

# offshore

## YACHTING



### ROLEX SYDNEY HOBART YACHT RACE



## OFFICIAL PROGRAM



OFFICIAL MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

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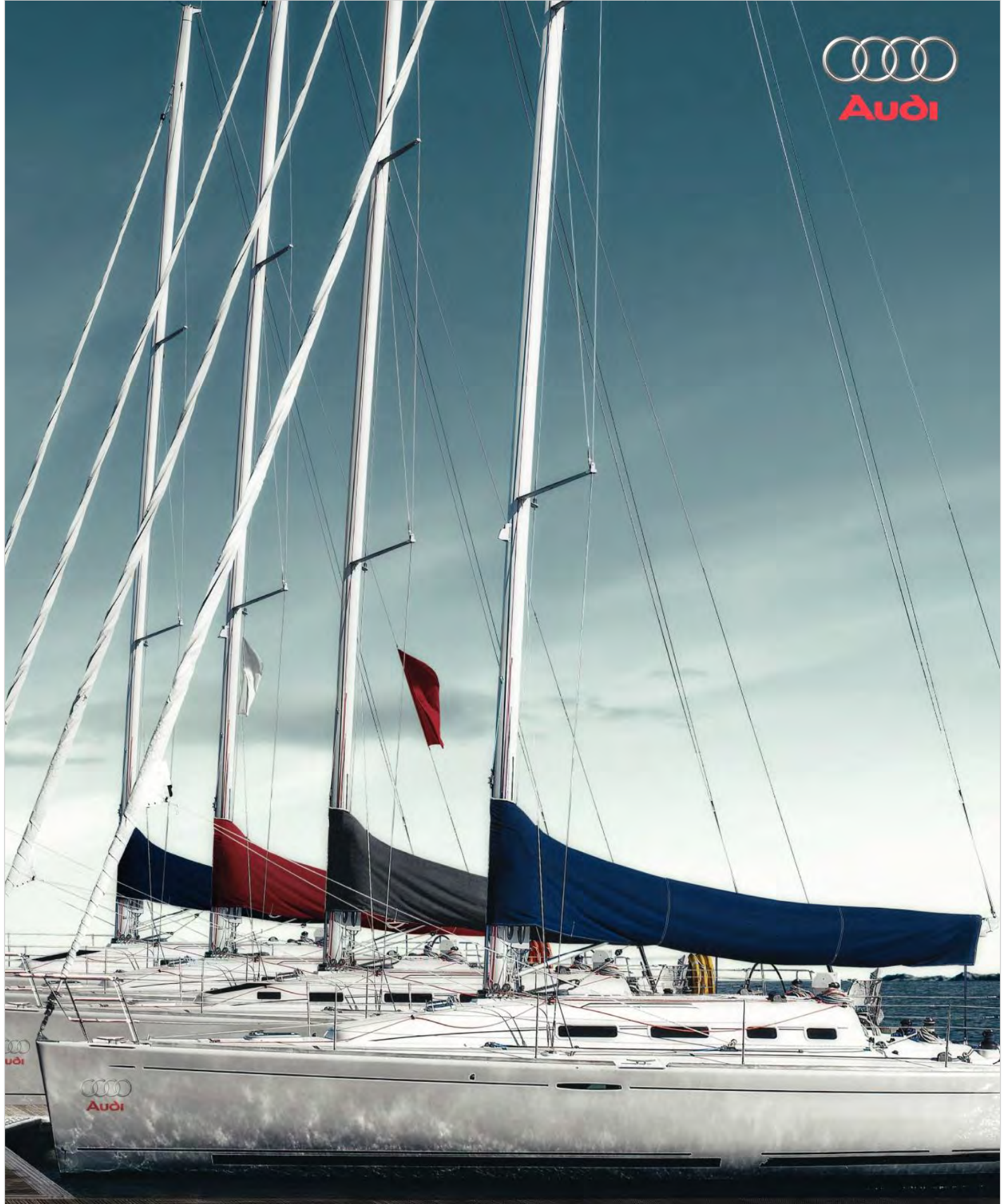
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## OFFICIAL PROGRAM 64TH ROLEX SYDNEY HOBART YACHT RACE 2008

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'Kosatka'  
TEAM RUSSIA V070  
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# AT THE HELM



**MATT ALLEN, COMMODORE  
CRUISING YACHT CLUB OF AUSTRALIA**

**T**he 64<sup>th</sup> Rolex Sydney Hobart Yacht Race has again attracted an enormous amount of interest. At the close of applications we had 110 yachts preparing to participate in this year's "great race".

With entries from all Australian States, and from France, Germany, the Netherlands, New Caledonia, New Zealand, Russia, Switzerland, the UK and the USA, our race continues to grow in stature within both the yachting community and the general public.

This year we expect over 1.5 million people to log onto the race website ([www.rolexsydneyhobart.com](http://www.rolexsydneyhobart.com)) to view our yacht tracker and regular race updates. On Boxing Day around 400,000 people will view the start live from vantage points on and around Sydney Harbor and another 400,000 will watch the start of the race via the 90 minute live broadcast on Network Seven around Australia.

In a first for yachting, I am pleased to announce Yahoo! 7 will provide a 90 minute live webcast of the start of the race to a global audience. This means that as long as you have access to a computer and broadband internet you will be able to watch the start of the Rolex Sydney Hobart Yacht Race from anywhere around the world. We are very excited about this enhancement and the exposure this will bring to the event. You can then keep up to date via our website until all the yachts are finished in Hobart.

The Cruising Yacht Club of Australia is extremely fortunate to have Rolex as naming rights sponsor for the Rolex Sydney Hobart Yacht Race and the Rolex Trophy. Rolex lead the way as supporters of yachting and we thank them for their ongoing partnership.

At the other end of the race, our partner since 1945, The Royal Yacht Club of Tasmania will be ready to welcome the fleet as they arrive in Hobart. I wish to thank the RYCT flag officers, members and staff for their continued support.

This year will be the 10th year since the tragic race of 1998 where six

lives were lost. It is a time for us to reflect and remember. The '98 race changed the way our race is conducted today. It also led to many changes made to safety regulations throughout the world.

Following the 1998 race the CYCA SOLAS Trusts were set up to assist search and rescue organisations throughout Australia. To date more than \$437,000 has been donated to these organisations from every state of Australia, with the majority of the funding coming from the members of the CYCA.

It is a pleasure to announce that Lou Abrahams will fire the cannon for the start of the race on Boxing Day. Don Mickleborough will fire the five minute cannon and Richard 'Sightie' Hammond will fire the 10 minute cannon. All three are veterans of the race and sport of yachting.

In the lead up to this year's race we have introduced a new passage series to the Rolex Trophy. Skippers have the option of the Passage Series on Saturday 20<sup>th</sup> and Sunday 21<sup>st</sup> of December to warm up for Boxing Day. The One Design series starts on Friday the 14<sup>th</sup> of December for the Farr 40's, and the Rating Series starts on Thursday the 18<sup>th</sup>. The Rolex Trophy will be an exciting regatta and we hope to attract more yachts by introducing the passage racing.

The SOLAS Big Boat Challenge will be held on Tuesday 16<sup>th</sup> of December. This race showcases some of the larger yachts to the media and public. It also helps to bring awareness of the SOLAS charity and its contribution to the sport and to the community.

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 them for their participation. I look forward to seeing you all on the dock in Hobart.

To all our members and families, I wish you a happy Christmas and a prosperous and peaceful New Year. Please enjoy a safe and successful summer on the water. **O**



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# ALL EYES ON HOBART



This year will be the 64<sup>th</sup> Rolex Sydney Hobart Yacht Race and the Royal Yacht Club of Tasmania (RYCT) is looking forward to again hosting one of the world's great ocean races, as we have since its inception in 1945.

This is the flagship event of the Cruising Yacht Club of Australia (CYCA) and we are proud of the continued association between the clubs. Commodore Matt Allen and his team are to be congratulated for their role in organising and conducting this wonderful event.

A fleet of 113 yachts lodged applications to enter the race, including seven Tasmanian yachts: *Helsal III* (Rob Fisher), *Helsal IV* (Dr Tony Fisher and his daughter, Sally Smith), *Pisces* (David Taylor) and *Valheru* (Dr Tony Lyall) all representing the Royal Yacht Club of Tasmania, *Nest Property* (Murray Wilkes) from the Derwent Sailing Squadron and *She's the Culprit* (Todd Leary) representing Bellerive Yacht Club.

The RYCT offers a special thanks to all the Tasmanian entrants for their efforts in representing our state this year. This is the largest Tasmanian entry in years and the biggest since the 60<sup>th</sup> race in 2004 and the second largest since the 50<sup>th</sup> in 1964.

The RYCT wishes all entrants and their crews favourable conditions and a safe journey to Hobart and we look forward, along with our fellow Tasmanians, to seeing the spectacular sight of the last run up the magnificent Derwent River to the finish line, where we know you will be greeted with great enthusiasm.

At this time of year, Constitution Dock (The Docks) comes alive with the Summer Festival, which includes the Taste of Tasmania. The RYCT will have a marquee with seating, food and drinks for your enjoyment with family and friends.

As always, we appreciate the support of the Tasmanian Ports Corporation in providing the wharf area for all the yacht club activities, along with the activities of the Tasmanian Police, on the water and ashore.

Thank you, in particular, to all the volunteers involved in all aspects of this race. Without your dedication and enthusiasm, this event would not run smoothly.

May I offer, on behalf of the RYCT, an open invitation to all crew, family and friends to visit our club during your stay in Hobart. Our dining room, bar and barbecue facilities are available and our friendly staff, ready to be of service.

The Rolex Sydney Hobart Yacht Race official prizegiving will be held at the RYCT on January 1<sup>st</sup>. We look forward to seeing you at our wonderful club.

**Clive Simpson**  
Commodore  
The Royal Yacht Club of Tasmania



Welcome to this special edition of *Offshore Yachting* – the official program for the 64<sup>th</sup> running of the Rolex Sydney Hobart Yacht Race. Over 100 yachts and crew are lining up this year to take on the Everest of yachting challenges. The highlight of the Australian yachting calendar, “The Hobart” is THE race that brings yacht racing into the thoughts of all Australians on Boxing Day.

The colourful start on Sydney's famous harbour is packed to the shorelines with thousands of spectators boats afloat lining the course out the heads; the harbour foreshores packed with hundreds of thousands more taking in the spectacle that is the start of one of the world's ocean racing classics.

Some 628 nautical miles later, the race south across one of the greatest oceans in the world will finish on the Derwent river in Hobart, before competitors make their way to a well earned hot shower, a quiet little drink and much needed sleep.

All you ever need to know about the great race, from a host of contributors with an extraordinary array of ocean racing knowledge, is in this edition.

With the competition for line honours being fought out amongst the largest and fastest maxi yachts, favourable wind and sea conditions may see the race record, last rewritten by *Wild Oats XI* in the 2005 race, fall yet again. All eyes are on whether the redesigned, optimised *Oats* can do it for a fourth year in a row.

This issue *Offshore Yachting* also covers some international action with the Volvo Ocean Race and Australian Guy Stening's stunning success at the M30 Worlds in Newport. Closer to home we cover the recent Gosford to Lord Howe race and Cabbage Tree Island Race, plus many others. We also preview the SOLAS Big Boat Challenge, Skandia Geelong Week, the 28<sup>th</sup> Pittwater and Coffs Offshore series, and the 173<sup>rd</sup> Australia Day Regatta.

We also reflect on the race a decade past and the tragedy and human triumphs of survival and sportsmanship.

From all at *Offshore Yachting* we wish you a Merry Christmas, a safe sail south for competitors, and a prosperous New Year.

Anthony Twibill / Publisher

Hillary Buckman / Managing Editor

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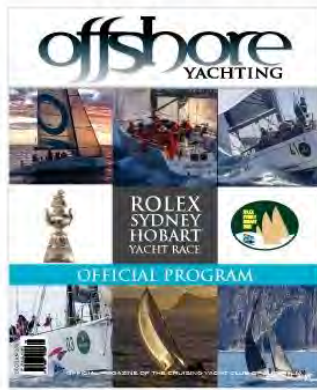
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On the cover, clockwise from top left: *Quantum Racing* (Photo: ROLEX/Daniel Forster), *Wild Oats XI* (Photo: ROLEX/Carlo Borlenghi), *Mr Beaks Ribs* (Photo: ROLEX/Daniel Forster), *Rosebud* (Photo: ROLEX/Carlo Borlenghi), *Ragamuffin* (ROLEX/Carlo Borlenghi), *Ichi Bahn* (Photo: ROLEX/Daniel Forster).

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# HOBART BOUND



Eventual line honours winner *Wild Oats XI* leaving the Sydney Heads, flanked by the historic *James Craig*.



# OFFICIAL PROGRAM OF THE 64<sup>TH</sup> ROLEX SYDNEY HOBART YACHT RACE 2008

THE ROLEX SYDNEY HOBART YACHT RACE'S PASSAGE THROUGH SYDNEY HEADS AMIDST THE TURBULENCE OF A SCRAMBLING SPECTATOR FLEET IS ONE OF THE GREAT SPECTACLES IN WORLD SPORT. BUT THE GLAMOUR OF THE MAGNIFICENT HARBOUR BACKDROP BELIES A GRITTY 628 NAUTICAL MILE RACE TO HOBART, WHICH RANKS AS ONE OF THE TOUGHEST OCEAN CLASSICS IN THE WORLD.



# The 1998 - A DECADE

*Aspect Computing* battling the fierce storm which devastated the 1998 Sydney Hobart.



# Sydney ON

# Hobart

TEN YEARS ON, THE TRAGIC EVENTS OF THE STORM-RAVAGED 1998 SYDNEY HOBART YACHT RACE HAVE NOT BEEN FORGOTTEN, NOR THE SIX SAILORS WHO LOST THEIR LIVES.

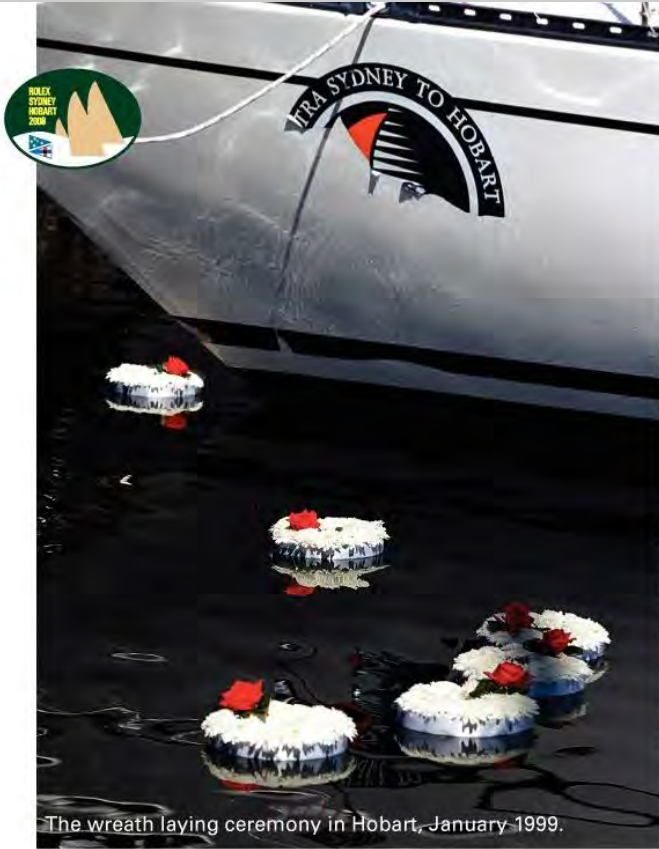
*By Rob Mundle*

**I**n contemplating the calamitous events that occurred during the 1998 Sydney Hobart, famed Australian yachtsman Sir James Hardy drew on the words of that great Australian poet, Adam Lindsay Gordon:

*'No game was ever worth a rap for a  
rational man to play,  
into which no accident, no mishap,  
could possibly find its way.'*

Few words, if any, could better describe the challenge that is the key element within the appeal of the great race. This is where men and women, ranging from the world's best professional sailors to recreational yachtsmen, face a test that takes them into the unknown. Racing aside, this adventure can be as comfortable as a casual cruise, or as we saw a decade ago, become the ultimate and most tormenting of survival tests.

With this being the 10<sup>th</sup> anniversary of the tragic event we again pay our respects, remembering that this was a race where six sailors so tragically perished, 55 were winched to safety, five yachts sank and only 44 of the 115 starters reached sanctuary in Hobart. We also recognise the remarkable



The wreath laying ceremony in Hobart, January 1999.

efforts of the rescuers who risked their own lives to save others. There's little doubt that if it wasn't for them, and the proximity to the coast where the devastating hurricane-like storm actually impacted the fleet, then the consequences could have been far more calamitous.

Ten years on there is more to tell, as I have realised in researching and writing an updated 10<sup>th</sup> anniversary edition of my book, *Fatal Storm*, which chronicled from every angle the events that occurred on December 27 and 28, 1998. Considerably more information has surfaced since the book was first published, much of it very positive for the sport of ocean yacht racing.

Even so, many of the sailors who were confronted by that life or death fork in the road that year remain heavily burdened by the experience. Some have continued racing in a bid to contain their fears, just like a fallen jockey who so often leaps back onto the horse. Others have called it a day, never to race offshore again.

**"IF I [STOPPED RACING] I THINK I'D JUST SIT AROUND AND BE HAUNTED BY THOUGHTS OF WHAT HAPPENED WITH THE GUYS. AND BESIDES, I THINK I SHOULD BE DOING THIS IN MEMORY OF MY MATES. I'M SURE THEY WOULDN'T WANT ME TO STOP." – BRUCE GOULD**

Bruce Gould, who was rescued after spending nearly 30 hours with crew mates in a liferaft following the sinking of the classic timber cutter *Winston Churchill*, is among those who have got back onto the horse, even though three other crewmembers perished when the yacht's second liferaft was overwhelmed by a massive wave. He has sailed in eight of the nine Hobart races staged since 1998, but he admits it was fear that drove him there: "I can't stop," he said. "If I did I think I'd just

Photo: courtesy of the Hobart Mercury



The plaque remembering those who lost their lives in the 1998 Sydney Hobart.

## REMEMBERING 1998...AND OTHERS

Dozens of fishing trawlers and a few yachts and motor cruisers lined the wharves in the small fishing village of Triabunna, on the East Coast of Tasmania, on a cool October day for a moving waterfront service in commemoration of the six who lost their lives at sea in the 1998 Sydney Hobart Yacht Race.

Yacht club Commodores, naval officers and civic leaders joined local residents, fishermen and tourists for the service.

Close to the wharves is the Seafarers' Memorial Wall, a series of low brick walls built in the shape of a fish and crowned with an anchor cross. On the walls are many plaques commemorating Tasmanians, both civilians and members of the armed services who have lost their lives at sea, along with all seafarers – trawler and ship crews, yachtsmen and amateur fishermen, emigrants and convicts on early sailing ships – who have perished in Tasmanian waters.

In amongst the many plaques lies a poignant reminder of those fateful days in December 1998 when six yachtsmen lost their lives at sea during the storm-battered Sydney Hobart Yacht Race. The names of those who fell victim to the storm are engraved on a single plaque there in memory of their passing.

Commodore Matt Allen of the Cruising Yacht Club of Australia joined Commodore Clive Simpson of the Royal Yacht Club of Tasmania in laying a wreath during Triabunna's annual Blessing of the Fleet and Service at the Seafarers' Memorial.

The wreath-laying by the two Commodores was the first in series of occasions when those involved in the 2008 Rolex Sydney Hobart Yacht Race will be able to reflect on the 1998 Sydney Hobart and remember those who died – and others who have perished in voyages associated with the Sydney Hobart, including the crews of *Charleston* on her way to Sydney and *Smackwater Jack* returning to New Zealand.

They will be remembered by one minute's silence at the Skipper's Party at the CYCA, at all compulsory race briefings and at the official prize giving at the RYCT.

A public reflection will be held at Hobart's historic Constitution Dock during the dockside winners' presentation, with a one minute's silence and the placing of a wreath in the dock, repeating a moving ceremony during the Remembrance Service that followed the 1998 Sydney Hobart.

sit around and be haunted by thoughts of what happened with the guys. And besides, I think I should be doing this in memory of my mates. I'm sure they wouldn't want me to stop."

Soon after the 1998 race Tasmanian Rob Matthews courageously narrated in great detail the horrid experiences he faced just so other offshore sailors could benefit. He was aboard *Business Post Naiad* when it was rolled by a gigantic wave. As a consequence of the ensuing mayhem two crewmen died – the yacht's owner Bruce Guy, and Phil Skeggs.

When I spoke with Matthews recently he said that the memories were so strong that he still receives counselling.

"I can't remember 1999," he said. "I just lost that entire year. I went to a wedding in Victoria not long after the race and I can't remember a thing about being there. There are photos that show I was there, but I have no recollection of it."

He continued, saying that while he didn't experience nightmares these days he still had what he called his 'video' of what happened: "I could be sitting here talking to you right now and I've got a storm going on inside my head, on the right-hand side, all the time. I've got this picture of Phil lying on the cockpit floor with the storm going on. Sometimes it lasts for months, sometimes just hours, and sometimes like right now it isn't there at all. It's not distracting when it's there, but when it's not I ask myself, 'Where has Phil gone?'"

The rescue of American John Campbell by the Victoria Police Air Wing helicopter, after he was lost overboard from *Kingurra*, ranked among the most amazing of the many miracles that occurred during the search and rescue operation. But it wasn't until some time after the event that the true magnitude of the miracle came to light. It didn't end with Campbell being plucked from the water; the helicopter almost ditched on the return to the coast when 115 knot headwinds saw it making headway at only five knots, and it

## CYCA REGULATIONS INTRODUCED IN RESPONSE TO 1998 SYDNEY HOBART


Among the changes the CYCA has brought to race management and safety requirements since the 1998 Sydney Hobart are:

- Compulsory skipper and weather briefings conducted by a representative of the Bureau of Meteorology, including one on the morning of the race start.
- Competitors required to communicate the true weather and wave conditions if wind experienced while racing is over 40 knots.
- Green Cape reporting gate: A mandatory report must be made to race management on the condition of crew, yacht and equipment when the yacht is abeam of Green Cape and about to enter Bass Strait.
- Increased levels of crew experience required.
- Physical sighting by race management officials of storm sails hoisted and set prior to the start on the day of the race.
- Only 406 MHz EPIRBs to be used rather than 121 (406 includes an identifier).
- Yachts required to have large racing numbers displayed on the hull, and a 'V' (distress) sheet aboard so they can be easily identified.

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was almost out of fuel.

While the crew prepared for the ditching, pilot Darryl Jones coaxed every last drop out of the fuel tanks, all the time knowing that if the chopper went in he would have virtually no chance of surviving. Incredibly, he managed to get the helicopter over the coast and on the ground, making a desperate lunge at the first suitable spot to land. In what he described as a 'far from proper procedure for landing' he got the chopper safely on the ground, only to then have both jet engines shut down on their own accord within 40 seconds. The fuel tanks were bone dry.

The 1998 Hobart race was a poignant reminder that Mother Nature always holds the trump card. However, the tragedy saw a positive ripple effect spread across the world simply because of the uniqueness of so many of the incidents that were experienced; they had not previously been considered possible by the sport, or search and rescue organisations.

Today we see new international safety standards being set for ocean racing, improvements to search and rescue operations, and better maritime weather forecasting, all because of a savage storm cell that formed in Bass Strait and hit the race fleet on the afternoon of December 27, 1998.

Australia's internationally acclaimed yachting meteorologist, Roger Badham, who was the first person to ring the alarm bells relating to the magnitude of the storm 24 hours before it hit, says the 1998 Sydney Hobart race is now seen worldwide as a "classic example of how things can go wrong." And he is firm in the belief that the impact of the 1998 event has led to far more conservative forecasting by meteorologists, and a more cautious approach by race organisers towards the starting of events when rough weather is predicted.

The Cruising Yacht Club of Australia can take pride in initiating wide-ranging improvements to the way it and clubs around the world staged ocean

**"I COULD BE SITTING HERE TALKING TO YOU RIGHT NOW AND I'VE GOT A STORM GOING ON INSIDE MY HEAD, ON THE RIGHT-HAND SIDE, ALL THE TIME." – ROB MATTHEWS**

yacht races following the 1998 race, and the subsequent Coronial Inquiry. The most noteworthy is the Safety at Sea Survival Course, a qualification process that the CYCA established as a direct result of the 1998 race. This training method has proved so successful that it has been adopted by the sport's governing body, the International Sailing Federation, as the global standard.

Equally impressive on the local front was the establishment within the club of the CYCA Sydney Hobart Yacht Race Safety of Life at Sea Trust (SOLAS). This was created with three principal aims: to assist needy immediate family of those lost at sea during Yachting Australia sanctioned races; to provide assistance to search and rescue organisations across Australia; and to foster research and training to improve procedures and equipment for use at sea.

In mid-2008 the commodore of the CYCA, Matt Allen, announced that more than \$430,000 had been donated from the SOLAS Trust and distributed to a wide range of worthy causes. A significant donation was made to the SOLAS fund from a special *Fatal Storm* sales promotion.

The lives that were lost so tragically in the 1998 Sydney Hobart race were not lost in vain. Our sport and the world is a safer place because of the events that occurred.

Lest we forget – Mike Bannister, John Dean, Jim Lawler, Glyn Charles, Bruce Guy and Phil Skeggs. ○



Rob Mundle

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Rob Mundle has written six other books, including the bestselling biography, *Sir James Hardy – An Adventurous Life*, and *Life at the Extreme*, the official record of the 2005/2006 Volvo Ocean Race round the world. He lives in Queensland.

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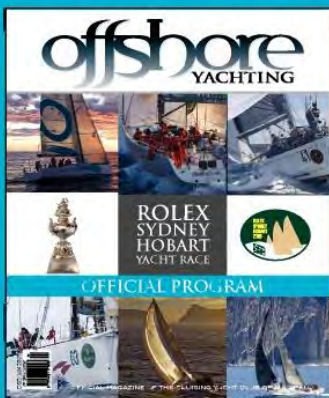


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*Wild Oats XI* took line honours last year after a tricky sail up the Derwent.





# BIG FLEET

## CENTURY-STRONG FLEET HEADED FOR HOBART

THE LARGEST CONTINGENT OF OVERSEAS ENTRANTS SINCE 1994, PLUS SEVERAL NEW GRAND PRIX OCEAN RACERS AND A SWAG OF OTHERS COMPETING FOR THE VERY FIRST TIME, HAS GIVEN A HUGE BOOST TO THE 64<sup>TH</sup> ROLEX SYDNEY HOBART YACHT RACE.

*By Peter Campbell*

**W**hen the Cruising Yacht Club of Australia closed off applications to enter on 3 November the total stood at 111 boats, including 13 international entries from eight different countries and strong contingents from all six Australian states.

The Rolex Sydney Hobart has again attracted one of the biggest and best quality IRC fleets in the world, highlighting the truly world-class status of this tough 628 nautical mile race.

Thundering gunfire from an historic cannon will signal the start at 1pm on Boxing Day 2008, with the huge fleet starting simultaneously from two lines on the magnificent Sydney Harbour. At least 400,000 spectators will be on the water and lining the shores of the natural amphitheatre created by Sydney Harbour's headlands to enjoy this icon of Australian summer sport. Thousands more will view the start on the Seven Network's nationwide live telecast.

In a race which has been described as 'an egalitarian event' and a 'race for all reasons', the fleet will range from classic timber boats (one celebrating its 50<sup>th</sup> birthday) through to state-of-the-art carbon fibre grand prix racers and record-breaking maxi yachts with canting keels. Several new boats set to compete will not be even launched until just weeks prior to the event.

Photo: Carlo Borlenghi / Rolex



*Rosebud* passing the picturesque Tasman Island en route to a Tattersall's Cup victory in the 2007 Rolex Sydney Hobart Yacht Race.



Tattersall's Cup

### MAXIS IN THE SPOTLIGHT

Media focus will no doubt centre on the 30-metre maxi yacht *Wild Oats XI* and its bid to win line honours for a record fourth consecutive year. There's also the prospect of *Wild Oats XI* breaking her own race record of one day 18 hours, 40 minutes and 10 seconds set in 2005, given that she has undergone modifications designed to make

her faster and stronger than ever before.

Bob Otley's maxi is deservedly a short-priced favourite for line honours, but there will be several other big boats snapping at her transom, including Grant Wharington's 30-metre *Skandia*, Andrew Short's *ASM-Shockwave 5*, CYCA Commodore Matt Allen's Jones 70 *Ichi Ban*, and the first Russian entry in a decade, the Open 85 maxi *Trading Places Alye Parusa*, not to mention several newly-launched, state-of-the-art 60-footers.

