completed building *Wayfarer* up to the deck, but Peter ran out of money finishing her off, and the sponson and portholes were never added. *Wayfarer* was very dark down below, with no skylights or ports, and Luke became known as "the batman of Mosman Bay". She was designed as a yawl, and because the mizzen mast was right on the waterline, as was the rudder post, Luke



BELOW: Peter Luke's daughter Lindy Boyd took this picture of her father looking at *Wayfarer* on his 92nd birthday



ABOVE: The crew of *Wayfarer* in the 1945 Sydney Hobart Yacht Race: (Left to right) Geoff Ruggles, Len Willsford, Brigadier A.G. Mills, Peter Luke (at rear), Bill Lieberman, Fred Harris. Many of these men knew each other from harbour patrol duties during World War II with the NAP and VCP. Geoff Ruggles, the only crew member surviving today, was the youngest (age 16); he was with the Mosman Sea Scouts on the night the Japanese mini-submarines attacked Sydney Harbour in 1942.

constructed a tiller with a 'U' in it to get from the rudder stock around the mizzen to the cockpit. "It raised a lot of funny questions before the mizzen was put in," he mused.

During the war Peter had joined the Volunteer Coastal Patrol where he learned much about seamanship and all that goes with it. His tasks included patrol duty in *Wayfarer*, standing watch over troop carriers and warships and guarding strategic sites such as fuel storage facilities and the munitions depot at Bantry Bay. *Wayfarer* eventually got a doghouse, which some say resembled a telephone box, an after-thought resulting from countless days and nights doing harbour patrol duty in rain, hail or shine. The doghouse turned out to be a nice thing to have in the nasty weather encountered in the first Sydney Hobart Yacht Race.

When sailing *Wayfarer* on Pittwater in about March 1944, another Alden design, *Asgard*, caught Peter's eye. He snapped several photographs and later found out who owned the yacht and sent him several photos. The owner was Charlie Cooper, whose parents operated a wholesale fruit business. Charlie, too, had reluctantly joined his father's business, being much more interested in radio but not wanting to disappoint his father. Charlie sent Peter a box of fruit by way of thanks, and a relationship was established. Some weeks later Charlie rang Peter and suggested they form a cruising club for like-minded yachtsmen with similar boats who weren't interested in racing, and Peter agreed. Charlie and Peter and six other yachtsmen met at the Monte Luke Studio, 62 Castlereagh Street, in June that year and decided to form a cruising club. And that's how it all began.

HOW THE ROLEX SYDNEY HOBART YACHT RACE CAME ABOUT

In about April 1945 an early CYCA member, Sydney artist Jack Earl, was anchored at Quarantine not far from where the Tasmanian yacht *Saltair* was also anchored. Earl and his family were planning a cruise to Hobart at Christmas time, and Jack rowed over to *Saltair*, owned by two other early CYCA members, the experienced Tasmanian yachtsmen Bert and Russ Walker, to look at their charts. The Walkers asked if they might join the cruise. Later, Peter Luke got wind of it and said he'd like to go along, too.

In May 1945 Luke invited the well-known British ocean-racing yachtsman, Commander John Illingworth, who was stationed at Garden Island, to address a meeting of the CYCA. That evening Luke told Illingworth that three of them were planning a cruise to Hobart, and would he care to join them. Illingworth is alleged to have said, "why don't we make a race of it?"

Charlie Cooper, whose brother was a wing commander with the RAAF, managed to arrange air cover for the upcoming Sydney Hobart Yacht Race. A fleet of nine yachts took the starter's gun on December 26th. One day later they ran into winds of 50 knots accompanied by blinding rain and rising seas. Many sought shelter along the NSW coast. Peter Luke and his crew on *Wayfarer* sought refuge behind Broulee Island (23 miles north of Montague Island), went ashore to phone home to say they were okay, then got back aboard and cooked up their 12 pounds of fresh beef (before it spoiled—they had no refrigeration in those days) and had a hearty

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Wayfarer makes her way up the Derwent, 11 days, six hours and 20 minutes after the start of the 1945 Sydney Hobart Yacht Race, a record for the longest-ever time to complete the course, which stands today. The person in the kayak was a relative of Luke's first wife who lived in Hobart. *Wayfarer* acquired her bowsprit in 1945 to better balance her. John Illingworth designed the headsail rig on the back of a paper napkin during dinner at Usher's Hotel in May when he uttered the famous "why don't we make a race of it" reply to the invitation to cruise with Peter Luke, Jack Earl and Bert and Russ Walker to Hobart.



stew before going to bed for the night. They may have been racing in the ocean, but they were not yet 'ocean racers'. The RAAF plane following the fleet reported not sighting several yachts. For the next several days the race made front-page headlines, with yachts feared missing. The drama captured the imagination of post-war yachtsmen in Australia, and from that point onwards the Sydney Hobart Yacht Race and other ocean races became the main focus of the newly-formed "cruising" club.

LUKE DRIFTS AWAY FROM THE CYCA

Peter Luke served in the early years as Secretary, Vice-Commodore and Commodore of the club. But as the years went on and the racing became much more competitive, he felt unable to keep up with the cost of equipping a yacht to be competitive, and it wasn't really in his nature anyway. He remained an active member, contributing many articles on nautical matters to the club's early magazine *Seacall* in the 1950s but gradually drifted away. He was one of four who were the first 'life members' elected in 1957, an honour he renounced along with his club membership when Hitachi was appointed the major commercial sponsor in 1976. "I wrote a letter to the Committee saying 'Gentlemen, you have committed the unpardonable crime; here is my life membership card. Thank you. Good bye'". Peter was always a staunch Corinthian, and he also had vivid memories of the Japanese attacks on Sydney in May 1942. He felt that the sponsorship completely killed the spirit in which the club was started. But he was persuaded to re-accept his life membership at the time of the 50th anniversary Sydney Hobart Yacht Race in 1994, when he sailed to Hobart at age 79 aboard *Charisma*.

Peter quit the photography business in the late 1960s and took a number of jobs behind the counter of various nautical outlets before retiring in 1973 with his second wife, Mornette, to Port Stephens (along with *Wayfarer*, which he was sailing right up until the time of his death). His first marriage in 1938 was to Betty Anderson with whom he had a daughter, Lindy (now 62), and two sons, Roland (now 60) and Barry (who died after a tragic accident at a young age). Peter and Betty's first abode was a houseboat moored in Cabbage Tree Bay east of the Spit Bridge. They were divorced in the mid-1950s. He met Mornette in 1955 and they, too, had a water-borne lifestyle, living aboard *Wayfarer* on the harbour.

A LEGACY

The Rolex Sydney Hobart Yacht Race has become Australia's first real carnival, with the largest live audience of any single sporting event anywhere in the world, attracting some 300,000-400,000 spectators to Sydney's foreshores on Boxing Day. In January 1960, a friend of Luke's wrote him a letter penning these lines of appreciation: "Should you never have the opportunity to give Australia any more gifts such as this Festival [the start of the Sydney Hobart Yacht Race], it will not matter, as you have cast the traditional die of celebration on the sea and brought to fruition a thousand sail of the line." Peter would have been the first to put Charlie Cooper's name ahead of his own as a partner in this venture, for he always felt that Cooper never received the recognition he deserved for his role in the early days of the CYCA. ○

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KNOW THE RULES



WHEN IT COMES TO THE ROLEX SYDNEY HOBART YACHT RACE RULES, YOUR SAFEST BET IS TO READ THE RULE BOOK!

By Mark Pryke

Why does the Cruising Yacht Club of Australia make variations to the starting procedures, lessen certain penalties and amend some of the Rules of Sailing for the 628 nautical mile yacht race? For a number of good reasons.

Double startlines. It was found that the new double line system worked very well. Big boats were sent off the northern line ahead of smaller boats on the southern line. This meant fewer incidents. It also gave both the big boats and the smaller boats a fairer start. Fairer because they were not getting in each other's way, and fairer because they were not blanketing one another on the start line. It also gave the Race Committee a better view of the start lines and lessened the chance of a wrong On Course Side (OCS) call.

Starting Sound Signal. The Rolex Sydney Hobart Yacht Race uses a large cannon as a starting signal. It is located on a boat other than the official start boat and is usually operated by an invited dignitary. It usually performs well. However, as the Rules state, its failure has no bearing on the timing of the start. This is a big relief for the principle race officer (PRO), who already has enough on his plate. The large, loud cannon may be a visual and audible highlight for spectators, but its failure to function would have no bearing on the start.

Time keeping. This is done with the host broadcaster Network Seven and transmitted over mobile phone. A bit risky, you feel? With the number of people using mobile phones on the water on Boxing Day, you may well be right. But in practice, there is little to worry about. There is a time check done on 26 December by the TV station, the PRO, the race officers (ROs) and their teams. Time is set by GPS and all adhere to it for the start. So if the ROs are chatting on their phone and VHF radios and miss the countdown, the start goes ahead anyway on board the two start boats. Many sailors completely ignore starting flags and the cannon. They have their GPS devices on and are doing their own countdowns.

Flags. Here is what the International Sailing Federation's (ISAF) Racing Rules of Sailing have to say about flags at the start:

26 STARTING RACES

Races shall be started by using the following signals. Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded.

Five minutes. Warning signal: Class flag; 1 sound.

Four minutes. Preparatory signal: P, I, Z, Z with I, or black flag; 1 sound.

One minute. Signal: Preparatory flag removed; 1 long sound.

Zero. Signal: Starting Class flag removed; 1 sound.

*or as stated in the sailing instructions.

Note this last sentence. It allows race committees to change the system. The CYCA makes a few changes.

The Class flag (Flag W) goes up 10 minutes prior to the start. (+ cannon)

The Preparatory flag (Flag P) goes up when there are 5 minutes left.

(+ cannon)

Then, at one minute, Flag I goes up.

At the Starting signal, all are removed and the cannon is fired again. That is quite a change and although simple, requires that sailors read and understand the sequence. In such a big race with two lines and around 100 boats, the 10-minute sequence allows more time for boats to line up in an orderly manner.

General Recalls. It is written into the CYCA sailing instructions that there will be no "general recalls". With the two startline system, calling the big boats back would be catastrophic. It would virtually guarantee collisions, would be very expensive and not conducive to fair racing.

Individual Recalls. Many years ago, the Race Committee delayed advising yachts that they were premature starters (now called OCS) until one hour after the start. This had the effect of frightening boats away from being early at the line. Or did it? Many may remember the sight, 10 years ago, of half a dozen yachts returning from outside Sydney Heads to start again. As they were advised of their situation only after one hour's sailing, this effectively added two hours to their elapsed time. Is that fair, particularly in such a long race? If you consider that a boat may have been just over by a metre and forced there by another boat with only a second to go, then maybe it is a bit harsh. So over the ensuing years the Race Committee reduced the time frame for advising boats of their OCS status. In 2006 the Sailing Instructions stated amongst other things that: "A boat subject to recall will be identified by the Race Committee on VHF. Such radio recall information will be transmitted approximately five minutes after the start." The CYCA sailing instructions state that a sound signal 'may' be made. This is a significant change from ISAF accepted procedure. In practice it would be too difficult to use the cannon, so both start boats have horns on board and use them for any OCS signals.

This radio procedure has been in place for the past few years. But there is another series of radio transmissions that alerts boats to the OCS scenario as it develops. During the two minutes prior to the start, the race officer on the Start boat talks with his Pin-end judge about who they believe to be over the line early. For those who bother to listen in to the VHF transmissions (and isn't that every competitive sailor?), they quickly learn of their or another boat's position with respect to the start line. Guess what? No boats have been recorded OCS on the big boat, northern startline in the past few years. It works a treat and is fair and within the



"THE DOUBLE LINE SYSTEM WORKED VERY WELL. IT GAVE BOTH THE BIG BOATS AND THE SMALLER BOATS A FAIRER START."

ISAF Rules. The procedure is actually a variation of a sailing instruction in the ISAF Template for SIs listed hereunder:

11.5 If any part of a boat's hull, crew or equipment is on the course side of the starting line during the two minutes before her starting signal and she is identified, the race committee will attempt to broadcast her sail number on VHF channel _____. Failure to make a broadcast or to time it accurately will not be grounds for a request for redress. This changes rule 62.1(a).

Postponement. Many sailors have been under the impression that a Rolex Sydney Hobart Yacht Race start cannot be postponed. Wrong! The Race Director is in Hobart on Boxing Day. The PRO attends the weather briefing and contacts the Race Director one hour before the start. They discuss the weather and decide whether to start the race or not. It's rare to see a postponement, but certainly not impossible.

Alternative Penalties. It would not be prudent, in the narrow confines of Sydney Harbour, to have maxi-yachts doing two-turn penalties immediately after infringements. The sailing instructions require any penalties that occur after the Preparatory signal but before Mark Z to be done *before* passing Mark Z. If this is not done and a boat is successfully protested, then the Sailing Instructions allow the International Jury to impose a time penalty of not less than five minutes. Now that certainly beats a disqualification after sailing 600 nautical miles. A boat that was a premature starter (OCS) that does not return receives a scoring penalty of 30 per cent.

The Rolex Sydney Hobart Yacht Race sailing instructions are voluminous. But it is a necessary document that should be thoroughly read and understood by at least a few members of the crew. ○



Personal Broadband Australia and Netcomm provide wireless communications for the Rolex Sydney Hobart Yacht Race

For the fourth year running, Personal Broadband Australia (PBA) will deploy and maintain iBurst wireless broadband services for the Rolex Sydney Hobart Media Centre located at the Cruising Yacht Club of

Australia (CYCA). In 2004 the CYCA became the first major sporting organisation to take mobile broadband on to the water and has since become a regular user of PBA's iBurst service.

PBA will provide two solutions. The first solution will consist of iBurst enabled wireless hot spots that provide connectivity to any user with a Wifi enabled PC or Mac, allowing fast data communications for organisers, competitors, journalists and spectators alike. Organisers and journalists utilising the race media centre in Sydney will also be provided with iBurst mobile modems. PBA's partner Netcomm will provide digital telephone headsets, modem switches for voice and data, password printers and the infrastructure that creates the wireless hotspot for the CYCA.

iBurst is a fully mobile wireless broadband service which enables users to securely access networks, surf the web or send and to receive email anywhere within the coverage area at data transfer rates of up to 1 Mbps per second. iBurst coverage currently extends across selected areas of Sydney, Melbourne, Brisbane, the Gold Coast, Perth, Adelaide and Canberra, and iBurst plans to provide coverage to more than 75 per cent of all Australians and 90 per cent of businesses.

For further information please visit: www.iburst.com.au

Australia's strong Olympic sailing team

Australia will have one of its strongest sailing teams ever at the 2008 Beijing Olympic Games, with several world champions among the 16 athletes chosen to contest the Olympic sailing regatta at Qingdao.

Australia will be represented in ten of the 11 classes. Iain Murray, one of Australia's outstanding sailors over the past three decades in classes ranging from 18-footers to the America's Cup, will be sailing in his first Olympic Games, helming the Star class keelboat with Andrew Palfrey as his crew. All of the sailors come from New South Wales with the exception of the young 470 women's crew of Elise Rechichi and Tessa Parkinson from Western Australia.

ISAF decides on 2012 Olympic events

The ten sailing events for the 2012 Olympic Games were decided by the ISAF Council during the 2007 ISAF Annual Conference in Estoril, Portugal in November. The final slate of events was voted on by the members of the ISAF Council, which is formed of the ISAF Executive Committee, 28 appointed members, representatives of the Offshore Committee, ISAF Classes Committee and a Women's Representative. The selection of the ten events is subject to final confirmation from the International Olympic Committee. The ten events selected by the ISAF Council for the 2012 Olympic Sailing Competition are:

- One person dinghy - Men
- One person dinghy heavy - Men
- Two person dinghy - Men
- Two person dinghy high performance - Men
- Windsurfer - Men
- Keelboat - Men
- One person dinghy - Women
- Two person dinghy - Women
- Keelboat match racing - Women
- Windsurfer - Women

The changes over the list of the current events includes the elimination of the multihull and the change of the women's keelboat from a fleet racing format to a match racing format. The elimination of the multihull from the 2012 Olympic Games has shocked many in the sport. There have been calls by multihull sailors to break away from the ISAF and form an independent association.

men's



CYCA Youth Sailing Academy sailors were recognised at this year's QLD function PHOTO Pam Messenger

Quiet Little Drink's recognition for youth sailors

For the first time, CYCA Youth Sailing Academy members competing in their first Rolex Sydney Hobart Yacht Race were recognised at this year's annual Quiet Little Drink cocktail party. Nic Dallen, Allan Jackson, Will Ryan, Mark Langford, James Francis, Tim Austin and Jono English were awarded plaques of Tasmanian Huon Pine and King William Pine, which were a smaller version of the plaques for sailors reaching their 25 and 40 Rolex Sydney Hobart Yacht Race milestones.

Claire Leroy and Ed Baird enter the select circle of ISAF Rolex World Sailor of the Year Award winners

For the sailors of the world, November is known as the time of the International Sailing Federation's (ISAF) Annual Conference and the ISAF Rolex World Sailor of the Year Awards. The Awards are recognised as one of the highest honours a sailor can receive in recognition of his/her outstanding achievements and this year's official award ceremony took place on November 6th in Estoril, Portugal at the Penha Longa monastery. Out of all of this year's fantastic nominees, only two could walk away with the ISAF Rolex World Sailor of the Year titles, and the exceptional winners for 2007 were Claire Leroy (France) and Ed Baird (USA), making the award a true tribute to match racing.