However, weather will be the ultimate deciding factor on a race record and, as it has for the past 63 races, will contribute largely to the overall handicap results, again being decided under the worldwide IRC rule.

Over the past decade the IRC overall winners have mostly been purpose-built ocean racers, ranging in size from a 34-footer to a 98-footer, but have also included an optimised production yacht and, two years ago, a 30-year-old timber yacht which added her name to the Tattersall's Cup for a rare third time.

My prediction, given a good mix of weather and waves, is that the overall IRC winner of the Rolex Sydney Hobart 2008 will come from the



Photo: Carlo Borlenghi / Rolex

strong contingent of modern boats in the 50-foot LOA range or from one of the brand new 60 to 65-footers.

However, there are several well-sailed 40-footers in the fleet and boats of around this size have been the most successful over the years, mainly because they seem to reach Hobart's 11 mile long estuary, from the Iron Pot to Castray Esplanade, at a time to beat the fickle late night winds on the Derwent River.

### OVERSEAS CONTENDERS

This year's 111 applications fell just shy of the 116-boat fleet that started in the 60<sup>th</sup> Rolex Sydney Hobart in 2004, but have a wider spread of countries represented in the fleet.

A strong contingent of overseas yachts and crews from New Zealand, Switzerland, Great Britain, France, New Caledonia, Russia, Germany, the Netherlands and the USA will this year challenge the locals in their own backyard.

For the first time in more than 20 years we have a Russian entrant, which is also the biggest international yacht in the fleet. *Trading Network Alye Parusa* is a one-off Open 85 owned by Russian adventurer Fedor Konyukhov, a four-time round-the-world yachtsman. He will not be aboard the boat in the Rolex Sydney Hobart because of other commitments, but it will be sailed by an experienced Russian crew and skippered by Australian Mark McRae.

The first Swiss yacht to contest the Rolex Sydney Hobart will be the Nivel 50 *Pachamama*, owned by Dario Schwoerer, who will be sailing





Mid-size challengers:  
Yendys leading *Ragamuffin* followed by *Quantum Racing*.

Photo: Andrea Francolini

**LIKE THE 2008 MELBOURNE CUP IT SEEMS THAT LOCAL OWNERS AND THEIR BOATS THIS YEAR WILL PROVE A MATCH ON THE WATER FOR THE FOREIGN RAIDERS.**

under the Cruising Yacht Club of Switzerland's burgee. *Pachamama* has entered as part of the Top to Top Expedition, the first expedition using only nature's force to cross the seven seas and reach the summit of the highest mountain on each continent.

German boat *Walross 4* was built in 2007 with a cold-molded mahogany hull and has been specifically designed for long distance racing and cruising. Owned by the Berlin-based Academy Sailors Club, an organisation founded in 1886 to encourage young Germans to participate in ocean sailing, *Walross 4* will be the first German entry since the 2005 race.

In 1994, Australian designed and built (but German-owned) boat *Raptor* took out the Tattersall's Cup for the overall handicap winner and two years later, Hasso Plattner swept to the finish in record time with his German maxi *Morning Glory*.

But like the 2008 Melbourne Cup, it seems that local owners and their boats this year will prove a match on the water for the foreign raiders.

Several Australian boats are returning after a decade, drawn by the fact that this year marks the 10<sup>th</sup> anniversary of the tragic 1998 Sydney Hobart when six yachtsmen died at sea as the worst storm in the history of the event decimated the fleet.

Also joining the fleet will be several new boats, including West Australian Alan

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Sailors With Disabilities catching a good blow off Tasman Island in the 2007 race.



CYCA Commodore's Matt Allen's Jones 70 *Ichi Ban* will challenge for line honours.



Bruce Taylor's 40-footer *Chutzpah* will be trying for Victoria's first overall win in over a decade.

Photo: Carlo Borlenghi / Rolex

Photo: Andrea Francolini

Brierty's Reichel/Pugh 62 *Limit*, built by Mal Hart at Mornington, Victoria. The new *Limit* has a conventional fixed keel, but is the very latest IRC design from the drawing board of these widely successful US naval architects.

Another new Australian boat will be Michael Hiatt's latest *Living Doll*, a 55-foot conventionally keeled boat also designed by Farr Yacht Design in the USA. Built by Cooksons in New Zealand, she was launched in early October and then sailed across the Tasman to Melbourne, battling through a deep low in the Tasman. Her North Sails inventory includes a flat-top mainsail for inshore races and a conventional main for offshore racing.

Hiatt has sold his successful Cookson 50 *Living Doll* to Geelong yachtsman Rob Hanna, who has entered her in the Rolex Sydney Hobart as *Shogun*. In her first ocean race for the new owner, she took line honours in the Melbourne to Stanley race, beating the 53-foot *Georgia* by just five seconds.

Sydney yachtsman Stephen Ainsworth is due to launch his new *Loki* in early December. McConaghy Boats in Sydney is building the carbon-fibre Reichel/Pugh 63 which replaces the *Loki* that was wrecked in the Mediterranean during last year's Rolex Middle Sea Race. The crew will be made up of most of those rescued by helicopter, including sailing master Cameron Miles, while also joining them will be noted English yachtsman Andy Beadsworth.

The new *Loki* is much beamier than the previous boat, a 60-footer and will feature a long bow pole for asymmetric spinnakers.

Another big Reichel/Pugh design making her Hobart race debut will be Peter Harburg's RP66 *Black Jack* from Queensland, which sailed impressively at Audi Hamilton Island Race Week in mid-August.

Up against these new boats will be Geoff Ross' late 2006-vintage *Yendys*, a Reichel/Pugh 55, which has a new rudder and changes to her foils. There's also a raft of 2006-2007 built TransPac52s, which rate well under IRC.

Bob Steel, who won the 2002 Rolex Sydney Hobart with his previous *Quest*, is racing to Hobart for the first time in his current *Quest*, a TP52, in a

Maxi *Skandia* broke her mast in the 2007 Rolex Sydney Hobart, but is back for the 2008 race.



Photo: Daniel Forester / Rolex

renewed clash with Alan Whiteley's *Cougar II*, also a TP52, which just beat him for IRC grand prix honours in the Hamilton Island race this year.

Syd Fischer will be back with his latest *Ragamuffin*, also a TP52, which placed second overall to *Rosebud* in last year's Rolex Sydney Hobart Race, while Graeme Wood has entered his two TP52s, *Wot Now* and *Wot Yot*, which will be skippered by Bill Sykes. Unlike the other TP52s, Wood's *Wot Now* is a Judel/Vrolijk design as yet untried in Australian waters.

Always a strong contender will be Ray Roberts' canting keel Cookson 50 *Quantum Racing*, which won the 2008 Audi Sydney Gold Coast Race and followed this with a victory in the Meridien Airlie Beach Race Week.

#### SYDNEY VS MELBOURNE RIVALRY

Certainly this year's Rolex Sydney Hobart is shaping up as a sea battle between boats in the 50-foot range, and of particular note will be the confrontation between Sydney and Melbourne yacht owners. A Victorian boat has not been named overall winner of the Rolex Sydney Hobart Yacht Race since Georgio Gjergja's Farr 47 *Ausmaid* won the bluewater classic over a decade ago in 1996.

**THERE'S ALSO THE PROSPECT OF WILD OATS XI BREAKING HER OWN RACE RECORD SET IN 2005, GIVEN THAT SHE HAS UNDERGONE MODIFICATIONS DESIGNED TO MAKE HER FASTER AND STRONGER THAN EVER BEFORE.**

Apart from the new *Living Doll*, *Shogun* and *Cougar II*, other boats in this range representing Victoria include Chris Dare's Corby 49 *Audi Centre Melbourne* (ex *Flirt*) and Nicholas Bartels' new Sydney 47 *Terra Firma*.

Victoria also has a potential winner in the 40-footer range in Bruce Taylor's Reichel/Pugh-designed IRC40 *Chutzpah*, which won her division and placed fourth overall in her Rolex Sydney Hobart debut last year. She also scored an impressive IRC/AMS handicap double in the recent 152 nautical mile Bass Strait race from Melbourne to Stanley on Tasmania's north-west coast.

#### CLASSIC RACERS LIVE ON

In contrast to these state-of-the-art, carbon fibre grand prix racers will be a slew of fine boats from yesteryear, which always make up the bulk of the fleet for the great race south.

Ian Kiernan and new co-owner, Tiare Tomaszewski and her brother Ben, have entered the classic yawl-rigged Tasman Seabird *Sanyo Maris* to celebrate the 50<sup>th</sup> anniversary of the boat's launching by marine artist Jack Earl, Tiare and Ben's grandfather. *Sanyo Maris* has already won the 2008 Hempel 35<sup>th</sup> Gosford to Lord Howe Island Race.

However, the oldest and smallest boat in the fleet will be *Maluka of Kermandie*, owned by Sydney yachtsman Sean Langman, but sailing under the burgee of the Port Huon Yacht Club.

Originally built 76 years ago of Huon pine, the gaff-rigged *Maluka of Kermandie* was lovingly rebuilt by Langman, who is perhaps better known for his highspeed ocean racers *Grundig* and *AAPT*. He sailed the 9.1-metre

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The spectator fleet represents the first obstacle for yachts leaving the Heads on Boxing Day



Photo: Andrea Mancolini

*Maluka* in the 2006 Rolex Sydney Hobart and was the first boat under 9.5 metres LOA to finish. Also the smallest boat in the fleet that year, she placed 8<sup>th</sup> overall in the IRC category.

The fleet will also include *Ray White Spirit of Koomooloo*, the famous Sparkman & Stephens 49 which, as the original *Ragamuffin*, won the Fastnet Race in 1971. Later raced as *Margaret Rintoul II*, she has entered the Hobart 22 times and is now owned by Queenslanders Mike and Don Freebairn whose previous boat, the equally-famous *Koomooloo*, sank in the 2006 Hobart race.

The Rolex Sydney Hobart Yacht Race is as much about people as it is about boats and the 1,100 to 1,200 sailors who will skipper and crew the fleet this year again include the remarkable John Walker from Sydney, who will be at the helm of his 34-footer *Impeccable* en route to Hobart for the 25<sup>th</sup> time – at the age of 86!

To have sailed the Rolex Sydney Hobart 25 times is the goal of many yachtsmen who enjoy their time between Boxing Day and New Year's Eve braving the winds and waves of the Tasman Sea, and after last year's race 79 yachtsmen had achieved this (nautical) milestone.

Two more yachtsmen will achieve their 40<sup>th</sup> race this year – Syd Fischer on *Ragamuffin* and Colin Wildman on the radio relay vessel *JBW*, joining six others who have sailed to Hobart in 40 or more races.

For yachtswomen the (nautical) milestone is 10 Hobarts, but this year Gail Harland will sail her 16<sup>th</sup> race. Adrienne Canalan who earlier this year gave birth to her first child, did not race last year but will be back aboard *Wild Oats XI* this year as co-navigator for her 17<sup>th</sup> Hobart race.

Hobart brother and sister duo Rob Fisher and Sally Smith (nee Fisher) will make race history by being the first siblings to skipper different yachts. Rob will skipper *Helsal III* in the racing fleet while Sally will skipper her father Dr Tony Fisher's comfortable cruiser *Helsal IV*.

Making a return as a joint-venture are two icons, West Australian Jon Sanders and David Dicks in Jon's 37-year-old Sparkman & Stephens



39 *Perie Banou II*. Sanders is most notable for his single-handed triple non-stop circumnavigation back in 1988. In 1996, at the age of 18 Jon's protégé David Dicks became the youngest person to sail around the world single-handed and non-stop.

Line and overall winning yachtsmen abound, albeit on different boats this year. They include successful skippers Syd Fischer, Roger Hickman, Iain Murray, Bob Steel, Bruce Foye, Ed Psaltis and Bob Thomas, Michael Spies, Grant Wharington, Mark Richards, Lindsay May, Hugh Treharne and many more. Not to mention the many crewmembers who can claim a line or handicap victory in their sea log.

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Photo: Andrea Francolini

# YACHTS TO WATCH

PETER CAMPBELL SUGGESTS THESE ARE THE YACHTS TO WATCH IN THE 64<sup>TH</sup> ROLEX SYDNEY HOBART YACHT RACE.

The maxis, boats of 70 to 100 feet LOA (length overall), are the top contenders for line honours. The others are the principal prospects for overall IRC handicap honours, or else fine old veterans still in with a chance of top handicap place. Full details can be found in the list of entries.

## MAXI YACHTS

10000 – *ASM Brindabella*. One of two maxis entered by Andrew Short, *Brindabella* is Australia's most famous maxi yacht. Now 15 years old, she still holds the record for a conventional keel yacht in the Rolex Sydney Hobart Yacht Race, as well as many other long race records.

USA 50062 – *ASM Shockwave 5*. Andrew Short's 80-footer which raced briefly in Australia as *Alfa Romeo* in 2000 before being sold overseas. Won line honours in the recent Gosford Lord Howe Island race and could be the main threat to *Wild Oats XI* for line honours.

AUS 03 – *Ichi Ban*. CYCA Commodore Matt Allen's powerful Jones 70 has achieved a second and a third across the line and a first and a second in IRC Division A in her two previous starts in the Rolex Sydney Hobart Yacht Race. Earlier this year she also took line honours in the Brisbane Gladstone Race. Always a chance, particularly in heavy weather reaching and running conditions.

RUS 8848 – *Trading Network Alye Parusa*. The first Russian entry since the 50<sup>th</sup> Sydney Hobart in 1994, this Open 85 is also the biggest international entry this year. Owner Russian adventurer Fedor Konyukhov won't be on board - Instead the boat will be campaigned by a young but experienced crew led by Australian skipper Mark McRae. Has the potential to be up with the leaders, particularly off the wind.

M 10 – *Skandia*. Line honours winner in 2003, this 98-footer has been dogged by ill fortune since then, including losing her canting keel and capsizing in 2004. Has not raced since the 2007 Rolex Sydney Hobart,

but she has the potential to be among the leaders if all goes well.

AUS 10001 – *Wild Oats XI*. In line for a record fourth successive line honours victory and, judging by early performances following 'go faster' modifications, has a good chance of breaking her own record for the 628 nautical mile course of 1 day 18 hours 40 minutes and 10 seconds. In fact, skipper Mark Richards says she could reach Hobart in under 24 hours if the weather is right.

## 60-FOOTERS

52566 – *Black Jack*. This Queensland-owned 66-footer showed her muscle in winning a line honours duel with her new sistership, the highly successful *Wild Oats XI* at this year's Audi Hamilton Island Race Week. With a star-studded crew she is certain to be a strong contender for fastest time among the 60-footers.

43218 – *Limit*. Not launched when *Offshore Yachting* went to press, the new *Limit* is an exciting Reichel/Pugh 62 built for West Australian owner Alan Briety. He has had considerable success with his Corby 49, also called *Limit*. Potentially a strong chance for a top IRC result.

AUS 60000 – *Loki*. This new Reichel/Pugh 66 replaces Stephen Ainsworth's 63-footer that was wrecked during the Rolex Middle Sea Race in the Mediterranean in 2006. Built by McConaghys in Sydney, she won't be launched until early December. The new boat features a broad beam and a long bow pole for asymmetric spinnakers. With a crack crew, she is a definite IRC prospect.

## 50-FOOTERS

SM 2008 – *Audi Centre Melbourne*. Just under the 50-foot LOA mark, this Corby 49, previously known as *Flirt*, has started to show her potential and challenge the TP52s and Cookson 50s for overall IRC results. A new keel has obviously improved her performance.

SM 5200 – *Cougar II*. One of several TP52s in the fleet, this boat turned in a great performance to beat rival TP52 *Quest* in the IRC Premier Racing division at the Audi Hamilton Island Race Week. A full season of experience and a selection of new sails should allow this Melbourne yacht to make a good tilt at the Tattersall's Trophy.

R 55 – *Living Doll*. A new boat, built in New Zealand, this Farr 55 had to battle a Tasman Sea storm coming across the Tasman to her home port of Melbourne in early November. She features twin rudders and other interesting design features and owner Michael Hiatt should be able to continue the success he had with his previous *Living Doll*, a Cookson 50.

8899 – *Quantum Racing*. A canting keel Cookson 50 skippered by 2006-2007 CYCA Australian Ocean Racer of the Year. Ray Roberts, this is one of Australia's most successful ocean racers with wins at Skandia Geelong Week, the Audi Sydney Gold Coast Race (twice), the Brisbane Gladstone and this year at Airlie Beach Race Week. Placed third IRC overall and first in Division A in last year's Rolex Sydney Hobart. Always a strong chance.

52002 – *Quest*. Owner Bob Steel won the 2002 Rolex Sydney Hobart Race with his previous *Quest*. The latest boat is a well-sailed TP52 that finished second overall to *Cougar II* at Hamilton Island this year but this is the first Hobart race for Steel with this boat.

AUS 70 – *Ragamuffin*. Syd Fischer, the doyen of Australian ocean yacht racing is skippering his latest Ragamuffin, a TP52, which finished second to the US yacht *Rosebud* in last year's Rolex Sydney Hobart. Syd won the Tattersall's Trophy in 1992 and has twice taken line honours with his other maxis, also named *Ragamuffin*. Always a chance.

R 59 – *Shogun*. Formerly *Living Doll*, this Cookson 50 is now owned by Geelong yachtsman Rob Hanna. She has had an excellent racing season, including a second (on countback) to *Quantum Racing* in the Airlie Beach Regatta and an unlucky third to the TP52s *Cougar II* and *Quest* at Audi Hamilton Island Race Week.

6952 – *Wot Now*. The newest TP52 in Australia, *Wot Now* missed the northern regattas in August because of a rudder failure just before the Gold Coast Race. She resumed offshore racing in the Flinders Island Race in October with an eighth on IRC. On the improve for Hobart.

1836 – *Yendys*. This will be the third Sydney Hobart in this purpose-built Reichel/Pugh 55 for 1999 Sydney Hobart winner Geoff Ross. The boat has sailed impressively, winning the IRC Racing Division at Hamilton Island in 2007 and placing third in Division B of the 2007 Rolex Sydney Hobart. Competition will be tough among the 50- to 55-footers this year but some modifications to the foils should help.

## 40-FOOTERS

8338 – *AFR Midnight Rambler*. 2008 marks the 18th year of a highly successful partnership between co-owners Ed Psaltis (skipper) and Bob Thomas (navigator), including winning the storm-battered 1998 Sydney Hobart. This modified Farr 40 is the sixth boat they have owned and with a combination of an older experienced crew and younger talent they have the boat and the expertise to score another overall victory.

R 33 – *Chutzpah*. This is Bruce Taylor's sixth *Chutzpah* and one that could give him an overall win at last – after eight divisional wins, and a second and third overall. In her maiden Hobart race last year she placed fourth overall and first in division, and recently scored an impressive IRC/AMS win in the Melbourne to Stanley race.

8447 – *Mr Beak's Ribs*. An excellent example of an optimised production

boat that always sails well offshore. Has a long string of successes including a division win in last year's Rolex Sydney Hobart and a win this season in the Flinders Island Blue Water Pointscore race.

M 6 – *Tow Truck*. With the reputation Anthony Paterson and his crew built up with their famous little Mumm 30 *Tow Truck*, this boat, designed by Spanish-based naval architect Jason Ker, seems sure to be among the contenders in the 40-foot range. The new *Tow Truck's* first race in Australian waters was the Cabbage Tree Island race.

## 30-FOOTERS

MH 106 – *Impeccable*. Not so much the yacht but the skipper. John Walker is skippering this 34-footer on their 25<sup>th</sup> Sydney Hobart Race together – at the age of 86. He has already made history as the oldest skipper in the history of the race. A remarkable man from Middle Harbour.

7027 – *The Goat*. The Sydney 38s are at the top range of the 30-footers and, over the years, have done well in long ocean races. Won the Sydney 38 OD division of last year's Sydney Hobart and has since taken the Sydney 38 division, IRC Division 3 and placed third overall in the Audi Sydney Gold Coast Yacht Race. Well sailed by former Sydney Hobart winning skipper Bruce Foye.

G 50338 – *Morris Finance Cinquante*. Another Sydney 38 to watch, this Geelong-based boat has achieved some good class results and also impressed with an IRC third overall in the recent Melbourne to Stanley race.

Sm 360 – *Wild Side*. This Sydney 36CR looks to be very competitive in the 30-foot range following an IRC second overall to *Chutzpah* in the Melbourne to Stanley qualifying race. The crew had some good offshore results with their previous boat so experience is not lacking.

## VETERANS

2557 – *Phillips Foote Witchdoctor*. The Rum Consortium's famous old Hobart campaigner is making her 28<sup>th</sup> voyage to Hobart and in doing so will beat her own record for the number of races by any yacht.

5527 – *Polaris of Belmont*. This 38-year-old Cole 43 entered the Rolex Sydney Hobart on the eve of the Gosford to Lord Howe Island Race in which she won the PHS division, her second win the 414 nautical mile race. This will be her 23<sup>rd</sup> Hobart in which she has always had divisional wins.

A 19 – *Maluka of Kermandie*. Originally built in 1932, this classic gaff-rigger was restored by Sydney shipwright and boat racing skipper Sean Langman to contest the 2006 Rolex Sydney Hobart. The oldest, and smallest, boat in the fleet, she placed eighth overall on IRC. This year she is representing Tasmania's Port Huon Yacht Club.

780 – *Sanyo Maris*. To celebrate her 50<sup>th</sup> birthday, skipper Ian Kiernan and co-owners Tiara Tomaszewski, Ben Hawke and John Green have brought this yawl-rigged, timber-hulled Tasman Seabird out of retirement to contest Australia's two toughest ocean races – the Hempel 35<sup>th</sup> Gosford Lord Howe and the Rolex Sydney Hobart – and she has already won the Lord Howe Island Race on IRC corrected time.

2170 – *Ray White Spirit of Koomooloo*. Re-named in memory of another famous yacht, *Koomooloo*, which sank in the 2006 race, this boat is equally famous as the original *Ragamuffin* which won the Fastnet Race in 1971 and represented Australia at three Admiral's Cups in England. Later raced as *Margaret Rintoul II* with ongoing divisional success in the Hobart Race. ○



# THE ONE TO BEAT

CAN ANYTHING STAND IN THE WAY OF *WILD OATS XI*'S BID FOR A RECORD FOURTH CONSECUTIVE ROLEX SYDNEY HOBART YACHT RACE LINE HONOURS VICTORY? *OFFSHORE YACHTING*'S LISA RATCLIFF TAKES A LOOK AT THE FIELD OF CONTENDERS VYING TO BEAT THE STRIKING SILVER AND RED MAXI TO HOBART.

By Lisa Ratcliff

*Wild Oats XI* is going for an unprecedented fourth-consecutive line honours victory in the Rolex Sydney Hobart Yacht Race 2008.

Photo: Andrea Francolini

In the Formula 1 big boat race to Hobart this year it's hard to look beyond *Wild Oats XI* as the crew gears up for a record fourth consecutive line honours wins.

Whether another boat can get close to the 98 footer in the line honours dash remains to be seen, but in the *Wild Oats XI* camp there is always a genuine respect for all those that have the potential to threaten their unbeaten run. And of course there are no guarantees of finishing the 628 nautical mile endurance race.

"We have endeavoured to make the boat bullet proof. We are just trying to anticipate the worst conditions possible and make sure we can withstand them," said the three-time winning line honours and one-time overall winning skipper, Mark Richards, who is well aware that if they suffer a breakdown, any of the other four maxis in the 111 strong fleet will be waiting to pounce.

A similar crew totalling an impressive 161 Hobarts between them

will return for their slice of race history including big guns Iain Murray, Michael Coxon and navigators Ian 'Fresh' Burns and Adrienne Cahalan.

The record for the most line honours wins in the 63 years of the Rolex Sydney Hobart is held by *Morna/Kurrewa IV*, the same boat which sailed to seven line honours victories under two different owners and two different names, the last time in 1960 as *Kurrewa IV*.

Last year *Wild Oats XI* equalled *Morna's* record three-in-a-row set in the 1940s and should she beat the fleet to Hobart later this month, history will be rewritten by the striking silver and red maxi which also holds the race record of 1 day 18 hours 40 minutes 10 seconds.

While Richards and owner Bob Oatley are taking no chances with the weather, Grant Wharington's 30-metre *Skandia* will sail in the same configuration as last year.

Given they were leading on IRC at the time they suffered a mast failure, Wharington has decided to stick with the same formula, believing the





Photo: Andrea Francolini

One wrong move from Wild Oats XI and Skandia will be ready to pounce.



Photo: Andrea Francolini

boat is still competitive on handicap and is a chance for line honours should *Wild Oats XI* suffer a breakdown.

The Open 85 maxi *Trading Places Aye Parusa* will be the first Russian entry in almost 20 years. Australian skipper Mark McRae is psyching himself up for what he believes is “without doubt one of the finest and most respected offshore races in the world”.

The majority Russian component of the crew is due to arrive into Sydney on December 16, less than a fortnight before the race start, which means the power of this downwind flyer won't be unleashed until Boxing Day.

“Even though all are very experienced international yachtsmen we haven't sailed together before,” says McRae. “The week before the start will be rather extreme, we'll be practicing nonstop and rallying together to sail our yacht to the max.

“Obviously a language barrier will be present but with sailing... well, it's mostly the same in any language.”

*Trading Network* has competed successfully in many races, most recently the Antarctica Cup. According to McRae the Simonis Voogd design is well built and can handle extreme conditions – and sails very fast. “Conditions will call the shots but for us, when she's in strong winds and heavy seas she performs like a pumped up brumby mare,” assures McRae.

CYCA Commodore Matt Allen's Jones 70 *Ichi Ban* is sporting two brand new rudders and, whether in a howling nor'easter or should short, steep seas put too much stress on the 30-metre maxis, this former round-the-world ocean racer should be able to plough on through the worst Bass Strait can throw up.

Andrew Short's white-hulled 80-foot maxi *ASM Shockwave 5* started the 2000 Sydney Hobart as *Alfa Romeo* but retired before reaching Bass Strait.

80-foot maxi *ASM Shockwave 5*.



Photo: Andrea Francolini

RSHYR



Black Jack won the line honours contest in the recent Audi Hamilton Island Race Week.

Photo: Andrea Francolini



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This year Short is anticipating a top four finish over the line if the conditions are relatively easy. "Should it be a tougher race, with 35-knot-plus winds, then we should fare better against *Wild Oats XI* and *Skandia*," warns Short.

As for corrected time, Short believes his boat has as good a chance as last year's overall winner *Rosebud*.

"We rate almost the same as her and had a slight speed edge for most of the Newport Bermuda Race," Short says.

Further back in the 60-foot range two brand spanking new Reichel/Pughs will join the RP 66 *Black Jack* from Queensland on the start line for their Rolex Sydney Hobart debut.

With the 30-metre maxis leading the charge out of Sydney Harbour on 26 December, *Black Jack's* owner Peter Harburg and skipper, champion Etchells sailor Mark Bradford have optimised the boat for IRC since its winning line honours performance at Audi Hamilton Island Race Week.

Cameron Miles' lingering question, "will *Loki* rise from the ashes?" posed just 13 months ago when Stephen Ainsworth's former *Loki* foundered rudderless and was beached during last year's Rolex Middle Sea Race, has been answered. Some fast tracking of the interior and deck fit out has meant that Ainsworth's brand new RP 63 *Loki*, built by McConaghy Boats in Sydney, will now be ready for the great race south.

**LAST YEAR WILD OATS XI EQUALLED MORNA'S RECORD THREE-IN-A-ROW SET IN THE 1940S AND SHOULD SHE BEAT THE FLEET TO HOBART LATER THIS MONTH, HISTORY WILL BE REWRITTEN BY CURRENT RACE RECORD HOLDER.**

"Our plan is to get to Hobart in one piece and without too many teething problems. Given the people we'll have on board, we'll be hitting the start line with as much opportunity as anyone else," Miles told *Offshore Yachting*.

Near sistership *Limit*, Alan Brierty's brand new RP 62 built by Mal Hart will be delivered from Mornington just in time for the crew to race Brierty's Sydney 38 in the Rolex

Trophy One Design Series with the SOLAS Big Boat Challenge the larger *Limit's* first outing.

"Alan has built this boat to suit the most likely conditions, running and reaching, however we should hold our own upwind also," said sailing master Roger Hickman.

"While we'll take a few first and second timers, the core crew have been racing together since the *Ausmaid* days and are geared up for the race. We might be learning to pull different strings but the concept is the same," added the veteran of 31 Rolex Sydney Hobarts, including two Tattersall's Cup wins.

Since 2002, when Rolex became the naming rights sponsor, the winning line honours skipper has been presented with a Rolex Oyster Perpetual Yacht-Master. Once again, the first to reach the dock in Hobart in the 64<sup>th</sup> ocean classic will be collecting a stunning Rolex watch as well as the JH Illingworth Trophy. ○

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Last year's overall winner, *Rosebud*, was actually fourth to reach Hobart but won on IRC handicapping.

## AND THE WINNER IS!

A MAXI YACHT IS ALMOST CERTAIN TO TAKE LINE HONOURS IN THE ROLEX SYDNEY HOBART YACHT RACE 2008, 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

On occasion, a maxi does win the double, claiming line honours and winning the race overall. Bob Oatley's *Wild Oats XI*, then a brand new 30-metre LOA (length overall) maxi, claimed the double at the 2005 Rolex Sydney Hobart Yacht Race. But in the 2006 race the overall winner, the Kurts family's veteran timber boat *Love & War* finished 32<sup>nd</sup> in the fleet. *Wild Oats XI* got the gun but placed 12<sup>th</sup> overall on IRC corrected time.

*Wild Oats XI* took line honours for the third time in a row last year, equalling the record of *Morna* back in the 1940s, and placing 8<sup>th</sup> overall on IRC. State-of-the-art racing yachts dominated the results, the overall winner being the US boat *Rosebud*, a Farr STP65 launched only in 2007.

So how will the overall winner of the 2008 race achieve that honour? Once again, the Cruising Yacht Club of Australia will use the IRC rating rule time correction system to decide the overall winner and the 64<sup>th</sup> 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 can take line honours and also be overall winner (as happened in 2005), but historically the latter is most 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 miles passage race is the line honours winner, with the owner/skipper and crew collecting a swag of trophies and basking in much of the media attention.

Generally, the line honours winner of the Rolex Sydney Hobart is one of the biggest boats with the biggest crews, possibly one of the newest boats in the fleet. The bigger boats have longer waterlines and it is a mathematical fact that while a boat is in displacement mode (travelling in the water rather than planing across the surface), the longer it is the higher the hull speed and, therefore, the better its chances of being the first to Hobart.

Maxis can now go significantly faster because, although their maximum overall length has been locked in at 30 metres (98 feet), the rating-based speed limit has been dropped. Until 2005 there was a rating speed limit of 1.615, but recent changes mean yachts can now carry larger running and reaching sails giving them the potential for faster off-wind speeds.

For the 2009 race and beyond, the maximum overall length allowed will be slightly increased to 100 foot, bringing the Rolex Sydney Hobart into line with major long ocean races and regattas worldwide.

Since its inception in 1945 the Sydney Hobart has had a handicap overall winner, although the method of calculating this winner has certainly

changed over the years. As the organising authority for the race, the CYCA has always used what could be described as one of the most credible and popular time correction systems in the world.

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 in the entire IRC fleet 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 IRC, which has attracted large numbers of yachts racing under IRC in that country, the USA, Australia and in the Mediterranean.

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 rule needs to calculate the 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 maxis, 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 two top place-getters in IRC overall results for the 2006 Rolex Sydney Hobart – *Love & War* and *Bacardi*, both yachts of similar vintage.

Let's look at how *Love & War*, 32<sup>nd</sup> 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 line honours in race record time and completed a somewhat rare double of taking line and overall honours. Slower races in general tend to favour smaller and lower rated (handicapped) boats in the fleet and, in fact, boats from IRC Division E and D filled four of the top five placings.

*Wild Oats XI* sailed the race in 2 days 08 hours 52 minutes 33 seconds

**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.**

and with the highest rating in the fleet of 1.776 had 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

for a winning margin over *Wild Oats XI* of almost 42 hours.

However, *Love & War*, a 1973 Sparkman & Stephens 47 build and already a two-time winner of the Sydney Hobart (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 sailed in 21 Sydney Hobarts.

*Love & War* had an IRC rating of 1.019 and *Bacardi* a rating of 1.041 and two sailed close together all the way from Sydney, *Bacardi* eventually crossing the line 1 hour 01 minute and 20 seconds ahead of *Love & War*, but not sufficient 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 58 seconds.

The end result of the 2006 Rolex Sydney Hobart confirmed that the IRC rule really does work: well-sailed old boats can beat the new, and weather can influence the outcome more than canting keels and power winches.

The 2007 race was generally a quicker race with boats of 50-foot LOA breaking away from the fleet and holding their handicap against the smaller and slower boats. The end result was that of the top 16 boats under IRC overall results, all but two were around the 50-foot LOA size or bigger and they were exceptionally fast 40 footers.

The USA boat *Rosebud*, a state-of-the-art STP65 designed by Bruce Farr, was a clear winner but the IRC concept that boats with a similar LOA and rating should race pretty close together was borne out by the two placegetters, *Ragamuffin*, a TP52 and *Quantum Racing*, a Cookson 50. They finished seven minutes apart across the line, with *Ragamuffin*, with a slightly lower rating taking second place from *Quantum Racing* by just under 36 minutes. The highest placed 'veteran' entrant was the 1975 One Ton Cup champion *Stormy Petrel*, placing 31<sup>st</sup> overall.

The 2008 Rolex Sydney Hobart Yacht Race also has a PHS (Performance Handicap System) category for crews that do not want to race under IRC. They are, however, not eligible to be overall winner, but boats in the PHS category are still eligible for line honours. ○

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# TAKE THE WEATHER WITH YOU

THE QUESTION OFTEN ARISES AS WE HEAD TOWARDS THE BIG RACE AT CHRISTMAS FROM A WEATHER STRATEGY POINT OF VIEW, WHAT MUST I CONSIDER AS I RACE TO HOBART?

By Kenn Batt, Bureau of Meteorology, Canberra

If you are planning to make the race south, firstly you must ask yourself, have I put in the hours studying marine weather in particular? A good knowledge of the particular weather conditions along the route will help you understand the weather possibilities much better than you did beforehand, and it is also satisfying to know that you got the weather right for the right reasons!

When attempting the Sydney Hobart, it also helps you understand the theory behind severe weather situations. This knowledge will increase your ability to get your vessel safely through to Hobart if the weather turns nasty. But where can you go to find out about the weather? Apart from courses in marine meteorology, there have been a number of weather articles written by myself in this great magazine and others over the past 15 years or so. You should not throw these out! Store them away so that you can pull them out from time to time to refresh your memory. Other sailing magazines carry weather articles also. Read them as well. It all helps you.

Also, check out the Bureau's website at <http://www.bom.gov.au> as it contains some excellent educational material alongside all the other good products. You can do a web search under weather or meteorology and you will be amazed how much educational material there is around.

Now, onto the Sydney Hobart race... I will segment the race track as follows: Sydney to Gabo Island; Gabo Island to Tasmania; East coast of Tasmania; Tasman Island to Iron Pot (Storm Bay); and lastly the Derwent River.

## SYDNEY TO GABO ISLAND

On this part of the race track one must consider the state of the East Australia Current as well as the weather. But firstly the main weather hazards/problems to think about include:

- (i) *Southerly changes*, of which the Southerly Buster is the worst case scenario. Winds behind fronts at this time of the year tend to blow more from the south. Be prepared because, as a lot of you well know, these can be very nasty. Try to get a handle on when the change will arrive (this can be tricky) and what wind speeds will accompany the change. Get the boat snug down early.
- (ii) *West to southwest changes*. If a south to southwest change is forecast, it would pay to be west of the rhumb-line to remain in flatter water.
- (iii) *Southeast to east winds*. In southeast to east winds it would pay to be positioned east of the rhumb-line, especially on the south coast as the wind can get softer close to the coast.
- (iv) *Pre-frontal troughs*. A pre-frontal trough (trough lying east of the cold front) can be a precursor to the formation of a Southerly Buster. It can also bring about the earlier arrival of southerly winds than otherwise expected from plots of the frontal movement. These will later be re-enforced by the passage of the cold front.
- (v) *Explosive cyclogenesis*. Rapid formation of a deep low, commonly known as East Coast Lows, can bring about big problems. The 1993 and 1998 conditions were essentially brought about by such situations.

- (vi) *Sea breezes*. Some of the strongest sea breezes on the east coast of Australia can occur on this part of the race track. These can bring about some very hard running conditions.
- (vii) *Thunderstorms*. One of nature's terrors, these can be a big problem at this time of the year. Apart from spectacular lightning displays, wind squalls, which are slightly longer-lived wind gusts, can be the big issue here. Savage squalls (up to 60 per cent more than the average wind speed) lasting only minutes and often from directions vastly different to the prevailing direction, can create havoc on sailing yachts. There is also the risk of hail, waterspouts and heavy rain as well. Be on your toes when any thunderstorm cell is around.
- (viii) *East Australia Current*. Apart from the obvious advantages in capturing current moving south with you, whenever the situation arises where surface wind opposes the current, a very nasty seaway can be created. This is where the brains trust on the boat will have to make some serious decisions as to boat positioning especially if a front is expected to pass through the fleet on this part of the race course.
- (x) The situation where any swell train opposes a large wind wave train and a strong, south setting current could see very dangerous wave conditions being set up. The 1998 race was one such situation.

### THE EAST COAST OF TASMANIA

There are two positions on the race track that one should stick to religiously, especially under broad westerly wind flow. The first is stay at least 30 nautical miles off Eddystone Point and the second, stay at least 15 nautical miles off Maria 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 do at times, but make sure you do it. Complex tidal and ocean currents can draw yachts in closer than they would like to be. The navigator should be particularly vigilant here.

### GABO ISLAND TO NE TASMANIA

This part of the race encompasses the infamous Bass Strait or "The Paddock". This piece of water between the north and south islands of Australia is one of the most changeable stretches of water in the world.

- (i) The wind direction behind cold fronts is usually more west to southwest, compared to more southerly up the NSW coast.
- (ii) Funnelling between the Australian mainland and Tasmania will see wind speeds associated with broad westerly flow at eastern Bass Strait somewhat stronger than those at the western entrance to the Strait. This funneling effect can be more pronounced in Banks Strait (between Cape Barren Island and NE Tasmania).
- (iii) The "Corner Effect" will see the wind speed enhanced around obstacles (capes, islands, etc) in its path. We see this a lot around Gabo Island during west to southwest flow.
- (iv) Since Bass Strait is relatively shallow, a dangerously steep sea will come about very quickly after the onset of strong west to southwest flow. This effect can be felt for a large distance eastwards of the Strait.
- (v) The pre-frontal trough can also pose problems. In the Strait we have a better chance of observing a roll cloud marking the position of the trough. As with the same feature moving up the NSW coast, this trough will herald gusty/squally stronger winds typically over a 15- to 60-minute period before being followed by sustained strong to gale force westerly winds associated with the passage of a cold front.
- (vi) Explosive cyclogenesis (or even a common low pressure system passing through Bass Strait) could also be a problem in eastern Bass Strait.
- (vii) Wave conditions in strong westerlies will settle somewhat once one is in the lee of Flinders Island. This can be a blessing for most competitors. The closer you are to the island, the more pronounced the effect will be. This will apply to the speed of the surface wind as well.
- (viii) Thunderstorms can still pose problems, but their severity is generally less than those that occur along the NSW coastline.
- (ix) At times an eddy of the East Australia Current will flow around Gabo Island and into the northeast part of Bass Strait. This can see unwary yachts being "sucked" into the Strait, ending up further west of where they would like to be. If you can see the Bass Strait oil rigs, then you are in trouble.
- (i) Under broad westerly (NW to SW) wind flow, the east coast of Tasmania, say within 30 nautical miles of the coast, can come under the 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 the Freycinet, winds will start off as light to moderate NE. As yachts sail south, the wind direction will veer to the 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 utilising the 30/15 rule, one will be out of the worst part of the lee trough. You would have to be at least 50-60 nautical miles 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.
- (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 a west through to southerly flow, it generally pays to lay inside of the Hippolyte (at least between the Little Hippolyte and Cape Hauy). This firstly keeps you out of current that is generally setting northeastwards around Tasman Island and in flatter water. Secondly, on starboard tack you can get a nice lift along Munroe Bight if you are fairly close in. There is a definite line of pressure on the water that you have to be inside of to gain the maximum advantage.
- (v) Thunderstorms could also pose problems with the passage of a cold front.
- (vi) Intense low pressure systems passing very close to southern Tasmania could see gale to storm force wind conditions prevailing through the southern part of the race track.

### TASMAN ISLAND TO THE IRON POT (STORM BAY)

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

- (i) Under most conditions, one would straight-line it from Tasman Island to Cape Raoul, but giving the Raoul a slightly wide berth (about one nautical mile off). The only situation that you would want to be slightly north



Photo: Rolex/Carlo Bortenghi

Be prepared for southerly changes at this time of year.

of this rhumb-line 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 rhumb-line.

- (ii) Under a northwesterly gradient windflow, Storm Bay will be in a wind shadow created by the Tasmanian 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.
- (v) Remember, Storm Bay can live up to its name!

#### IRON POT TO THE FINISH

This section is the dreaded Derwent River, a notorious place which sailors either love or hate. It all depends on what time of the day you enter the Derwent.

- (i) Under most regimes the river "shuts down" wind-wise from about 2200 hours local and does not "re-open" until 0600 to 0700.
- (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.
- (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, Mount 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 flukey 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) The sea breeze during the day is mostly a southeaster and will draw more easterly out of the bays along the eastern side of the river. Under this situation, more pressure will occur eastwards of a line White Rock to the Finish. At times the east coast northeast seabreeze may break through to the Derwent. **O**

#### SOME GENERAL WORDS OF WISDOM:

\* Monitor all broadcast weather forecast sources. That crucial wind warning may be broadcast well before you get to hear about it on the official race schedule.

\* The Bureau will issue wind warnings according to the following:

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

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

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

*Hurricane warning:* 10 minute average wind speeds greater than 63 knots.

\* Wind speed and direction quoted in warnings, forecasts and observations are averages. Wind gusts may be up to 40 per cent more than average.

\* Wave heights in warnings, forecasts and observations are significant wave heights (average height of the highest one third of waves in a wave train). Maximum wave heights can be at least double the significant wave height.

\* Keep that weather eye open at all times.



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# WILD MAN OF THE WEST UPS THE LIMIT



Photo: An-Itua Francolini

Alan Brierty is congratulated by Sir James Hardy after winning the Cabbage Tree Island Race 2008



Photo: Di Pearson

LARGER-THAN-LIFE WEST AUSTRALIAN SKIPPER ALAN BRIERTY WILL SET OUT FOR HOBART ON THE NEWEST YACHT IN THE FLEET – HIS LATEST *LIMIT*.

*By Di Pearson*

Going back to the early 1990's, Alan Brierty looked likely to be a short-term prospect on the sailing scene as his burgeoning civil engineering and mining business, Brierty Limited, took precedence over and interrupted his sailing interests.

The West Australian came to sailing quite late by usual standards; as he puts it, "I had a bit of a go at sailing when in my mid-thirties."

An early career in the Navy, starting when he was 16 and culminating with him becoming a hydrographic surveyor, gave Brierty a good grounding. He has come a long way since buying his first serious yacht *Once a Jolly Swagman* in 1990. Sailing well locally, he contested his first

Sydney Hobart yacht race that same year.

Brierty continued to compete at major regattas until the middle of 1992 when he vanished as quickly as he had arrived. It was 13 long years and a lot of changes to yachting later that Brierty, like magic, was back.

In 2005 he chartered a Sydney 38. A few wins and places later whet his appetite for more.

While in the midst of buying a new Sydney 38, a chance meeting with old friend Roger Hickman resulted in a good collaboration between the pair. As Brierty points out: "You can't live in the West and run a sailing campaign in Sydney."



Photo: Andrea Francolini

Alan Brierty (with cabbage), Roger Hickman and friend after winning the Cabbage Tree Island Race 2008



Photo: Di Pearson

So this is where the experienced Hickman comes in very handy. The pair finished the new Sydney 38 together and christened it *Limit*, like all Brierty's subsequent yachts.

Hickman became the boat manager, but these two are about as different as you can get. Brierty is loud, brash, and a bit of a wag who loves everyone. 'Hicko' is a well-organised perfectionist, a serious sailor who is not so trusting.

However, both are straightforward. They cross swords a bit, but the partnership works. "We balance each other," Brierty says.

In 2006 Hickman talked the South Perth businessman into buying Chris Dare's Corby 49, *Flirt* – they renamed her *Limit*. The two have had great success, adding trophy after trophy to the Sydney 38 and ocean racing cabinet.

In November Brierty was so chuffed to win his second Cabbage

Tree Island race in a row – and this just six weeks after a double knee replacement – that a cabbage took pride of place at the CYCA lunch table the following day.

His triumphs, or he might say his crew's triumphs, earned Brierty the 2007/08 CYCA Ocean Racing Rookie of the Year award. He is adamant that his crew be mentioned in any wins. "I do not sail the boat on my own, it is a team effort," he constantly reminds everyone.

Brierty has had great success with the Corby 49, but all the time it was a stepping-stone to a bigger boat. "I wanted to see if we could campaign a bigger boat and the Corby 49 was good practice," he says.

A long-held dream has been to compete outside Australia. "I'd love to do the maxi circuit in Europe," he confesses.

The result of the dream is a Reichel/Pugh 62 in the making, which should be finished in time for the Rolex Trophy and the Rolex Sydney Hobart.

The 'Wild Man from the West' is having the time of his life. A brand new boat has brought him a new lease of life. He is like a boy with a new toy. A tough upbringing has taught him a good appreciation for the luxuries he can now buy.

Not even the current economic crisis has put a dampener on his high spirits; he cannot wait to step aboard his new yacht, although his wife Kylie is forever reminding him that ordinary Australians are suffering and that he shouldn't go overboard.

Listing on the stock exchange in December 2007, Brierty admits the West Australian business he built up from scratch into a multi-million-turnover is not as rosy as it could be, but his natural exuberance makes it impossible not to enjoy the new toy he was about to receive.

Mal Hart, managing director of Hart Marine, is both the yacht's project manager and builder; a highly unusual situation.

Brierty, who only visited the new boat once during the build says: "If you can't trust Mal, who can you trust?" As if that explains everything.

Hickman interjects: "I know it's a unique situation, but I've been a friend of Mal's for years and I worked with him in the latter stages of building the Volvo 70 (Grant Wharington's Volvo entry and now Matt



Photo: Hart Marine

The new *Limit*, a Reichel/Pugh 62, undergoing the finishing touches

Allen's *Ichi Ban*).

"I'd seen the work he's done, I'd sailed on *Ausmaid* (twice overall winner of the Sydney Hobart built by Hart) and seen his workmanship. The build of the new *Limit* has been an absolute success."

Others, including Bruce Taylor, for whom Hart built the latest of his *Chutzpah's*, an IRC 40, agree.

"The way we structured the project was to let Mal project manage the build. I make sure all the deliverable bits are delivered," says Taylor.

"I liaise with Mal regularly, so there's been no reason to go to Melbourne much. He's been made project manager because he's professional and he has integrity."

Brierty and Hickman made sure as much of the boat was Australian made as possible. Sydney company Dark Horse Yachting built the rig, Lewmar the deck hardware and Olectric Systems the communications and wind instruments, while Melbourne-based Ronstan took care of deckware such as blocks and sheaves. Quantum made the sails.

When the carbon fibre grand prix racer is complete, the new *Limit* will have its keel and rig added. "The assembly will take three days," says Ian 'Barney' Walker, another key figure on Brierty's boat.

"Barney's been my eyes and ears during the build," says Brierty, who has an appreciation for Walker's knowledge of yachts and yachting.

*Limit* should have launched already, but Brierty decided to update the back-end. "I'll get the yacht I want."

Hickman manages Brierty's yachts. He chooses and trains the crew, as he had done with great success over the years for various boat owners. One thing both stress is the importance to have a balance of male and female crew.

"It's great the effort Hicco puts into training up crew and getting them into grand prix sailing," says Brierty, who also acknowledges the need for



Photo: Hart Marine

some rockstars at the back of the boat.

Apart from Hickman and Walker, Brierty has Rodney Keenan and recently-signed decorated pro sailor Terry Hutchinson from the US, who will join them for the Rolex Trophy.

*Limit* will be launched at Docklands in Melbourne. Brierty and the crew plan to limber up in some Melbourne club races before delivering the yacht to Sydney.

The delivery will give them time to iron out any wrinkles. "It's the only way to learn the boat, it'll be a full training session for all of us," Brierty says.

Following the Rolex Sydney Hobart, the new *Limit* will compete at Sailing South Week, then the Skandia Docklands Invitational and Skandia Geelong Week in Victoria.

What about the maxi circuit in Europe, I ask Mr Secretive? "God help me, give me a go, let me get my boat first and do the Aussie stuff and learn to sail it!" ○

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Commodore Tim Cox

# Tim Cox HEADING RACE COMMITTEE

Commodore Tim Cox AM RAN (ret), a former senior Royal Australian Navy sea-going officer, has again taken on the role of chairman of the race committee for the Rolex Sydney Hobart Yacht Race 2008.

Commodore Cox will head a team comprising experienced members of the Cruising Yacht Club of Australia and the Royal Yacht Club of Tasmania in maintaining a 24-hour race control operation out of the Hobart club once the event gets underway on 26 December.

This will be his seventh year in this demanding role after taking over from another former naval officer, Rear Admiral Chris Oxenbould. The role of race committee chairman also includes working with the CYCA sailing office in assessing all applications to enter the Rolex Sydney Hobart, including stability and safety matters.

Commodore Cox has vast sea experience, having been captain of *HMAS Perth* and *HMAS Derwent* and Commodore, RAN Flotillas, before being based in Canberra as director general of Maritime Development.

He is a keen yachtsman, skippering his J35 *Soundtrack* in Royal Sydney Yacht Squadron inshore and offshore events.

Other members of the race committee are Cruising Yacht Club of Australia Rear Commodore Howard Piggott and long-time committee member 'Safety' Sam Hughes, a former senior officer with the Australian Maritime Safety Authority.

Experienced Royal Yacht Club of Tasmania members also serving on the race committee will include Ross Mannering, Ian Smith, Scott Sutton and Roger Martin.

Chairman of the international jury for the Rolex Sydney Hobart Yacht Race 2008 is well-known CYCA member and racing rules authority, John Kirkjian.

Joining him will be Tony Mooney (AUS), John Rountree (NZL), Lars Nyqvist (FIN) and Katsuya Hashiba (JPN).

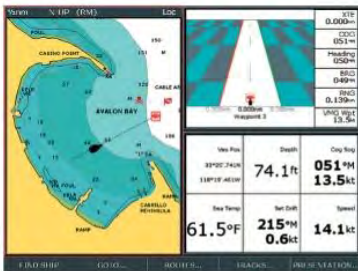
The Rolex Sydney Hobart will be the last offshore yachting event in Australia to be conducted under the existing Racing Rules of Sailing as a new 'blue book' will come into effect on 1 January 2009. However, any yacht in the Rolex Sydney Hobart fleet that has not finished the race by 31 December 2008 will be competing under the old rules until it finishes. ○

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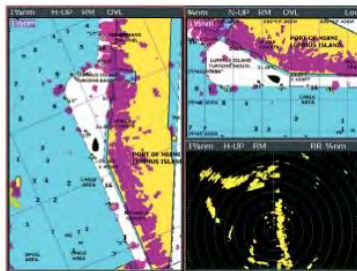


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Don Mickleborough and Bill Ratcliff.



## 79 'Hobart Heroes' – AND MORE TO COME

TWO MORE YACHTSMEN WILL WRITE THEIR NAMES IN THE ELITE LIST OF 'HOBART HEROES' WHEN THEY SET SAIL IN THE ROLEX SYDNEY HOBART YACHT RACE 2008 – JOINING JUST SEVEN OTHERS WHO HAVE SAILED IN 40 OR MORE HOBARTS SINCE ITS INCEPTION IN 1945.

By Peter Campbell

**R**olex Sydney Hobart veteran Syd Fischer will notch up his 40<sup>th</sup> race when he skips his latest *Ragamuffin* in the bluewater classic while Colin Wildman should enjoy his 40<sup>th</sup> in the more comfortable quarters of the radio relay vessel *JBW*.

These 40-plus race yachties will have their names engraved on a relatively new Huon pine honour board at the Cruising Yacht Club of Australia. Two others, Robert Green and John Walker, will join 79 'Hobart Heroes' who have competed in 25 or more Sydney Hobart Yacht Races up to and including the 63<sup>rd</sup> annual race in 2007. Their honour board is a near overflowing map of Tasmania carved from a slab of Huon pine and hung in the entrance to the Members Bar at the CYCA.

Victorian Robert Green will be sailing to Hobart on *Chance of Chenval* while the remarkable veteran John Walker from New South Wales will be skippering his Petersen 34 *Impeccable* in her 25<sup>th</sup> Sydney Hobart – at the age of 86! He is already the oldest yachtsman to have skippered his yacht to Hobart.

Others to have competed in 24 Hobarts so far include former Yachting Australia president Graeme Ainley and Colin O'Conner, but when *Offshore Yachting* went to press the latter had not notified his intention to contest for the 2008 race.

According to the Quiet Little Drink statisticians, of the current total of 79 '25-ers', 35 have sailed on an overall winner, a total of 65 winners between them. Adding to the list with their 25<sup>th</sup> race in 2007 and receiving Tasmanian Government 25 race medallions were Kingsley Piesse (*Chutzpah*, Vic), George Snow (*Swan Song*, NSW), Colin Tipney (*JBW*, NSW) and John Williams (*Georgia*, Vic) while Bill Ratcliff notched up his 40<sup>th</sup> race on *Bear Necessity* and was presented with the Tasmanian Government 40 race medallion.

Tasmanian Government 10 race medallion for women sailors were presented to Julie Hodder (NSW) and Sue Crafter (NSW), bringing to 13 the number of women who have sailed in 10 or more Sydney Hobarts.



**THE LIST OF 'HOBART HEROES' UP TO AND INCLUDING 2007 ROLEX SYDNEY HOBART YACHT RACE IS:**

John 'the Fish' Bennetto (Tas) (deceased) 44 races 1947 to 2004 (1 win)  
 Lou Abrahams (Vic) 44 since 1963 (2 wins)  
 Tony Cable (NSW) 44 since 1961 (1 win)  
 Tony Ellis (NSW) 41 since 1963 (1 win)  
 Richard 'Sightie' Hammond (NSW) 40 since 1953 (2 wins)  
 Bernie Case (Vic) 40 since 1962  
 Bill Ratcliff (NSW) 40 since 1955  
 Syd Fischer (NSW) 39 since 1962 (1 win)  
 Colin Wildman (NSW) 39 since 1963 (1 win)  
 Bruce Gould (NSW) 38 since 1963 (2 wins)  
 Peter Green (NSW) (deceased) 35 races, 1947-1989 (1 win)  
 Richard Norman (NSW) 35 since 1955 (2 wins)  
 Lindsay May (NSW) 35 since 1973 (3 wins)  
 Don Mickelborough (NSW) 34 since 1958  
 Colin Betts (NSW) 34 since 1955 (3 wins)  
 David Kellett (NSW) 34 since 1968 (1 win)  
 Fraser Johnston (NSW) 34 since 1963 (2 wins)  
 Don Lang (Vic) 32 since 1953 (1 win)  
 Alby Burgin (NSW) 32 since 1951 (1 win)  
 Maurice Cameron (NSW) 32 since 1974  
 Roger Howlett (Tas) 32 since 1969  
 Michael Spies (NSW) 31 since 1976 (1 win)  
 Geoff Rouvray (NSW) 31 since 1967  
 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)  
 Lester Nibbs (Tas) 30 since 1960  
 Rod Jackman (Tas) 30 since 1971  
 Peter Shipway (NSW) 30 since 1968 (2 wins)  
 George 'Hagar' Barter (NSW) 30 since 1974

Roger Hickman (NSW) 30 since 1974 (2 wins)  
 Bruce Jackson (NSW) 29 since 1952  
 David Lawson (NSW) 29 since 1961  
 John Solomon (Tas) 29 since 1967  
 Peter Duffield (NSW) 29 since 1968  
 Colin Anderson (Vic) 29 since 1973 (2 wins)  
 Phil Eadie (NSW) 29 since 1972 (2 wins)  
 Kim Jaggar (NSW) 29 since 1977  
 Robbie Burns (NSW) 29 since 1975 (1 win)  
 Mike Green (NSW) 29 since 1977 (1 win)  
 TWT (Bill) Thompson (NSW) (deceased) 28 races, 1956-1988  
 Ralph Carlier (NSW) 28 since 1973  
 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  
 Graeme Fraser (NSW) 27 since 1973  
 John Harris (NSW) 27 since 1971 (2 wins)  
 Ed Psaltis (NSW) 27 since 1979 (1 win)  
 Bruce Taylor (Vic) 27 since 1980  
 Alan Butler (Vic) 26 since 1946 (3 wins)  
 Russell Evans (Vic) (deceased) 26 races 1968-1985  
 Warren Anderson (NSW) 26 since 1970  
 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)

Colin Tipney (NSW) 26 since 1979 (1 win)  
 Toby Richardson (Tas) 25 since 1973 (2 wins)  
 Ian Treharne (NSW) 25 since 1968  
 Bob Fraser (NSW) 25 since 1973 (1 win)  
 Tony Poole (NSW) 25 since 1977  
 Tony Hearder (NSW) 25 since 1975  
 Hugh O'Neill (NSW) 25 since 1981  
 David Ellis (NSW) 25 since 1977  
 Bill Riley (NSW) 25 since 1976  
 George Snow (NSW) 25 since 1975 (1 win)  
 John Williams (Vic) 25 since 1975  
 Kingsley Piesse (Vic) 25 since 1983

**LEADING YACHTSWOMEN**

Yachtswomen have been sailing in the Sydney Hobart since the very early days of the bluewater classic, but none have yet to compete in 25 races.