ISAF Women's Match Racing World Championship in Bermuda. Claire Leroy and her French crew came back to win all their races during the 2nd day of racing in Hamilton Harbour to share second place in the series overall.



Charles Anderson-PPL

Claire Leroy, ISAF Rolex Female Sailor of the Year



Rolex - Carlo Borlenghi

Claire Leroy has been the number one skipper on the ISAF Women's World Match Race Rankings since May 2005. Like many professionals, sailing has been a consistent part of Leroy's life since her childhood. "I discovered the pleasure of sailing before I could even walk," she said.

Leroy, skipper of *Team Ideactor*, has dominated the match racing circuit both this year and last, winning the 2006 ISAF Nations Cup, the IX International Women's Match Race Criterium, the 2007 ISAF Women's Match Racing World Championships in her hometown of St Quay Portrieux, France, and the 2007 Women's Match Race European Championship. 2007 marks the second time that Leroy has been a candidate for the ISAF Rolex World Sailor of the Year Awards, as she was also previously nominated in 2005.

American Ed Baird took home the male 2007 ISAF Rolex World Sailor of the Year Award for his incredible achievements as helmsman aboard *Alinghi*, winner of the 32nd America's Cup. "There are all kinds of things that come into your mind as wanting to say for something like this, but 'wow!', is the big one. Wow, it's just amazing!" exclaimed Baird as he accepted his award.

Baird has a long history of triumphs in the world of international match racing both in and outside of the America's Cup. Baird is the only American to have ever won the ISAF Match Racing World Championship - in 1995, 2003 and 2004. He is the only American ever to have ranked number one on the ISAF World Match Race Rankings list and in 1995 was honoured by his countrymen as the USA's Rolex Yachtsman of the Year.

Ed Baird, ISAF Rolex Male Sailor of the Year



Rolex - Carlo Borlenghi



Jason Holton-PPL

RIGHT: *Alinghi*, helmed by Ed Baird at the 32nd America's Cup 2007, Valencia, Spain



Commodore Matt Allen, Paul Maloy, Anthony Dunne, Jenni Bonnitcha at the launch of the new Garmin Elliott

Garmin joins the CYCA Youth Sailing Academy

Cruising Yacht Club of Australia member and Garmin Australia director Anthony Dunn recently christened the Elliott 6 *Garmin* in front a large contingent of St Arnou Wednesday evening twilight sailors.

Paul Maloy, managing director of Garmin Australia and GME, joined Vice Commodore and training and development committee chairman, Garry Linacre, and Commodore Matt Allen in welcoming *Garmin* to the YSA fleet.

The CYCA is the only club in Australia with 10 identical training sports keel boats and it is through the generosity of sponsors that these boats are purchased and maintained to such a high standard. While these boats are used to conduct training of all levels of sailors, they also provide unique opportunities for the CYCA to conduct high level and well recognised state, national and international regattas.

Luxury carmaker announces \$50 million 'lighthouse' development in Sydney

In November, Audi Australia Pty Ltd (Audi) announced its plan to build a \$50 million dollar brand 'lighthouse development' in Sydney, on South Dowling Street. Clearly reflecting the successful growth of the brand in the past three years, the very high profile new 'Audi lighthouse' facility is situated on a 3,655 square metre site at Victoria Park, with 100 metres of absolute street frontage directly along South Dowling Street at Rosebery. Due to open in early 2009, the development is one of the most significant overseas investments made to-date by Audi's Ingolstadt-based parent company, AUDI AG. The eight-level, 12,000+ square metre facility, developed by AUDI AG and designed by Audi's master architect Johnson Pilton Walker, incorporates a flagship retail showroom and customer facilities, after-sales centre and commercial space which will become Audi's national HQ. It will also be used as a brand forum for events and new product launches. Audi Australia's managing director, Joerg Hofmann, says that the AUDI AG Supervisory Board's approval for this concept is a direct result of the brand's strong growth in the past three years including an increase of 30% in 2005, 20% in 2006 and another projected 20% in 2007. The development "demonstrates AUDI AG's long term commitment to Australia, which has been identified as a key strategic growth market," Mr Hofmann said.

The prominent flagship development features 100 metres of street frontage on South Dowling Street, and stands some 26 metres high and 25 metres deep. It is just 10 minutes from the CBD, enroute to the airport and will effectively act as a 'brand beacon' for the 125,000 vehicles per day and approx 45 million vehicles per year which travel on one of the busiest arterial roads in Australia.

"Not only will the new retail business significantly raise the profile of Audi and benefit the Sydney dealer network in terms of a much stronger brand presence, but it will also fast-track an increase of the brand's awareness nationally to a level on par with our competitors," added Mr Hofmann.

Australian Antarctic sailor Jon Sanders honoured with a gate named after him within the Antarctica Cup Racetrack

The gate, marking one of 18 gates to sectors within the circular race track bounded by the Roaring Forty and Screaming Sixty latitudes, is positioned mid-way round the Indian Ocean zone, close to where Sanders suffered a 180 degree knockdown nearly three decades ago. The remarkable double circumnavigation by Sanders aboard his S&S 34 monohull *Perie Banou*, saw him pass south of the three great capes - Horn, Good Hope and Leeuwien - before continuing on around Cape Horn a second time and turning north to Plymouth, UK and returning south around Good Hope and returning to Freemantle. His voyage was recognised in the Guinness Book of Records as:

1. The first single-handed sailor to remain continuously at sea twice around the world.
2. First single-handed sailor to round the five southernmost capes twice on one voyage.
3. First single-handed sailor to round the five southernmost capes twice.
4. Longest distance continuously sailed by any yacht (78,069 kilometres).
5. Longest period alone at sea during a continuous voyage: 419 days: 22 hours: 10 minutes.

In 1986 Sanders set out again from Fremantle, and this time completed three solo non-stop circumnavigations aboard his yacht *Parry Endeavour*, rounding St Peter & St Paul Rocks just north of the Equator each time to ensure that his course covered both hemispheres. Bob Williams, the Chairman of Antarctica Cup Management and the Antarctica Cup Ocean Race, says, "Jon's achievement is an inspiration to all long distance ocean racing sailors and we are very happy to honour Jon now by naming this Gate 17 Sanders Gate and Sector 17 after his yacht *Perie Banou*."

For further information please visit www.antarcticacup.com

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CRUISING YACHT CLUB OF AUSTRALIA



Loki wrecked



Australian ocean racer *Loki* loses her rudder in the Middle Sea race out of Malta

She was second in fleet and leading by a country mile on handicap when this happened. She was washed up on the northern coast of Sicily. The 16 crew were lifted off by helicopter. The starboard side of the hull was smashed in, the keel bulb ripped off, the mast broken and the deck holed when she grounded. The locals stripped the boat of everything, including all personal items, before the crew could get to where she was washed ashore.

SLAM appoints MarinePlus as Victorian Agent

Salt Sportswear, Australian and New Zealand distributors of SLAM Advanced Technology Sportswear is delighted to announce the appointment of MarinePlus as their agent for Victoria. SLAM is going places with innovative, cutting-edge technical sailing clothing and a stunning fashion range based on a strong nautical theme. The brand is growing at an exponential rate both overseas and in Australia, and the appointment of MarinePlus will strengthen the brand's distribution and exposure in Victoria. MarinePlus have been in business for over fourteen years, representing key companies such as International Paints, Lewmar, Wichard, Icom etc. The SLAM agency fits well into MarinePlus's portfolio of quality, top-end products sold into the yachting and general boating markets.

You will see SLAM associated with a number of events and regattas in the next few months to increase the brand's exposure in Australia and especially Victoria.

For further information please visit www.slam.com

Matrix Masts NZ forms partnership with British America's Cup Syndicate, TEAM ORIGIN

TEAM ORIGIN, with New Zealander Mike Sanderson as Team Director has signed a partnership agreement with Matrix Masts NZ to assist and support the manufacture of AC rigs for this latest challenger. The Matrix Masts factory has undergone some dramatic changes in order to accommodate TEAM ORIGIN including a dedicated climate controlled laminating room and air-conditioned "high tech" production room. The rig design office, headed by Bruce Thompson, also a New Zealander, will be within Team Origin's facility at Matrix Masts.

Matrix Masts has been in business for 21 years. Their reputation as a "boutique" builder of masts for an elite clientele has given them the confidence and know-how to move into the AC arena. Murray Jones, a director of Matrix Masts has been involved in many winning America's Cup campaigns. His philosophy of pushing the envelope of innovation in design; along with director, Garry Hassall's philosophy of keeping the company personal and "in touch" has ensured that Matrix Masts is the understated champion of carbon masts and booms in the industry today.

For further information please visit www.matrixmasts.com

Timely Rescue For Bass Strait Chopper Pilot

Just 5 days after registering his RFD AquaFix Personal Locator Beacon (PLB), a helicopter pilot has had to activate his marine safety device following an emergency landing in the sea on Victoria's South Gippsland coastline. After experiencing communication equipment failure, the Bell 407 helicopter made a forced landing in shallow water off Snake Island while enroute from Flinders Island to the Latrobe Valley. The AMSA Rescue Coordination Centre in Canberra received a 406 MHz PLB activation and GPS signal just minutes after the helicopter's next radio call was to be scheduled at 12:45pm. The AMSA HeliMed helicopter was quickly despatched from Latrobe, along with the Melbourne-based Dornier rescue aircraft from Essendon and a re-routed Cessna aircraft, which located the pilot and single passenger walking around together on the nearby Snake Island. According to AMSA sources, the helicopter pilot had only registered his RFD AquaFix 406Mhz PLB device five days before the incident occurred. The accuracy and speed of detection were proven when the AMSA HeliMed pinpointed the pair only 50 metres from where the helicopter had landed.

While the reasons for the helicopter's forced landing are still under investigation, the advantages of the 406 MHz rescue technology and the accuracy of RFD's AquaFix 406 PLB are clear. Spokesperson for AMSA, Tracy Jiggins, explains that, following the activation of the PLB, the helicopter pilot quickly called AMSA to say that no injuries had occurred during the forced landing.

The RFD AquaFix PLB is a specialised marine safety device designed to signal rescue authorities in the event of an accident. Compact, lightweight and fully waterproof, the AquaFix 406 GPS I/O PLB features an onboard GPS engine with proprietary FastACQ technology that acquires latitude and longitude when the unit is activated. Upon activation, AquaFix can operate in excess of 24 hours in temperatures between -20 and 55 °C.

RFD is a world leading supplier of marine safety products and inflatable watercraft marketed under a range of brand names.

For further information please visit www.rfd.com.au



Aussie yacht wins Kiwi Coastal Classic

The 26th HSBC Coastal Classic started at 10am on Friday 19th October from Auckland's Devonport Wharf in clear conditions following a weather report that forecast up to 30 knots from the south east. It also predicted a subsequent drop in wind speed, and this occurred somewhat earlier than anticipated, dashing competitors' hopes of breaking records, which had stood, in some cases, since 1996.

Two new boats would take the first two spots upon arrival at the finish in Russell in the Bay of Islands with the Australian *Taeping*, owned by Dave Andrews, completing the course at exactly 8pm on Friday evening and *Line 7*, sailed by Dan Slater, arriving 23 minutes later and just 14 seconds ahead of last year's winner, Jon Vincent's *X-Factor*.

Taeping thoroughly deserved their win," said Jon, also a committee member of the New Zealand Multihull Yacht Club, the race organisers. "From a sailor's point of view, the race was perfection. We picked up waves off Cape Brett that would accelerate us from 13 to 20 knots in an instant. Conditions were ideal for boats designed to sail downwind."

Multihulls would cross the line in eight of the top ten places with Simon Hull's Transpac 52 *V5* being the first keelboat to arrive at 9.50pm, followed by *Wired* and *Upshot*. All three are equipped with swing keels and *Wired* was the first monohull to finish the 2006 event. A rival, *Pussy Galore*, sought redress after diverting to pick up the crew of the capsized multihull *Silverraider* during the race. Those rescued were transferred to a Coastguard vessel some 15 minutes later and *Pussy Galore* rejoined the race. Tactically, those that headed further offshore early in the event and returned later did better but yachts in the second half of the fleet would face more south westerlies than those in front, while others still at sea on Saturday morning experienced very light airs. All told, there were nine major racing divisions incorporating some 230 yachts with further competition created by the IRC rating system, class divisions and a teams' event, with a total of NZ\$ 40,000 worth of prizes at stake overall.

The HSBC Coastal Classic is New Zealand's biggest coastal race and one of the largest in the world.

For further information please visit www.coastalclassic.co.nz

BELOW: The HSBC Coastal Classic in New Zealand

(2) Mandy Varney, HSBC Coastal Classic



EIGHT BELLS

Nigel Holman sails his final race

Nigel Holman, who skippered his Lyons 40 *Micropay Cuckoos Nest* to an IMS victory in the tough 1993 Rolex Sydney Hobart Yacht Race, has died in Sydney's North Shore Hospital 12 months after being diagnosed with cancer. Nigel, aged only 52, was a regular participant in Cruising Yacht Club of Australia offshore events, representing Manly Yacht Club and Middle Harbour Yacht Club. His various yachts, all but one named *Cuckoos Nest*, carried the sail number MYC2 from his first involvement in the sport some 25 years ago. *Cuckoos Nest* was the name of the first boat the English-born yachtsman bought in Australia, a Seaway 25 from Melbourne he acquired for JOG racing in Sydney. He liked the name and kept it for his Masrm 920 and a couple of Mt Gay 30s which he raced in JOGs before moving into the big league of offshore racing with his Lyons 40. With Hugh Treharne as sailing master of *Micropay Cuckoos Nest*, Nigel scored a hard-fought IMS win in the 1993 Sydney Hobart, one of the toughest in the history of the blue water classic. The CYCA recognised his achievement in its Ocean Racer of the Year Awards.

"Nigel began sailing with us on *The Carpenter* before buying his own boat, a Seaway 25 called *Cuckoos Nest*," Middle Harbour yachtsman Phil Yeomans, who had sailed with Nigel on all but two of his boats over the past 25 years, recalled.

"He was an absolute delight to sail with, a true gentleman. The Sydney Hobart win in 1993 was his greatest sailing achievement but he was consistently a top performer in all his racing. Nigel's last race with his current *Cuckoos Nest*, a Sydney 39 CR, was in the Southport Race 12 months ago. We blew out two of three spinnakers before we got to the Central Coast, but we kept on sailing to Southport. Nigel said he was not feeling too well during the race and, not long afterwards, was diagnosed with cancer," Yeomans said. "That, sadly, was his last ocean race."

Nigel Holman is survived by his wife Imogen.

Third time's a charm for Barkow

Shoreacres, Texas, USA - For the third straight time, Sally Barkow from Wisconsin has won US SAILING's Rolex International Women's Keelboat Championship. Racing took place November 14-17 in Shoreacres, Texas. At the gala Rolex Awards ceremony held at the Houston Yacht Club, Barkow and her crew of Debbie Capozzi, Amanda Callahan and Annie Lush were awarded with US SAILING's Bengt Julin Trophy and a Rolex Oyster Perpetual Stainless Steel & Gold Datejust, presented by Colette Bennett, National Sports Marketing Manager of Rolex Watch U.S.A.

CYCA announces new Audi Sydney Offshore Newcastle Yacht Race to close BWPS

The Cruising Yacht Club of Australia today announced an exciting change to its long running and prestigious Blue Water Pointscore Series with a new event introduced to close the seven-race pointscore in March next year.

The club's board of directors last night resolved in favour of a new race, the Audi Sydney Offshore Newcastle Yacht Race, to replace the pre-Easter Audi Sydney Southport Yacht Race.

The new 250 nautical mile Cat 4 race will start at 6pm on Friday 7 March, 2008, from Sydney Harbour to a laid mark around 20 nautical miles east of Crowdy Head before the fleet heads to Newcastle and the finish in the Hunter River.

"The devised course will provide an excellent tactical race with the competitors needing to plan a strategy to both cross significant current on the way up and use that current going south again without staying out too long," said CYCA Vice Commodore and sailing committee chairman Garry Linacre.

The majority of the Ocean Pointscore fleet departing from Sydney Harbour at 9am on Saturday 8 March for the Sydney Newcastle Race is due to arrive that same Saturday afternoon.

The arrival of the two fleets into the Hunter River will provide quite a spectacle for Novocastrians.

Newcastle Cruising Yacht Club's new premises are due to be completed by the end of February.

The CYCA will now only conduct one race per year to Southport. The opening event of the Blue Water Pointscore Series, the classic winter Audi Sydney Gold Coast Yacht Race, will start on the last Saturday in July and take the fleet north to the Whitsunday regattas at Airlie Beach and Hamilton Island.

RORC withdraws IRM rule

The Royal Ocean Racing Club has, after seven years, decided that the IRM rating rule will be withdrawn with effect from 31 December 2007.

Although in the past the IRM fleet has seen some highly competitive racing, it has been used by a steadily decreasing number of boats. In a statement, the RORC says this does not in any way reflect any deficiency in the IRM rule itself, rather it reflects the success of IRC and the proliferation of racing under IRC around the world.

The RORC believes that if there is a demand for an internationally supported high level rating rule, this decision will clear the field for any new initiative that might arise.

Savills SORC celebrates its 30th Anniversary

Rated as one of the most important yacht racing events in the NSW Offshore Racing Calendar, MHYC's Short Ocean Racing Championship is the premier event where serious campaigners sailing south in the Rolex Sydney Hobart or preparing for the Pittwater Coffs Series, look to provide that earliest possible benchmark for the form of these competitive fleets.

This event has also played a significant role in the transition from the IOR to IMS and then to the IRC rating rules used to handicap ocean racing.

Marking its 30th Anniversary, MHYC still continues to embrace progressive thinking. For its November SORC, it introduced a new format for IRC and PHS racer/cruiser classes.

These classes featured a common start/finish in Sydney Harbour with a short ocean passage race each day (two races scheduled over two days). This initiative provided a more suitable format for IRC and PHS class yachts from the Sydney SOPS and OPS fleets. Such yachts find multiple races on windward/leeward courses unsuited to their performance curve or their crews' time constraints.



Andrea Francolini

Foncia takes line honours in the tough two-hander Transat Jacques Vabre

Michel Desjoyeaux and Emmanuel Le Borgne took line honours in the 8th running of the Transat Jacques Vabre after 17 days, two hours and 37 seconds of racing. It was the first victory for the two men on this course and also the first big win for the 60-foot *Foncia*, a year from the Vendée Globe. This performance is all the more deserving, given that the race weren't routed.

The two skippers arrived in Bahia in great shape, despite the stress of the last few hours where they saw their nearest competitor *Safran* homing in on their stern.

"I've finished a transatlantic a lot more tired than this," said Michel Desjoyeaux. "Monohulls are less stressful than the multihulls. We sailed most of the course in downwind conditions. Out of 17 days, we sailed at least 13 of them under spinnaker! We took it in turns on deck every hour and a half, which certainly enabled us to study the weather, but also to rest properly. Though the race was a bitter one, it wasn't as a result of the sailing conditions. What wore us down was the permanent concentration we had to have; but at the end of the day it was our efficiency which set us apart from our adversaries."

Co-skipper Emmanuel Le Borgne said, "there were two races within the one race: before and after the Canaries. The fleet had a restart around the Canaries and a lot more options emerged in the second part of the course. This enabled us to get back in contact as we chose the right strategy at the approach to the doldrums: we had more of a W'ly separation than our competitors. We also tried to do things simply. We accepted our tactical choices right the way to the end, whilst trying to get the boat making the maximum amount of headway. We never assumed that anything was done and over with and we were working flat out doing what we know best, which is sailing."

CELEBRATING A SUCCESSFUL YEAR AT THE YOUTH SAILING ACADEMY

THE YOUNG SAILORS OF THE CYCA YOUTH SAILING ACADEMY ENJOYED TREMENDOUS SUCCESS IN 2007, BOTH AT HOME AND ABROAD.

The CYCA Youth Sailing Academy celebrated another year of outstanding achievements, successes, opportunities taken and pathways followed at the YSA presentation evening in October. CYCA board member Graeme Wood welcomed sponsors, parents and the largest number of youth sailors ever to graduate through Academy squads.

Guest speaker Adrienne Cahalan inspired the audience and in particular the female youth sailors, a number of whom view Cahalan's passion for sailing as an ideal pathway into ocean racing.

On the match racing front, the Academy's many recent successes overseas include a regatta win in Malaysia, second places at RNZYS and Cowes, third place at the Governor's Cup, USA and fourth place in Wellington. In Australia, the young sailors have performed well in both interclub and national regattas.

AUSTRALIAN YOUTH MATCH RACING

After three days sailing in the Australian Youth Match Racing Championships, Will Ryan with crew Jay Griffin (mainsheet), Dean Souter (trim) and Jono English (bow) were declared winners. The regatta was held on the Derwent River in Hobart in mostly wet conditions and breezes of less than five knots. The CYCA also took third - Evan Walker, Sean O'Rourke, Jock Sinclair, Sarah Bilsel; fourth - Jamie Woods, Byron White, Tim Forbes-Smith, Jeremy Wawn; and fifth - Will MacKenzie, Ted Hackney, Declan Rohr and Will Parker.



Australian Youth Match Racing Champions from left to right: Jay Griffin, Will Ryan, Coach Jenni Bonnitcha, Dean Souter, Jono English

AUSTRALIAN WOMEN MATCH RACING

CYCA Youth Sailing Academy women sailors showed they were in touch with the world's best when they placed third, fourth and sixth in the Australian Women's Match Racing Championships behind teams with



CYCA Women at Australian Women's Match Racing Championships, Sandringham, Victoria

ISAF World rankings of third and eleventh. Results were third (Amanda Scrivenor, Breanna Hoppe, Josie Roper, Kat Stroinovsky, Bex Dunn); fourth (Sam Boyd, Lucinda Whitty, Catherine Trew, Tiff Fulde, Sarah Bilsel); and sixth (Alex Ward, Kirsten Norris, Liz Gazzard, Jen Lowe and Emma Sunderland).

AUSTRALIAN OPEN MATCH RACING

Evan Walker's team of Will Ryan (mainsheet), Sean O'Rourke (trim), Jock Sinclair (mast) and Jono English (bow) won the Australian Open Match Racing Championships raced on the waters of Port Phillip Bay and hosted by Sandringham Yacht Club. Due to winds of 38 knots, racing only took place on two of the scheduled four days, with two round robins completed but no finals. Tom Barker with crew Amanda Scrivenor (mainsheet), Rob Scrivenor (trim), Daniel Watterson (mast), and Will Parker (bow) placed third. ○



YSA Sailors 1st and 3rd, Australian Open Match Racing Championships, Sandringham, Victoria

RUGGED RACE TO LORD HOWE ISLAND

WINNING SKIPPER ED PSALTIS SAYS THE GOSFORD TO LORD HOWE ISLAND RACE ACROSS THE TASMAN SEA IS A TRUE OCEAN RACE AND TEST OF GOOD SEAMANSHIP

Aboard *Getaway Sailing.com* during the 2007 Hempel Gosford to Lord Howe Island Race

Christophe Lunay

Ed Psaltis and Bob Thomas are proven seamen when it comes to heavy weather yacht racing. They won the storm ravaged 1998 Sydney Hobart Yacht Race in their little Hick 34 *AFR Midnight Rambler* and the following year sailed the same boat to victory in the Gosford to Lord Howe Island Race, also a tough race in the Tasman Sea.

Since then, they have been regular competitors in the Lord Howe Island Race, finishing second in 2006 with their current *AFR Midnight Rambler*, a modified Farr 40 OD. This year, they made up for that disappointing second with another fine display of heavy weather sailing in the Hempel 34th Gosford to Lord Howe Island Race, this time beaten by no one in the IRC division.

AFR Midnight Rambler headed the IRC progressive leader board almost from the start of the 414 nautical mile race across the Tasman and, although a couple of yachts threw out late challenges, their winning margin on corrected time was a comfortable 53 minutes.

Psaltis and Thomas joined fellow CYCA member Peter Goldsworthy who took line honours with the Volvo 60 *Getaway-Sailing.com* and Queenslander Rick Morgan, winner of the PHS division, in collecting the major trophies at the traditional prizegiving and fish fry under the palm tree at the Milky Way resort on Lord Howe. Always a great way to finish this race to one of the best destinations in the world!

AFR Midnight Rambler and her crew reveled in the tough conditions this year which saw the 18 boat fleet battling northerly headwinds all the way, rising to 40 knots and more, with rough seas, in particular as the fleet passed by the halfway mark near the mid-Tasman sea mounts. A number of yachts suffered sail and rig damage, but only two of the 18 starters retired.

The Gosford to Lord Howe Island Race is the only annual Category 1 ocean race in Australia outside of the Rolex Sydney Hobart and is also a qualifier for

the Hobart, with nine of the fleet also entered for this year's Hobart Race.

In the IRC division, *AFR Midnight Rambler* won on corrected time from Warwick Sherman's Cookson 12 *Occasional Coarse Language*, also from the CYCA, which sailed an excellent heavy weather race. Third in IRC was Jim Holley's *Aurora*, a Farr 40 one-off design, from the Newcastle Cruising Yacht Club, which improved its position as the race progressed for an impressive trial for the Sydney Hobart.

Psaltis and Thomas and Sherman are previous winners of the Lord Howe Island Race and have been regular supporters of this category 1 ocean race for many years.

"The Lord Howe Island Race is a true ocean race across the open waters of the Tasman Sea and always a test of good seamanship," an elated Psaltis said after their victory was confirmed on the world heritage listed island.

Race Director Mark Greenwood said on Lord Howe Island that crews of yachts finishing the race had described it as "rugged", with regular competitor Warwick Sherman calling the race "really tough".

"They had it on the nose almost throughout the race, with Jim Holley, skipper of *Aurora* reporting northerly headwinds of up to 50 knots on Monday afternoon."

"It seems the strongest winds and roughest seas came when most of the fleet were crossing the sea mounts about halfway across the Tasman. With the depth of water changing dramatically from three kilometres to 200 metres deep, it really gets rough in that area," he added.

PHS division winner was race newcomer Rick Morgan from Brisbane with his Murray Burns Dovell-designed 40-footer *Dream Lover*, which took first place on corrected time by 54 minutes 30 seconds from *Inner Circle*, Darren Cooney and Ken Robinson's Farr design, representing both the Lake Macquarie Yacht and the Royal Motor Yacht Club on the lake.

AFR *Midnight Rambler* on its way to an IRC division win in the Gosford to Lord Howe Island Race



In third place was regular Lord Howe Island Race competitor *Azzuro*, owned by a syndicate of members of the Sydney Amateur Sailing Club.

Getaway-Sailing.com, skippered by CYCA member Peter Goldsworthy, crossed the line at 14:44:36 on the Monday afternoon for an elapsed time of 49 hours 44 minutes 36 seconds—just over 14 hours and 42 minutes outside her time in last year's race which set the pace for the extended race distance.

The course has been extended from 408 to 414 nautical miles, with the fleet rounding a mark of The Haven at Terrigal on the NSW Coast before setting a north-easterly course for Lord Howe.

Among the 18 starters this year was *Pacha*, the Camper & Nicholson 55-footer that won the 1970 Sydney Hobart when owned by Sir Robert Crichton-Brown. CYCA member Jose de la Vega then bought the aluminium-hulled, teak-decked boat and last raced her to Hobart in 1994 before cruising her round Cape Horn.

Gosford Sailing Club member Bill Koppe bought the classic looking *Pacha* three months ago and had extensively refitted her for her return to ocean racing. *Pacha* was well positioned midway through the race until suffering serious rig damage.

"We were lucky to reach Lord Howe with the mast still standing," crew member David Salter said. "We knew there was something amiss when we had to tighten up the lower shrouds on both sides, but the full extent of our problem wasn't revealed until we sent a man aloft after the finish."

"The main plates on each side that hold the shroud bolts had failed under the constant pounding at sea. In turn, those bolts had dragged a 2-inch hole for themselves down the side of the mast. No wonder our rigging was slack!"

One of the most coveted trophies of the annual Gosford to Lord Howe Island Yacht Race is the Hempel Teams Trophy; the winners this year being the Corinthians team of *Aurora*, *Inner Circle* and *Namadgi*.

Aurora (Jim Holley, Newcastle Cruising Yacht Club) finished with a 3rd in the IRC, *Inner Circle* (Darren Cooney/Ken Robinson, Lake Macquarie Yacht Club) 2nd in PHS and *Namadgi* (Rick Scott, Canberra Ocean

Racing Club) with a 7th in PHS for a total of 10 points.

Second place, with 12.75 points, went to the Irregulars team of *First Light* (Nick Ewald/Susan Price, Short Handed Sailing Association) with a 4th in PHS and *Dream Lover* (Rick Morgan, MBBCSB, Qld) with a 1st in PHS. Third team member *Silver Lady* (Hugh Ellis, Blairgowrie Yacht Squadron, Vic) retired but still scored 9 points for the team.

Third place went to the CYCA 3 team comprising *Great Expectations* (Rod Wills) with a 5th in IRC, *Dreamtime* (Paul Spira) 7th in PHS and *Occasional Coarse Language* (Warwick Sherman) with a 2nd in IRC.

—Peter Campbell



STENING FINISHES 4TH IN M30 WORLDS IN SARDINIA

THOUGH A SOPHOMORE TO THE HIGHLY COMPETITIVE M30 CLASS, GUY STENING RACED AS THOUGH HE HAS BEEN DOING IT FOR YEARS AT THE WORLD CHAMPIONSHIP OFF SARDINIA.

In only his second season in this high performance keelboat class, Sydney yachtsman Guy Stening has finished a most creditable fourth overall in the Moby M30 World Championship sailed from Porto Cervo on the Mediterranean island of Sardinia.

The M30, previously known as the Mumm 30, a Bruce Farr & Associates design, attracted a world class fleet of 39 boats from 14 nations for the world championships, conducted by the prestigious Yacht Club Costa Smeralda.

Sailing a chartered boat, which he renamed *Optimumm*, the same as the M30 he races with the Royal Sydney Yacht Squadron, Stening put together a crack crew of Australians, with Stephen McConaghy as tactician.

Stening began his campaign at Porto Cervo with an excellent second overall in the pre-worlds regatta. In the world championship, he began with a 21st place but followed this with an excellent series of 8-1-12-4-6-2-12-4

to finish with 70 points in the no-discard series.

Stening has been a driving force in attracting several M30s (ex-Mumm 30s) to race with the RSYS Division 1 and in having the Squadron host the Australian championship later this season.

The new M30 World Champion boat is *Matrix Arca Tx Active*, owned by Italians Luigi Melegari and Gianmarco Rinaldi, with Tommaso Chieffi as the tactician. They finished on 50 points, being the only boat to win two races.

Former Farr 40 World Champion Jim Richardson sailed *Barking Mad* (USA), with Terry Hutchinson calling tactics, into second place on 58 points while third overall on 60 points was the French boat *New Caledonia*, skippered by Vincent Portugal with François Brenac on tactics.

Going into the final day of racing, the Australians were a close fourth on the leader board, but unfortunately their hopes of fresh to strong winds were not forthcoming with the breeze easing away from 14 knots to 5-6 knots throughout the day.

A second in race seven, the first of the day, kept *Optimumm* in the running, but a luckless 12th in race eight proved costly. By the start of race nine the wind had shifted and dropped to approximately 5-6 knots.

Optimumm was up in 2nd place early in the final race, but dropped to 4th as the wind eased away, with *Matrix Arca Tx Active* winning the last race to confirm its World Championship victory.

Optimumm's rivals for the other top three placings, *Barking Mad* and *New Caledonia*, finished astern but not far enough for Stening to lift from fourth place overall. —Peter Campbell

Moby M30 World Championship, final results:

1. *MATRIX ARCA TX ACTIVE* (Gianmarco Rinaldi, ITA) 15,12,2,6,1,2,4,7,1, 50.00 points;
2. *BARKING MAD* (James B. Richardson, USA) 5,6,21,4,5,5,1,5,6, 58.00
3. *NEW CALEDONIA* (Vincent Portugal, FRA) 7,2,13,1,3,8,12,6,8, 60.00
4. *OPTIMUMM* (Guy Stening, AUS) 21,8,1,12,4,6,2,12,4, 70.00
5. *MASCALZONE LATINO* (Vincenzo Onorato, ITA) 23,25,5,5,2,11,7,4,15, 97.00
6. *UKA UKA* (Lorenzo Santini, ITA) 9,9,3,10,27,3,3,33,3,100.00

WOT YOT IN FORM IN BLUE WATER POINT SCORE

THE ROOKIE OF 2006 HAS HAD A REMARKABLE SECOND SEASON SO FAR, CLAIMING LINE HONOURS IN TWO MAJOR RACES AND HEADING TO THE TOP OF THE BLUE WATER POINT SCORE TABLE.

Prior to last year's Rolex Sydney Hobart Yacht Race, Graeme Wood was named Ocean Racing Rookie of the Year at the Cruising Yacht Club of Australia's annual awards night. Ten months on, the success of his TP52 *Wot Yot* now has Wood in contention for offshore yachting's ultimate prize, the Tattersalls Cup for the overall winner of the Rolex Sydney Hobart Yacht Race as well as the prestigious Blue Water Point Score.



The Blue Water Point Score began with the Audi Sydney to Gold Coast Race in late July, with the Bird Island Race in September the second in the series and the first of the 2007-2008 summer races.

Wot Yot took line honours and third place overall on IRC handicaps in the Bird Island Race and did even better in the Flinders Island Race, taking line honours and first place on IRC.

The Bird Island Race saw a remarkably close finish in Sydney Harbour at the end of the 85 nautical mile course along the New South Wales Central Coast, with *Wot Yot* holding off a late challenge for line honours from the 90-footer *Andrew Short Marine Brindabella* (Andrew Short) and Syd Fischer's latest *Ragamuffin*, also a TP52.

Wot Yot crossed the line in Rushcutters Bay just 33 seconds in front of *ASM Brindabella*, with 1 minute 38 seconds to *Ragamuffin*.