Thirteen women have competed in 10 or more races, with navigator Adrienne Cahalan having sailed south 16 times.

Adrienne Cahalan (NSW) 16 since 1984 (1 win)  
 Gail Harland (NSW) 15 since 1990  
 Jan Howard (NSW) 14 since 1978  
 Vanessa Dudley (NSW) 14 since 1984  
 Sally Gordon (NSW) 14 since 1994  
 Felicity Nelson (NSW) 13 since 1988  
 Amanda Wilmot (NSW) 12  
 Audrey Brown (NSW) 12 since 1987  
 Mary Holley (NSW) 11 since 1997  
 Kerry Goudge (NSW) 10  
 Lea Myer (NSW) 10 since 1992  
 Julie Hodder (NSW) 10  
 Sue Crafter (NSW) 10

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Rolex Sydney Hobart veteran Lou Abrahams will fire the cannon.

## OFFICIAL STARTER:

# Lou Abrahams

A VETERAN OF 44 SYDNEY HOBARTS, 81 YEAR OLD LOU ABRAHAMS HAS BEEN RECOGNISED FOR HIS TREMENDOUS COMMITMENT TO THE SYDNEY HOBART BY BEING NAMED THE OFFICIAL STARTER FOR THE 2008 RACE.

By Lisa Ratcliff

Victorian yachting legend Lou Abrahams, who has only missed one Sydney Hobart start in 44 years, is facing Boxing Day 2008 with mixed feelings.

Due to his health, the octogenarian isn't up to joining his many sailing mates for this year's ocean classic, but he'll have the honour of farewelling them when he fires the 19<sup>th</sup> century replica cannon at 1pm on 26 December.

"I feel a bit sad that I won't be going with them but then again, it's a great honour to be invited to start the race. I'm not quite up to the trip these days so this is the next best thing," acknowledged Abrahams.

The invitation from the CYCA had added significance with Commodore Matt Allen, who as an 18 year old cut his ocean racing teeth with Abrahams and went on to be part of the first Victorian crew to win overall honours in 1983, extending the invitation to his hero on behalf of the organising club.

Lou Abrahams joined the crew of *Winston Churchill* for his first Sydney Hobart back in 1963 as a fresh-faced 36 year-old. Last year he and Tony Cable equalled the late John Bennetto's record 44 Sydney Hobarts and, in between his first and what was his probably his last ever race south in 2007, Abrahams achieved the rare double of two overall wins (in 1983 and 1989), won his division numerous times and introduced many young sailors to the sport of ocean racing.

Joan Abrahams, Lou's wife of 56 years, has been watching her husband disappear early from Christmas lunch in Melbourne for the last 44 years to catch a flight to Sydney for the Boxing Day start. This year Joan's hanging up the apron so she and Lou can take up their front row seats on *Aussie Legend* for what will be her first live Sydney Hobart start.

A past Commodore and life member of *Sandringham Yacht Club*, Abrahams, who still day races his Sydney 38 *Challenge* on Port Phillip Bay, has won many yachting awards including the 2002 Commonwealth Medal for Services to Sailing. He's a three-time winner of the CYCA's Ocean Racing

Veteran of the Year and one-time CYCA Ocean Racer of the Year.

Another member of the starting party credits themselves with introducing Abrahams to the serious side of ocean racing almost 50 years ago. Eighty-four year-old Don Mickleborough first met Lou while awaiting a weather change at Babel Island off the east coast of Flinders Island in the early 1960s during a delivery back from Hobart. At the time Abrahams was aboard his motor boat and the story goes that after spending a week eating crayfish and partying with Mickleborough, Abrahams returned to Melbourne inspired to build his first ocean going yacht, *Odin*.

Mickleborough contested 34 Sydney Hobarts between 1958 and 2000, picking up many accolades along the way including a line honours win as the sailing master on Jack Rooklyn's *Ballyhoo* in 1976. With his own boat, *Southerly*, he scored two division wins and two thirds overall. Unlike Abrahams, there's little sentimentality from Mickleborough, "it will be good to see them go," he laughs.

Don Mickleborough has accepted the club's invitation to fire the five-minute warning signal while Richard 'Sightie' Hammond, the first person to reach the 40 Sydney Hobart Race milestone in 1998, will fire the 10-minute warning signal.

'Sightie', whose nickname from University days was originally 'Sightless', has had his eyesight restored and was looking at a race comeback after a 10-year absence, but things haven't gone to plan health-wise for the seventy-five year-old and like Abrahams, he'll be sitting this year out.

Highlights since Hammond's first Sydney Hobart in 1952 include a double line and handicap win as a crewman aboard *Sovereign* in 1967 and an overall win the following year aboard *Koomooloo*.

In keeping with the now established tradition, the CYCA will acknowledge and honour the historical significance of three legends of its flagship event by inviting them to form the official starting party for Australia's greatest offshore race. ○

## JBW AGAIN RADIO RELAY VESSEL

By David Kellett

The radio relay vessel for this year's Rolex Sydney Hobart Yacht Race will again be the magnificent *JBW*, which has been kindly donated by prominent Sydney sailor John Winning for the fourth year in a row.



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

*JBW*'s 20-metre one-piece keelson was formed from a single hardwood tree sourced from near Innisfail in North Queensland, which required a special license to obtain. The talented timber tradesmen at Woolwich Marina, led by Ian Perdriau, then laid the keel in 1994. The hull is made from 50mm Oregon planking on Queensland maple frames covered with epoxy fibreglass sheathing. She was launched in 1997 after being christened by John's mother.

*JBW* is powered by twin Gardner 8LX diesel engines with stabilisers and two diesel generators. She has a cruising speed of 10 knots and a range of 3,000 nautical miles. The wheelhouse is fitted with state-of-the-art electrics with Sat phone, two single-side band radios, two VHF radios, radar, chart plotter and autopilot.

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

*JBW* is an ideal radio relay vessel and through John's generosity the Cruising Yacht Club of Australia can be assured that the fine safety reputation of the race is maintained.

Former CYCA Commodore David Kellett will lead the CYCA team aboard *JBW* with his regular crew of Colin Wildman (undertaking his 40<sup>th</sup> race), John Woodford and Colin Tipney. John Winning will lead the *JBW* crew of Andrew Copley, Ian Perdriau, Peter Gardner, Nick Kingsmill and David Hodgson.

While it might seem a cruise, a motor yacht has a very different motion to a sailing yacht at sea, particularly in a blow.

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

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

## SEVEN NETWORK'S COVERAGE OF THE ROLEX SYDNEY HOBART YACHT RACE

By Andrew Radford – 7 Sport Producer

As thousands of people converge on the Sydney Harbour foreshore and a massive spectator fleet assembles, the Seven Network's production and technical team consisting of over 80 personnel are busy finalising preparations for the race start coverage.

7 Sport's Outside Broadcast headquarters for the event is based at North Head's Sydney Harbour National Park, a prime location offering an expansive view from the start lines off Nielsen Park to the open sea.

Due to the enormity and location of the playing field, we rely heavily on numerous specialty cameras that are linked back to the main production van using Digital RF (Radio Frequency) links. Three helicopters and two chase boats track alongside the fleet.

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

This year we plan to take the coverage a step further. Utilising a graphic device called a Telestrator, we can plot a virtual line over an aerial shot, highlighting the start line's position and improving the viewer's perspective in the lead up to the 1pm gun.

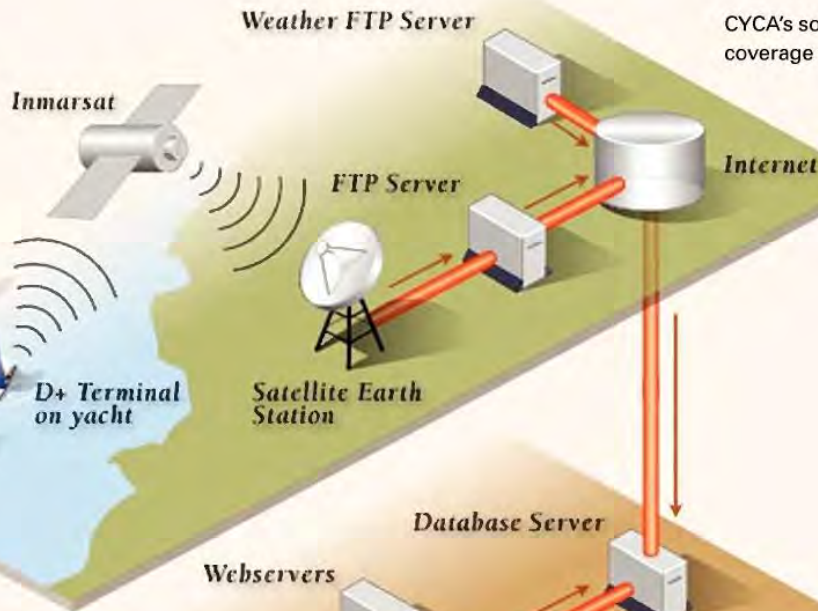
Gordon Bray and yachting expert Rob Brown will once again host our coverage. Gordon's long and close association with the race has not only seen him involved in past broadcasts, he's also made the journey south by sea on six occasions aboard the radio relay vessel. 'Brownie' is a highly regarded yachtsman with nine Rolex Sydney Hobarts under his belt. He's also a former 18-foot skiff world champion and was part of the winning *Australia II* crew in the 1983 America's Cup. As manager for the Olympic Sailing Program he joined the successful Australian yachting team in Beijing. This will be Rob's fourth year covering the race start for the Network.

Seven's live coverage begins from 12.30pm AEDT Boxing Day and in an Australian yachting first, the event will also be broadcast live via Seven's online partner Yahoo!7

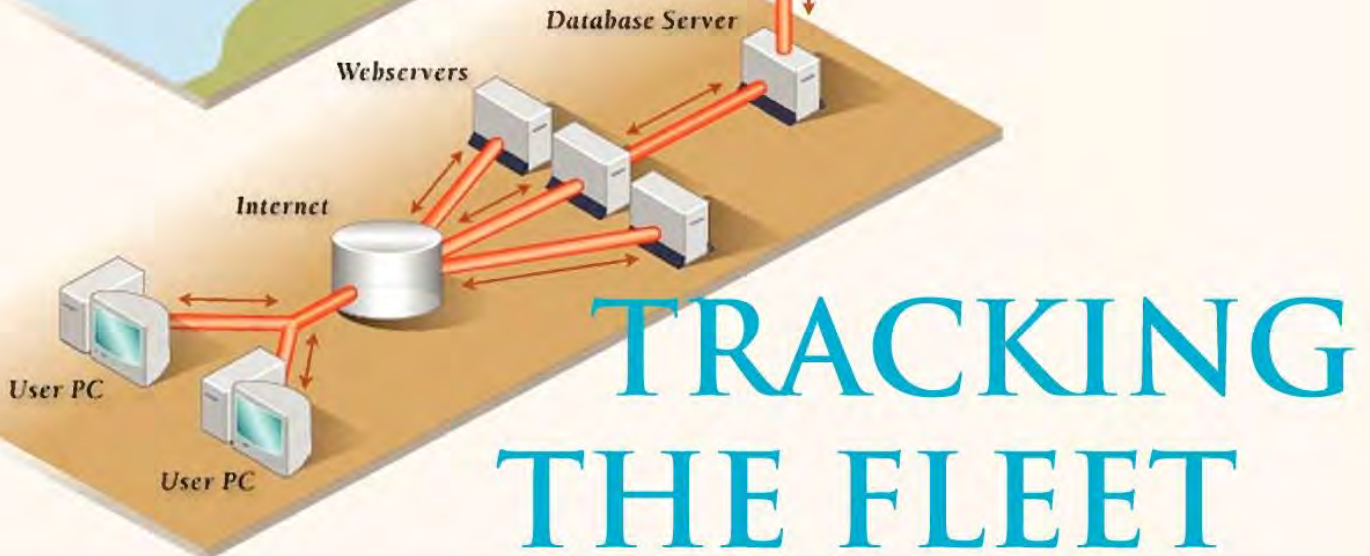
Keep watching Seven for daily Rolex Sydney Hobart Race updates, along with reports in Sunrise and 7 News for all the latest colour and drama as the race unfolds. ○

7 Sport's Gordon Bray





CYCA's sophisticated system will bring realtime race coverage to your computer.



# TRACKING THE FLEET

YACHT TRACKER, THE CYCA'S INNOVATIVE SATELLITE TRACKING SYSTEM, WILL AGAIN PROVIDE THE REALTIME POSITION OF EACH BOAT IN THE FLEET WHICH WILL BE AVAILABLE TO SPECTATORS VIA THE AWARD-WINNING OFFICIAL WEBSITE FOR THE ROLEX SYDNEY HOBART YACHT RACE 2008.

*By Martin James*

**T**he dedicated official website for the Rolex 64<sup>th</sup> Sydney Hobart Yacht Race 2008, [www.rolexsydneyhobart.com](http://www.rolexsydneyhobart.com), is the second most visited Australian sporting website during the Christmas-New Year holiday period.

For the 2008 Rolex Sydney Hobart Yacht Race, the same website, using Yacht Tracker and a unique tool to calculate predicted and actual results, will again lead the world in providing realtime information on the progress of the fleet to the public, the media and to competitors at sea.

The Cruising Yacht Club of Australia created the website as a combined media and public information portal, allowing anybody to track the fleet throughout the 628 nautical mile race south.

This year the CYCA will again equip each boat in the fleet with an Inmarsat D+ transmitter, which will automatically update the yacht's

latitude, longitude, course over ground and speed over ground – and transmit that information via satellite to an earth station.

From there, the data will be transferred to the website, which shows in text and graphics each yacht's position in the fleet, its place relative to other boats and known geographic features, and the speed currently being achieved through the water as well as the direction in which the boat is sailing. Viewers have the option of viewing the yachts on a chart through Yacht Tracker, or alternatively against satellite pictures on Google Earth.

Website visitors will be able to take a broader view of the overall state of the fleet, or zoom in to focus on a group of boats. They can also access the status of individual boats.

In addition to the constant realtime position reports via Yacht Tracker, the site's highly sophisticated mathematical system translates this data into a



The Yacht Tracker website interface.

graphic showing 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 10 minutes.

The website already contains a wealth of current and archival information about the Rolex Sydney Hobart Yacht Race. During the race, regularly updated news releases, background features, photographs and interviews, as well as weather forecasts will be added. In addition, regular race updates by broadcast supporter Channel 7 will be available for viewing on the site shortly after they are shown live. 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.

In the lead-up to the 64<sup>th</sup> Rolex Sydney Hobart Yacht Race 2008, the official website includes the complete list of yachts entered, along with a photograph and description of each boat, a rundown on the crew, and the boat's past racing record.

Archival data on [www.rolexsydneyhobart.com](http://www.rolexsydneyhobart.com) includes the complete results of the past 63 races since the first in 1945, 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 63 line and overall winners; and profiles of some of the personalities who have sailed to Hobart over the years.

*Martin James is a Past Commodore of the CYCA* ○

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# TWO LINE START FOR *100-plus fleet*

A 100 PLUS FLEET WILL PROVIDE A SPECTACULAR SCENE FOR THE HUNDREDS OF THOUSANDS OF SPECTATORS ON AND AROUND SYDNEY HARBOUR ON BOXING DAY 2008 FOR THE START OF THE 2008 ROLEX SYDNEY HOBART YACHT RACE.

*By Peter Campbell*

A thundering shot from one of the Cruising Yacht Club of Australia's historic cannons, replicas of those aboard Captain Cook's bark *Endeavour*, will signal the start of the 63<sup>rd</sup> Rolex Sydney Hobart Yacht Race at 1300 hours (1:00pm) on 26 December 2008, with a fleet of about 110 yachts expected to crowd the two starting lines north of Shark Island on Sydney Harbour. This will be the biggest fleet for the Rolex Sydney Hobart Yacht Race since the 60<sup>th</sup> Race in 2004, and the second largest fleet in a decade. Hundreds of thousands will crowd the harbour to see the race start live while even more will tune into the broadcast by the Seven Network.

The race committee has decided on a two-line, simultaneous start, as it has done so for a number of years now, because of the number of 30-metre maxis and other yachts of 19-metre plus in the fleet. These big boats will start off the front line, 0.2 nautical miles north of the back line, with identical starting signals for both groups of yachts.

To make allowance for this advantage, boats on the front line will sail a similar extra distance to their rounding 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.

Once they leave these marks to starboard, all boats will head for and also leave to starboard, the seamark Zulu, laid one nautical mile east of Sydney Heads, before turning south and setting course for Tasmania.

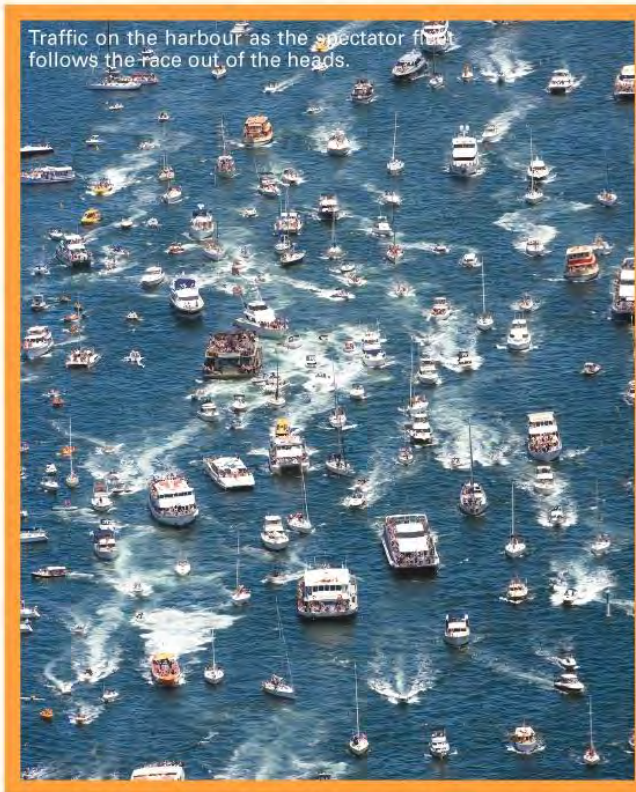
The final split-up for the starting line will not be announced until close to 26 December, most likely at the race briefing.

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 advance for the helmsperson of almost every boat in the race.

The official starter, who will fire the cannon to send the fleet on its way, will be the veteran Victorian yachtsman Lou Abrahams, who has competed in a record equalling 44 Sydney Hobart Races.

Supporting Abrahams will be two other race veterans, Don Mickleborough and Richard ('Sighty') Hammond, who will fire the cannon to mark the warning and preparatory signals. Flag signals will also be lowered at these three times.

Traffic on the harbour as the spectator fleet follows the race out of the heads.



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.

To give the yachts a clear area in which to manoeuvre before the start, and then ample room to tack or gybe as they race to the Heads, NSW Maritime has declared an exclusion zone from 11am to 2:20pm on Boxing Day, with the area for the racing yachts clearly marked by yellow buoys.

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 (beat to windward) up the Harbour to the turning marks at the Heads. This could see some close encounters between competing yachts as they cross tacks, some sailing right to the edge of the exclusion zone to gain a tactical advantage.

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

- 12:50 hours (12.50pm) – 10 minute warning signal – event flag hoisted and cannon fired.
- 12:55 hours (12.55pm) – 5 minute preparatory signal – Code flag P hoisted and cannon fired.
- 13:00 hours (1.00pm) – starting signal – 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 (OCS – On Course Side) 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 SYDNEY HARBOUR EXCLUSION ZONE

The Sydney Harbour exclusion zone will come into force at 11am and continue through to 2:20pm. The zone will be marked with yellow buoys and some fixed navigation aids.

The rounding marks Victor and X-ray at 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 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.

Commercial vessels only will have access the commercial vessels area (see map).

Spectator craft should not operate under sail near the exclusion zone from noon until the fleet has cleared the Heads.

### 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

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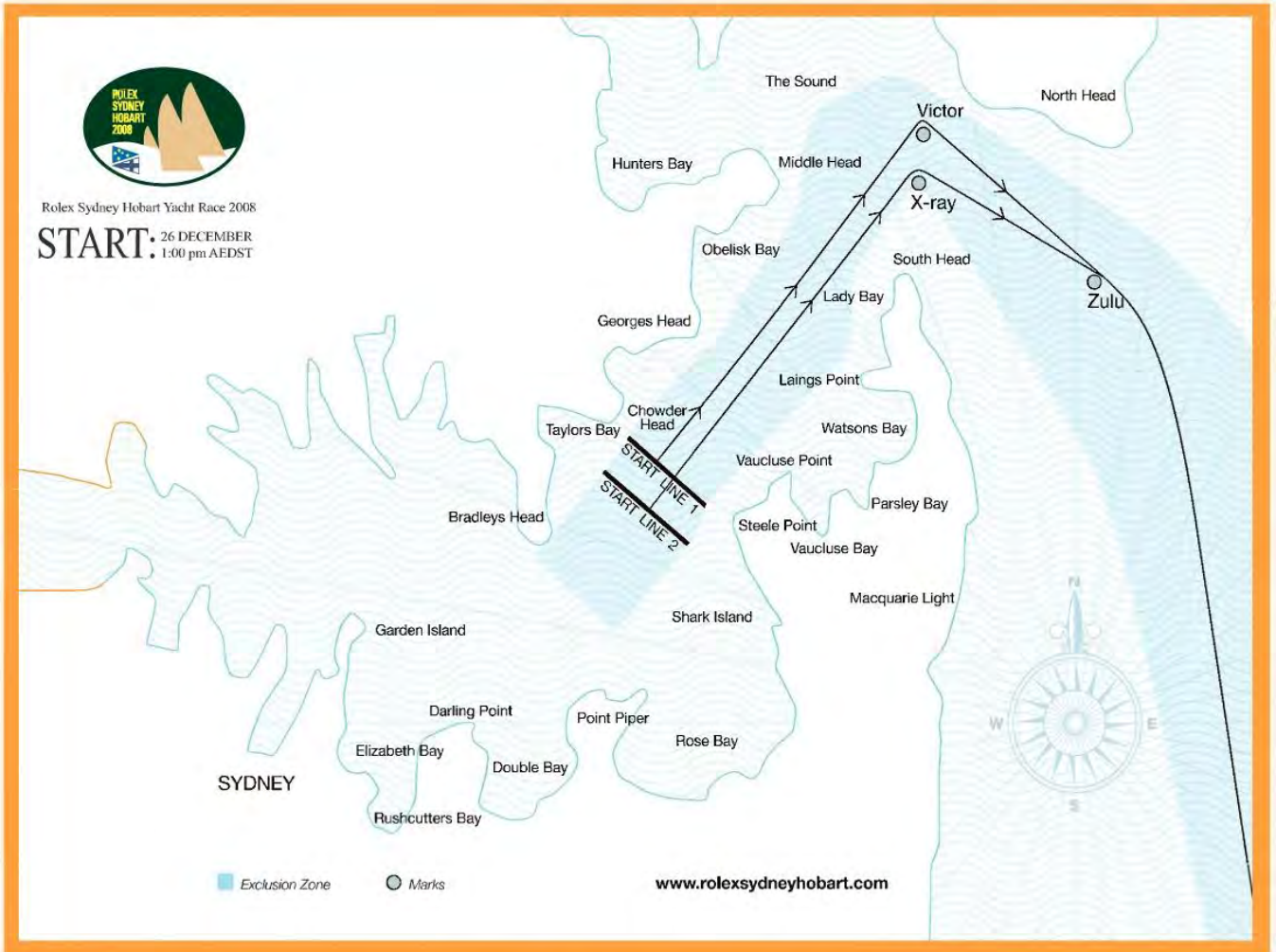
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MARINE



Rolex Sydney Hobart Yacht Race 2008  
**START:** 26 DECEMBER  
 1:00 pm AEDST



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 vessel 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.

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) and away from the start line before the starting gunfire. At the Heads keep well clear of the rounding

marks. On-water spectators who intend to watch just the race 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 on the east and Taylor's Bay on the west. Spectator boats can position themselves in the western channel at Chowder Bay, Obelisk Bay and 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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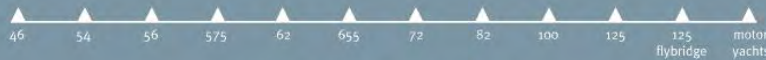
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# ROLEX SYDNEY HOBART YACHT RACE

## STATISTICS – 1945 – 2007

**Number of Rolex Sydney Hobart Yacht Races conducted by the Cruising Yacht Club of Australia since 1945:** 63, the Rolex Sydney Hobart 2008 will be the 64<sup>th</sup>.

**Number of yachts to have competed:** 1945-2007: 5,058 (4,145 completed the race, 913 retired or were disqualified).

**Estimated total crew to have competed:** About 45,530 between 1945 and 2007.

**Average size of fleets, 1945-2007:** 80.28 boats per race.

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

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

**Last year's fleet (2007):** 82 starters, 79 finishers.

### RACE RECORDS (YEARS IN WHICH THE RECORD HAS BEEN SET OR BROKEN):

**1945:** *Rani* (UK) – 6 days 14 hours 22 minutes (first race).

**1946:** *Morna* (NSW) – 5 days 2 hours 53 minutes 33 seconds (first yacht to break six days for the 628 nautical mile course).

**1948:** *Morna* (NSW) – 4 days 5 hours 1 minute 21 seconds. (third consecutive line honours win and first yacht under five days).

**1951:** *Margaret Rintoul* (NSW) – 4 days 2 hours 29 minutes 1 seconds.

**1957:** *Kurrewa IV* (NSW/Vic) formerly *Morna* – 3 days 18 hours 30 minutes 39 seconds (first yacht under four days).

**1962:** *Ondine* (USA) – 3 days 3 hours 49 minutes 16 seconds (in breaking *Kurrewa IV*'s record set a time that stood until broken by *Helsal* in 1973).

**1973:** *Helsal* (NSW) – 3 days 1 hour 32 minutes 9 seconds

**1975:** *Kialoa III* (USA) – 2 days 14 hours 36 minutes 56 seconds (first yacht under three days).

**1996:** *Morning Glory* (Germany) 2 days 14 hours 7 minutes 10 seconds (Race record broken after 21 years).

**1999:** *Nokia* (Denmark/Australia) 1 day 19 hours 48 minutes 2 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 1 day 20 hours 39 minutes 50 seconds.

**2005:** *Wild Oats XI* (Australia) 1 day 18 hours 40 minutes 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 Tattersall's Cup.

**Record Rolex Sydney Hobarts by yachtsmen:** Up to and including the 2007 Rolex Sydney Hobart Race, 79 yachtsmen have been recorded

as having sailed in 25 or more races since 1945. The late John Bennetto (Tas) sailed in 44 Sydney Hobarts and in 2007 Lou Abrahams (Vic) and Tony Cable (NSW) equalled that record. Bernie Case (QLD) has raced south 41 times and Richard 'Sightie' Hammond (NSW) 40 times, the latter being the first person to reach the 40 mark. In 2007 Bill Ratcliff was added to the illustrious 40-race honour roll.