First place in the BWPS (IRC) went to David Beaks' Beneteau 44.7 *Mr Beaks Ribs* from the CYCA, winning from the Royal Prince Alfred Yacht Club entry, *Secret Mens Business #1*, owned by a syndicate of three Alfred's members, Ross Trembath, Rob Curtis and Doug Sneddon. *Wot Yot* placed third.

For the 90 nautical mile Flinders Race in October, Wood left *Wot Yot* in the capable hands of Mike Green and it was a delighted Wood who met the boat back at the CYCA marina the next day after another line honours and, this time, first place on IRC in the BWPS.

"This is our first attempt at the Blue Water Point Score and now we are doing so well I can say that it's become a very serious attempt," said Wood.

"We decided after Audi Hamilton Island Race Week that we had to get our act together. We have checked all the hardware and the sails and now we are playing around with the crew weight and stepping everything up a notch."

"I run a Corinthian crew and we are in it for the fun and the glory. I think that makes a positive difference to the attitude on the boat," Wood added.

After rounding Flinders Islet, the frontrunners hoisted spinnakers for a quick sprint back up the coast, the breeze averaging 20 knots until sunrise at around 4.30am when it began to lighten off.

Wot Yot hit a top boat speed of 25 knots during the run home and took line honours at 6am, almost 20 minutes ahead of *Scooter*, formerly Sean Langman's *Grundig/AAPT*, sailing its first race under new Queensland owner Peter Harburg.

On IRC handicap results, *Wot Yot* beat both *ASM Brindabella* and sister ship *Ragamuffin*, Syd Fischer's new TP52 sailing only its second race since arriving in Australia in September. —Lisa Ratcliff

TAMAR YACHT CLUB'S MATANGI SUCCESSFUL IN STANLEY RACE

THE PRIDE OF THE APPLE ISLE *MATANGI* TOOK ON BOTH HEAVY WEATHER AND HEAVY HITTERS FROM THE MAINLAND TO WIN THE PHD DIVISION IN THE STANLEY RACE.

Three yachts entered for the Rolex Sydney Hobart Yacht Race, *Skandia* and *Georgia* from Victoria and *Matangi* from Tasmania, turned in impressive results in the 152 nautical mile race across Bass Strait from Queenscliff to Stanley, sailed over the Melbourne Cup weekend in early November.

Matangi, the sole Tasmanian yacht in the fleet, won the PHD division in an impressive qualifier for this year's Rolex Sydney Hobart Yacht Race, while Grant Wharington's supermaxi took line honours and John Williams and Graeme Ainley's new boat *Georgia*, a Farr 53, placed second in IRC results.

Skipped by David Stephenson from the Tamar Yacht Club, *Matangi* again proved herself in a rugged race in south to south-easterly headwinds that at times reached 45 knots over the course almost due south from Port Phillips Heads to the finish at the historic seaport on the north-west tip of Tasmania.

Matangi was one of nine yachts that used the Melbourne to Stanley race as their qualifier for the Rolex Sydney Hobart Yacht Race. Most of the other boats in the fleet are expected to compete in the Ocean Racing Club of Victoria's Rudder Cup Centenary event which includes races from Melbourne to Launceston and Hobart.

While the Mornington Yacht Club-based *Skandia* easily took line honours at Stanley, her elapsed time of just under 16 hours was one hour and 22 minutes outside the race record.

As the stormy weather in Bass Strait battered the fleet overnight, five yachts retired and several took shelter at Grassy, King Island.



Skandia (pictured here in the 2006 Sydney Hobart) took line honours in the 2007 Stanley race

Photo: Daniel Forster

Seaquest RP36 COMFORTABLY FASTER



The new Seaquest RP36
by Reichel-Pugh Yacht Design

With the awards and race victories achieved by the SQ36, (awarded the "New Race Boat of the Year USA 2005" by Sailing World magazine), it would have been easy to rest on our laurels. Instead, the team at Seaquest has developed a **stunning new 36-foot yacht, the RP36**. In our quest to create the ultimate racer-cruiser, the RP36 is a significant step closer to perfection.

Whilst remaining true to the Seaquest principle of speed through a combination of strength and lightweight design and materials, we took the opportunity to work again with the internationally renowned Reichel-Pugh yacht designers to give our flagship 36-footer the kind of features you'd normally only find on bigger boats.

REICHEL-PUGH
YACHT DESIGN



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Matangi won the PHD division on corrected time from *Slice of Heaven*, Anthony Weeks' Sayer 44 from Royal Brighton Yacht Club and Paul Buchholz's DK46 *eXtasea* from Royal Geelong Yacht Club.

In the IRC division, *eXtasea* won from *Skandia* and *Georgia*, while under AMS handicaps she took first place from *Alien*, a Lidgard 36 skippered by Mark Welsh from Sandringham Yacht Club. Third place went to the smallest boat in the fleet, *Godzilla*, Tom Fowler's Hick 31 from the Royal Yacht Club of Victoria. —Peter Campbell

GASCOIGNE CUP REFLECTS YACHTING HISTORY

IN A CLOSELY FOUGHT BATTLE, DAVID BEAKS WON THE VENERABLE GASCOIGNE CUP ABOARD HIS BENETEAU 44.7 MR BEAK'S RIBS

Yachts that have won the Gascoigne Cup, one of the Royal Sydney Yacht Squadron's oldest and most prestigious trophies, in many ways represent the development of Australian yacht racing over the past 122 years.

Winners have ranged from gaff-rigged cutters in the 1850s through to metre boats in the early and mid-1900s, then to ocean racing boats in the late 1900s and early 2000s.

The honour roll of winners of the Gascoigne Cup now includes the world's most popular range of production yachts, Beneteau of France.

CYCA member David Beaks added the Gascoigne Cup to an impressive list of results achieved so far in the 2007-2008 ocean racing season with his Beneteau 44.7 *Mr Beak's Ribs*.

Sailed offshore almost every year since 1885, the Gascoigne Cup is awarded to the yacht with the lowest corrected time based on PHS handicaps. IRC results are also declared as part of the short ocean point score run by the combined clubs.

This season's Gascoigne Cup was sailed offshore in early November in a south-easterly breeze and lumpy sea, starting at 18-20 knots but easing during the afternoon to 12 knots, with *Mr Beak's Ribs* winning from RSY member Julian Farren-Price's Cookson 12 *About Time* after a close duel throughout the 20 nautical mile course, *Brilliant* (Howard and Susan Piggott) from the CYCA, placed third in PHS results.

Under IRC handicaps, the results were reversed with *About Time* winning from *Mr Beak's Ribs* and another CYCA boat, Bob Steel's TP52 *Quest*, which also recorded fastest time.

"Ian Short as tactician was brilliant, picking the right shifts and the correct sail changes necessary as the wind eased away during the afternoon," a delighted David Beaks said after the race. Though Beaks admits that he is a relative newcomer, he is a great enthusiast for offshore racing. —Peter Campbell

LIMIT PROVISIONAL WINNER OF CABBAGE TREE ISLAND RACE

Alan Brierty's imported Corby 49 *Limit* has won the Cruising Yacht Club of Australia's 180 nautical mile Cabbage Tree Island Race, the last long ocean race before the 2007 Rolex Sydney Hobart Yacht Race in late December.

Limit was the fourth boat to finish. She was astern the two TransPac 52s, *Wot Yot* (Graeme Wood) and *Ragamuffin* (Syd Fischer) and Andrew Short's Jutson 79 *Andrew Short Marine Brindabella*, but sailed within her IRC rating to win the IRC Division (Blue Water Pointscore) from *Ragamuffin* and *Wot Yot*.

Limit is being campaigned for the Rolex Sydney Hobart Yacht Race by Perth-based Brierty and past winner Roger Hickman, who was also sailing master when the boat raced as *Flirt* for Victorian yachtsman Chris Dare.



Mr Beak's Ribs performed well in the Cabbage Tree Island Race

The boat, which raced with success in the UK before being bought by Dare, won its division in last year's Rolex Trophy, then won the Sailing Race Regatta in Hobart and placed 2nd overall at Skandia Geelong Week. *Limit* was the first official entry for the 2008 Sailing South Regatta to be sailed from 3-5 January 2008.

Wot Yot took almost 26 hours to sail the course up the New South Wales Central Coast to Cabbage Tree Island just north of Port Stephens and back to Sydney after a slow sail northwards on Friday night.

The two TP52s duelled all the way, with *Wot Yot* finishing seven minutes ahead of *Ragamuffin*. The slightly lower rating *Ragamuffin*, however, beat *Wot Yot* on handicap for the first time in a Blue Water Pointscore race.

In fourth place in the IRC division for the BWPS was David Beak's consistent Beneteau 44.7 *Mr Beak's Ribs*.

Limit also won the PHS division for the Tasman Trophy series, placing ahead of *Krakatoa*, Rod Skellet's Pogo 40 (the first of its class to race in Australia), with *Pla Loma*, skippered by Rob Reynolds third and *Secret Mens Business #1* (SMB Sydney) in fourth place. —Peter Campbell

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Matt Allen's *Ichi Ban*, the IRC overall winner of the 2006 Big Boat Challenge



Rolex-Carlo Borlenghi

SOLAS BIG BOAT CHALLENGE

WHAT A THRILL: SPOTS ABOARD OCEAN RACING THOROUGHBREDS ARE BEING MADE AVAILABLE THROUGH AN ONLINE CHARITY AUCTION IN ORDER TO RAISE MONEY FOR SEARCH AND RESCUE ORGANISATIONS.

The CYCA's spectacular maxi yacht race on Sydney Harbour has been renamed, and this year places on a number of competing maxis and the chance to fire the starting cannon will be auctioned off on eBay to raise money for the club's Safety of Life at Sea (SOLAS) Trusts.

On top of the almost \$9,000 raised from this year's SOLAS Trusts Raffle, it is hoped that the multi-million dollar fleet of up to 20 maxis and pocket maxis (ranging from 18 to 30 metres) sparring on the Harbour will raise awareness and, more importantly, funds for the Trusts to continue their good work.

The 2007 SOLAS Big Boat Challenge on Tuesday 11 December 2007 will mark the first opportunity for up to three of the four Rolex Sydney



Hobart Yacht Race line honours contenders to square off in a racing format. All eyes will be trained on the three 30-metre gladiators in town to prepare for the Boxing Day ocean classic, in particular Bob Oatley's *Wild Oats XI*, which will make its racing comeback in this event after being dramatically dismantled in Italy in September during the Rolex Cup.

The back-to-back Rolex Sydney Hobart line honours winner (2005 and 2006) and winner of the 2005 Tattersall's Cup (overall handicap winner) is expected to sail against the 2003 line honours victor, Grant Wharington's *Skandia* from Melbourne, and newcomer to the event, Bill Buckley's New Zealand maxi, *Maximus*.

The race crew for Mike Slade's brand new 30-metre *ICAP Leopard* from the UK is due to arrive in Sydney on the 19th of December so at this stage,

the boat is not expected on the start line.

The tight 14-mile Harbour course will only offer these canting keel giants limited room to stretch out but it will provide Sydneysiders with a unique opportunity to see the might of these maxis before they line up again on the 26th of December for the serious business of trying to beat each other to Hobart.

The CYCA will use eBay to auction places aboard competing boats with the proceeds going to the SOLAS Trusts, which were established following the stormy 1998 Sydney Hobart Yacht Race when six lives were lost. To date, the SOLAS Trusts have donated close to \$350,000 to search and rescue organisations in every Australian state and the ACT.

Bidding on eBay will close on 2 December with the winners taking their place either on the start boat or on one of a number of competing maxis for this once in a lifetime opportunity.

Wild Oats XI, *Skandia*, *Ichi Ban* and the 1997 Sydney Hobart line honours winner *Andrew Short Marine Brindabella* were quick to offer two guest spots each to the highest bidders when the initiative was first announced.

The SOLAS Big Boat Challenge will start at 12.30pm off Steele Point at Nielsen Park and will take the fleet twice around Sydney Harbour, passing popular tourist destinations such as Mrs Macquarie's Chair and Fort Denison before finishing for the cameras in front of the Opera House.

For the first time, the CYCA will also offer spectators the chance to view the SOLAS Big Boat Challenge from aboard a spectator vessel. Tickets for the three-hour charter (12pm-3pm), which will depart from the CYCA in Rushcutters Bay on Tuesday 11 December, are \$90 per person including lunch (cash bar). Bookings at CYCA reception on 02 8292 7800 or email reception@cyca.com.au Proceeds from the charter will also go to the SOLAS Trusts. —*Lisa Ratcliff*

27TH PITTWATER AND COFFS HARBOUR OFFSHORE SERIES

ROYAL PRINCE ALFRED YACHT CLUB
WILL HOST A REVAMPED 27TH ANNUAL
PITTWATER & COFFS OFFSHORE SERIES
FROM FRIDAY 28 DECEMBER 2007 TO
SATURDAY 5 JANUARY 2008.

The Pittwater to Coffs Harbour Race up the New South Wales North Coast is the major race in the 27th annual Pittwater & Coffs Offshore Series. This year, the club expects that more than 60 yachts from a dozen yacht clubs will once again compete in this and the other four shorter races.

Race Director Chris Stone has made some interesting modifications to the format for this summer's event. "We thought it was time to offer a change in the lead-up races to provide the skippers and crew the opportunity to 'warm-up' and test some tactics for the long race to Coffs, so we have included a 50 nautical mile overnight ocean race as race one starting on the Friday, 28 December," Stone explained.



Wild Oats XI in the 2006 Coffs Harbour race.

Andrea Francolini



Le Billet, Overall IRC series winner in the Pittwater to Coffs Harbour race

Andrea Francolini

“Races two and three will provide competitors with two windward/leeward races off Palm Beach circle on the 30th December, following a lay day after the overnight race.”

“The 226 nautical mile ‘warm water’ race to Coffs commences on the 2 January as per usual and the final race, the ever-popular Solitary Island Race in Coffs, will wrap up the series on the 5 January,” Stone added.

The warm water event attracts plenty of attention at the start and finish, as well as up the coast as the racing yachts hug the North Coast to Coffs Harbour. RPAYC Commodore Angus Gordon commented: “This will be my 18th race to Coffs, it is a fantastic race only matched by the magnificent reception afforded by Coffs Harbour. This year we will be slightly modifying the past format to include a 50 mile overnight race prior to the Coffs race so that crews can be well prepared for the main event.”

Bob Oatley’s *Wild Oats IX* (now *Wild Joe*) set the current race record for the 226 nautical mile race from Pittwater to Coffs Harbour with a time of 18 hours 29 minutes and 14 seconds.

In 2006 *Wild Oats XI* took line and handicap honours in a time of 21 hours, 48 minutes and 33 seconds, a mere three hours outside the race record in conditions not conducive to breaking records. Overall IRC series winner was *Le Billet*, owned and skippered by RPAYC’s Bill Ebsary. In PHS it was another RPAYC boat, *Revolution Edake*, skippered by Jeff Carter, that took the series trophy.

Coffs Harbour will once again be buzzing with activity providing a carnival feeling. The locals look forward to this event every year and provide a great atmosphere for the welcoming yachts. From the town crier to live music, sand modelling, fireworks and movies on the beach at night, Coffs Harbour Marina is the place to be in early January.

Notice of Race and entry form is available from the RPAYC website at www.rpayc.com.au or call the RPAYC Yachting Office on (02) 9997 1022.

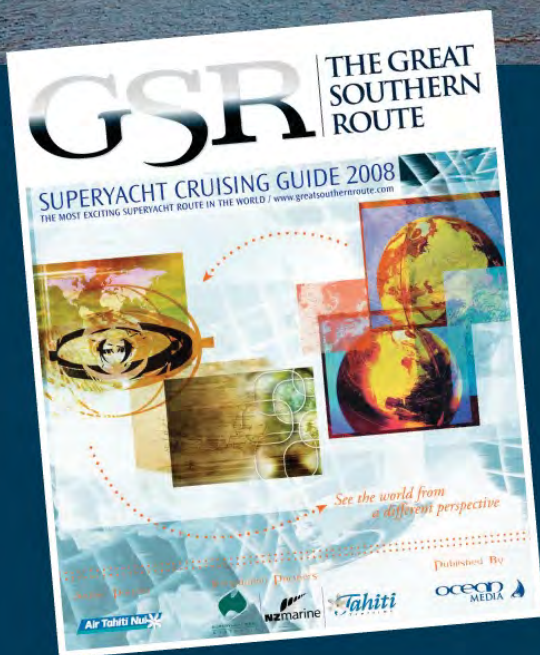
– *Damian Devine*



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EVENT SCHEDULE

Friday 28th December 2007

Competitors Briefing-RPAYC 1700hrs
Race 1 Overnight Ocean Race-2000hrs

Sunday 30th December 2007

Races 2 & 3 Palm Beach Circle Races - 1200hrs

Wednesday 2nd January 2008

Mandatory Race & Weather Briefing-RPAYC 0800hrs
Race 4 27th Pittwater to Coffs Harbour Offshore Race- 1200hrs

Friday 4th January 2008, 1730hrs

Mayoral Reception-RCVP Coffs Harbour

Saturday 5th January 2008

Race 5 Solitary Island Race, Coffs Harbour-1100hrs
Prize Giving Evening Coffs Harbour Yacht Club

WEST COASTER TO GO EAST COAST TO COMMEMORATE RUDDER CUP

VICTORIAN AND TASMANIAN YACHTSMEN WILL CELEBRATE THE CENTENARY OF THE FIRST RACE ACROSS BASS STRAIT BY SAILING THE ANNUAL MELBOURNE TO HOBART WEST COASTER DOWN THE EAST COAST OF TASMANIA IN LATE DECEMBER.