**Record Rolex Sydney Hobarts by yachtswomen:** Thirteen women have sailed in 10 or more Rolex Sydney Hobart races. As of the 2007 race, Adrienne Cahalan has raced to Hobart 16 times, Gail Harland 15 times, Jan Howard, Vanessa Dudley and Sally Gordon 14 times, Felicity Nelson and Amanda Wilmot 12 times while Kerry Goudge and Mary Holley have each competed 11 times. Reaching their 10th with the 2007 race was Julie Hodder and Sue Crafer who joined Lea Myer. Audrey Brown took part in 12 races, sailing aboard the radio relay vessel.

**Records Rolex Sydney Hobarts by yachts:** In 2007, *Phillip Footes' Witchdoctor*, a Davidson 42 sloop, set a new record of 27 races. *Ark Twain*, a Sparkman & Stephens 38, has competed in 25 Sydney Hobarts, her last being in 2002. *Impeccable*, a Peterson 34, has sailed in 24 races. *Polaris* of Belmont, a Cole 43, has sailed to Hobart 22 times as has *Bacardi*, a Peterson 44, and *Margaret Rintoul II*, which contested the 2007 race as *Spirit of Koomooloo*.

**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, the former skippered by Jack Rooklyn and the latter 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 skipper:** At 85 John Walker (*Impeccable*) became the oldest skipper to race to Hobart in 2007. At age 84, Alby Burgin skippered his 52-footer, *Alstar*, in the 2000 Sydney Hobart. Alby 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 John Walker, but possibly a Tasmanian in an early race.



**Youngest sailor ever:** Raud O'Brien did his first of some six Sydney Hobarts on his parents' *Wraith of Odin*. He was at first just a baby, but then as a veteran at the age of three 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. In the 1978 race, Doug and Val Brooker took their young family in the race aboard the family yacht *Touchwood* – Peter (13), Jacqueline (10), Kathryne (8) and Donald (6). A 12-year-old boy sailed aboard *Aspect Computing* in the storm battered 1998 race. Since 1999 the CYCA has set an age limit of 18 for crew members participating 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, a CYCA co-founder, owned *Wayfarer* up until his death in September 2007 and was the official starter of the 2001 Sydney Hobart Yacht Race.

**First women to compete in the 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 *Connella*. Unfortunately, *Connella* was forced to retire in Bass Strait, but *Active* made it to the finish. The Jane Tate Memorial Trophy is presented each year to the first female skipper to finish in 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: 146 feet (44.5 metres). She was a demonstration yacht only.

**Largest official competitors:** *Wild Oats XI* (AUS), *Alfa Romeo* (AUS), *Skandia* (AUS) and *Konica Minolta* (NZL) all contested the 2005 Rolex Sydney Hobart Yacht Race, finishing in this order on line honours, and are all 30 metres (98 feet). *Maximus*, also a 30-metre maxi, contested the 2006 race along with *Wild Oats XI* and *Skandia*.

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

**Largest line honours winners:** *Wild Oats XI*, Australia (2005, 2006, 2007) – LOA: 30 metres (98 feet); *Skandia*, Australia (2003) –

LOA: 30 metres; *Alfa Romeo/Shockwave*, Australia/New Zealand (2002) – LOA: 89 feet (27.43 metres). Previous biggest: *Endeavour*, New Zealand (1992) and again as *Tasmania*, Tasmania (1994) – LOA: 84.3 feet (25.7 metres)

**Smallest line honours winner:** *Rani*, NSW (1945) – LOA: 34.73 feet (10.59 metres)

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

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

**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, Sean Langman's restored 1932 built *Maluka* was by far the oldest boat in the fleet followed by *Ray White Koomooloo*, built in 1968, the same year it won the Tattersall's Cup. In 2007 the oldest boat was *Spirit of Koomooloo* (formerly *Margaret Rintoul II*) which is sailing this year as is *Maluka of Kermadie*.

**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* (*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 records exist.

**Most successful designer of overall winners:** Bruce Farr (USA) – 16 overall winners.

*These statistics have been compiled up to and including the 2007 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 life member and historian Alan Campbell and other sources. ○*

# ROLEX SYDNEY RACE WINNERS



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 MALTILDA, Phil Davemport, NSW	Jock Muir, TAS	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	T & M Halvorsen, NSW	4:02:29:01
1954	SOLVEIG, Trygve & Magnus Halvorsen, NSW	T & M Halvorsen, NSW	17	KURREWA IV, F. & J. Livingstone, NSW/VIC	William Fife, UK	5:06:09:47
1955	MOONBI, H.S. Evans, NSW	John Aiden, 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. Livingstone, NSW/VIC	William Fife, UK	4:04:31:44
1957	ANITRA V, Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	20	*KURREWA IV, F. & J. Livingstone, 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. Livingstone, NSW/VIC	William Fife, UK	4:08:11:15
1961	RIVAL, Alby Burgin & N. Rundle, NSW	Alan Buchanan, England	35	ASTOR, Peter Warner	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	William Fife, UK	4:10:53:00
1964	FREYA, Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	38	ASTOR, Peter Warner	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. Davem, 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	Ted Kaufman, NSW	67	ONDINE II, S.A. ("Huey") Long, USA	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, NZ	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	BALLYHOO, 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 Cmtee	Bruce Farr, NZ	102	NEW ZEALAND, NZ Round the World Cmtee	Bruce Farr, NZ/USA	2:18:45:41
1981	ZEUS II, Jim Dunstan, NSW	Peter Joubert, VIC	159	VENGEANCE, Bernard Lewis, NSW	Rolly Tasker, WA	3:22:30:00
1982	SCALLYWAG, Ray Johnston	Bruce Farr, NZ	119	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, NZ	3:00:50:29
1984	INDIAN PACIFIC, John Eyles/Gunter Heuchmer, NSW	Bruce Farr, NZ	152	NEW ZEALAND, NZ Round the World Cmtee	Ron Holland, NZ	3:11:31:21
1985	*SAGACIOUS, Gary Appleby, NSW	Bruce Farr, NZ	178	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, NZ	2:23:26:25

# HOBART YACHT

## 1945 – 2007

Year	Overall Winner	Designer	Fleet	Line Honours	Designer	Elapsed Time
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 IMS: SHE'S APPLES, David Strong, NSW	Bruce Farr, NZ John King, NSW	99	BRINDABELLA, George Snow, ACT	Bruce Farr, NZ/USA	3:01:14:19
1992	IOR: RAGAMUFFIN, Syd Fischer, NSW IMS: ASSASSIN, John Crawford, NSW	Bruce Farr, NZ Bruce Farr, NZ	110	NZ ENDEAVOUR, Grant Dalton, NZ	Bruce Farr, NZ/USA	2:19:19:18
1993	IOR: WILD OATS, Roger Hickman/Bruce Foye, NSW IMS: CUCKOOS NEST, Nigel Holman, NSW	Bruce Farr, NZ David Lyons, NSW	104	NINETY SEVEN, Andrew Strachan, NSW	Bruce Farr, NZ/USA	4:00:54:11
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, VIC	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, NZ/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, VIC	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	78	WILD OATS XI, Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	2:08:52:33
2007	ROSEBUD, Roger Sturgeon, USA	Bruce Farr, USA	82	WILD OATS XI, Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	1:21:24:32

### \* 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 1st place, *Sagacious* officially was recorded as second but as the Overall Winner.

### TATTERSALL CUP:

For the 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 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 2004 onwards the overall winner of the Tattersalls 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:

**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 per cent 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. Not part of the race fleet.



# ROLEX SYDNEY HOBART YACHT RACE 2007

IRC OVERALL	YACHT	DIV	LINE	ELAPSED TIME	TCC	CORRECTED TIME	OWNER/SKIPPER
1	Rosebud	B	4	2:06:02:02	1.509	3:09:32:14	Roger Sturgeon, USA
2	Ragamuffin	B	7	2:14:19:41	1.33	3:10:53:47	Syd Fischer, NSW
3	Quantum Racing	A	5	2:14:12:47	1.342	3:11:29:24	Ray Roberts, NSW
4	Chutzpah	C	14	2:21:35:07	1.209	3:12:07:43	Bruce Taylor, VIC
5	Ichi Ban	A	3	2:05:01:21	1.601	3:12:53:20	Matt Allen, NSW
6	City Index Leopard	A	2	1:21:51:55	1.855	3:13:04:48	Mike Slade, GRB
7	Yendys	B	6	2:14:12:49	1.377	3:13:40:05	Geoff Ross, NSW
8	Wild Oats XI	A	1	1:21:24:32	1.903	3:14:24:47	Bob Oatley/Mark Richards, NSW
9	Wot Yot	B	9	2:17:01:05	1.34	3:15:07:27	Graeme Wood, NSW
10	Wedgetail	C	21	3:02:09:56	1.202	3:17:08:49	Bill Wild, QLD
11	Living Doll	B	13	2:21:22:24	1.301	3:18:15:17	Michael Hiatt, VIC
12	Shogun	C	17	2:23:43:18	1.265	3:18:43:40	Rob Hanna, VIC
13	Limit	C	18	2:23:49:15	1.271	3:19:17:03	Alan Brierty, WA
14	Georgia	B	16	2:23:23:29	1.306	3:21:14:14	John Williams/Graeme Ainley, VIC
15	Jazz	C	22	3:05:58:41	1.203	3:21:48:27	Chris Bull, GBR
16	Goldfinger	B	19	3:01:36:28	1.292	3:23:06:04	Peter Blake/Kate Mitchell, VIC
17	Mr Beaks Ribs	D	30	3:13:40:20	1.112	3:23:16:03	David Beak, NSW
18	AFR Midnight Rambler	D	27	3:09:48:16	1.167	3:23:27:57	Ed Psaltis/Bob Thomas, NSW
19	Rush	C	23	3:06:15:09	1.226	3:23:56:15	John Paterson, VIC
20	Alacrity	D	39	3:15:51:05	1.098	4:00:27:39	Matthew Percy, QLD
21	True North	D	41	3:18:42:49	1.065	4:00:36:36	Andrew Saies, SA
22	Zephyr	E	66	4:05:30:31	0.959	4:01:20:48	James Connell, NSW
23	The Goat	D	38	3:15:45:22	1.11	4:01:24:33	Bruce Foye/Mitchell Gordon, NSW
24	Zen	D	40	3:15:54:16	1.11	4:01:34:26	Gordon Ketelbey, NSW
25	Pretty Woman	C	25	3:07:57:17	1.223	4:01:47:05	Richard Hudson, NSW
26	Pretty Fly II	D	36	3:15:39:59	1.116	4:01:50:08	Colin Woods, NSW
27	Morna	E	70	4:06:48:59	0.953	4:01:59:02	Greg Zyner, NSW
28	Huckleberry	E	77	4:10:46:58	0.92	4:02:14:25	Steve Humphries, WA
29	Another Fiasco	D	32	3:14:38:38	1.14	4:02:46:27	Damian Suckling, QLD
30	Noonmark VI	C	28	3:10:38:24	1.206	4:03:39:50	Sir Geoffrey Mulcahy, GBR
31	Stormy Petrel	E	75	4:08:44:51	0.953	4:03:49:28	Kevin O'Shea, NSW
32	Swan Song	D	35	3:15:38:13	1.142	4:04:04:53	Geoffrey Hill, NSW
33	Impeccable	E	74	4:08:40:05	0.958	4:04:16:19	John Walker, NSW
34	Wot's Next	D	29	3:13:24:42	1.174	4:04:16:24	Graeme Wood/Bill Sykes, NSW
35	Spirit of Koomooloo	E	53	4:02:00:38	1.024	4:04:21:46	Mike Freebairn, QLD
36	Knee Deep	C	24	3:07:01:45	1.276	4:04:50:28	Philip Childs, WA
37	Imarex	D	42	3:18:52:46	1.11	4:04:52:34	Marc & Louis Ryckmans, NSW
38	Another Challenge	D	43	3:19:04:16	1.11	4:05:05:20	Chris Lewin, VIC

39	Endorfin	D	31	3:14:24:12	1.172	4:05:15:53	Peter Mooney, NSW
40	Challenge	D	44	3:19:14:03	1.11	4:05:16:12	Lou Abrahams, VIC
41	The Bigger Picture KM & T	D	45	3:19:24:32	1.11	4:05:27:50	Mike Roberts & Anthony Hooper, NSW
42	Palandri Wines Minds Eye	E	58	4:04:36:22*	1.009	4:05:30:42*	Brad Skeggs, WA
43	Splash Gordon	D	34	3:15:36:07	1.16	4:05:37:06	Stephen Ellis, NSW
44	Matangi	E	64	4:05:16:00	1.014	4:06:41:04	David Stephenson, TAS
45	Balance	D	33	3:15:33:35	1.174	4:06:47:42	Paul Clitheroe, NSW
46	Pisces	D	51	4:01:38:13	1.061	4:07:35:34	David Taylor, TAS
47	Eleni	D	47	3:21:56:49	1.11	4:08:16:52	Tony Levett, NSW
48	Inner Circle	E	54	4:03:54:53	1.049	4:08:48:38	Ken Robinson, NSW
49	Swish	D	50	3:22:59:04	1.11	4:09:25:58	Steven Proud, NSW
50	Patrice Six	D	48	3:22:01:51	1.126	4:09:52:43	Adrian Dunphy/Tony Kirby, NSW
51	Decosolmarine Sailplane	D	49	3:22:50:14	1.117	4:09:55:59	Decosol Marine/John Danby/ Robert Bottomley, GBR
52	Bear Necessity	D	62	4:04:57:36	1.06	4:11:01:03	Andrew Dally, NSW
53	Sextant	E	67	4:05:37:31	1.057	4:11:25:05	Denis Doyle, NSW
54	Iataia	D	60	4:04:47:48	1.067	4:11:33:00	Marcos Rodriguez, MEX
55	Secret Mens Business #1	D	46	3:20:52:57	1.16	4:11:44:37	Ross Trembath/R Curtis, NSW
56	Papillon	D	56	4:04:10:21	1.095	4:13:41:20	Phil Molony, NSW
57	Global Yacht Racing - Kioni	D	52	4:01:44:20	1.123	4:13:45:39	Richard Falk, NSW
58	Scarlet Runner	D	59	4:04:43:17	1.11	4:15:48:03	Robert Date, VIC
59	Getaway Sailing 2	D	68	4:05:46:01	1.11	4:16:57:41	Getaway Sailing/Jay Pettifer, NSW
60	Skandia	A	10	2:17:23:33	1.758	4:18:57:36	Grant Wharington, VIC
61	Quetzalcoatl	D	57	4:04:30:46	1.167	4:21:17:54	Bruce/Hampshire/Lee Warner/ Sweetapple, NSW
62	Aurora	E	79	4:15:49:55*	1.049	4:21:18:41*	Jim Holley, NSW

Retired: Berrimilla (Alex Whitworth, NSW); Cougar II (Alan Whiteley, VIC); Mr Kite (Andrew Buckland/Andrew Hunn, NSW/TAS)

Penalties and Redress: Palandri Wines Minds Eye - redress of 39 minutes; Aurora - 30% penalty for OCS.

PHS OVERALL	YACHT	DIV	LINE	ELAPSED TIME	TCF	CORRECTED TIME	OWNER/SKIPPER
1	Sailors with disABILITIES	A	20	3:01:57:03	1.2743	3:22:14:08	David Pascud, NSW
2	Toyota Aurion V6	A	8	2:14:23:16	1.5407	4:00:07:15	Andrew Short, NSW
3	Namadgi	B	63	4:05:01:40	0.9518	4:00:09:30	Canberra Ocean Racing Club/ Rick Scott-Murphy, ACT
4	DHL - The Daily Telegraph	A	11	2:21:13:01	1.4041	4:01:11:15	Kookaburra Challenge/ Mitch Booth, NSW
5	She	B	76	4:09:26:53	0.945	4:03:38:54	Peter Rodgers, NSW
6	Phillip's Foote Witchdoctor	B	69	4:06:13:42	0.9786	4:04:02:26	Rum Consortium, NSW
7	Flying Fish Arctos	B	61	4:04:53:04	1.0152	4:06:25:04	Flying Fish Properties/Andy Fairclough/ James Dobie, NSW
8	Sheridan Road Rail (Tartan)	B	72	4:07:19:07	0.9929	4:06:35:06	Ian Sanford, NSW
9	Dehler Magic	B	55	4:03:55:28	1.0287	4:06:47:32	Greg Tobin/Charlie Preen, QLD
10	Krakatoa	A	37	3:15:40:00	1.1736	4:06:53:08	Rod Skellet, NSW
11	George Gregan Foundation	A	15	2:21:42:55	1.4843	4:07:28:42	David Witt, NSW
12	Hugo Boss II	A	12	2:21:13:56	1.4951	4:07:30:33	Alex Thomson Racing/ Ross Daniel, NSW
13	First Light	B	71	4:07:16:50	1.0229	4:09:38:44	Nicolas Ewald, NSW
14	Salona	B	73	4:08:21:46	1.0128	4:09:41:55	Phillip King, NSW
15	Pirelli	A	26	3:09:36:44	1.3493	4:14:07:10	Les Goodridge, NSW
15	Helsal IV	A	65	4:05:29:47	1.09	4:14:37:52	Rob Fisher, TAS

#### CRUISING

1	Capriccio of Rhu				79	4:11:12:57	Michele Colenso, GBR
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#### SYDNEY 38 OD

YACHT	ELAPSED TIME	OWNER/SKIPPER	
1	The Goat	3:15:45:22	Bruce Foye/Mitchell Gordon, NSW
2	Zen	3:15:54:16	Gordon Ketelbey, NSW
3	Imarex	3:18:52:46	Marc & Louis Ryckmans, NSW
4	Another Challenge	3:19:04:16	Chris Lewin, VIC
5	Challenge	3:19:14:03	Lou Abrahams, VIC
6	The Bigger Picture - KM & T	3:19:24:32	Mike Roberts & Anthony Hooper, NSW
7	Eleni	3:21:56:49	Tony Levett, NSW
8	Swish	3:22:59:04	Steven Proud, NSW
9	Scarlet Runner	4:04:43:17	Robert Date, VIC
10	Getaway Sailing 2	4:05:46:01	Getaway Sailing/Jay Pettifer, NSW

#### LINE HONOURS:

Wild Oats XI, Reichel/Pugh 98 (Bob Oatley/Mark Richards, NSW) - 1 day 21 hours 24 minutes 32 seconds - JH Illingworth Trophy, Rolex Yacht-master



# HONOUR ROLE



The JH Illingworth Trophy is awarded to the first yacht across the finish line, which, in 2007, was *Wild Oats XI* for the third year running



*Rosebud* won the George Adams Tattersall Cup, awarded to the overall winner on corrected time

## IRC Overall – Tattersall's Cup:

*Rosebud*, Farr STP65 (Roger Sturgeon, USA) – Tattersall's Cup, CYCA Trophy, RORC Plaque, Government of Tasmania Trophy, George Barton Trophy, Rolex timepiece  
*Ragamuffin*, Farr Transpac 52 (Syd Fischer, NSW) – City of Hobart Trophy, Bass Strait Cup, Solo Trophy, CYCA Trophy  
 Quantum Racing, Farr Cookson 50 (Ray Roberts, NSW) – RYCT Trophy, Storm Bay Cup

## IRC A:

1 Quantum Racing, Cookson 50 (Ray Roberts, CYCA, NSW) – Rushcutters Trophy, CYCA Trophy  
 2 *Ichi Ban*, Jones 70 (Matt Allen, CYCA, NSW) – CYCA Trophy  
 3 City Index Leopard, Farr 98 (Mike Slade, GBR) – CYCA Trophy

## IRC B:

1 *Rosebud*, Farr STP65 (Roger Sturgeon, USA)  
 2 *Ragamuffin*, Farr Transpac 52 (Syd Fischer, NSW)  
 3 *Yendys*, Reichel/Pugh 55 (Geoff Ross, CYCA, NSW)

## IRC C:

1 *Chutzpah*, Reichel/Pugh 40 (Bruce Taylor, VIC) – Peter Allsop Memorial Trophy, CYCA Trophy  
 2 *Wedgetail*, Wellbourn 42 (Bill Wild, QLD) – CYCA Trophy  
 3 *Shogun*, Rogers 46 (Rob Hanna, VIC) – CYCA Trophy

## IRC D:

1 *Mr Beaks Ribs*, Beneteau 44.7 (David Beak, NSW) – RORC Trophy, CYCA Trophy  
 2 *AFR Midnight Rambler* (Ed Psaltis/Bob Thomas, NSW) – CYCA Trophy  
 3 *Alacrity*, Beneteau 44.7 (Matthew Percy, SYC, QLD) – CYCA Trophy

## IRC E:

1 *Zephyr*, Farr 1020 (James Connell/Alex Brandon, NSW) – Sir Arthur Warner Trophy, CYCA Trophy  
 2 *Morna*, Cavalier 35 (Greg Zyner, NSW) – CYCA Trophy  
 3 *Huckleberry*, S&S 34 (Steve Humphries, WA) – CYCA Trophy

## Sydney 38 One Design:

1 *The Goat* (Bruce Foye, NSW) – Sydney Yachts Trophy  
 2 *Zen* (Gordon Ketelbey, NSW) – CYCA Trophy  
 3 *Imarex* (Marc & Louis Ryckmans, NSW) – CYCA Trophy

## PHS Division 1 (RANSA Trophy)

1 & Overall Sailors with disABILITIES, Lyons 54 (David Pescud, NSW) – RANSA Trophy  
 2 *Toyota Aurion V6*, Jutson 79 (Andrew Short, NSW) – CYCA Trophy  
 3 *DHL – The Daily Telegraph*, Volvo 60 (Kookaburra Challenge, NSW) – CYCA Trophy

## PHS Division 2:

1 *Namadgi*, Bavaria 44 (Canberra Ocean Racing Club, ACT) – CYCA Trophy  
 2 *She*, Olsen 40 (Peter Rodgers, NSW) – CYCA Trophy  
 3 *Phillip's Foote Witchdoctor*, Davidson 42 (Rum Consortium, NSW) – CYCA Trophy

## Cruising Division:

1 *Capriccio of Rhu*, Oyster 55 (Michele Colenso, GBR) – CYCA Trophy

## Line Honours (JH Illingworth Trophy):

1 *Wild Oats XI*, Reichel/Pugh 98 (Bob Oatley/Mark Richards, NSW) – 1 day 21 hours 24 minutes 32 seconds – JH Illingworth Trophy, Rolex timepiece  
 2 *City Index Leopard*, Farr 98 (Mike Slade, GBR) 1:21:51:55 – CYCA Trophy  
 3 *Ichi Ban*, Jones 70 (Matt Allen, CYCA, NSW) 2:05:01:21 – CYCA Trophy

## Other perpetual trophies and awards:

**Jack Rooklyn Memorial Trophy** (First yacht out of Sydney Heads):  
*Wild Oats XI* (Bob Oatley/Mark Richards, NSW)

**F&J Livingston Trophy** (First yacht south of Tasman Island): *Wild Oats XI*

**Rani Trophy** (Most meritorious performance as judged by the Race Committee):  
*Skandia* (Grant Wharington, VIC)

**Polish Trophy** (Yacht traveling from furthest port to compete):  
*Noonmark VI* (Sir Geoffrey Mulcahy, GBR)

**Battery Point Trophy** (First small boat across the line): *Pisces* (David Taylor, TAS)

**TasPorts Trophy** (First Tasmanian boat, IRC: *Matangi* (David Stephenson)

**Tasmanian Government 40 Race Medallion:** *Bill Ratcliff* (Bear Necessity, NSW)

**Tasmanian Government 25 Race Medallions:** *Kingsley Piesse* (Chutzpah, VIC), *George Snow* (Swan Song, NSW), *Colin Tipney* (JBW, NSW), *John Williams* (Georgia, VIC)

**Tasmanian Government 10 Race Medallions for women sailors:** *Julie Hodder* (DHL – The Daily Telegraph, NSW), *Sue Crafer* (Skandia, VIC)

**City of Hobart Trophy** (Navigator of first Tasmanian yacht on corrected time):  
*Gwyn Alway* (Matangi)

**Bill Owen Memorial Trophy** (Navigator of winning yacht):  
*Tom Addis* (*Rosebud*, USA)

**Alan Payne Memorial Trophy** (Designer of winning yacht): *Farr Yacht Design* (*Rosebud*, USA)

**Apollo Trophy** (First yacht under 18.5m across the finish line): *Quantum Racing* (Ray Roberts, NSW)



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# ROLEX SYDNEY HOBART

		SailNo	Name	Owner	State	Div	Design	LOA (m)	LOA (ft)	Draft
1	FRA	8995	41SUD	Jean-Luc Esplaas	NC	IRC	Archambault 40	12.00	40	2.40
2		5612	Abracadabra	James Murchison	NSW	PHS	Tripp 47	14.30	47	2.75
3		8338	AFR Midnight Rambler	Sue Psaltis / Bob Thomas	NSW	IRC	Farr 40 Mod	12.41	40	2.45
4		10000	ASM - Brindabella	Andrew Short	NSW	IRC	Jutson 79	24.07	79	4.27
5	USA	50062	ASM - Shockwave 5	Andrew Short	NSW	IRC	Reichel/Pugh 80	24.4	80	4.12
6	B	331	Audacious	Greg Clinnick / Paul Holden	VIC	IRC/OD	Sydney 38	11.78	38	2.69
7	SM	2008	Audi Centre Melbourne	Chris Dare	VIC	IRC	Corby 49	15	49	3.20
8		4057	Aurora	Jim & Mary Holley	NSW	IRC	Farr 40 - One Off	12.21	40	2.25
9	SM	377	Bacardi	Martin Power	VIC	IRC	Peterson 44	13.34	44	2.40
10		7771	Balance	Paul Clitheroe	NSW	IRC	Sydney 47	14.2	47	3.10
11		52566	Black Jack	Peter Harburg	QLD	IRC	Reichel Pugh 66	20.24	66	4.51
12	Q	40	Broadsword	Simon Wood	NSW	IRC	Archambault 40	11.99	40	2.38
13	SM	8	Chance of Shenval	Robert Green	VIC	PHS	Farr 39	12.00	39	1.83
14		7407	Chancellor	Ted Tooher	NSW	IRC	First 40.7	11.92	3.77	2.40
15	RQ	1920	Charlie's Dream	Peter Lewis	QLD	PHS	Bluewater 450	13.7	45	1.70
16		8350	CHorse	John Smith	NSW	TBA	Cavalier 350SL	10.6	35	2
17	R	33	Chutzpah	Bruce Taylor	VIC	IRC	IRC 40	12.3	40	2.70
18		6689	Copernicus	Greg Zyner	NSW	IRC	Radford 12m	11.99	40	2.10
19	SM	5200	Cougar II	Alan Whiteley	VIC	IRC	TP52	15.85	52	3.3
20	YC	560	Doctel Rager	Gary Shanks	SA	IRC	Elliott 56	17.10	56	3.64
21	SM	5985	Dormit	Robert Sill	VIC	IRC	NSX 38	11.63	38	2.28
22		826	Dream Lover	Rick Morgan	QLD	PHS	MBD 40	12.47	40	2.66
23	MH	60	Eleni	Tony Levett	NSW	IRC/OD	Sydney 38	11.78	38	2.62
24		6740	Even Finer	Adrian Dunphy	NSW	IRC	Dufour Regatta 34	10.6	34	1.90
25	F	108	Finistere	Robert Thomas	WA	IRC	Davidson 50	15.4	50	3.75
26		7551	Flying Fish Arctos	Flying Fish Australia	NSW	PHS	Radford 16.4	16.36	54	2.74
27	SM	1000	Georgia	John Williams / Graeme Ainley	VIC	IRC	Farr 53	16.05	53	3.25
28	NOR	2	Getaway-Sailing.com	Peter Goldsworthy	NSW	PHS	Volvo 60	19.46	63	3.74
29		6155	Getaway-Sailing.com	Peter Goldsworthy	NSW	IRC/OD	Sydney 37	11.78	38	2.62
30		8880	Goldfinger	P Blake / K Mitchell	VIC	IRC	Farr 52	15.79	52	3.25
31		262	Helsal III	Tony Fisher / Rob Fisher	TAS	PHS	Adams 20	20.00	65	3.50
33	H	262	Helsal IV	Tony Fisher / Sally Smith	TAS	PHS	Dynamique 62	18.65	62	2.45
34	AUS	03	Ichi Ban	Matt Allen	NSW	IRC	Jones 70	21.50	70	4.50
34	MH	106	Impeccable	John Walker	NSW	IRC	Peterson 33	10.23	33	1.99
35	F	111	Inca	Noel Sneedon	NSW	PHS	Vickers 41	12.50	41	1.75
36	M	762	Inner Circle	Ken Robinson / Darren Cooney	NSW	IRC	Farr 40 IOR	12.24	40	2.26
37		6654	Isabella	John Nolan	NSW	PHS	Hanse 400 E	12.10	40	1.98
38	S	390	Jazz Player	Andrew Lawrence	VIC	IRC	Bakewell-White 39	11.92	39	2.68
39		5790GBR	Jus' do it 3	Ian Darby	Scotland, UK	IRC	Beneteau 47.7	14.60	48	2.74
40		6146	Kioni - Global Yacht Racing	Global Yacht Racing	UK		Beneteau First 47.7	14.5	47	2.90
41		55555	Krakatoa II	Rod Skellet	NSW	PHS	Pogo 40	12.18	40	3.00
42		TBA	Lady Courier	Gery Trentesau	FRA	IRC	Beneteau First 45	13.68	45	4.20
43		6082	Leukaemia Foundation	R Holstein/S Kellie	NSW	IRC/OD	Sydney 38	11.78	38	2.65
44	AUS	98888	Limit	Alan Brierty	WA	IRC	Reichel / Pugh 62	19.50	62	4.00
45		43218	Limit	Alan Brierty	WA	IRC	Corby 49	14.93	49	3.05
46	R	55	Living Doll	Michael Hiatt	VIC	IRC	Farr 55	16.76	55	3.30
47		3663	Lloyds Brokers - Too Impetuous	Rudy Weber	QLD	PHS	Holland 43	12.88	42	2.34
48	AUS	60000	Loki	Stephen Ainsworth	NSW	IRC	Reichel / Pugh 63	19.2	63	4.50
49	BRU	1	Mahligai	Murray Owens / Jenny Kings	NSW	PHS	Sydney 46	14.27	46	2.74
50	A	19	Maluka of Kermandie	Sean Langman	NSW	IRC	Gaff	9.1	30	2
51		8402	More Witchcraft	John Cameron	NSW	PHS	Dibley 46	13.95	4.20	2.61
52	G	5038	Morris Finance Cinquante	Ian Murray	VIC	IRC/OD	Sydney 38	11.78	38	2.62
53		8447	Mr Beaks Ribs	David Beak	NSW	IRC	First 44.7	13.35	3.97	2.64
54	F	550	Mustang Sally	Warren Batt	NZ	IRC	Farr 46	14.1	46	2.80
55		325	Nest Property	Murray Wilkes	TAS	IRC	Traditional 30	9.14	30	1.65
56	GBR	5698R	Noonmark VI	Sir Geoffrey Mulcahy	UK	IRC	Swan 56	17.19	56	3.40

# YACHT RACE 2008 LIST OF ENTRIES

	SailNo	Name	Owner	State	Div	Design	LOA (m)	LOA (ft)	Draft	
57		2999	Obsession	Obsession Syndicate	NSW	PHS	Sydney 38 Mod	11.78	38	2.69
58	N	9	One For The Road	Kym Butler	NSW	IRC	Northshore 37	11.22	37	2.50
59	CR	1	Optimus Prime	Trevor Taylor	WA	IRC	Marten 49	15.05	49	3.60
60	SUI	1	Pachamama: Swiss Top to Top Global Climate Expedition	Dario Schwoerer	SUI	Cruis	Nivelt 50	15.28	50	2.37
61	N	40	Papillon	Phil Molony	NSW	IRC	Archambault 40	11.99	40	2.37
62		360	Patrice Six	Tony Kirby	NSW	IRC	X41	12.35	41	2.51
63	NED	1261	Pinta - M	Atse Blei	NED	IRC	S & S 41	12.39	40	2.09
64		533	Pippin	Roger Sayers	QLD	Cruis	Farr 37	11.4	37	2.70
65		5474	Pirelli	Les Goodridge	NSW	PHS	Farr 65	19.70	65	3.60
66		6197	Pisces	David Taylor	TAS	IRC	Sydney 36	10.97	36	2.29
67	MH	7	Pla Loma	Rob Reynolds	NSW	PHS	DK43	13	43	2.80
68		5527	Polaris of Belmont	Chris Dawe	NSW	IRC	Cole 43	13.20	43	2.1
69		8899	Quantum Racing	Ray Roberts	NSW	IRC	Cookson 50	15.23	50	3.52
70		52002	Quest	Robert Steel	NSW	IRC	TP 52	15.84	52.00	3.18
71		2001	Quetzalcoatl	Antony Sweetapple	NSW	PHS	Jones 40	12.33	40	2.71
72	AUS	70	Ragamuffin	Syd Fischer	NSW	IRC	TP52	15.85	52	3.19
73	USA	7960	Ragtime	Chris Welsh/Ragtime LLC	USA	IRC	Spencer 65	19.73	65	3.61
74		2170	Ray White Spirit of Koomooloo	Mike & Don Freebairn	QLD	IRC	S & S 48	14.78	48	2.49
75	B	45	Rush	Ian & John Paterson	VIC	IRC	Corel 45	13.80	45	2.92
76		7878	Sailors With Disabilities	David Pescud	NSW	PHS	Lyons 54	16.20	54.00	3.40
77		TBA	Sails4Sale	Adrian Dunphy	NSW	IRC	TBA	14.9	49	2
78		3724	Salona	Phillip King	NSW	PHS	Salona 37	11.29	37	2.28
79	G	5905	Somoya	Garry Rose	VIC	Cruis	Northshore 45	14	45	1.82
80		780	Sanyo Maris	Tomaszewski/Green/ Kiernan/Hawke	NSW	IRC	Tasman Seabird	11.15	36	1.53
81	R	4	Seahold Perie Banou II	John Sanders	WA	IRC	S & S 39	11.77	39	1.99
82		8300	Secret Men Business #1	Curtis/Trembath/Sneeden	NSW	IRC	Murray 42 12.75	42	2.78	
83	YC	3300	Secret Men Business 3	Geoff Boettcher	SA	IRC	Reichel / Pugh 47	14.53	47	3.30
84		4924	She	Peter Rodgers	NSW	PHS	Olsen 40 Mod	12.52	40	2.3
85		370	She's The Culprit	Todd Leary	TAS	IRC	Inglis 39	11.96	39	2.50
86	R	50	Shagun	R G Hanna	VIC	IRC	Cookson 50	15.24	50	3.50
87	M	10	Skandia	Grant Wharington	VIC	IRC	Maxi 30m	30.00	98	5.60
88	YC	4200	Spirit of Lexus	Michael Keough	SA	IRC	Farr 42	12.75	42	2.55
89		6686	St Jude	Noel Cornish	NSW	IRC	Sydney 47	14.20	47	3.15
90		6188	Strewth	Geoff Hill	NSW	IRC	MKL49	14.95	49	3.25
91		8679	Telecoinabox Merit	Leo Rodriguez	QLD	PHS	Volvo 60	19.26	60	3.75
92	SM	47	Terra Firma	Nicholas Bartels	VIC	IRC	Sydney 47	14.30	47	3.00
93		7027	The Goat	Clayton/Foye/ Peckman/Gordon	NSW	IRC/OD	Sydney 38	11.78	38	2.62
94		80808	The Squirrel	Phil Chisholm	NSW	IRC	Beneteau First 40.7	11.92	3.77	2.40
95	K	8913	Time Lord	Donald Munro	NZ	PHS	Bavaria 50	14.99	50	2.10
96	M	6	Tow Truck	Anthony Paterson	NSW	IRC	Ker 11.3	11.3	37	2.37
97	RUS	8848	Trading Network Alye Parusa	Oscar Konyukhow	RUS	PHS	Open 85 Maxi	27.00	88	4.65
98	YC	5974	True North	Andrew Saies	SA	IRC	Beneteau First 40.7	11.92	40	2.40
99		8395	Typhoon	Barry Kelly	NSW	IRC	Farr 395	11.98	39	2.43
100		1195	Valheru	Anthony Lyaill	TAS	IRC	Elliott 43	13	43	3.19
101	GER	6000	Walross 4	Akademischer Segler-Veneine V	GER	IRC	Nissen 56	16.95	56	2.85
102	HW	42	Wedgetail	Bill Wild	QLD	IRC	Welbourn 42	12.80	42	2.60
103	AUS	10001	Wild Oats XI	Robert Oatley	NSW	IRC	Maxi 30m	30.00	98	5.44
104	SM	360	Wild Side	Martin Vaughan	VIC	IRC	Sydney 36 CR	10.97	36	2.36
105	NED	118	Winsome	Harry J Heijst	NED	IRC	S & S 41	12.74	41	2.15
106		6952	Wot Now	Graeme Wood	NSW	IRC	Judel / Vroljik 52	15.85	52	3.24
107		6953	Wot Yot	Graeme Wood	NSW	IRC	TP 52	15.85	52	3.17
108		6068	Yeah Baby	Louis Ryckmans	NSW	IRC/OD	Sydney 38	11.78	38	2.62
109		1836	Yendys	Geoff Ross	NSW	IRC	Reichel / Pugh 55	16.8	55	3.50
110	SM	5558	Young Ones	Ian Miller	VIC	IRC	Young 11 (Mod)	11.00	36	2.45



# ENTRIES FOR THE ROLEX SYDNEY HOBART YACHT RACE 2008

Entries subject to change, crew details as per information provided to the CYCA by 7 November, 2008. For up to date crew lists, please refer to [www.rolexydneyhobart.com](http://www.rolexydneyhobart.com) under 'Yachts'.

*Compiled by Jennifer Crooks and Peter Campbell*



## 41 SUD

**SAIL NO:** FRA8995  
**LOA:** 12.00m  
**CLASS:** IRC  
**DESIGNER:** Nivelte (FRA)  
**YEAR BUILT:** 2006  
**TYPE:** Archambault 40  
**NO. OF HOBARTS:** 0  
**OWNER:** Jean Luc Esplaas  
**CLUB:** Cercle Nautique Caledonian, New Caledonia  
**CREW:** J Pinen, L Granigois, B Philippe (1), F Didier, F Bermuna

Over the years, several yachts have represented the Cercle Nautique Caledonian in the Rolex Sydney Hobart Yacht Race and it is pleasing to have another entry this year, particularly from a potentially competitive Archambault 40. Skipper Jean Luc Esplaas returns to Hobart with an experienced crew after a 10-year break.



## ABRACADABRA

**SAIL NO:** 5612  
**LOA:** 14.30m  
**CLASS:** PHS  
**DESIGNER:** Bill Tripp (USA)  
**YEAR BUILT:** 1992  
**TYPE:** Tripp 47  
**NO. OF HOBARTS:** 2  
**OWNER:** James Murchison  
**CLUB:** Royal Sydney Yacht Squadron, NSW  
**CREW:** J Murchison (5), M Sheaffe (5), I Rushton (3), S O'Darx (1), D Maddock (2)

Owner James Murchison is an experienced ocean racing yachtsman, having competed in five Rolex Sydney Hobart races, a Melbourne to Osaka (Japan) and many east coast offshore races to Coffs Harbour, the Gold Coast and Mooloolaba. This US designed and built boat last raced south in 2006, where she finished 4<sup>th</sup> in PHS Division A. *Abracadabra* returns to racing after Audi Hamilton Island Race Week 2008 and Murchison is looking for competitive result with combination of Australian and Pommie crew.



## AFR MIDNIGHT RAMBLER

**SAIL NO:** 8338  
**LOA:** 12.41m  
**CLASS:** IRC  
**DESIGNER:** Farr/Welbourn (USA/GBR)  
**YEAR BUILT:** 2001  
**TYPE:** Farr 40 mod  
**NO. OF HOBARTS:** 7  
**OWNERS:** Ed Psaltis and Bob Thomas  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** E Psaltis (27), B Thomas (16), A Taylor (6) C Rockell (9), J Whitfeld (12), D Sharp (5)

2008 marks the 18<sup>th</sup> year the winning combination of Ed Psaltis (skipper) and Bob Thomas (navigator) will sail together. Over nearly two decades the duo have been side-by-side across six boats ranging in size from 30 to 40 feet. *AFR Midnight Rambler* has been optimised for IRC and achieved multiple divisional wins, including a well deserved Blue Water Pointscore Championship in 2006/07, and named Short Ocean Point Score champions in the same season. *AFR Midnight Rambler* is currently leading the 2008-2009 Blue Water Pointscore.



## ASM BRINDABELLA

**SAIL NO:** 10000  
**LOA:** 24.08m  
**CLASS:** IRC  
**DESIGNER:** Scott Jutson (USA)  
**YEAR BUILT:** 1993  
**TYPE:** Jutson 79  
**NO. OF HOBARTS:** 13  
**OWNER:** Andrew Short  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** A Short, P Davis, rest TBA

Australia's most famous maxi, *ASM Brindabella*, is a former line honours winner of the Rolex Sydney Hobart and holder of the record for a conventionally ballasted boat, as well as many other Australian east coast race records including Audi Sydney Gold Coast Race, the Audi Sydney Newcastle Offshore Race, the Bird Island Race. Andrew Short re-launched the boat in 2007 after modified it by adding a bow sprit.



## ASM SHOCKWAVE 5

**SAIL NO:** USA50062  
**LOA:** 24.5m  
**CLASS:** IRC  
**DESIGNER:** Reichel/Pugh (USA)  
**YEAR BUILT:** 2000  
**TYPE:** Reichel/Pugh 80  
**NO. OF HOBARTS:** 1  
**OWNER:** Andrew Short  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** A Short (15), G Cropley (18), A Jackson (16), G Vaughan, P Ryan (5), G Chessells (4), J Beaton (7), L May (35), J Sutherland (4), D Kilponen (3), C Malouf (11), M Souter (8), M Willett (10), S Byron (17), P Galliger (7), M White, P Sheldrick (18), S Major (2)

Built in Sydney in 2000, this high tech carbon fibre maxi yacht was raced in Australia briefly by Neville Crichton as *Shockwave 5/Alfa Romeo* before being sold to German yachtsman Hasso Plattner. Andrew Short bought the boat in the USA earlier this year, and took line honours in the St David's Lighthouse Division of the Newport to Bermuda Race. Back in Australia, she sailed impressively at Audi Hamilton Island Race Week and recently took line honours in the 414nm Gosford to Lord Howe Island Race.



### AUDACIOUS

**SAIL NO:** B331  
**LOA:** 11.78m  
**CLASS:** IRC/Sydney 38 OD  
**DESIGNER:** Murray Burns Dovell (AUS)  
**YEAR BUILT:** 2002  
**TYPE:** Sydney 38  
**NO. OF HOBARTS:** 5  
**OWNERS:** Greg Clinnick and Paul Holden  
**CLUB:** Royal Brighton Yacht Club, VIC  
**CREW:** G Clinnick (1), P Holden (1), K Clarke, K Beale, B Stirling, D Howarth, M Stephens

Previous owner Bruce Taylor raced this boat five times in the Rolex Sydney Hobart, including winning the Sydney 38 one design class of the 60<sup>th</sup> anniversary race and placing in her IRC division. The new owners have sailed the boat to a win in the race to Queenscliff, an IRC 3<sup>rd</sup> in the Top of the Bay Regatta and a 4<sup>th</sup> in AMS and 7<sup>th</sup> IRC in the Apollo Bay Race.



### AUDI CENTRE MELBOURNE

**SAIL NO:** SM2008  
**LOA:** 15m  
**CLASS:** IRC  
**DESIGNER:** Murray Burns Dovell (AUS)  
**YEAR BUILT:** 2007  
**TYPE:** Corby 49  
**NO. OF HOBARTS:** 0  
**OWNERS:** Chris Dare  
**CLUB:** Royal Brighton Yacht Club, VIC  
**CREW:** C Dare (7), S La Peyre (1), M Hewitt-Park (2), B Murphy (4), S Campbell (2), R Cooper (11)

*Audi Centre Melbourne* is a Corby 49, based at the Sandringham Yacht Club and was raced previously under the name *Flirt*. She commenced her ocean racing program with this year's Audi Sydney Gold Coast Race, followed by a strong performance in the Meridian Marinas Airlie Beach Race Week (finishing 4<sup>th</sup> in IRC racing division) and Audi Hamilton Island Race Week. After a very steep learning curve the new *Audi Centre Melbourne* has begun to show her potential and challenge the TP52s and Cookson 50s for IRC overall results.



### AURORA

**SAIL NO:** 4057  
**LOA:** 12.21m  
**CLASS:** IRC  
**DESIGNER:** Bruce Farr (USA)  
**YEAR BUILT:** 1983  
**TYPE:** Farr 40 (one off)  
**NO. OF HOBARTS:** 10  
**OWNER:** Jim & Mary Holley  
**CLUB:** Newcastle Cruising Yacht Club, NSW  
**CREW:** J Holley (20), M Holley (11), G Vikstrom (8), S Phelps (4), G Kennedy (2), J Schute (1), P Harper

*Aurora* has completed the last 10 Rolex Sydney Hobarts. With good crew experience on board, including the husband and wife team of Jim (sailing in his 21<sup>st</sup> Hobart race) and Mary Holley (sailing in her 12<sup>th</sup> Hobart race), this one-off Farr 40 is in a strong position to equal or better her 2007 results. *Aurora* achieved her best results in the two heavy weather Hobarts of 1998 and 1999, where she finished 2<sup>nd</sup> and 3<sup>rd</sup> in division respectively.



### BACARDI

**SAIL NO:** SM377  
**LOA:** 13.34m  
**CLASS:** IRC  
**DESIGNER:** Doug Peterson (USA)  
**YEAR BUILT:** 1978  
**TYPE:** Peterson 44  
**NO. OF HOBARTS:** 24  
**OWNER:** Martin Power  
**CLUB:** Sandringham Yacht Club, VIC  
**CREW:** M Power (6), L Forbes (2), T Crispin (15), T Silbereisen (7), S Humphries (2), G Mathews (4), M Beddoes, M Beddoes, B Leighton

This old ocean racing warhorse has started in and finished 24 Rolex Sydney Hobart races, the most completed races by any yacht. In 2006 she finished 2<sup>nd</sup> overall to another veteran yacht, *Love & War*. New owner Martin Power previously raced *Breakaway* with several division placings in the Sydney Hobart, including winning the Gordon Marshall Trophy in 1999.



### BALANCE

**SAIL NO:** 7771  
**LOA:** 14.2m  
**CLASS:** IRC  
**DESIGNER:** Murray Burns Dovell (AUS)  
**YEAR BUILT:** 2006  
**TYPE:** Sydney 47  
**NO. OF HOBARTS:** 1  
**OWNER:** Paul Clitheroe  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** P Clitheroe (2), G Boxall (2), P Telford (1), J Neuhaus (3), A Cribb (2), R Johnston (8), N Scott-Perry (1)

Media commentator Paul Clitheroe will be skipping this Sydney 47 to Hobart for her second race. *Balance* is having a good year on the water and after four of the six ocean races of the Blue Water Series (the Rolex Sydney Hobart is a race in this series), she is currently a close third overall with consistent results, including one win.



### BLACK JACK

**SAIL NO:** 52566  
**LOA:** 20.24m  
**CLASS:** IRC  
**DESIGNER:** Reichel/Pugh (USA)  
**YEAR BUILT:** 2005  
**TYPE:** IRC maxi yacht  
**NO. OF HOBARTS:** 0  
**OWNER:** Peter Harburg  
**CLUB:** Royal Queensland Yacht Squadron, Qld  
**CREW:** M Bradford (3), M D'Emilio (2), P Merrington (12), V Prentice (2), T Addis (1), B Clark (18), D Hutchinson (6), A Deeks (4), S Nolan (6), P Harburg, G Van Lunteren, D Biggar, J Mason, A Nossiter (8)

Previously known as *Stark Raving Mad*, *Black Jack* is the near sister ship of *Wild Oats X*, and is now owned by Queenslander Peter Harburg. Harburg and his champion skipper Mark Bradford sailed *Black Jack* to line honours and overall IRC honours in the Brisbane-Keppel race, going on to beat *Wild Oats X* in the line honours battle at the 2008 Audi Hamilton Island Race Week. The crew includes America's Cup sailors Anthony Nossiter and Peter Merrington.



### BROADSWORD

**SAIL NO:** Q40  
**LOA:** 11.99m  
**CLASS:** IRC  
**DESIGNER:** Joubert/Nivelt (FRA)  
**YEAR BUILT:** 2006  
**TYPE:** Archambault 40  
**NO. OF HOBARTS:** 0  
**OWNER:** Simon Wood  
**CLUB:** Middle Harbour Yacht Club; Royal Hong Kong Yacht Club  
**CREW:** S Wood, I Fleming (1), E Holden, B Coulton



*Broadsword* is one of the successful Archambault 40s and was bought recently by Simon Wood. She set sail in her qualifying race for the Rolex Sydney Hobart Yacht Race by participating in the 414nm Hempel Gosford – Lord Howe Island Race in late October. Unfortunately, she tore her mainsail on the first night at sea and was forced to retire, but will be ready for Hobart.

### CHANCE OF SHENVAL

**SAIL NO:** SM8  
**LOA:** 12.0m  
**CLASS:** PHS  
**DESIGNER:** Bruce Farr (USA)  
**YEAR BUILT:** 1989  
**TYPE:** Farr 40 one off  
**NO. OF HOBARTS:** 0  
**OWNER:** Robert Green  
**CLUB:** Sandringham Yacht Club, Vic  
**CREW:** Robert Green (24), J Kellett (4), T Grogan (2), M Hennessy (2)



This Melbourne yacht was designed as a cruiser/racer but so far has done more cruising than racing, including a Pacific cruise to Tahiti and return. She started but retired from the 2004 Rolex Sydney Hobart, a decision that showed prudent seamanship. This will be owner/skipper Robert Green's 25<sup>th</sup> Sydney Hobart, a fine record that shows two 2<sup>nd</sup> places (1973 and 1984) and a 3<sup>rd</sup> in 1966, which was then the first top-three placing by a Victorian yacht.

### CHANCELLOR

**SAIL NO:** 7407  
**LOA:** 11.92m  
**CLASS:** IRC  
**DESIGNER:** Bruce Farr (USA)  
**YEAR BUILT:** 2000  
**TYPE:** Beneteau First 40.7  
**NO. OF HOBARTS:** 3  
**OWNER:** Ted Toohar  
**CLUB:** Sandringham Yacht Club, Vic  
**CREW:** T Toohar (3), A Mather (7), J Horne (1), M Walker (2), C Walker (1), P May (1), P Tucker, M Rogers, G Scarlett



*Chancellor*, an extensively-tuned Beneteau 40.7, has a distinguished racing pedigree and is a tried sail training yacht for east coast sailors. Based in Rose Bay, *Chancellor* is a regular summer racer and regatta boat. She has raced to Hobart three times, the first in 2004, followed by 2005 and 2006 with her best finish in 2005 (5<sup>th</sup> in Division E). A previous winner of the Coffs Harbour races as *Le Billet*, she has also competed in the Airlie Beach and Hamilton Island race weeks.

### CHARLIE'S DREAM

**SAIL NO:** RQ1920  
**LOA:** 13.7m  
**CLASS:** PHS OR Cruising  
**DESIGNER:** Holland/Cole/Lowe (IRE)  
**YEAR BUILT:** 2008  
**TYPE:** Bluewater 450  
**NO. OF HOBARTS:** 0  
**OWNER:** Peter Lewis  
**CLUB:** Royal Queensland Yacht Club, Qld  
**CREW:** B Pozzey (9), P Lewis, M Lewis, R Dawson



*Charlie's Dream* is a new boat that has had limited offshore racing since being built by Bluewater Cruising Yachts and launched this year. Her racing in Queensland waters has been inconclusive, but she did finish 56<sup>th</sup> out of 81 starters in the St Helena Cup conducted by Wynnum Manly Sailing Club.

### COUGAR II

**SAIL NO:** SM 5200  
**LOA:** 15.85m  
**CLASS:** IRC  
**DESIGNER:** Bruce Farr (USA)  
**YEAR BUILT:** 2005  
**TYPE:** TP52  
**NO. OF HOBARTS:** 1  
**OWNER:** Alan Whiteley  
**CLUB:** Sandringham Yacht Club, Vic  
**CREW:** A Whiteley (2), P Williams (11), P Milne (7), J Mackay (1), M Wilson (2), S Whiteley (1), B Kellett (8), A Cole (6)



*Cougar II* has enjoyed podium finishes in nearly every Victoria regatta and won the IRC Grand Prix division at Audi Hamilton Island Race Week. The boat also finished third in the Audi Australian IRC Championship. Alan and the crew have unfinished business in the Rolex Sydney Hobart from which they were forced to retire from a front running position in 2007. A full season of experience and a selection of new sails should put *Cougar II* in a competitive position once again.

### CHUTZPAH

**SAIL NO:** R33  
**LOA:** 12.35m  
**CLASS:** IRC  
**DESIGNER:** Reichel/Pugh (USA)  
**YEAR BUILT:** 2007  
**TYPE:** IRC40  
**NO. OF HOBARTS:** 1  
**OWNER:** Bruce Taylor  
**CLUB:** Royal Yacht Club of Victoria, Vic  
**CREW:** B Taylor (27), K Piesse (25), A Taylor (11), G Courley (21), J Bradbury (9), J Permezel (18), P Sandles (4), D Rushbrook (1), I Walker (20), S Haines (5), I Walker



This is Bruce Taylor's sixth *Chutzpah* and in her first Rolex Sydney Yacht Race last year, she won Division C and placed 4<sup>th</sup> overall. Over 27 years of competing in the ocean classic, Taylor has notched up an amazing eight divisional wins as well as a second and a third overall. The crew boasts a combined total of 107 years ocean racing experience. *Chutzpah* won the IRC/AMS handicap double in the ORCV's 2008 Melbourne Stanley race in early November.



### COPERNICUS

**SAIL NO:** 6689  
**LOA:** 11.99m  
**CLASS:** IRC  
**DESIGNER:** Radford Yacht Design (AUS)  
**YEAR BUILT:** 2008  
**TYPE:** Radford 12m  
**NO. OF HOBARTS:** 0  
**OWNER:** Greg Zyner  
**CLUB:** Manly Yacht Club; Cruising Yacht Club of Australia, NSW  
**CREW:** J Nixon (14), A Seja (2), F Nelson (13), M Doherty (15)

*Copernicus* was built by Dillon Boatworks in Taree and launched in January this year. So far in her first season of ocean racing she finished 22<sup>nd</sup> IRC overall in this year's Audi Sydney Gold Coast Yacht Race, and also competed in the Audi Hamilton Island Race Week and the Hempel Gosford to Lord Howe Island Race, placing 3<sup>rd</sup> in the IRC Division. Owner Greg Zyner achieved a 2<sup>nd</sup> in division in the 2007 Rolex Sydney Hobart with his previous boat, *Morna*.



### CHORSE

**SAIL NO:** 8350  
**LOA:** 10.6m  
**CLASS:** TBC  
**DESIGNER:** Laurie Davidson (NZL)  
**YEAR BUILT:** 1998  
**TYPE:** Cavalier 350SL  
**NO. OF HOBARTS:** 0  
**OWNER:** John Smith  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** J Smith (5)

*Chorse* is a later model from the same builders that made Kay Cottee's famous boat that she sailed solo, nonstop and unassisted around the world 20 years ago. *Chorse* is a regular local racer and has cruised Tasmania, New Zealand, Fiji, the Whitsundays and more. Owner John Smith enjoys sharing what he has learnt with new recruits to the sport.



### DOCTEL RAGER

**SAIL NO:** YC560  
**LOA:** 17.10m  
**CLASS:** IRC  
**DESIGNER:** Greg Elliott (NZL)  
**YEAR BUILT:** 1987  
**TYPE:** Elliott 56  
**NO. OF HOBARTS:** 13  
**OWNER:** Gary Shanks  
**CLUB:** Cruising Yacht Club of South Australia, SA  
**CREW:** G Shanks (8), A Mitton (3), S Cavanaugh (2), D O'Connell (2), J Gair (2), N Smith (2), J Elder (6), C Shanks (6), M Wilson (8), M Young (3), D Shanks (6), J Heritage, M O'Reilly, L Hill (1)

One of South Australia's most competitive offshore racers, *Rager* is preparing for her 14<sup>th</sup> Hobart. Owner/skipper Dr Gary Shanks says it's the right time for a ninth family-based race campaign. Gary has sailed in eight Hobart races while his daughter Catherine and son David have each sailed six times, including 1998. This year *Rager* finished second across the line behind the 98ft maxi *Skandia Wild Thing* in the gale-ravaged Adelaide to Port Lincoln Bluewater Classic.