Back in 1907, Thomas Fleming Day, editor of the American boating magazine *The Rudder*, wrote to his friend T.A. Dickson, Commodore of the Geelong Yacht Club, suggesting a race across Bass Strait to Tasmania in order to promote the sport of yachting.

Day, a great enthusiast for ocean racing, went further and struck a trophy worth 60 guineas, a lot of money in those days, as a perpetual trophy for the winner. It became known as the Rudder Cup. The inaugural race took place in December 1907.

On 27 December this year, yachts from Victoria and Tasmania will mark the centenary of what the Ocean Racing Club of Victoria says is Australia's oldest ocean race and the fifth oldest organised ocean race in the world, predating the Rolex Fastnet Race by nearly 20 years and the Rolex Sydney Hobart Yacht Race by nearly four decades.

The Royal Yacht Club of Tasmania's Bruny Island Race dates back to the late 1880s, but only part of that race is sailed in open waters.

While the Bruny Island Race has been held most seasons for well over a century, the first Rudder Cup race across Bass Strait from Queenscliff, just inside the entrance of Victoria's Port Phillip, to Low Head at the entrance to the River Tamar in northern Tasmania, was almost the last.

In fact, it would have been had the wife of the winning skipper had her way!

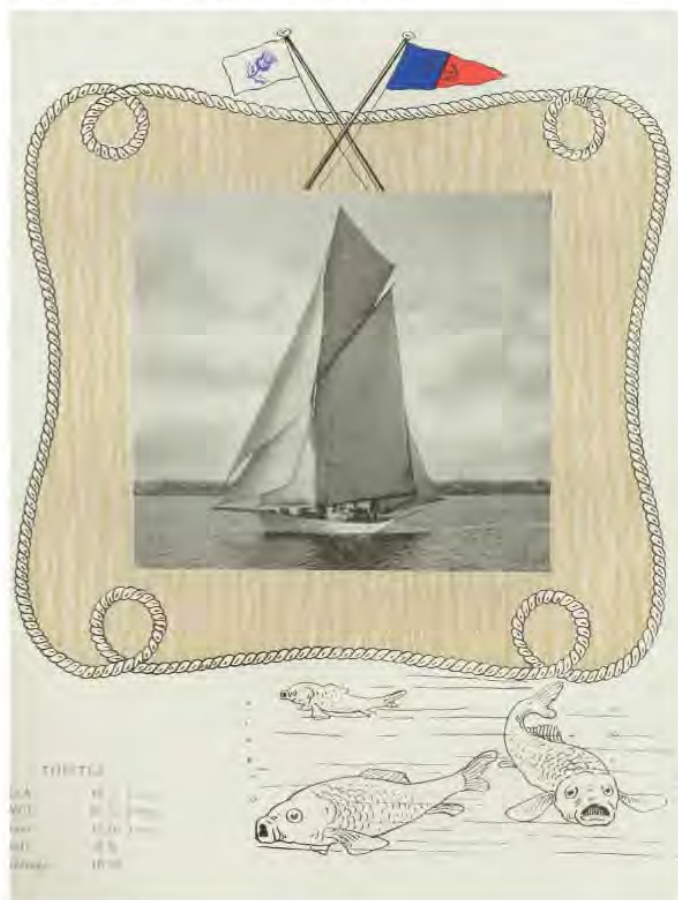


The 198 nautical mile Bass Strait crossing was won by the 14.6 metre yawl *Thistle*, skippered by Edgar Newland with a crew that included his wife and 19-year-old daughter. Conditions were reported to have been very rough, so much so that Mrs Newland refused to relinquish the Rudder Cup so as to dissuade other amateur yachtsmen from attempting, in her opinion, such a dangerous race. Sailing folklore has it that she hid it in the attic.

Further races were sailed across Bass Strait to various ports in northern Tasmania in the 1930s and revived after World War II, but the actual Rudder Cup remained hidden until 1960 when Edgar Newland's son presented it to the then Cruising Yacht Club of Victoria, now the Ocean Racing Club of Victoria (ORCV). He said it was to be used again for the ocean dash across Bass Strait.

The ORCV will celebrate the 100th anniversary of the race for the Rudder Cup by combining the fleets that set sail together from Portsea in Port Phillip on 27 December 2007. Instead of separating once they have sailed into Bass Strait (as they have done in the past, one fleet setting

Thistle, owned and skippered by Edgar Newlands, winner of the first Rudder Cup race in 1907



The original Rudder Cup, now insured for \$750,000. Original cost in 1907 was 60 guineas



sail in the Heemskirk Melbourne to Hobart Race down the rugged West Coast of Tasmania, the other heading directly for Low Head in the Kidder Williams Melbourne to Launceston Race), the expected combined fleet of 80 to 100 boats will all set course for Low Head.

All will sail through a line off Low Head, a finish line for boats in the Melbourne to Launceston Race, but a 'gate' for yachts racing on to Hobart. The latter will continue sailing on to Hobart, but in a once-only course change, will sail down the East Coast of the Island State instead of its West Coast to complete not only the Heemskirk Melbourne to Hobart Race, but also sail for a trophy in the Launceston to Hobart yacht race.

The Rudder Cup in its centenary year will go to the combined winner of the leg from Portsea to Low Head, a fitting tribute to the foresight of Thomas Fleming Day and the seamanship of Edgar Newland, skipper of *Thistle*, one hundred years ago.

In another radical change of course, the fleet in the Melbourne to Hobart will have to chart a course inside Maria Island to allow for spectator viewing from the nearby Tasmanian town of Orford. Their course inside the elongated Maria Island also follows in reverse Abel Tasman's course of discovery in his ship *Heemskirk* in the 1600s.

Interest in both races has been exceptional, with the ORCV and the

host clubs in Tasmania, the Tamar Yacht Club in Launceston and the Derwent Sailing Club in Hobart, expecting a record fleet for the 100th anniversary race for the Rudder Cup.

Indicative of the size of the likely fleet was the turn-out of Victorian boats for the Melbourne to Stanley Race in early November. Thirty-five of the record 45 starters for that race are likely to race to Hobart or Launceston, and no doubt will be joined by other Victorian boats and an expected entry of more than 20 from Tasmania.

The combined Rudder Cup fleet will set sail from Portsea at 11am on Thursday, 27 December. Many of the competing yachts will have sailed in the Cock of the Bay Race, starting in Port Melbourne and finishing down the bay, the previous day.

The Melbourne to Hobart fleet will also contest the King of the Derwent Race on 2 January which, together with results from the Cock of Bay and the Melbourne to Hobart Race, will decide the traditional Sovereign Series.

The Melbourne to Launceston fleet will also have a final race, the Tasports Cup on the River Tamar on Friday, 29 December.

— Peter Campbell

THE RUDDER MAGAZINE

Thomas Fleming Day, an English-born American yacht chandler and editor of *The Rudder* magazine in the USA, took it on himself to promote the concept of recreational ocean yacht racing for amateur sailors.

In 1890, he took over *The Rudder, Sail and Paddle*—a magazine focussing solely on sailing, and thus created America's first purely recreational yachting publication. Day reported on, and influenced, the shift from professional yacht racing on large craft owned by the wealthy few to amateur competition in smaller craft for the many.

His magazine became a manual for the amateur sailor of the time and Day became a powerful force in debates on design, equipment and seamanship of recreational yachting and yacht racing.

In the early 1900s, to promote the aims of his magazine, he proposed a number of blue water yacht races to widen the horizons of his readers. All the races started near New York with the exception of two—Los Angeles to Hawaii and Port Phillip Heads to Tamar Heads.

The Hawaii race was first staged in 1906 with the Bass Strait race following in 1907—both races are still being sailed a century later.

Sources: *The Ocean Racing Club of Victoria and Julian Burgess, Associate Editor of The Examiner, Launceston and a past Commodore of the Tamar Yacht Club.*

Thomas Fleming Day



Limit, pictured here at the 2007 Audi Hamilton Island Race Week, is a favourite for the Sailing South Regatta



Andrea Francolini

'HICKO' AIMING TO UP THE *LIMIT*

AFTER 'FLIRTING' WITH THE FLEET AT SAILING SOUTH 2007, SYDNEY-BASED TASMANIAN AND LONGTIME MEMBER OF THE ROYAL YACHT CLUB OF TASMANIA ROGER HICKMAN IS RAISING THE 'LIMIT' FOR THE 2008 SAILING SOUTH REGATTA.

To be more exact, after being sailing master on the Corby 49 *Flirt* in winning the IRC division of the 2007 regatta, Hickman is back again as sailing master on the same boat, but with a new owner and new name, *Limit*.

If all goes to plan, he could end up having been sailing master or skipper of six rating winners of Sailing South since its inception in 2001—*Bumblebee 5* (2001), *Ichi Ban* (2002, 2003 and 2004) and *Flirt* (2007).

Victorian Chis Dawe from the Sandringham Yacht Club owned the yacht when it was still named *Flirt*. West Australian Alan Brierty now owns the boat, re-named *Limit* and racing out of the Cruising Yacht Club of Australia with Hickman continuing his notable input as sailing master.

Limit goes into the Rolex Sydney Hobart Yacht Race as one of the IRC overall favourites following an impressive win in the 180 nautical mile Cabbage Tree Island Race, the CYCA's final long ocean race before the Sydney Hobart.

The day the Cabbage Tree Island Race started, *Limit* became the first fully paid up entry for Sailing South 2008 with expectations of further entries from interstate and Tasmanian yachts.

The 2008 Regatta has been reduced from four to three days, from 3-5 January, which means that the West Point King of the Derwent Race on 2 January will not be part of the Regatta.

First race of Sailing South Regatta 2008, on Thursday 3 January, will start at 1500 hours, enabling local sailors to work in the morning and sail



in the afternoon and make the most of Tasmania's long twilight. There will be a full day's racing on the Friday and Saturday, which means that locals need only take off one and a half days from work.

A feature of the 2008 Regatta will be a separate division for the growing Farr 40 One Design fleet now sailing on the Derwent, while other divisions will include IRC, PHS, PHS 9 Metre Class, Sports Boats, One Design, Trailerable and Cruising Yachts.

The Notice of Race for Sailing South Regatta 2008 is now available on the Royal Yacht Club of Tasmania web site: www.ryct.org.au. The entry fee for Sailing South Regatta 2008 has also been reduced considerably, to \$100 for each boat. – *Peter Campbell*

HISTORICAL SKIFFS OUT ON AUSTRALIA DAY

THE HISTORICAL SKIFFS RACE WILL BE A HIGHLIGHT OF THE 172ND AUSTRALIA DAY REGATTA ON SYDNEY HARBOUR ON SATURDAY, 26 JANUARY 2008.

Among the competitors will be a replica of a famous 18-footer, *Yendys*, that took part in the same regatta in 1926, although it was then called the New South Wales Anniversary Regatta.

The restored original *Yendys* holds pride of place in the foyer of the Sydney Heritage Fleet at Wharf 7, Darling Point, and the sailing replica is a stirring reminder of the grand days of skiff sailing in the first half of the 20th century.

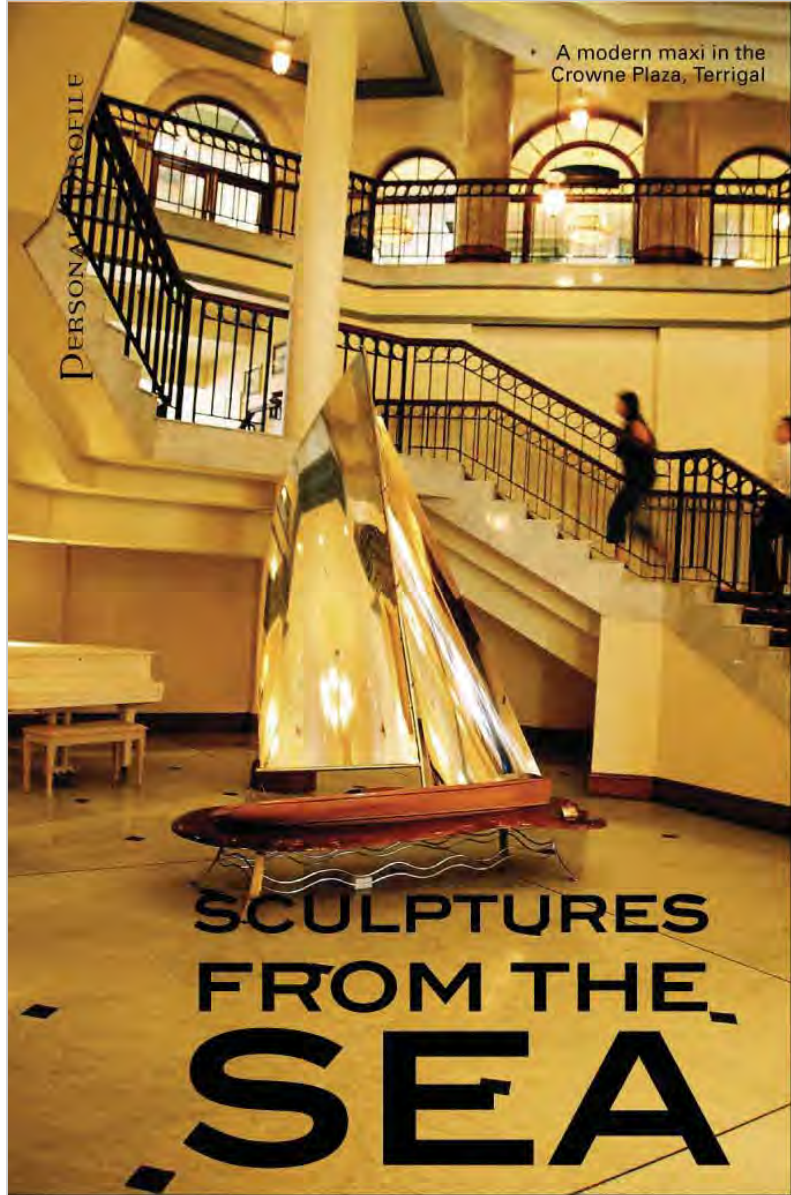
Yendys is the latest replica to be built by members of the Australian Historical Skiffs Associations. The others expected to compete in the 172nd Australia Day Regatta include *Tangalooma*, *Scot*, *Aberdare*, *Top Weight*, *Australia*, *Alruth*, *Britannia*, *Jenny IV* and *The Mistake*.

Both historical skiffs and modern 18-footers will join a fleet of 100 yachts racing in the traditional Australia Day Regatta on the Harbour, while up to 50 ocean racing boats will sail in the CYCA's short ocean race to Botany Bay and return for the City of Sydney Sesquicentenary Trophy.

Flagship of the regatta will be HMAS *Kanimbla*, with guest of honour General Peter Cosgrove, the retired chief of the Australian Defence Forces, aboard.

Notice of Race for the 172nd Australia Day Regatta, the world's oldest continuous sailing regatta, is available on the regatta website – www.australiadayregatta.com.au or on the websites of major yacht clubs. – *Peter Campbell* ○

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SCULPTURES FROM THE SEA

FOR SHIPWRIGHT TURNED SCULPTOR JOHN WOULFE, BOATS ARE MORE THAN JUST WATER-BOUND VEHICLES. THEY ARE WORKS OF ART.

By Alexander Gilly

Photography by John and Christine Woulfe

The sea moves men. In boats, of course, but also in the other sense—its beauty and power move us.

John Woulfe, a shipwright turned sculptor from NSW's central coast, knows this better than most. His art is remarkable for its fluidity and the way it creates a sense of motion. It is the fruit of the 35 years Woulfe spent working as a shipwright and sailing yachts before turning to sculpture.

"Without sailing and shipwrighting, I couldn't be doing what I am now," he says.

Woulfe, a fit looking man in his forties with a sun-weathered face, short dark hair and light blue eyes, looks more like a yachtie than the archetypal artist. His only concession to bohemia is the soul patch he sports below his lip. And in fact, it wasn't until a few years ago, after a life-threatening illness, that Woulfe decided to devote himself to sculpture.

Woulfe began his shipwright's apprenticeship at the age of 15. "It was an old shed," he remembers, "and there were about eight old tradesmen there. I was the youngest by a mile. Looking back, it was a great apprenticeship for a sculptor. From the very start, the shipwrights start instilling in you, 'use your eye, develop a keen eye.' They just kept drilling that into me."

Woulfe's mother, an accomplished painter, wasn't surprised when he started working in boatyards. "When I started my apprenticeship, my mother pulled out the first painting I ever did, at kindergarten," says Woulfe. "She had kept it in her Bible. It was of a yacht."

In the mid-80s, Woulfe met his future wife, Christine. The young couple moved to the Whitsundays, where they lived aboard a 40-foot yacht for five years. "I worked as a boat-builder on Airlie Beach and raced yachts on the weekends," says Woulfe. "One day, I decided to make all the trophies for the races. I would stay late after work and carve them, scalloping the sails from solid Australian red cedar. On presentation night, people went nuts when they saw them. I thought, 'this is nice, wouldn't it be great to do this for a living?'"

Then, after Christine gave birth to their first child, the young couple left the Whitsundays and moved to the NSW central coast to raise a family. "I had all these ideas for sculptures," he says, "but pretty soon we had what I call the one-two-three [one mortgage, two cars, three kids] and just got caught up in making it work."

Everything changed in 2004, when John contracted a severe case of viral meningitis. "I thought I was a gonner," he says. "Something like that really puts things in perspective. I decided, if I survive this, I'm going to give sculpture a serious go."

Thankfully, Woulfe recovered, and he started devoting all his spare time to sculpture. His break came when he got his first exhibition at Hamilton Island Race Week. It was a resounding success. "When I saw people's reactions [to the sculptures]," says Woulfe, "I knew it was worth persevering. They were gobsmacked."

His perseverance paid off in 2005, when he was awarded the \$50,000 Cromwell Art Prize for a three-metre-high, wall-mounted sculpture entitled 'Hobart Bound.' The piece was inspired by the Rolex Sydney Hobart Yacht Race.

The sculpture drew the attention of the Cruising Yacht Club of Australia (CYCA), the race's organising club. The CYCA commissioned Woulfe to create the trophy for its glamorous Big Boat Challenge race, which takes place just prior to the Hobart. Woulfe presented his trophy to Neville Crichton, owner of *Alfa Romeo*, the New Zealand supermaxi that took line honours at the Big Boat Challenge that year.

The success gave Woulfe the impetus he needed to become a full-time artist. That, and the support of his wife Christine. Indeed, I am struck, throughout this interview, by the way Woulfe begins most of his sentences with the plural pronoun. "We held an exhibition...we won a major art prize..." I ask him if he sees his work as the result of teamwork.

"Oh, definitely," he says, without a moment's hesitation. "My studio is set up under the house. Christine's got a little office down there. I bounce ideas off her all the time. She's involved every step of the way." And in a



The finished work



Woulfe's sculptures are remarkable for their detail. The cockpit of a Couta boat

hands-on way, too. "She does all the marketing and promotions, and a lot of the sanding and polishing," says Woulfe. "It was like winning the lotto, the day I ran into her."

Woulfe heads down to his studio at 5:30 each morning, when the kids are still asleep and the house is quiet. He gets most of his timber from a property near Port Macquarie. He seasons the wood for at least a year, just as he did as a shipwright. It's also part of his creative process. "I lean the slabs around the workshop, and walk past and look at them every day," says Woulfe. "Then, one day, the idea just pops into my head: *that's* what I should do with that piece. Sometimes it comes quickly, sometimes a piece of wood will sit there for years."

The next step is to translate his inspiration into reality, which is no easy thing, given the ambitious scale of some of his pieces. "In the bigger pieces, there's a bit of engineering involved, to make sure they're structurally sound," Woulfe explains. "For instance the vang, the swept-back spreaders, the shrouds might all end up actually supporting the structure. That's another thing that comes from boat-building: a good sense of load-bearing." Indeed, Woulfe once created a three and a half metre high stainless steel sloop that required a good deal of engineering to ensure that the 80 kg weight in the rig would lie at a 16-degree heel when it was installed in the foyer of a major hotel.

Many of Woulfe's sculptural techniques, such as steaming wood, are inherited from his boat-building days. His former profession also gave him an intimate knowledge of Australian timbers such as Jarrah, Huon



John Woulfe sculpting a racing yacht

LOOKING BACK IT WAS A GREAT APPRENTICESHIP FOR A SCULPTOR. FROM THE VERT START, THE SHIPWRIGHTS START INSTILLING IN YOU 'USE YOUR EYE, DEVELOP A KEEN EYE'."

Pine and Australian Red Cedar.

He has held exhibitions at most of Australia's major yacht clubs including the CYCA, the Royal Prince Alfred Yacht Club (RPAYC), the Royal Motor Yacht Club (RMYC) and the Royal Geelong Yacht Club (RGYC). The RGYC commissioned Woulfe to make the perpetual trophies for its inaugural Skandia Docklands Invitational and Audi IRC Series, while the MHYC commissioned him to make the 20 perpetual Audi trophies for the Sydney Harbour regatta.

Woulfe's commissioned sculptures include beautiful classic yachts from Couta boats and J-Boats through to the modern sloop shapes of today's maxis & Farr 40s.

Sailing remains an integral part of life for Woulfe and all his family. John, Christine and their three children often spend their weekends racing 12-foot skiffs. What's more, the Woulfes' eldest son Liam has just started an apprenticeship at McConaghy Boats—one of the world's leading boatbuilders. The sea runs deep in the Woulfe family, and if any sculptor knows how to capture its beauty and power, it is John Woulfe.

John Woulfe is available for commissions and can design pieces to suit all spaces and styles. Contact 0243602228 / 0407779672, email john@johnwoulfe.com.au, website: www.johnwoulfe.com.au 



VIKING COURAGE

By Barry Tranter

THE DANES HAVE BEEN BUILDING FAST, SEAWORTHY BOATS SINCE THE VIKINGS. DANISH BUILDER X-YACHTS' LATEST ONE DESIGN RACER CRUISER THE X-41 IS NO EXCEPTION.

Perhaps it's something in the Viking blood, or maybe all that snow and ice, but the Danes and Norwegians seem to have a supremely logical outlook on life. The Swedes do too, but they were farmers, not Vikings. And it was thanks to the Icelanders, who wrote it all down, that we know anything at all about the Vikings, who were too busy looting and pillaging to bother about recording their activities.

The Danish X-Yacht range is sensible and unswayed by the merely



The X-41 features a carbon wheel with a 170cm diameter



fashionable. There is one pure cruiser, a line of cruiser/racers (fast cruiser/racers which rate) and two racer/cruisers, the X-35 and the new X-41. Both the latter are effective IRC racers and the X-35 also has ISAF one-design status, which the 41 is currently seeking.

For the X-41, designer Niels Jeppesen has produced a hull with a lowish displacement/length ratio for a production boat (155) and a high sail area/displacement ratio at 27.5. The Angle of Vanishing Stability is strong

at around 135 degrees, well above the Rolex Sydney Hobart Yacht Race minimum. Ballast/weight ratio is 42%, high by current standards, all of which adds up to a stiff hull with plenty of sail. The IRC rating is 1.114 with a masthead spinnaker.

The hull follows the X-Yacht formula of PVC foam-cored 'glass with solid 'glass around the galvanised steel frame, which accepts the loads from keel, mast and rig. The keel is an inverted T, the top part of cast-iron, the bulb of antimony-hardened lead. Andrew Parkes, from agents North South Yachting, tells me X-Yachts put a lot of effort into making the standard keel as fair as possible.

The mast and boom are of carbon. The deck fittings, and here's a surprise, are by Ronstan, which has taken over Frederiksen, X-Yacht's traditional suppliers.

All X-Yachts are quite conservative in style. On the X-41 there is no clever-dick external ornamentation beyond the trademark boot-top striping. The accommodation layout is standard modern with a vee-berth cabin forward and two cabins aft. The interior is a mix of mouldings and horizontally-grained teak. The drop-leaf table is on the centreline, the galley and navigation area are straightforward. Each aft cabin has a pipecot with an adjustable forward mounting point which varies the depth of the fabric's pouch.

The saloon has good ventilation from two opening ports in each side of the coachroof. Each port is locked by four latches. Andrew says that leakage from opening ports can be prevented by maintaining the rubber gaskets and keeping the right tension on the latches.

The aft cabins have cross-ventilation, too.

It is dangerous to reduce boat reviews to lists of detail. I usually try to resist doing so, but in this case I have no choice. Consider one detail of the X-41. If you choose the racing package (and why wouldn't you?), then in the bow you will find a moulded locker, which houses the anchor, chain and electric windlass. For racing, the whole bin lifts out—the drain hose and electric cabling are freed from below by snap-couplings. You also unbolt and remove the

bow roller fitting. A panel bolts in place to seal the bow.

For cruising, or when you retire from racing, you can add a headsail furler, which fits below deck level.

To save weight for racing and to preserve the interior trim and hence resale value, the saloon cupboards can lift out. The teak saloon table is also removable, exposing a stainless steel hoop which acts as a handrail for the crew and a locator for sail bags.

On deck there is more race detail. With the race package comes barber haulers for headsail and spinnaker sheets; the latter have snatch blocks so they can be freed in light airs. Spinnaker pole downhaul, cunningham, vang and outhaul are all duplicated so you reach them from either side. Everywhere a line crosses a moulding, those canny Danes have placed a fine metal strip to protect the gel coat.

There is no toerail aft of the mast and the gunwale is rolled to keep



The X-41 holding her own

backsides happy. A moulded toerail, inboard of the gunwale, runs forward of the mast and keeps the bowmen on the ship.

But the *piece de resistance*, the sweetest detail of all, the one that really appeals, is the graduations on the shroud bases so rig settings can be replicated easily (“for a rough trim guide”, says the brochure). The rod rigging is discontinuous, the backstay is Spectra.

The more gung ho can option a hydraulic ram for the mast base to provide rig tension.

Enough of the detail, let’s go sailing. Sydney Harbour is in its most benign mood. The sun is out, it is 25 degrees or so, the sea breeze hits 12 knots for one second, but spends most of the time in the 6-8 range. A few more knots would have been nice.

The 40 hp Volvo is almost silent. When we turn it off to go sailing, there is only a small noise difference.

Up go the sails, North 3DL Kevlar. The main is sheeted in using one of the Harken 44s which control the split German-style mainsheet. The short-footed genoa (108%) is winched in by a three-speed Harken #48. Sheet lead angle is adjusted with the 8:1 on the traveller cars.

“When you get to target speed, which is around 7.5 knots in 15”, says Rob McClelland from North South Yachting, “you hit the accelerator”. To demonstrate, he gives a one-handed pull on the barber hauler line which emerges from the main bulkhead. The jib clew comes inboard and we climb higher.

The carbon wheel has a 170 cm diameter but is not too tall for those

The saloon’s cupboards and table can be removed for racing



of us of moderate height, Andrew Parkes points out. You can straddle the wheel and reach the mainsheet traveller and even the mainsheet winch if you have to. The backstay, too, is right there, a single line which works a large-diameter magic wheel located in the aft cabin. One skipper of an X-35, which has a similar system, likes to pump the backstay over waves. The moulded foot supports seem effective and well-placed, but are not needed today.

The steering is as good as any I have tried, perfectly-weighted and geared. This is a wire and quadrant system but the quadrant is mounted high, immediately beneath the moulding the helmsman stands on. There’s only a metre of cable and one set of sheaves, so the system generates no



The X-41's deck fittings are all by Ronstan



X-Yacht's new throughbred, the X-41



The Volvo 40HP Pentamaster is remarkably quiet

lost motion. And you can reach the quadrant instantly if you need to.

Our log is out of synch with the GPS but on the latter we record 6.1 knots over the ground in 7 knots of breeze.

Under the narrow-shouldered masthead kite, we see 7.8 knots in 12.2 of breeze at 145 degrees. It is a light day; the Harken 44 quattro spinny winches have an easy time.

The cockpit layout works fine. The German mainsheet can be trimmed from the rail if needed, and the helmsman can reach the winches.

The X-41 we sailed came up against the IMX 40 *Nips-N-Tux* in North South Yachting's recent regatta, a social event but a performance indicator nonetheless. *Nips-N-Tux* led the 41 over the start line and to the top mark, but the 41 ran through her opponent on the long downwind leg and beat her to the finish and on corrected time.

The X-41 had a good Northern Hemisphere first season, including wins in Germany, Holland and Italy, and a win in IRC 3 at Block Island Race Week in the US.

Andrew will lead an Aussie contingent to the X-Yachts Gold Cup in Copenhagen and wants to encourage international participation by Aussie crews. He suggests local crews could charter boats for European regattas, perhaps taking their own sails.

The X-35 was my boat of last year and the X-41 is the same formula

but more so, a production racer/cruiser with a precision edge generated by good design and detailing.

How much does all this careful thinking cost? \$530,000 as sailed, sails and instruments extra.

For our sail, we had on board the owner of an X-412 cruiser/racer. I asked him if he would buy an X-41.

"Like a shot", he said, "but my wife and kids would prefer the more luxurious boat."

Isn't that the way?

But life and boats are never straightforward. The designer reckons that early orders included a number from people who planned never to race at all.

For further information contact North South Yachting, Drummoyne, Sydney. Phone 02 9719 9177 or visit www.x-yachts.com

TECHNICAL SPECIFICATIONS



12.35 m	LOA
10.69 m	WATERLINE LENGTH
3.64 m	BEAM
2.50 m	DRAUGHT
6400 kg	DISPLACEMENT
2730 kg	BALLAST
54.52 m ²	MAINSAIL
46.37 m ²	GENOA 108%
146.53 m ²	SPINNAKER
40 hp Volvo Penta	ENGINE
\$530,000	PRICE



WILD & LUSCIOUS *Coas*

Stillwater
Restaurant in
Launceston



Tourism Tasmania and Bruce Irwin

Barnbougle Dunes Golf Links



Tourism Tasmania and Jeff Jennings

Boating in Old Launceston seaport



Tourism Tasmania and Rob Burnett

ALL EYES WILL BE ON HOBART IN LATE DECEMBER. BUT ONCE ALL THE EXCITEMENT AND GLITTER OF THE BIG RACE IS OVER, THOSE WITH LOCAL KNOWLEDGE HEAD NORTH TO RELAX IN TASMANIA'S STUNNING WILDERNESS OR TO SAVOUR ITS DELICIOUS WINES AND FOOD.

By Greg Clarke

When the Rolex Sydney Hobart Yacht Race sailors round Cape Raoul on the Tasman Peninsula, they enter first Storm Bay then, after the Iron Pot, the River Derwent. Theoretically, it is about six hours' sailing from the Tasman to Hobart, but clearing the Raoul in the teeth of a sou'wester or dealing with fluky conditions on the Derwent can test many crews. Local knowledge is considered vital.

Even when the Castray Esplanade finish line is behind them and all the sails have been furled, tars will find the word of the locals invaluable.

Beyond the mighty Sydney Hobart, Tasmania is best known for its wilderness. Which is not surprising, really. The Tasmanian Wilderness World Heritage Area (WHA) spreads over about 20 per cent of the

mania



Snorkelling in the Bay of Fires

Tourism Tasmania and George Apostolidis

island. December 2007 marks the 25th anniversary of the World Heritage declaration by UNESCO. In that time, Tasmania has diversified beyond its wilderness portfolio.

Food and wine lovers can go wild in Tasmania. Tasmanian cloth-bound cheese is served in Qantas first class on international flights, Tasmanian pinot noirs and sparkling wines have more gold medals than Ian Thorpe, and as for the oysters, well, anything branded 'Produce of Tasmania' interstate or overseas disappears faster than chips tossed to seagulls.

The north-central part of Tassie might be called the island's gastronomic heart. Greater Launceston is home to about 100,000 people and set beside the River Tamar. This northern city was founded in 1805. For much of the nineteenth century wool was the major cargo exported from its port.

About 70 kilometres from Launceston, the River Tamar spills into Bass Strait. Chart a course west and you'll hit the Southern Ocean, part of a mighty watery freeway to the United Kingdom. The first cargo of wool to London was shipped in 1827 (In Australia only Sydney and Hobart are older than Launceston. Melbourne wasn't founded until 1835).

The city features gracious 19th-century buildings. A marina near the old seaport is now a mooring for yachts rather than UK-bound barques, but the yachts and the waterside cafes give this inland city a seaside breeze.

Launceston has enough of Tassie's best restaurants for a standalone food guide. Mud, Fee and Me, Luck's and Stillwater are consistently lauded eateries.

Luck's has a wine list that, like a good stayer, runs on and on. The food at Stillwater is a riot of Asian flavours and fresh local produce.

Restaurant critics have been swooning for years about the innovative food at this riverside locale. Kim Seagram is one of the owners. "We (Tasmanians) produce some of the best food and wine in the world and all we wanted to do was create something to showcase that," she says.

Stillwater's focus is primarily on local seafood and game. Quail, wallaby and trevally dishes can feature here. Or plump scallops and abalone. According to Seagram, the seared local scallops go a treat with Tassie's pinot noirs. "It's a marriage made in heaven," she says.

The Tamar Valley sweeps about Launceston, and the Tamar Valley

Wine Route is on the doorstep of the city. Almost half the wine produced in Tasmania comes from the Tamar, including gold-medal pinot noirs and sparkling wines.

Discussing Tassie wine with proud vineyard owners is always a fascinating treat. Sixteen of the 24 vineyards in the wine trail are small, family-run enterprises: delightful boutiques where the person popping the cork in the tasting room is likely to be the same person who prunes the vines, picks the grapes, and sometimes crafts the wine. As well as a pair of secateurs close at hand, the vigneron might also have a gold medal in his or her pocket, or at least somewhere nearby.

Josef Chromy Wines' 50 acre (61 hectare) vineyard produces a variety of wines including pinot noir, sauvignon blanc, riesling, and gewürztraminer. A vintage sparkling and a botrytis riesling are also bottled here. Everything is estate-grown.