### DREAM LOVER

**SAIL NO:** 826  
**LOA:** 12.47m  
**CLASS:** PHS  
**DESIGNER:** Murray Burns Dovell (AUS)  
**YEAR BUILT:** 2006  
**TYPE:** MBD 40  
**NO. OF HOBARTS:** 0  
**OWNER:** Rick Morgan  
**CLUB:** Moreton Bay Yacht Club, Qld  
**CREW:** R Morgan, P Morgan, J Caulfield, B Thomson, P Chilman, J Chilman, P Gaddes, S Gaddes (2), S Miller (2)

*Dream Lover* is a custom-designed, water-ballasted Murray Burns Dovell racer/cruiser launched in March 2006 by the Morgan family. She has participated in many ocean-going races, including the 2007 Gosford Lord Howe Island Race in which she won the PHS division. The Rolex Sydney Hobart will be *Dream Lover's* first and it will be quite the family affair with the crew including Rick Morgan and daughter Penny Morgan, Peter Gaddes and son Shane, Peter Chilman and son James.



### DORMIT / INSX

**SAIL NO:** SM5985  
**LOA:** 11.63m  
**CLASS:** IRC  
**DESIGNER:** Scott Jutson (AUS)  
**YEAR BUILT:** 1994  
**TYPE:** NSX 38  
**NO. OF HOBARTS:** 0  
**OWNER:** Julian and Robert Sill  
**CLUB:** Sandringham Yacht Club  
**CREW:** R Sill (1), M Sill (1), J Sill (1), A Elliott (1), T Tanner (8), J Bacon (1), D Judge (1)

*Dormit / INSX* sailed a good race in the Ocean Racing Club of Victoria's traditional Melbourne Cup weekend dash across Bass Strait to Stanley on the north-west coast of Tasmania, placing a close 4<sup>th</sup> in the IRC division behind fellow Victorians entered in the Rolex Sydney Hobart – *Chutzpah*, *Wild Side* and *Cinquante*. *INSX* placed 3<sup>rd</sup> under PHS handicap. The Stanley race was a qualifier for the Dormit / *INSX* for Rolex Sydney Hobart Yacht Race.



### ELENI

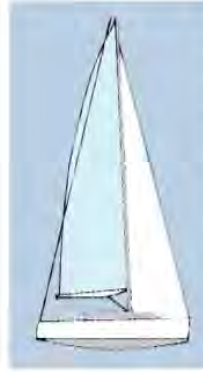
**SAIL NO:** MH60  
**LOA:** 11.78m  
**CLASS:** IRC/OD  
**DESIGNER:** Murray Burns Dovell (AUS)  
**YEAR BUILT:** 2003  
**TYPE:** Sydney 38  
**NO. OF HOBARTS:** 2  
**OWNER:** Tony Levett  
**CLUB:** Middle Harbour Yacht Club, NSW  
**CREW:** T Levett, J Thomas, J Kobarg, C Telow, D Ingram, D Kuhlmann, L Osse, K Huisjes, E Helsper

Although she competed in the Rolex Sydney Hobart 2007, *Eleni* did not campaign in other offshore races during the 2007/08 summer season. However, in the 2006/07 season, then racing as *Horwath BRI*, *Eleni* finished fourth in the Blue Water Pointscore and third in the Tasman Performance Handicap series.

**FINISTERE**

**SAIL NO:** F108  
**LOA:** 15.4m  
**CLASS:** IRC  
**DESIGNER:** Laurie Davidson (NZL)  
**YEAR BUILT:** 1991  
**TYPE:** Davidson 50  
**NO. OF HOBARTS:** 1  
**OWNER:** Robert Thomas  
**CLUB:** Fremantle Sailing Club, WA  
**CREW:** R Thomas, P Mason (1), M Hunt (2), R Coster, C K Civil, A Stock

*Finistere* competed in the 1994 50<sup>th</sup> Sydney Hobart and is returning with a new owner in Fremantle Sailing Club member Robert Thomas. The boat has been refitted and re-rigged and this powerful Davidson 50 should be at her best in medium to heavy conditions.

**GETAWAY SAILING 2**

**SAIL NO:** 6155  
**LOA:** 11.78m  
**CLASS:** IRC/ OD  
**DESIGNER:** Murray Burns Dovell (AUS)  
**YEAR BUILT:** 2001  
**TYPE:** Sydney 38  
**NO. OF HOBARTS:**  
**OWNER:** Peter Goldsworthy  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** TBC

*Getaway Sailing 2* is well known on the Sydney Harbour racing circuit having competed in most harbour events since its arrival in Sydney in 1994 when it was known as *Yandoo*. *Getaway Sailing 2* has also competed in Sydney 38 one design competition and offshore races since 1994.

**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:** 2  
**OWNER:** Flying Fish Australia  
**CLUB:** Middle Harbour Yacht Club, NSW  
**CREW:** Andy Fairclough (3) J Dobie (1), L Burgin (2), S Grayburn, J Evans, T Prior

*Flying Fish Arctos* is the flagship yacht in the Flying Fish offshore training fleet. This Radford 16.4 will carry a global crew consisting of Australians, Europeans and Americans. *Arctos* is a strong and powerful cutter-rigged yacht built to race around the world. Co-skippers Andy Fairclough and James Dobie will be aiming to improve on their results from last year, a 4<sup>th</sup> in PHS Division B.

**GEORGIA**

**SAIL NO:** SM1000  
**LOA:** 16.05m  
**CLASS:** IRC  
**DESIGNER:** Bruce Farr (USA)  
**YEAR BUILT:** 2000  
**TYPE:** Farr 53  
**NO. OF HOBARTS:** 1  
**OWNERS:** John Williams and Graeme Ainley  
**CLUB:** Sandringham Yacht Club, Vic  
**CREW:** J Williams (25), G Ainley (24), B Avery ((1), H Halliburton, S Schaffor, B Williams (6), E Schaffor (3), C Hall (2), A Arblastor (10), T Smith (4), G Rowan, S Telford (10), G Smith (3), J Rowe (9)

*Georgia* is a New Zealand built development of the Farr 52, a carbon fibre, state-of-the-art design with a comfortable internal fit-out. The yacht made her Rolex Sydney Hobart debut last year with her new owners who had sailed *Bacardi* with success for many years, including a 2<sup>nd</sup> overall in the 2006 Hobart Race. John Williams last year sailed in his 25<sup>th</sup> race and this year Graeme Ainley will reach the same milestone in ocean racing.

**GETAWAY-SAILING.COM**

**SAIL NO:** NOR 2  
**LOA:** 19.46m  
**CLASS:** PHS  
**DESIGNER:** Laurie Davidson (NZL)  
**YEAR BUILT:** 2001  
**TYPE:** Volvo 60  
**NO. OF HOBARTS:** 6  
**OWNER:** Peter Goldsworthy  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** P Goldsworthy (12), M Bastick, R Davies (1), P Fitzgibbon, G Lorimer-Turner, A Major (2), G McRae, J Natherson, M Nesbitt, D Nicholas, R Peters, S Price (4), P Tarimo (2), D Wood

Built for the 2001 Volvo Round the World Race, this VO60 was campaigned extensively in Australia by previous owner Andrew Short. Its current owner Peter Goldsworthy took line and PHS honours and set a new course record during the 2006 Gosford to Lord Howe Race, and took line honours again in the 2007 race. The boat scored a line honours win in the 2007 Melbourne to Vanuatu race for which it also holds the record, set by the previous owner.

**GOLDFINGER**

**SAIL NO:** 8880  
**LOA:** 15.79m  
**CLASS:** IRC  
**DESIGNER:** Bruce Farr (USA)  
**YEAR BUILT:** 2002  
**TYPE:** Farr 52  
**NO. OF HOBARTS:** 5  
**OWNERS:** Peter Blake and Kate Mitchell  
**CLUB:** Sandringham Yacht Club, VIC  
**CREW:** P Blake, K Mitchell

Peter Blake won the 2003 Melbourne Hobart Race and also placed 2<sup>nd</sup> in the 2003 Melbourne Osaka Race with *Kontrol* before buying the original *Ichiban* and re-naming her *Goldfinger*. Since then Peter and co-owner Kate Mitchell have sailed the boat in several Rolex Sydney Hobarts and are regular competitors in Victorian offshore events, including taking line honours and first place on AMS and PHD in the 2006 Melbourne Stanley Race. Peter was the Sandringham Yacht Club's club champion in 2007/08.





### HELSEAL III

**SAIL NO:** 262  
**LOA:** 20m  
**CLASS:** PHS  
**DESIGNER:** Joe Adams/Fred Barrett (AUS)  
**YEAR BUILT:** 1984  
**TYPE:** Adams 20  
**NO. OF HOBARTS:** 4  
**OWNERS:** Dr Tony Fisher and Rob Fisher  
**CLUB:** The Royal Yacht Club of Tasmania, Tas  
**CREW:** R Fisher (15), G Roper (9), J Bourke (13), I Campbell (9), J Davis (2), A Goode (2), D Browning (1), D Johnson (1), M Vosper, K Lewis (2), J Barr, K Lawrence (1)

Dr Tony Fisher raced *Helsal III* with success in the late 1980s and early 1990s, breaking his own record for the Gosford to Lord Howe Island race and scoring line and handicap wins in the Sydney Mooloolaba race. Tony and son Rob bought the boat back in 2007 in a totally rundown condition. A major refurbishment has been completed under the direction of Fred Barrett, including a fixed bulb keel (she originally had a centerboard) and a bigger rig. Rob Fisher will skipper the boat.



### HELSEAL IV

**SAIL NO:** H262  
**LOA:** 18.65m  
**CLASS:** PHS  
**DESIGNER:** Philippe Briand (FRA)  
**YEAR BUILT:** 1986  
**TYPE:** Dynamique 62  
**NO. OF HOBARTS:** 2  
**OWNER:** Dr Tony Fisher/Sally Smith  
**CLUB:** Royal Yacht Club of Tasmania, Tas  
**CREW:** S Smith, R Smith (1), S McIndoe (3), B McIndoe (2), A Marsh (1), M Butler (2), R Tees, R Marsh, G Brookes, S Wennerborn

Dr Tony Fisher, line honours winner of the 1973 Sydney Hobart Yacht Race onboard his famous yacht *Helsal* ("the flying footpath") has entered *Helsal IV*, a luxury Dynamique 62 foot cruiser/racer, in the Rolex Sydney Hobart 2008 for the third consecutive year. This year the yacht will be skippered by his daughter Sally Smith (formerly Sally Fisher) the 'sal' part of *Helsal*, with her brother Rob Fisher skippering *Helsal III* in this year's race.



### INCA

**SAIL NO:** F111  
**LOA:** 12.50m  
**CLASS:** PHS  
**DESIGNER:** Angelo Lavranos (NZL)  
**YEAR BUILT:** 1999  
**TYPE:** Vickers 41  
**NO. OF HOBARTS:** 0  
**OWNER:** Noel Sneddon  
**CLUB:** Airlie Beach Yacht Club, QLD  
**CREW:** N Sneddon (4), I Cooke (2), R Saunders (6), N Hildyard (1), M Cooke, J Butler, D Holt, D Buchler

*Inca* is a 1999 Vickers 41, designed and built in South Africa and after sailing over from South Africa in 2000, Noel Sneddon purchased her as his new home at Airlie Beach. Since then she has competed in several Audi Hamilton Island Race Weeks. While not a modern downwind flyer, *Inca* performs well upwind, especially in a seaway. *Inca* will be co-skippered by her owner and Rob Saunders.



### IMPECCABLE

**SAIL NO:** MH106  
**LOA:** 10.23m  
**CLASS:** IRC  
**DESIGNER:** Doug Peterson (USA)  
**YEAR BUILT:** 1980  
**TYPE:** Peterson 33  
**NO. OF HOBARTS:** 24  
**OWNER:** John Walker  
**CLUB:** Middle Harbour Yacht Club, NSW  
**CREW:** J Walker (24), R Moore (17), M Scott (10), D Thomas (8), H Newman (2)

John Walker will create yachting history when he and his boat set sail in their 25<sup>th</sup> Rolex Sydney Hobart Yacht Race, with Walker skippering at the remarkable age of 86, the oldest skipper ever to compete in the Hobart Race. Walker has three times been the CYCA's Veteran Ocean Racer of the Year and has recorded a 2<sup>nd</sup> and a 3<sup>rd</sup> overall in the Sydney Hobart as well as winning the Gosford to Lord Howe Island Race and the Sydney Mooloolaba in 2004.



### INNER CIRCLE

**SAIL NO:** M762  
**LOA:** 12.24m  
**CLASS:** IRC  
**DESIGNER:** Bruce Farr (USA)  
**YEAR BUILT:** 1987  
**TYPE:** Farr 40 IOR  
**NO. OF HOBARTS:** 11  
**OWNER:** Ken Robinson and Darren Cooney  
**CLUB:** Lake Macquarie Yacht Club, NSW  
**CREW:** K Robinson (3), D Cooney (4), J Roberts (3), J Clarke (4), C Davidson (3), J McNeilly (1)

An older Farr 40, *Inner Circle* has been raced to Hobart many times and has recently completed her 9<sup>th</sup> Gosford to Lord Howe Island Race in which she placed 2<sup>nd</sup> on PHS in 2007. Other good results include 2<sup>nd</sup> overall on PHS in 2006's Sydney Mooloolaba and 1<sup>st</sup> overall on PHS in the Sydney Mackay Race. This will be the Lake Macquarie Yacht Club owners' fourth race to Hobart with this boat and they are hoping for a heavy race to windward.



### ISABELLA

**SAIL NO:** 6654  
**LOA:** 12.10m  
**CLASS:** PHS  
**DESIGNER:** Judel/Vroljik (RSA)  
**YEAR BUILT:** 2007  
**TYPE:** Hanse 400E  
**NO. OF HOBARTS:** 0  
**OWNER:** John Nolan  
**CLUB:** Royal Prince Alfred Yacht Club, NSW  
**CREW:** J Nolan (2), G Butler (1), M Butler (1), P Burgess, M Nolan, C Lewis

Newly launched in 2007, *Isabella* has competed only in Saturday club racing, apart from the RPAYC's Pittwater to Newcastle race, which she won on corrected time. John Nolan bought the well-built Hanse 400E to replace his previous *Isabella*, a Northshore 380S, which he sailed in the race to Hobart. His objective is to finish and better the time of his previous yacht.

**ICHI BAN**

**SAIL NO:** AUS03  
**LOA:** 21.5m  
**CLASS:** IRC  
**DESIGNER:** Don Jones (AUS)  
**YEAR BUILT:** 2005  
**TYPE:** Jones 70  
**NO. OF HOBARTS:** 2  
**OWNER:** Matt Allen  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** M Allen (18), M Spies (30), D McGain (6), R Case (23), C Humphreys (1), G Maguire (5), N Beaudoin (1), S Lawson (3), D Woods (2)

CYCA Commodore Matt Allen is bringing his Jones 70 *Ichi Ban* to the start line for the third time. The powerful modified Volvo 70 finished 3<sup>rd</sup> across the line in 2007 Rolex Sydney Hobart and 2<sup>nd</sup> in 2006 to *Wild Oats XI*. *Ichi Ban's* most recent success was line honours in the 2008 Brisbane Gladstone Race. A star-studded and experienced crew, including Conrad Humphries, Gordon Maguire, Michael Spies (31 Hobarts) will sail the boat in what will be the Commodore's 20<sup>th</sup> race south. In the right conditions, *Ichi Ban* is capable of reaching speeds in excess of 35 knots.

**JUS'DO IT 3**

**SAIL NO:** 5790 GBR  
**LOA:** 14.60m  
**CLASS:** IRC  
**DESIGNER:** Bruce Farr (USA)  
**YEAR BUILT:** 2005  
**TYPE:** Beneteau First 47.7  
**NO. OF HOBARTS:** 0  
**OWNER:** Ian Darby  
**CLUBS:** Clyde Cruising Club, Royal Ocean Racing Club, GBR  
**CREW:** I Darby, A Darby, J McGarry, G Aikman, P Atkinson (1), A Macleod, F Doran, C Moore, P Harris, R Harris, R Harris

*Jus'Do It 3* comes to Australia with an excellent racing record and an exceptionally experienced crew. The boat was first in fleet (Rolex Trophy) and first in class in the Antigua Race Week 2006 and first in fleet, first in class and best Beneteau in the World ARC 2005. Owner/skipper Ian Darby has had 55 years of sailing experience from dinghies to skippering his own yachts at Barbados, Antigua and Key West Race Weeks and the ARC races in 2001 and 2005.

**KIONI - GLOBAL YACHT RACING**

**SAIL NO:** 6146  
**LOA:** 14.5m  
**CLASS:** PHS  
**DESIGNER:** Bruce Farr (USA)  
**YEAR BUILT:** 2001  
**TYPE:** Beneteau 47.7  
**NO. OF HOBARTS:** 4  
**OWNER:** Global Yacht Racing, GBR  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** A Middleton, C Burgess, M Gray, P Monk, A Peason

*Kioni* has introduced more than 140 sailors to their first long ocean race, sailing in races to Hobart, Lord Howe Island and the Gold Coast. This year Kioni Sailing Services will be competing in partnership with UK-based Global Yacht Racing with a truly international crew, including Brits, Canadians, Americans and a few Aussies.

**JAZZ PLAYER**

**SAIL NO:** S390  
**LOA:** 11.92m  
**CLASS:** IRC  
**DESIGNER:** Brett Bakewell-White (NZL)  
**YEAR BUILT:** 2004  
**TYPE:** Bakewell-White Z39  
**NO. OF HOBARTS:** 0  
**OWNER:** Andrew Lawrence  
**CLUB:** Royal Melbourne Yacht Squadron, Vic  
**CREW:** A Lawrence

Launched in 2004, *Jazz Player* was designed by New Zealander Brett Bakewell-White and is the realisation of the winning design entry for a competition sponsored by Yachting New Zealand to create a modern one-design racer/cruiser. Andrew Lawrence has owned the yacht for about 18 months, winning the PHD Division 1 of Melbourne's 2008 Range Series. The Z39 is considered to be an excellent all-round performer and her crew will be working hard to maximise the yacht's potential.

**KRAKATOA II**

**SAIL NO:** 55555  
**LOA:** 12.18m  
**CLASS:** PHS  
**DESIGNER:** Finot-Conq (FRA)  
**YEAR BUILT:** 2005  
**TYPE:** Pogo 40  
**NO. OF HOBARTS:** 1  
**OWNER:** Rod Skellet  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** R Skellet (8)

Designed as a stepping-stone between a Mini 6.5 and the Open 60s, the Pogo 40 is a fast seaworthy boat suitable for short-handed sailing. Likened to a 40-foot version of a VO60, *Krakatoa II* carries 750 litres of water ballast each side to provide the required stability to carry the enormous sail area. Not built to perform under IRC handicap, the boat should be a strong contender in the PHS Division.

**LADY COURRIER**

**SAIL NO:** FRA35547  
**LOA:** 13.68m  
**CLASS:** IRC  
**DESIGNER:** Philippe Briand (FRA)  
**YEAR BUILT:** 2008  
**TYPE:** Beneteau First 45  
**NO. OF HOBARTS:** 0  
**OWNER:** Gery Trentesaux  
**CLUB:** TBC  
**CREW:** G Trentesaux, A Aubry

*Lady Courier* is one of the 13 international entries and the only entrant from France in this year's race. She is a new boat and is undertaking this race with a crew of experienced ocean racers. Skipper Gery Trentesaux has previously raced in the Commodore's Cup and Fastnet races with success.



### LEUKAEMIA FOUNDATION

**SAIL NO:** 6082  
**LOA:** 11.68m  
**CLASS:** IRC/Sydney 38  
**DESIGNER:** Murray Burns Dovell (AUS)  
**YEAR BUILT:** 2000  
**TYPE:** Sydney 38  
**NO. OF HOBARTS:** 2  
**OWNER:** R Holstein / S Kellie  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** R Holstein (9), S Kellie (2), M Fisher, B Stuton, A Pryer, P Schwarz

*Leukaemia Foundation* has a distinguished race record including 1<sup>st</sup> yacht under 40' across the line in the 2001 Sydney Hobart Race and 1<sup>st</sup> Sydney 38 in the CYCA's 2006 Winter Series. Sponsoring the yacht to Hobart will help the Leukaemia Foundation establish the 'Home Away from Home' fund for leukaemia patient accommodation, close to hospitals in Sydney, Hobart and other major centres.



### LIMIT\*

**SAIL NO:** 98888  
**LOA:** 19.50m  
**CLASS:** IRC  
**DESIGNER:** Reichel/Pugh (USA)  
**YEAR BUILT:** 2008  
**TYPE:** Reichel Pugh 62  
**NO. OF HOBARTS:** 0  
**OWNER:** Alan Brierty  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** A Brierty (5), R Hickman (31), S Gordon (14), D Morrow (6), P Cox (2), G Prescott (26), D Morris (7), D Ward (9), I Walker (21), S Grice (1)

West Australian yachtsman Alan Brierty commissioned Reichel/Pugh to design his latest *Limit* and *Mal Hart* to build this state-of-the-art grand prix racer for the Rolex Sydney Hobart 2008. The new boat was launched this month. Brierty has achieved considerable success on the East Coast with his yachts, including with the Corby 49 *Flirt* which he renamed *Limit*. *Limit* competed in the 2007-2008 CYCA Blue Water Championship, winning the Tasman Trophy. Two-times Sydney Hobart winner Roger Hickman is the sailing master.



### LIMIT\*

**SAIL NO:** 43218  
**LOA:** 14.93m  
**CLASS:** IRC  
**DESIGNER:** John Corby  
**YEAR BUILT:** 2002  
**TYPE:** Corby 49  
**NO. OF HOBARTS:** 0  
**OWNER:** Alan Brierty  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** TBC

Alan Brierty obtained the 49-foot *Flirt* and renamed the yacht *Limit* in February 2007. *Limit* competed in the 2007/08 CYCA Blue Water Championship finishing a creditable 3<sup>rd</sup> and winning the CYCA Tasman Trophy. *Limit* also won the Cabbage Tree Island Race, thus winning the much-revered Halverson's Trophy. *Limit* also won Division 2 in the 2007 Rolex Trophy Series. In early November *Limit* again won the Cabbage Tree Island Race to move into second place in the Blue Water Pointscore.

\*Only one Limit will race, both boats were registered by owner Alan Brierty in case the brand new Reichel/Pugh 62 was not ready in time.



### LIVING DOLL

**SAIL NO:** R55  
**LOA:** 16.76m  
**CLASS:** IRC  
**DESIGNER:** Farr Yacht Design (USA)  
**YEAR BUILT:** 2008  
**TYPE:** Farr 55  
**NO. OF HOBARTS:** 0  
**OWNER:** Michael Hiatt  
**CLUB:** Royal Yacht Club of Victoria, VIC  
**CREW:** M Hiatt (4), R Lloyd (4), P Fletcher (4)

One of the exciting new boats in the fleet, Michael Hiatt's latest *Living Doll* is aimed at giving him a speed and clear air advantage over the range of 50- to 52-footers racing major regattas. Farr Yacht Design has put a lot into this boat and Cooksons have built a beautiful hull and a fine IRC fit-out. Features include twin rudders and a lifting prop. The new boat arrived in Melbourne in early November after a stormy voyage across the Tasman.



### LLOYDS BROKERS - TOO IMPETUOUS

**SAIL NO:** 3663  
**LOA:** 12.88m  
**CLASS:** PHS  
**DESIGNER:** Ron Holland (IRE)  
**YEAR BUILT:** 1981  
**TYPE:** Holland 43  
**NO. OF HOBARTS:** 7  
**OWNER:** Rudy Weber  
**CLUB:** Cleveland Yacht Club  
**CREW:** R Weber (3), L Patterson, R Patterson (2), I Thomson, P Lamplough (1), V Patterson, D Cutcliffe (2), D Stenhouse, B Green, S Lock

*Too Impetuous* was built in 1981 specifically for the 1983 Admiral's Cup. Since then she has competed in most blue water classics, later being used as a sail training boat. In 2002 Rudy Weber found the Holland 43 up near Tin Can Bay and after years of work, *Too Impetuous* has been restored. She made her ocean racing comeback in the 2006 Brisbane to Gladstone Race with a win in the Veterans class, 3<sup>rd</sup> in division and 6<sup>th</sup> overall PHS.



### LOKI

**SAIL NO:** AUS60000  
**LOA:** 63m  
**CLASS:** IRC  
**DESIGNER:** Reichel/Pugh (USA)  
**YEAR BUILT:** 2008  
**TYPE:** Reichel/Pugh 63  
**NO. OF HOBARTS:** 0  
**OWNER:** Stephen Ainsworth  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** S Ainsworth (11), C Miles (2), A Beardsworth, M Bellingham (16), D Senogles (19), A Barnes (15), David Sampson (11), C Links (5), M Jones (5), D Pratt (3), R Allanson (13)

Another brand new boat, *Loki* has been built by McConaghy Boats for Stephen Ainsworth whose previous 63-foot *Loki* was destroyed when beached after breaking her rudder during the 2007 Rolex Middle Sea Race in the Mediterranean. Designed with a conventional bulb keel, she is a lot wider than the previous boat and has a long bow pole for asymmetric spinnakers. Joining Ainsworth's regular crew will be noted English yachtsman Andy Beardsworth as a helmsman along with Cameron Miles and Chris Links.

**MAHLIGAI**

**SAIL NO:** BRU1  
**LOA:** 14.27m  
**CLASS:** PHS  
**DESIGNER:** Murray Burns Dovell (AUS)  
**YEAR BUILT:** 1998  
**TYPE:** Sydney 46  
**NO. OF HOBARTS:** 0  
**OWNER:** Murray Owens Jenny Kings  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** M Owen (2), J Kings (1), C Baillie (1), D Brown, L Knappett, O Muyt (7), J Bowker (3), V Whitby (1), M Lilly, P Whitaker, S Gorrel, P Whitaker, T Hamer

A newcomer to long ocean racing, this Murray Burns Dovell-designed 46-footer recently competed in the Audi Winter Series and finished 15<sup>th</sup> in the PHS Division of the Audi Sydney Gold Coast Yacht Race. Placed 12<sup>th</sup> IRC in the Cabbage Tree Island Race in November.

**MALUKA OF KERMANDIE**

**SAIL NO:** A19  
**LOA:** 9.1m  
**CLASS:** IRC  
**DESIGNER:** Cliff Gale (AUS)  
**YEAR BUILT:** 1932  
**TYPE:** Classic gaff rigger  
**NO. OF HOBARTS:** 1  
**OWNER:** Sean Langman  
**CLUB:** Port Huon Yacht Club, Tas  
**CREW:** S Langman and others

Originally built 76 years ago of Huon pine, the gaff-rigged *Maluka* was lovingly rebuilt by Sean Langman, better known for his highspeed ocean racer *Xena* (which also raced as *Grundig* and *AAPT*). He sailed *Maluka* in the 2006 Rolex Sydney Hobart. She was the smallest and oldest boat to compete and the only gaff-rigger, placing 8<sup>th</sup> overall in the IRC category. While she carries a Sydney Amateur Sailing Club sail number, *Maluka of Kermandie* will represent the Port Huon Yacht Club in southern Tasmania.

**MORE WITCHCRAFT**

**SAIL NO:** 8402  
**LOA:** 13.95m  
**CLASS:** PHS  
**DESIGNER:** Kevin Dibley (NZL)  
**YEAR BUILT:** 1995  
**TYPE:** Dibley 46  
**NO. OF HOBARTS:** 5  
**OWNER:** John Cameron  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** TBC

CYCA Rear Commodore John Cameron has achieved some excellent results with this boat including a 1<sup>st</sup> and a 3<sup>rd</sup> in the PHS division of the Audi Sydney Gold Coast Race and a 2<sup>nd</sup> in PHS in the Sydney Mooloolaba Race. Recently *More Witchcraft* placed second in the Gosford to Lord Howe Island Race. As usual she will be sailing with an experienced crew.

**MORRIS FINANCE CINQUANTE**

**SAIL NO:** G5038  
**LOA:** 11.78m  
**CLASS:** IRC/OD  
**DESIGNER:** Murray Burns Dovell (AUS)  
**YEAR BUILT:** 2002  
**TYPE:** Sydney 38  
**NO. OF HOBARTS:** 0  
**OWNER:** Ian Murray  
**CLUB:** Royal Geelong Yacht Club, Vic  
**CREW:** T Davis (4), I Murray, T McRae (3), D Pickering (5), J Smith (1), F Forbes

This Victorian Sydney 38 recently placed 6<sup>th</sup> in the 2008 National titles and 3<sup>rd</sup> in the Victorian titles. The previous season she sailed north and won the Sydney 38 division at Audi Hamilton Island Race Week. Racing in the ORCV's Melbourne to Stanley event in early November, *Cinquante* placed 3<sup>rd</sup> behind fellow Victorian yachts in the Rolex Sydney Hobart, *Chutzpah* and *Wild Side* in the IRC Division.