A café, opened in late 2006, is in the estate's 100-year-old homestead. Fresh island produce can be as much a treat as the medal-winning wines. There are gourmet snacks including rich Tasmanian cheeses and hampers. The winery is still evolving and Josef Chromy has plans to spend a total of \$38 million here.

"We are putting together a wine tourism complex that offers more experience than just wine," says winemaker and manager Jeremy Dineen. Still, while accommodation and aesthetics play an important part, the focus is on the wine. "I wouldn't be here if I didn't think we could make some of the best wines in the country," says Dineen.

Pipers Brook, Janz and Dalrymple are just some of the notable wineries to the northern or Bass Strait end of the wine route. As well as your penchant for good food and wine, you might consider bringing your golf clubs, as Bambougle isn't far from Pipers Brook.

On the north-east coast, Bambougle is a links course sculptured between dunes rising from Bass Strait and a sprawling farm where fat cows idle. The clubhouse perches on a dune between the 9th and 18th greens and the deck reaches for the nearby beach.

Marram grass chivvies the length of all fairways and carpets the surrounding dunes. The fairways come with almost as many challenges as shifting fronts and add to the stock-up-on-golf-balls first impression. The record for most balls lost in a round is an astonishing 40. The custodian of Bambougle, Richard Sattler, claims to have 'misplaced' 1500 balls—as the owner of the land, the quick-to-laugh Sattler figures the balls, out there somewhere on his property, are still his.

You'll find wallabies, cavernous bunkers and golfers from all over Australia crying 'ohhh, noooo,' on the course. Still, the laid-back air floating about Bambougle contrasts with the formality usually found at courses of

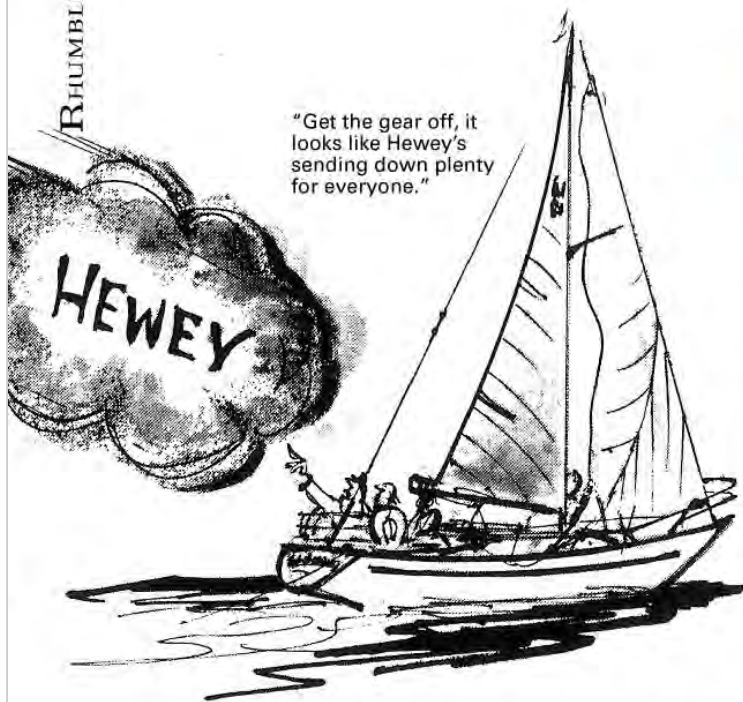
this stature. This is one of the finest public-access courses in the world.

From Bambougle, it's a few hours' drive to the WHA centrepiece at Cradle Mountain. This glorious wilderness is populated not only by native animals but also rainforest, tarns and alpine peaks. It is extraordinarily wild and uncrowded, yet Cradle Mountain comes with a pocket of accommodation, fine restaurants and even day spas.

Or you could choose to travel to the east coast. Sometimes the winds are such that yachts sailing down this coast travel close to shore. They may even be close enough to admire the white sand beaches of the Bay of Fires Conservation Area or the dramatic coast around the Freycinet Peninsula. They probably won't notice some of the extraordinary wilderness lodges or fine waterside restaurants hereabouts. But the locals can give you the word on those.

For a comprehensive guide to Tasmania, visit www.discovertasmania.com 





DOWN THE RHUMBLINE

AUSTRALIAN YACHTING-SPEAK CAN LEAVE NEWCOMERS PERPLEXED: “WE PRAWNED OUR KITE AFTER A GREENIE HIT OUR GORILLA AND HE LET THE KICKER FLY.” FOR THEIR BENEFIT, EDITOR AT LARGE PETER CAMPBELL HAS RESURRECTED THIS ‘OFFSHORE COMPANION TO AUSTRALIAN OCEAN RACING,’ WITH ORIGINAL ILLUSTRATIONS BY PETER HARRIGAN, FROM THE *OFFSHORE YACHTING* OFFICIAL PROGRAM OF THE 1979 SYDNEY HOBART YACHT RACE. MOST OF THE TERMS ARE STILL IN USE, OR SHOULD BE.

Edited by Peter Campbell

Illustrations by Peter Harrigan

In any international sporting event, there are bound to be ‘language barrier’ problems. Ocean racing is no exception, having a vocabulary all its own which is rendered even more inscrutable by the overlay of Australianisms.

So, for the benefit of overseas competitors in the 1979 Southern Cross Cup series and the Hitachi Sydney Hobart Yacht Race (perhaps even for the benefit of the occasional bewildered Australian), the Cruising Yacht Club of Australia language experts and nautical scribes compiled the following dictionary of Australian ocean racing slang for the *OFFSHORE YACHTING* Official Race Programme of 1979.

One or two obviously obsolete terms have been deleted. Otherwise, the terms are as relevant as they were 28 years ago.

altitude, n. A yacht’s height on top of wave crests in storm conditions.

bags, n.pl. Unit of wind velocity, e.g. blowing 40 bags (blowing 40 knots).

bash, n. Beat to windward in heavy conditions.

beer garden, n. Yacht’s cockpit, occupied by less physically active members of the crew (the brains trust).

blow, n. More than 40 knots of wind. (Can be amplified to a *good blow* or *a bit fresh*: more than 50 knots of wind; *plenty for everyone*: more than 60 knots of wind; and a *big blow*: plenty for everyone for a day or two.)

blunderbuss, n. At the Cruising Yacht Club of Australia, means overproof rum and Coke.

brace, n. 1. Line running aft from spinnaker pole (known overseas as guy or afterguy). 2. See shout.

bricks, n. pl. 1. Rocky foreshore along coastline. 2. Nomenclature for ocean racer’s stalwart wife/girlfriend, e.g. *she’s a brick*. brick-hopper: skipper who hugs the coastline (has no reference to how he may treat his wife/girlfriend).

Bruce, n. Common Australian first name (if unsure of a male crew

member’s name, always call him Bruce).

bugger all, adj. A regrettable deficiency, e.g. *bugger all wind*; *the crew knows bugger all*; *a dry ship* (*bugger all grog*).

bullet, n. 1. A sharp gust of wind, always encountered when you’ve got too much gear up (see gear). 2. To get the bullet: to be fired from the crew.

bulletproof, adj. 1. Sails made of extra heavy cloth, suitable for storm use. 2. A friend of the owner who cannot be fired from the crew.

cascade throat, n. Symptoms of hoarseness and inability to speak with ease which Sydney Hobart yachtsmen rationalise as due to local Tasmanian brew but which is, in fact, the result of over-indulgence, too much talking about big waves, too much singing of nautical ditties, etc.

chunder, -v. Frequent occurrence among sailors on Boxing Day, almost always attributed to (but rarely caused by) the Christmas dinner.

clunker, n. Yacht which is too heavy or poorly-designed for racing and which is likely to spend New Year’s Eve at sea.

corner (the), n. Tasman Island, where the yachts turn into Storm Bay, where there is either bugger all wind, or forty bags and particularly big greenies.

Crayfish Derby, n. A “fun” race once held at Triabunna several days after the Sydney-Hobart, which was a “compulsory” stop on the international offshore circuit due to the offering of crayfish as trophies. (This event is no longer held, more’s the pity! Ed.)

dog, n. Yacht with woeful performance record.

dog license, n. Rating certificate for poor-performing yacht.

Dolan’s, n. The Customs House Hotel, Hobart, once owned by the late Bert Dolan, a great friend of visiting sailors. Still the main meeting place for crews, post-Hobart Race.

fall off a wave. Flying into clear air at the back of a wave.

go-fast, n. Sophisticated item of sail trimming equipment which generally has no effect on the speed of the yacht.

Cascade throat, a post-Hobart Race symptom suffered by many yachties.



gorilla, n. Specialist winch grinder, always big on brawn, often low on sailing ability.

gear, n. 1. gear on: pull sails in; gear off: let sails out; gear up: more sail on. 2. gear on: put on your clothes-wet gear/ oilskins. 3. gear off: take your clothes (unspecified) off.

good gear, n. 1. Going ashore clothes. 2. Good tucker (food or mungers).

granny, v. n. 1. Tacking through 360 degrees to avoid gybing in heavy conditions. 2. Cocked-up reef knot.

greenie, n. Big wave, plenty of which comes aboard.

Gregory's, n. Principal reference map of some navigators, a well-known Sydney street directory.

hard on, adv. 1. Sailing close-hauled into the wind.

heavy, n. Crew member with weighty reputation not necessarily equal to his sailing ability.

Hewey, n. The spirit which makes weather, held in deference by sailors. Typical sailors prayer: *Give us some more breeze, Hewey.*

highball, n. Twelve-ounce glass of beer served at the Cruising Yacht Club of Australia.

hundred beers. In Hobart, often this number is ordered in a shout (see shout); minimum shout at the QLD (see QLD) (The QLD is no longer held on the Hobart waterfront, but many sailors and their friends attend the more formal QLD Cocktail Party at the CYCA in September each year, Ed.)

Iron Pot, n. Lighthouse that marks the entrance to the River Derwent.

iron topsail, n. Yacht's engine; illegal go-fast equipment.

jockey pole, n. Supporting strut for spinnaker brace in reaching conditions (known overseas as reaching strut or whisker pole).

kicker, n. Line running to the foredeck, from the spinnaker pole (known overseas as the fore-guy, not to be confused with fall guy: a crew member who does the work of four others.)

line squall, n. Weather front, marked by ominous horizontal cloud formation, which usually approaches rapidly from the south and is accompanied by plenty of bullets.

naviguesser, n. Navigator, or person appointed to this role.

on the nose. 1. Breeze coming from ahead. 2. Descriptive of bad cooking, bad behaviour, etc.

organ pipes, n. Spectacular vertical column rock formations that mark the cliffs of Tasman Island and Cape Raoul in Storm Bay.

paddock (the), n. Bass Strait.

Parramatta, n. 1. Poorly disguised phoney position report after the start of the race. 2. Genuine position report given by a poor "naviguesser." 3. City 20 miles or so inland of Sydney. (Hopefully outdated by GPS and Yacht Tracker, Ed.)

PBO, n. Poor Bloody Owner, an acronym coined by yacht owners to invoke sympathy for their expenditures.

piehead jump, n. Last-minute recruitment of crew member, usually from the yacht club marina.

piker, n. Lazy crew member, often located in the beer garden.

piss, n. Beer.

pissed, adj. Intoxicated.

piss-up, n. Heavy beer-drinking session.

pissing down, adj. Heavy rain.

prawn, v. To put the spinnaker in the ocean, usually due to the speed of the drop exceeding the speed of the boat, occasionally due to broaching.

QLD, n. Quiet Little Drink, a post Sydney Hobart race get-together of crews, which belies its name; not too be confused with Qld., the abbreviation for Queensland. (Not longer an official event in Hobart, Ed.)

rock-hopper, n. Skipper who prefers to sail close to the coast.

set (the), n. Australian East Coast Current, generally noted running south at varying distance from the coastline.

shout, n. 1. The group you are drinking with. 2. Your turn to buy a round.

shout, v. You are expected to shout in your turn and not to leave before shouting. A *brace* is the smallest possible shout. *100 beers*: you are advised to learn the meaning of shout before shouting this one.

sked, n. Regular radio position report; something in which the Cruising Yacht Club of Australia sees absolutely no humour, in spite of its inclusion in this lighthearted dictionary.

slog, n. Sustained and uncomfortable bash to windward, often into greenies.

southerly buster, n. Often comes in after hot north-easterly days, blowing 40 bags.

Sow and Pigs, n. Reef in Sydney Harbour, which is terribly obvious to everyone, save the fellow who has just run upon it, as did *Bumblebee 3* at the start of the 1974 race. Now known to some as Boar and Pigs due to new mark that adorns it.

stinkboat, n. How sail enthusiasts refer to motor vessels.

straphanger, n. International heavy who flies

in at the last minute to join a crew for a major race, usually with all expenses paid.

tapes, n. All that is left for the PBO after the spinnaker blows out.

Taswegian, n. Nickname for a Tasmanian.

track (the), n. Rhumbline course from Sydney to Hobart.

wineglass, n. Imperfectly set spinnaker (known in some parts overseas as a "Mae West").

Note to yachties cruising home - don't miss calling into Wineglass Bay on the Tasmanian East Coast.

Y'all, n. Yachtsman from the US, particularly the southern part (not to be confused with a yawl, a type of two-masted rig.) ○

Bruce ready for a pierhead jump





These shoes are made for sailing

The team at Burke Marine are releasing a new range of footwear to complement their already well established products. The first to be released in time for Christmas is the Pro Deck Sandal. Designed with protection and comfort in mind, the unique feature of this garment is the reinforced protected toe. Using a breathable mesh you no longer need to worry about stubbed toes or getting your toes caught up in ropes or boat parts. The upper is made from quick dry material and open mesh allowing excellent ventilation and light weight feel at all times and with a neoprene liner on the inside comfort is high even when submerged. The 3 easy use Velcro adjusters allow for a snug fit whilst only requiring the middle strap to be opened to get on and off. Making use of the classic cup sole with razor cut grip and drainage gutters grip is excellent on all surfaces. Sporting the season colours of Grey and Carbon this piece of footwear will look just at home both on and off the water, so whether you are a seasoned racer or recreational fisherman this sandal has something for everybody. Burke has also released a new look AUS33 One Design spray jacket. Made from a 100% wind and waterproof PVC coated nylon oxford shell with taped and sealed seams. It's other features include a full length heavy duty YKK zip with internal storm flap to allow you to cool off, adjustable touch fastening neoprene neck, wrist and waist bands, 2 handy front pockets also with heavy duty YKK zips and sporting the new look of Red with Carbon Trim. Usable both on and off the water this is the ideal jacket for those people looking for a garment which combines the protection of a smock with the ease of use of a tradition jacket. The shoes retail for \$80.

For further information please visit www.burkemarine.com.au

Active Casuals have also released a new shoe for the beach or boat. Treat your feet to unprecedented comfort this summer in a pair of all-new Active Casuals. You'll not only look good, you'll be wearing the latest in high tech, high-performance, active footwear designed to handle most water and land activities. Active Casuals are available in men's and women's sizes and colours. The design is edgy, with a relaxed, runner-like look and a two-tone finish to complement any casual style. The latest foot-friendly, moulded EVA technology makes Active Casuals extra-light and super-strong, while the adjustable Velcro strap ensures a comfortable fit. Water lovers will find that Active Casuals are just at home in the water as they are on dry land. The air-cushion anti-slip sole is made from high-grade, slip-resistant "thermo-plastic rubber" (TPR) that doesn't leave marks, so they're the perfect solution for stylish boat-wear. And if water sports aren't your thing, but you're looking for a fashionable, relaxed shoe that can handle your lifestyle, step into a pair of Active Casuals. You'll look good and you can be as active as you like. The arch support ensures comfort and the removable, anti-microbial insole is washable and has been specially treated to eliminate foot odour. Active Casuals are the next generation in stylish, functional footwear. They're sleek, they're racy and they're perfect for beach, boat, BBQ and just about any other situation that requires a pair of comfortable shoes! Developed by the Active Casual company, importers of the iconic Sloggers brand into Australia Active Casuals are high tech, high performance and the latest in functional, fun footwear. Active Casuals are available at the RRP of \$79.95.

For further information please visit www.activecasual.com



Twin Jet Superyacht Tender from Naiad of New Zealand

Naiad rigid hull inflatable boats have a well-deserved reputation for producing high-quality, custom-built craft for a range of demanding applications including pilot and rescue vessels, tourist boats and superyacht tenders. The recent growth in both size and numbers of superyachts around the world, and the advent of the expedition yacht, whether purpose-built or a converted commercial vessel, has led to increasing demand for tough, high-performance support craft, which should look equally at home in Antibes or Antarctica.

Naiad's new 10.5 metre tender is capable of 43 knots thanks to twin 480 hp Yanmar diesels coupled with Hamilton 292 jets. An aluminium hull with a 23 degree variable deadrise ensures good sea-keeping qualities and manoeuvrability is enhanced by the provision of a Blue Arrow 'mouse boat' control system. There is comfortable seating for up to 12 guests and two crew and shelter is provided by a retractable forward canopy and bimini top, the latter normally positioned over the sun lounger, which also acts as the take-off and landing pad for parasailing. The big Naiad's credentials as a superyacht tender are further augmented by features including an Awlgrip hull finish, underwater lights, teak decks, and a marine CD / receiver installation complete with iPod input, a power amplifier and six dual-cone speakers. On a more domestic level, there is an icebox for drinks along with hot and cold showers in the transom boarding area for returning swimmers. In summary, this is a beautifully-built RHIB, which draws upon its commercial and military ancestry for strength and seaworthiness whilst providing the levels of performance, craftsmanship and comfort expected by superyacht owners and their crew.

For further information please visit www.naiad.co.nz

Oceantalk to market sensational new Simrad instrumentation

The appointment of Oceantalk as a regional distributor of Simrad marine technology couldn't have come at a better time thanks to the release of a new and world leading range of Simrad instrumentation.

Launched at the recent Genoa Boat Show, the IS20 range generated a huge amount of interest and Australian boat owners - both power and sail - are sure to be equally enthusiastic about the remarkable capabilities and fantastic value of the range.

Featuring four analog and two digital instrument heads, all based on the SimNet NMEA 2000 data bus system for simple installation and integration, the hero product is the IS20 GRAPHIC.

Not only does it provide highly accurate real-time graphical representation of instrument data connecting directly to smart sensors on SimNet, it is a multifunction instrument that can shift quickly between display styles including large digital readouts, detailed multi-function readouts, multiple data types on one screen, and simplified graphical representations. And it can also operate as a multifunction repeater for other products via SimNet.

"I've seen a lot of instruments in my time and this has to be one of the most intelligently designed and versatile I have ever come across," says Robin Kydd, Managing Director of Oceantalk. "Equally impressive is the IS20 COMBI, an all-in-one unit offering combined speed, depth, temperature, trip log and passage of time data. As a stand alone instrument or first step into the world of marine electronics, it is hard to beat."

Compass, rudder angle, wind direction and tack are still best presented on analog instrumentation, and consequently the remaining four products in the IS20 family feature the most advanced analog technology. Experienced sailors will appreciate the easy to read needle pointers, sophisticated wind and data processing, simple to operate four-button interface and selectable dusk and nighttime backlighting options. All IS20 instruments are easy to install as there is no need to access the inside of consoles, dashboards or masts. With thin cables for easy routing and the simplicity of SimNet's plug-and-play technology, installation is fast and inexpensive.

For further information, please visit www.oceantalk.com



Windcraft to import Moody yachts

Windcraft Australia Pty Ltd is proud to announce that we are now the Australian and New Zealand importer of the new range of Moody Yachts. The new Moody 45DS is the first yacht in a completely new design line of traditional Moodys. Even before the official world premiere of this revolutionary deck saloon yacht at the London Boat Show next year, Moody Yachts will introduce its new deck saloon yacht to visitors of the Hamburg boat show with a video trailer and an information stand. Successful designers Bill Dixon and Mark Tucker implemented new ideas in boat building with the design of the new Moody 45DS. The saloon is on the same level with the cockpit—creating a feeling of spaciousness usually reserved to larger motor yachts. The elongated roof provides weather protection without compromising visibility. Future Moody owners will appreciate a premium interior with three different cabin and 4 different deck saloon layouts. The production process for the new Moody 45DS uses the latest technology, including a "cutting edge" 5-axis milling machine, guaranteeing highest precision and accuracy. The epoxy hulls are moulded using modern vacuum technology. This system produces significantly greater stiffness while reducing weight. Durability, high resale values, and excellent sailing characteristics are the result. About Moody With a history of more than 150 years, Moody has one of the best known names in the industry. Moody is synonymous for premium seagoing deck saloon yachts. The company has established itself as market leader in this segment and is setting new standards in technical innovations, manufacturing processes, and design. Since March 2007, Moody has benefited from the quality of the highly modern production techniques used at HanseYachts in Greifswald, one of the fastest growing boat manufacturers in Europe. With the acquisition of the Moody brand, HanseYachts will continue the long tradition of the brand and introduce a brand-new product range.

For further information please visit www.windcraft.com.au and www.moodyboats.com.

New Cleat is sleek and sturdy

Clunky hardware often detracts from a craft's beauty. However, the stylish Pull-Up Cleat from Accon Marine retracts flush to the boat, avoiding the cluttered look of other cleats. Accon's popular Pull-Up Cleats are available in various sizes, including a new 30.5cm version. Practical, as well as elegant, the streamlined 30.5cm Pull-Up Cleat comes with a waterproofing cup to avoid unwanted runoff below deck. It also has a recess in the base which allows it to be pulled up quickly and easily for maximum convenience.

The low-profile 30.5 Pull-Up Cleat from Accon Marine is durable, crafted from marine-grade 316 stainless steel to withstand harsh, wet conditions. Installation of this Accon cleat is simple, as it is supplied with a heavy-duty backing plate that also serves as the cut-out template. The cleat fastens to the deck with four 0.8cm screws.

For further information, please visit www.acconmarine.com.





Hanse 630e gets a telescopic keel

With a new keel construction, the draught of the Hanse 630e is now hydraulically adjustable between 3.10 and 2.35 metres. This means additional access to smaller harbours and shallower waters without loss of the fine sailing characteristics of the Hanse. The telescopic keel is now available as an option. HanseYachts continues to pursue the target, which they set for themselves. That is to find particularly innovative solutions for the owners. So far the draught automatically increased with the size of the yacht limiting access to many interesting sailing areas of the world unless the choice of shallower draught and a reduction in sailing ability was made. Solutions, such as the short or hoisting keels had either a negative effect on the speed and performance or required valuable space in the yacht's interior. In cooperation with the construction office judel/ vroljik & co, a new telescopic keel construction was developed, which does not require any space in the interior, and which enables the owners to cruise in the shallower waters of the world. The largest yacht built in series in Germany ever provides more flexibility with simple handling at the same time. Even a small crew can sail this yacht safely, fast and now in significantly more areas.

You can't go past a good Vintage French

Harmony Yachts has just released limited-edition versions of the Harmony 34, 38, 42 & 47, called 'Esprit Vintage'. The new edition has a stylish dark blue hull with teak toe rails, hand rails and teak decks making it stand out from the crowd with a very sophisticated air whilst still performing well offshore.

As with all Harmony yachts, there is no nostalgia in the structure and functionality of the boats. Hulls and decks are manufactured with the most advanced technologies using resin infusion and injection with vacuum closed moulds, this is the Harmony Yachts RTM process. All the deck fittings and equipment are supplied by the best marine brands, Harken, Lewmar, Volvo and Furuno just to name a few. The interior is beautifully appointed with all the usual Harmony luxuries, but has a very classic, yet clean and modern ambiance. Those sailors who enjoy the timeless feel of warm wood and teak on a yacht will appreciate this. Simple and stylish enough to avoid that 'gloomy' feel common with darker wood interiors. As with other Harmony yachts the interior is styled in an elegant fashion to allow you to bring on board your own personal style. Steve Hobbs, director of B&H Marine, exclusive importer to Australia & New Zealand for Harmony said " It is great that Harmony are listening to their customers and offering stylish customised versions of the range that allows people to have a unique and very stylish boat which is priced to include all the inclusions you will need for luxury and comfortable cruising". "The Esprit Vintage Limited Edition has just been launched in Europe at the Cannes and La Rochelle Boat Shows, where it has been causing quite a stir largely due to the many extras included within the standard price".

The Harmony Esprit Vintage delivers on the usual Harmony great value combined with exceptional offshore performance and value for money pricing. Sail away costs that include heaps of luxuries such as teak cockpit and the 'Comfort Pack' which now includes upgraded engine, convertible saloon table, additional batteries, shore power, electronics and 550 litre water tanks plus much more.

The first Harmony Esprit Vintage to arrive in Australia will be a 38' which is expected to be available for test sails and inspection from mid December.

For further information please visit www.harmonyyachts.com.au

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Photo: Andrea Francolini



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OFFSHORE RACING CALENDAR

AUSTRALIAN

DECEMBER

- 1 Short Ocean & Ocean Pointscore Race, CYCA
- 1-3 Go for Gold Regatta, Melbourne
- 6-9 Etchells Queensland Championship, Brisbane
- 7 Club Marine Range Series, Port Phillip, RMYS
- 7-9 Rolex Trophy One Design Series, CYCA
- 8-12 Sail Brisbane
- 11 SOLAS Big Boat Challenge
- 13-16 Rolex Trophy Rating Series, CYCA
- 15-18 Sydney International Regatta (SIR)
- 26 63rd Rolex Sydney Hobart Yacht Race, CYCA
(Race 5, Blue Water Point Score)
- 27 Heemskirk Melbourne to Hobart Race and Melbourne to Launceston
Race for 100th Anniversary of the Rudder Cup, ORC
- 27-29 Yngling Australian Championship & Gold Cup, RSYS
- 27-29 Folkboat NSW Championship, RSYS
- 29 Clive Peeters Launceston to Hobart Race, TYC, DSS

JANUARY 2008

- 2 Pittwater-Coffs Harbour Race, RPYAC
- 2 Wreast Point King of the Derwent Race, DSS
- 2-9 29er World Championship, Sydney
- 2-9 49er World Championship, Sydney
- 3-5 Sailing South Regatta, RYCT, Tasmania
- 3-13 Prince Philip Cup, Dragon class Australian Championship,
RYCT, Tasmania
- 6-10 Australian Youth Championships, Victoria
- 8-13 J24 Australian Championship, MHYC
- 11-18 International Etchells Australian Championship, ROYS, Queensland
- 14-19 Sail Melbourne International Regatta
- 19 Short Haul Race, Botany Bay, CYCA
- 24-28 Skandia Geelong Week, Victoria
- 26 Australia Day Short & Ocean Pointscore Race, CYCA (City of Sydney
Sesquicentenary Trophy)
- 26 172nd Australia Day Regatta, RSYS Sydney Harbour and other waters
including Pittwater, Botany Bay, Lake Macquarie, Lake Illawarra, Lane
Cove River, Parramatta River and Manly

FEBRUARY

- 1 Short Haul Night Harbour Race, CYCA
- 1 Blue Water Point Score Race - Flinders Island, CYCA (Trade Winds
Trophy, Founders Trophy)
- 2 Ocean Pointscore, Port Hacking Race, CYCA
- 4-11 International Laser World Championships, Gosford Sailing Club,
Terrigal, NSW
- 7 Cure Cancer Australia Harbour Race
- 8 Institute of Chartered Accountants Harbour Race

- 9-10 Sydney 38 Match Racing Regatta, YSA
- 9 Milson Memorial Cup Short Ocean Points Score, RSYS
- 9 Short Haul Race to Pittwater, CYCA
- 10 Short Haul Race Pittwater to Sydney, CYCA
- 11-14 Hardy Cup, RSYS
- 16 Short Ocean Race, MHYC
- 16-17 Farr 40 Sprint Series, RSYS
- 22 Insurance Industry Sailing Regatta
- 22-24 Farr 40 National Championship, RSYS
- 22-24 International Etchells NSW Championship, BBYC, Botany Bay
- 23 Short Ocean Race, CYCA
- 24 RANSA Regatta, Sydney
- 27 Italian Cup Harbour Race
- 29 EME Media Challenge Harbour Race

MARCH

- 1-2 Audi Sydney Harbour Regatta, MHYC
- 1-2 Marinassess Womens Fleet Racing Regatta
- 6 Stepping Stone House Charity Regatta, RSYS
- 7-10 Adelaide International Regatta, West Beach
- 7 Audi Sydney Offshore Newcastle Race, CYCA (Final BWPS race)
- 8 Ocean Pointscore Race to Newcastle (Final OPS race)
- 14 Property Industry Regatta, MHYC
- 15-19 Harken International Womens Match Racing Regatta
- 21 160th Brisbane to Gladstone, QCYC

APRIL

- 18 WaterAid 'Sail for Water'
- 19 Mount Gay Rum Top Jocks Regatta
- 12 Varuna Cup, RSYS
- 19-26 RSYS Annual Cruise

MAY

- Every Sunday - Audi Winter Series, CYCA
- 2-4 Association Cup, Port Phillip, RYCV
- 3 RSYS Winter Series begins
- 25 Flag Officers Challenge, RSYS
- 2-4 Trans Tasman Trophy Challenge, RSYS
- 17 Melbourne to Apollo Bay Race, ORCV

JUNE

- Every Sunday - Audi Winter Series, CYCA
- Combined Clubs Winter Race, RANSA

Offshore Yachting

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MAJOR AUSTRALIAN AND INTERNATIONAL OFFSHORE AND INSHORE EVENTS FOR 2007-2008

JULY

Every Sunday – Audi Winter Series, CYCA
 Melbourne to Vanuatu (Port Vila) Race, ORCV
 Vanuatu (Port Vila) to Mackay, Qld Race, ORCV
 Audi Sydney Gold Coast Race and Audi Sydney Mackay Race, CYCA/MYC.

AUGUST

Airlie Beach Race Week, WSC
 Audi Hamilton Island Race Week, HIYC

CLUBS: CYCA (Cruising Yacht Club of Australia) DSS (Derwent Sailing Squadron), HIYC (Hamilton Island Yacht Club), MHYC (Middle Harbour Yacht Club), MYC (Mackay Yacht Club), ORCV (Ocean Racing Club of Victoria), QCYC (Queensland Cruising Yacht Club), RBYC (Royal Brighton Yacht Club), RMYS (Royal Melbourne Yacht Squadron), RPAYC (Royal Prince Alfred Yacht Club), RPEYC (Royal Prince Edward Yacht Club), RGYC (Royal Geelong Yacht Club), RSYS (Royal Sydney Yacht Squadron), RYCT (Royal Yacht Club of Tasmania), TYC (Tamar Yacht Club), SASA (Sydney Amateur Sailing Club), WSC (Whitsunday Sailing Club)

INTERNATIONAL

DECEMBER

1-2 IV R22 Match Cup 2007, Brazil
 1-2 Xmas Races, Italy
 1-14 A Class Catamaran World Championship, USA
 2-9 Imperia Winter Regatta, Italy
 8-14 South-East Asian Games, Thailand
 9 Under 25 Championship, Japan
 14-22 J/22 World Championship, Durban, RSA
 17-22 Christmas Races, Spain
 27-30 Star Christmas Race, Nice, France

JANUARY 2008

10-14 New Year International Regatta, Limassol, Cyprus
 10-20 RS:X World Championship, Auckland, NZ
 19-20 Lion Cup Youth Match Racing Challenge, Auckland, NZ
 24-27 Youth International Match Racing Challenge, Auckland, NZ
 27 Jan - 2 Feb Rolex Miami OCR, USA

FEBRUARY

4-9 Andalusian Olympic Week - Carnival, Cadiz, Spain
 4-11 International Laser World Championships, Terrigal, NSW, AUS
 6-9 Algarve Cup Match Racing, Vilamoura, Portugal
 8-10 JPMorgan Asset Management Winter Challenge, Staines, Great Britain
 9-15 Yngling Women World Championships, Miami, USA

21-24 JPMorgan Women's Winter Challenge, Staines, Great Britain
 25-29 470 South American Championship, Buenos Aires, Argentina

MARCH

6-9 JPMorgan Asset Management Winter Challenge, Staines, Great Britain
 7-9 New Zealand Womens Match Racing Championship, Auckland Harbour, NZ
 7-11 XI Barcelona Olympic Sailing Week, Port Forum-Besos, Spain
 13-20 Laser Radial Woman World Championship, Auckland, NZ
 13-20 Laser Radial Youth/Male World Championship, Auckland, NZ
 15-21 HRH Princess Sofia Trophy, Palma de Majorca, Spain
 18-23 Split Olympic Sailing Week, Split, Croatia
 22-30 49er European Championship, Palma, Spain
 31 Mar-5 Apr Yngling Women European Championship, Masnou, Spain

APRIL

1-6 ISAF Women's Match Racing World Championship, Auckland, NZL
 7-18 Star World Championship, Miami, USA
 11-12 Rolex Farr 40 Pre Worlds, Florida, USA
 16-19 Rolex Farr 40 World Championship, Florida, USA
 28 Apr-28 May Congressional Cup, Long Beach, USA

MAY

10-20 Qingdao International Regatta, Qingdao, CHN
 16-18 World Festival on the Beach (International Race), Mondello, ITA
 28-31 Boat US Santa Maria Cup, Annapolis, USA
 28 May-28 Jun VOLVO Melges 24 World Championship, Porto Cervo, ITA

JUNE

1-7 Star Eastern Hemisphere Championship, Split, CRO
 1-30 The Artemis Transat 2008, Plymouth, GBR
 1-7 Koh Samui International Regatta, Samui, THA
 14-15 Finn Pacific Coast Championship, Newport Harbor, USA
 16-21 ISAF Offshore Team World Championship - Sardinia Rolex Cup, Porto Cervo, ITA
 21-22 MRX Winter Match Racing Championships - Series One, Auckland Harbour, NZL
 21-29 Kieler Week, Kiel, GER
 23-26 Rolex Boat International Superyacht Cup, Porto Cervo, ITA
 29 Jun-29 Jul RORC - Rolex Commodores Cup, Cowes, GBR

JULY

8-12 Mayor's Cup, Long Beach, USA
 10-19 Volvo Youth Sailing ISAF World Championship, DEN
 14-21 Cres Sailing Week, CRO
 26 Jul-26 Aug Copa del Rey, Palma de Mallorca, ESP

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