**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:** 2  
**OWNER:** David Beak  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** D Beak (5), I Short (6), G Cooper (4), C Wheeler (4), J Penney (1), K Downing (1), D Anderson (1), F Craddock (1), M Philberg

An exceptionally well-sailed and optimised Beneteau 44.7, *Mr Beak's Ribs* has had a long string of successes including a division win the Rolex Sydney Hobart 2007 and wins at Hamilton Island Race Week, Skandia Geelong Week, the historic RSYS Gascoigne Cup, Audi Sydney Harbour Regatta and the Bird Island Race. So far this season she has won the Flinders Island Race and placed third in the Cabbage Tree Island Race.

**MUSTANG SALLY**

**SAIL NO:** F550  
**LOA:** 14.1m  
**CLASS:** IRC  
**DESIGNER:** Bruce Farr (USA)  
**YEAR BUILT:** 1988  
**TYPE:** Farr 46  
**NO. OF HOBARTS:** 0  
**OWNER:** Warren Batt  
**CLUB:** Fremantle Sailing Club, WA  
**CREW:** W Batt, M Piesse, N Murphy (1), G Cuthbertson (1), T Bell (1), R Law, M Giles, R Mulcany, T Meyer, J Garlton, B Marsden

*Mustang Sally* is a 46' Farr-designed performance cruising, fractional sloop built in 1988 by Jago and Hart for Victorian Alf Neate. She completed the Sydney Hobart Race in 1992 as *Morning Mist* and 1994 as *Mustang Sally*. The current owner has had her for over 13 years, completing a global circumnavigation including regattas in Phuket (2002), Cork (2004), Antigua (2005) and Hamilton Island (2007), as well as completing circumnavigations of Australia and New Zealand.



### NEST PROPERTY

**SAIL NO:** 325  
**LOA:** 9.14m  
**CLASS:** IRC  
**DESIGNER:** Peter Cole (AUS)  
**YEAR BUILT:** 1984  
**TYPE:** Traditional 30  
**NO. OF HOBARTS:** 0  
**OWNER:** Murray Wilkes  
**CLUB:** Derwent Sailing Squadron, Tas  
**CREW:** S Kerr-Rutson, S Harries (1), I Gannon (1), M Wilkes, M Schaeffer-Steel, H Peck

*Nest Property*, also known as *Restless*, at 9.14 metres is one of the smallest yachts in the fleet. A Peter Cole-designed Traditional 30, *Nest Property* was launched in 1984 and campaigned successfully in Queensland. Skipper Murray Wilkes, navigator Hayden Peck and crewman Ian Gannon live in Hobart while sailing master and Fastnet race veteran Major Stephen Kerr-Ruston, and crewman Steve Harries, come from England, and crewman Marwood Schaeffer-Steel hails from Queensland.



### 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, UK; Royal Southern Yacht Club, UK  
**CREW:** G Mulcahy, N Orlby, J Handerson, J Makila, J S Quarrie (2), R Fryer (1), U Street, V Wilcox, B Badcock, P Lewis

*Noonmark VI* 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, the Mediterranean and in the UK, and with her experienced crew has achieved consistently impressive results in the Swan World Cup. Currently *Noonmark VI* is on a round-the-world cruise, interspersed with racing in new and distant locations raced to Hobart last year, placing 7<sup>th</sup> in Division C.



### OBSESSION

**SAIL NO:** 2999  
**LOA:** 11.78m  
**CLASS:** PHS  
**DESIGNER:** Murray Burns Dovell (AUS)  
**YEAR BUILT:** 2000  
**TYPE:** Sydney 38 Mod  
**NO. OF HOBARTS:** 5  
**OWNER:** Obsession Syndicate  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** A Lygo (6), G Antipas (1), P Scanlon (1), T Oxley (5), C Lewis (2), J Harris (3), J Leyden (2), I Marshal, G McCord (2), P Ley (1)

*Obsession* is a modified Sydney 38 owned by a syndicate of five of its regular offshore sailors. Since the boat's launch in 2000 she has completed many ocean races including five Rolex Sydney Hobarts (four under charter), eight Sydney Gold Coasts, four Sydney Mooloolabas and two Gosford to Lord Howe Island Races. Modifications include a bowsprit and asymmetric masthead kites.



### ONE FOR THE ROAD

**SAIL NO:** N9  
**LOA:** 11.22m  
**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 Kiely (1), M MacDonald, G Bulmer

Actively sailed out of Newcastle by owner Kym Butler, this boat had her first major offshore race in the 2007 Audi Sydney Gold Coast Race, followed by the 2008 Audi Sydney Offshore Newcastle Race and the 2008 Audi Sydney Gold Coast Yacht Race, in which she finished 4<sup>th</sup> in IRC Division 4. She sailed impressively to finish 3<sup>rd</sup> in the IRC division of the Gosford to Lord Howe Island Race in October.



### OPTIMUS PRIME

**SAIL NO:** CR1  
**LOA:** 15.05m  
**CLASS:** IRC  
**DESIGNERS:** Reichel/Pugh (USA)  
**YEAR BUILT:** 2008  
**TYPE:** Marten 49  
**NO. OF HOBARTS:** 0  
**OWNER:** Trevor Taylor  
**CLUB:** Cruising Yacht Club of Western Australia, WA  
**CREW:** T Taylor (2), P Tunnard (1), J Kelly, J Taylor (1), G Wood (3), A Linham (5), A McPhee (3), D Taylor (1), G Wods (1), B Skeddts (1), J Weedon, P Jones (2)

Owner Trevor Taylor is an experienced offshore racing skipper, having won the Siska Trophy as WA Offshore Champion, but has done only limited racing with his new boat, a state-of-the-art Reichel/Pugh designed, Marten 49. However, the results have been impressive with a fastest time and 2<sup>nd</sup> overall in the Fremantle to Carnarvon Race, 1<sup>st</sup> and fastest in the first leg of the Valmadre Series and 1<sup>st</sup> and fastest in the Dolphin Race.



### PACHAMAMA

**SAIL NO:** SUI1  
**LOA:** 15.28m  
**CLASS:** Cruising  
**DESIGNER:** Bernard Nivelte (FRA)  
**YEAR BUILT:** 2000  
**TYPE:** Nivelte 50  
**NO. OF HOBARTS:** 0  
**OWNER:** Dario Schwoerer  
**CLUB:** Cruising Yacht Club of Switzerland, SWI  
**CREW:** D Schwoerer, S Schwoerer, D Robey, D Robey

The first Swiss yacht to enter the Rolex Sydney Hobart Yacht Race, this boat is a comfortable cruising yacht sailing as part of the Top-to-Top Expedition, the first expedition using only nature's force to cross the seven seas and reach the summit of the highest mountain on each continent. The boat is an example for the cruising world, showing what is possible with renewable technologies only, and is sailing under the patronage of the United Nations Environment Program.

**PAPILLON**

**SAIL NO:** N40  
**LOA:** 11.99m  
**CLASS:** IRC  
**DESIGNER:** Joubert/Nivelt (MALTA)  
**YEAR BUILT:** 2005  
**TYPE:** Archambault 40  
**NO. OF HOBARTS:** 1  
**OWNER:** Phil Molony  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** P Moloney (19), K Jaggar (29), T Carpenter (12), R Makin, J Havel (1), L Molony (1)

Originally from Newcastle, *Papillon* was brought to Sydney early in 2007 to campaign offshore by the experienced ocean racing yachtsman Phil Molony. The Archambault 40 competed in the 2007 Rolex Sydney Hobart Yacht Race and this season is contesting the CYCA's Blue Water Pointscore. Molony, a veteran of 19 Hobarts, has attracted a very experienced crew with Kim Jaggar as the sailing master, sailing his 30<sup>th</sup> Hobart. Placed third in Tasman Series (PHS) of Cabbage Tree Island Race.

**PATRICE SIX**

**SAIL NO:** 360  
**LOA:** 12.35m  
**CLASS:** IRC  
**DESIGNER:** Nels Jeppesen (DEN)  
**YEAR BUILT:** 2007  
**TYPE:** X41  
**NO. OF HOBARTS:** 1  
**OWNER:** Tony Kirby  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** T Kirby (26) A Young (6), T Turner, J Tanton, G Rouvray (31), A McConaghy (2), J Peevles, M Formosa, M Dawson (4)

*Patrice Six* undertook her first journey south in last year's Rolex Sydney Hobart and finished a commendable 15<sup>th</sup> overall. She then went on to win the Sailing South Regatta, having only been built and launched just prior to Hobart. She is an X41 from Denmark and will go south this year with an experienced crew that includes 18ft skiff sailor Anthony Jack Young and Tony Kirby. *Patrice Six* recently completed the Gosford to Lord Howe Island Race.

**PINTA-M**

**SAIL NO:** NED1261  
**LOA:** 12.39m  
**CLASS:** IRC  
**DESIGNER:** Sparkman & Stephens (USA)  
**YEAR BUILT:** 1972  
**TYPE:** S&S 41  
**NO. OF HOBARTS:** 0  
**OWNER:** Atse Blei  
**CLUB:** Royal Ocean Racing Club, GBR  
**CREW:** A Blei

*Pinta-M* has raced successfully offshore on the North Sea and placed 5th overall in the Rolex Fastnet Race in 2005. Like the S&S 47 *Love & War*, which claimed overall honours in the 2006 Rolex Sydney Hobart, *Pinta-M* performs exceptionally well upwind in a stiff breeze. The boat was shipped to Australia from Europe in mid-October, arriving in Sydney at the beginning of December.

**PIPPIN**

**SAIL NO:** 533  
**LOA:** 11.4m  
**CLASS:** Cruising  
**DESIGNER:** Bruce Farr (USA)  
**YEAR BUILT:** 1984  
**TYPE:** Farr 37  
**NO. OF HOBARTS:** 10  
**OWNER:** Roger Sayers  
**CLUB:** Noosa Heads Yacht Club, Old  
**CREW:** R Sayers (5), A Brown (1), C Holiday (3), I Pizzev (5), J Yarra (1), P Deppeler, J Hickey (1), R Campbell

*Pippin* has raced to Hobart 10 times, as well as competing in the Tasmanian Three Peaks Race. Roger Sayers, a competitor in the 1999 and 2007 Melbourne to Osaka Races, now owns *Pippin* and intends to give the Farr 37 a more leisurely sail to Hobart in the Cruising Division.

**PIRELLI**

**SAIL NO:** 5474  
**LOA:** 19.7m  
**CLASS:** IRC  
**DESIGNER:** Bruce Farr (USA)  
**YEAR BUILT:** 1989  
**TYPE:** Farr 65  
**NO. OF HOBARTS:** 10  
**CHARTERER:** Les Goodridge  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** L Goodridge (4), D De Costa (7), I Potter (28), F Etter (3), R Howlett (32), K Clarkson (1), J Douglas (7), C Bloggs (2), L Stevenson (5), W Tuck (2), J Owens (1), A Orszulok

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, not least including 10 Rolex Sydney Hobarts. Skipped by Les Goodridge and navigated by Ian 'Bugsy' Potter, a 28-time Rolex Sydney Hobart competitor, *Pirelli* will have plenty of experience amongst the crew for her 11th race south.

**PISCES**

**SAIL NO:** 6197  
**LOA:** 10.97m  
**CLASS:** IRC  
**DESIGNER:** Murray Burns Dovell (AUS)  
**YEAR BUILT:** 1998  
**TYPE:** Sydney 36  
**NO. OF HOBARTS:** 1  
**OWNER:** David Taylor  
**CLUB:** Royal Yacht Club of Tasmania, Tas  
**CREW:** D Taylor (11), G McKibben (3) S Geeves (3), A Greene (2), A McKibben (1), D Steel (1), A Herington (1)

Since relocating to Tasmania and buying his latest boat, *Pisces*, David Taylor has continued to race actively, winning the fully crewed division of the 2007 Three Peaks Race, the Battery Point Trophy in the 2007 Rolex Sydney Hobart Yacht Race and the 2008 Wrest Point King of the Derwent. Most of the crew has shared in the boat's successes to date.

Photo: Andrea Fiacchini

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### PLA LOMA IV

**SAIL NO:** MH7  
**LOA:** 13m  
**CLASS:** IRC  
**DESIGNER:** Reichel/Pugh & Mills (USA)  
**YEAR BUILT:** 2002  
**TYPE:** DK43  
**NO. OF HOBARTS:** 2  
**OWNER:** Rob Reynolds  
**CLUB:** Middle Harbour Yacht Club, NSW  
**CREW:** R Reynolds (5), S Denton (2), D Sherwood (8), R Lee (4), J Hodder (10), R Corran (3), J Cook (2), R Corrie (5), M Whyte, A Williams

Rob Reynolds, a former Commodore of Middle Harbour Yacht Club, had considerable success with his previous boat, *Tara*, but it was unfortunately lost on the return delivery trip after the 2004 Gold Coast Race. He bought this boat as its replacement and has since sailed her in two Sydney Hobart Races.



### POLARIS OF BELMONT

**SAIL NO:** 5527  
**LOA:** 13.2m  
**CLASS:** IRC  
**DESIGNER:** Peter Cole (AUS)  
**YEAR BUILT:** 1970  
**TYPE:** Cole 43  
**NO. OF HOBARTS:** 23  
**OWNER:** Chris Dawe  
**CLUB:** Gosford Sailing Club, NSW  
**CREW:** C Dawe (4), B McClung (1), S Armati, N Tabbs, N Tabbs, L Mercer, V Boicos, C Thompson

One of the veterans of the race, this 38-year-old sloop entered the Rolex Sydney Hobart 2008 Race on the eve of setting sail once again in the Gosford – Lord Howe Island Race. In her 23 races to Hobart this sturdy Peter Cole-designed 43-footer has scored several divisional wins and also placed 2<sup>nd</sup> in the IRC division in 2001. *Polaris* won the PHS Division of the 2008 Hempel Gosford to Lord Howe Island Race, repeating a victory back in 1997.



### QUANTUM RACING

**SAIL NO:** 8899  
**LOA:** 15.23m  
**CLASS:** IRC  
**DESIGNER:** Bruce Farr (USA)  
**YEAR BUILT:** 2006  
**TYPE:** Cookson 50  
**NO. OF HOBARTS:** 2  
**OWNER:** Ray Roberts  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** R Roberts

The CYCA's 2006-2007 Australian Ocean Racer of the Year Ray Roberts has been sailing this canting keel Cookson with great success, winning the 2007 Skandia Geelong Week and this year the Audi Sydney Gold Coast Race, the Brisbane to Gladstone Race and Meridien Airlie Beach Race Week. So far the Tattersall's Cup is the one trophy that has eluded Roberts and his top crew – a situation they want to rectify. In the 2007 Rolex Sydney Hobart, *Quantum Racing* finished 3<sup>rd</sup> IRC overall and 1<sup>st</sup> in Division 0.



### QUEST

**SAIL NO:** 52002  
**LOA:** 15.85m  
**CLASS:** IRC  
**DESIGNER:** Bruce Farr (USA)  
**YEAR BUILT:** 2005  
**TYPE:** TP52  
**NO. OF HOBARTS:** 0  
**OWNER:** Bob Steel  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** R Steel (15), M Green (28), P Messenger (15), A Pearson (10), H Brodie (15), B Boker (10), A Brown (15)

After a break for a couple of years, Bob Steel is returning to the Rolex Sydney Hobart, the race he won in 2002 with his previous *Quest*, a Nelson/Marek 46. His current *Quest* is a state-of-the-art TP52 with which he has already won the 2008 Skandia Geelong Week and finished 2<sup>nd</sup> in the 2008 Audi Sydney Gold Coast Race. He has a crew of great experience including Mike Green who has sailed to Hobart 28 times.



### QUETZALCOATL

**SAIL NO:** 2001  
**LOA:** 12.33m  
**CLASS:** PHS  
**DESIGNER:** Don Jones (AUS)  
**YEAR BUILT:** 2001  
**TYPE:** Jones 40  
**NO. OF HOBARTS:** 1  
**OWNER:** Antony Sweetapple  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** A Sweetapple (6)

Beautifully built of King Billy pine, this well performed former Tasmanian boat made her Rolex Sydney Hobart debut last year with new Sydney owner Antony Sweetapple. This year she is sailing in the PHS category. When owned in Hobart, *Quetzalcoatl* won the 2005 Melbourne Hobart Race on corrected time and took line honours in the 2006 race.



### RAGAMUFFIN

**SAIL NO:** AUS70  
**LOA:** 15.85m  
**CLASS:** IRC  
**DESIGNER:** Bruce Farr (USA)  
**YEAR BUILT:** 2004  
**TYPE:** TP52  
**NO. OF HOBARTS:** 1  
**OWNER:** Syd Fischer  
**CLUB:** Cruising Yacht Club of Australia, NSW; Royal Sydney Yacht Squadron, NSW  
**CREW:** S Fischer (39), T Ellis (41), J Dock, M Hesse, C Williams, L Jamieson, B Favelle, S Green, T Wulff, P Eadie, C Anderson, R Kirkham

81-year-old Syd Fischer, a legend in Rolex Sydney Hobart Yacht Race history, is contesting his 46<sup>th</sup> offshore season and his 40<sup>th</sup> race south as skipper of his latest *Ragamuffin*, a TP52. Fischer won the Sydney Hobart overall in 1992, took line honours twice with his maxi *Ragamuffin*, in 1988 and 1990, and sailed the current *Ragamuffin* into second overall to *Rosebud* in last year's race. Close second to *Limit* in the recent Cabbage Tree Island Race.





### RAGTIME

**SAIL NO:** USA7960  
**LOA:** 19.73m  
**CLASS:** IRC  
**DESIGNER:** Spencer  
**YEAR BUILT:** 1965  
**TYPE:** Spencer 65  
**NO. OF HOBARTS:** 0  
**OWNERS:** Chris Welsh/Ragtime LLC  
**CLUB:** Newport Harbour Yacht Club, USA  
**CREW:** C Welsh, M Frankham, B Tulloch, S Willis, D Vaughn, J Jourdane, C Frankham, P Sims, P Stock

*Ragtime (ex-Infidel)* was a break-through design in terms of very lightweight construction, weighing 24,000 pounds in an era when most 60 footers weighed twice that much. *Infidel* was also visually unusual. After being sold to America and renamed *Ragtime* she won the Barn Door in the 1973 Transpac over the much bigger and more powerful *Windward Passage*. Winning the Barn Door back to back in 1975 cemented her place in Transpac History. *Ragtime* returned to prominence by winning 1<sup>st</sup> overall in the 2008 LA-Tahiti Race.



### RAY WHITE SPIRIT OF KOOMOLOO

**SAIL NO:** 2170  
**LOA:** 14.78m  
**CLASS:** IRC  
**DESIGNER:** Sparkman & Stephens (USA)  
**YEAR BUILT:** 1968  
**TYPE:** S&S 48  
**NO. OF HOBARTS:** 22  
**OWNERS:** Mike and Don Freebairn  
**CLUB:** Royal Queensland Yacht Squadron, QLD  
**CREW:** M Freebairn (5), P White (5), A Reed (5), J Moody, B Harburg (1)

This is the 23<sup>rd</sup> Sydney Hobart race for this remarkable boat which has been ocean racing for 40 years. As the original *Ragamuffin* she won the 1971 Fastnet Race and contested three Admiral's Cup. Then, as *Margaret Rintoul II*, she continued to race to Hobart, her best result being second to *Love & War* in the 30-year Veterans division of the 50<sup>th</sup> Sydney Hobart. The Freebairns bought her to replace another grand old yacht, *Koomooloo*, which sank during the 2006 Hobart race.



### RUSH

**SAIL NO:** B45  
**LOA:** 13.8m  
**CLASS:** IRC  
**DESIGNER:** Bruce Farr (USA)  
**YEAR BUILT:** 1996  
**TYPE:** Corel 45  
**NO. OF HOBARTS:** 3  
**OWNERS:** Ian and John Paterson  
**CLUB:** Royal Brighton Yacht Club, VIC  
**CREW:** J Paterson (8), P Greenwood (7), M Bunyard (3), J Van Der Slot (3), A McCole (1), E Murphy (1), T Cembala (1), M Bushby (1), P Davies (3), D Joel (1), R Tyson (9)

Built to compete on the international 45-foot circuit, circa 1997, *Rush* has contested most of the major Victorian offshore races and regattas and is returning for her fourth Rolex Sydney Hobart with much the same crew as in the last couple of races. In the 2007 Rolex Sydney she placed 19<sup>th</sup> IRC overall and 6<sup>th</sup> in division.



### SAILORS WITH DISABILITIES

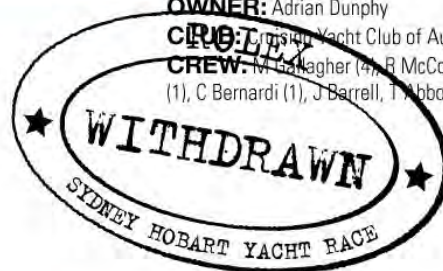
**SAIL NO:** 7878  
**LOA:** 16.45m  
**CLASS:** PHS  
**DESIGNER:** David Lyons (AUS)  
**YEAR BUILT:** 2000  
**TYPE:** Lyons 54  
**NO. OF HOBARTS:** 7  
**OWNER:** David Pescud  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** D Pescud (17), C Simpson (14), G Johnstone (5), J Thatcher (1), F Walker (6), M Thompson (4), R Burns (28), T Sutton

SWD returns to defend a PHS win in last year's Rolex Sydney Hobart. This followed from a PHS win in the 2006 Sydney Mooloolaba Race and a 2<sup>nd</sup> in the Sydney Mackay race the same year. This specially designed 54-footer has contested every east coast regatta and offshore race since being launched. Pescud and his largely disabled crew won PHS Division A of the storm battered 1998 Sydney Hobart with his previous boat.



### SAILS4SALE

**SAIL NO:** TBA  
**LOA:** 14.9m  
**CLASS:** IRC  
**DESIGNER:** William Fife  
**YEAR BUILT:** 1907  
**TYPE:** TBA  
**NO. OF HOBARTS:** TBA  
**OWNER:** Adrian Dunphy  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** M Dunphy (4), R McColl (4), C Selwood (1), C Bernardi (1), J Barrell, T Abbott



### SALONA

**SAIL NO:** 3724  
**LOA:** 11.29m  
**CLASS:** PHS  
**DESIGNER:** J&J Yacht Design (GER)  
**YEAR BUILT:** 2006  
**TYPE:** Salona 37  
**NO. OF HOBARTS:** 2  
**OWNER:** Phillip King  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** P King (8), C Flood (2), V Hus (10), R Blanch (3)

German designed and built in Croatia, *Salona* had a string of misfortunes in her first couple of seasons in Australia including steering failure in her first Hobart Race and a broken mast in the 2007 Audi Sydney Gold Coast Race. She completed last year's Rolex Sydney Hobart and has since placed 5<sup>th</sup> in PHS in the 2008 Sydney Gold Coast Yacht Race. Owner/skipper Phillip King won Division A of the 1984 Sydney Hobart with *Patrice III*.



### SANYO MARIS

**SAIL NO:** 780  
**LOA:** 11.15m  
**CLASS:** IRC  
**DESIGNER:** Alan Payne (AUS)  
**YEAR BUILT:** 1958  
**TYPE:** Tasman Seabird  
**NO. OF HOBARTS:** 6  
**OWNER:** Tiare Tomaszewski/John Green/Ian Kiernan/Ben Hawke  
**CLUB:** Cruising Yacht Club of Australia; Sydney Amateur Sailing Club, NSW  
**CREW:** I Kiernan (12), H Trehane (28), T Tomaszewski, M Tomaszewski

To celebrate her 50<sup>th</sup> birthday, *Maris* has come out of retirement to contest Australia's two toughest ocean races and has already won the 2008 Gosford to Lord Howe Island Race. Ian Kiernan will skipper the boat with a crew that includes Hugh Treharne and one of his new partners in *Maris*, Tiare Tomaszewski. The other partners are John Green and Tiare's brother Ben. Ben and Tiare are grandchildren of the yacht's original owner, Jack Earl.

### SEAHOLD PERIE BANOU II

**SAIL NO:** R4  
**LOA:** 11.77m  
**CLASS:** IRC  
**DESIGNER:** Sparkman & Stephens (USA)  
**YEAR BUILT:** 1971  
**TYPE:** S&S 39  
**NO. OF HOBARTS:** 5  
**OWNER:** Jon Sanders  
**CLUB:** Royal Perth Yacht Club, WA  
**CREW:** J Sanders (5), D Dicks (1), N Rock, B Punch (1), D Baxter (1), M Barwick (2), M Foster (3)



West Australian sailing icons Jon Sanders (owner) and David Dicks have joined forces to campaign this veteran yacht, which has recently undergone a ground-up refurbishment. Sanders and Dicks are famous for their achievements in single-handed round-the-world sailing and Jon is notable for his solo, triple non-stop circumnavigation in 1988. In 1996 his protégé David, at the age of 18, became the youngest person to sail around the world single-handed and non-stop.

### 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:** 8  
**OWNER:** Rob Curtis/Ian Trembath/Doug Snedden  
**CLUB:** Royal Prince Alfred Yacht Club, NSW  
**CREW:** R Trembath (12), R Curtis (3), I Greentree (2), G Sherman (3), M Trembath (2), L Sherman (1), N Curtis (1)



Iain Murray designed *Secret Mens Business #1* in 1996 for original owner, South Australian Geoff Boettcher. She has competed up and down the east and south coast of Australia with her best result being a 3rd in her division in the 2003 Rolex Sydney Hobart. SMB #1 was overhauled in 2002 with a new MBD keel and swept spreader carbon rig with short-footed headsails, with a bow pole added in 2007. The current owners race out of RPYAC on Pittwater.



### SECRET MENS BUSINESS 3

**SAIL NO:** YC3300  
**LOA:** 14.53m  
**CLASS:** IRC  
**DESIGNERS:** Reichel/Pugh (USA)  
**YEAR BUILT:** 2008  
**TYPE:** Reichel/Pugh 47  
**NO. OF HOBARTS:** 0  
**OWNER:** Geoffrey Boettcher  
**CLUB:** Cruising Yacht Club of South Australia, SA  
**CREW:** G Boettcher (14), S Kemp (14), N Bice (7), D Pratt (3), T Cowen (5), D Oliver (4), S Harris (5), M Fullarton (11)

Launched earlier this year, the latest *Secret Mens Business 3* sailed her maiden ocean race in the 2008 Audi Sydney Gold Coast Race and followed this by competing in the IRC Racing Division of Audi Hamilton Island Race Week. In the Gold Coast Race she finished 9<sup>th</sup> in fleet and 5<sup>th</sup> in IRC Division 1 and Boettcher is confident of an improved performance following modifications since Race Week.

### SHE

**SAIL NO:** 4924  
**LOA:** 12.52m  
**CLASS:** PHS  
**DESIGNER:** Gary Mull (USA)  
**YEAR BUILT:** 1982  
**TYPE:** Olsen 40 mod  
**NO. OF HOBARTS:** 11  
**OWNER:** Peter Rodgers  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** P Rodgers (12), C Grafton (5), B Cohen (5), D Thomas (1), C Gray (1), A Ozels (1)



This 'golden oldie' of ocean racing has been sailed by Peter and his crew in 14 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 and a PHS victory. In the rugged 2004 Rolex Sydney Hobart *She* placed 4<sup>th</sup> overall on PHS handicap.

### SHE'S THE CULPRIT

**SAIL NO:** 370  
**LOA:** 11.96m  
**CLASS:** IRC  
**DESIGNER:** Jim Inglis (AUS)  
**YEAR BUILT:** 1994  
**TYPE:** Inglis 39 Mod  
**NO. OF HOBARTS:** 0  
**OWNER:** Todd Leary  
**CLUB:** Bellerive Yacht Club, Tas  
**CREW:** T Leary, D Meincke (10), R Buchanan (3), D Followes (2), R Chamberlain (1), J Followes, G Davis, S Hauser, A Declerk



This Tasmanian boat is an IRC Inglis 39 modified fractional rig sloop, built by Mal Hart in Victoria in 1994. The yacht has recently changed hands with new owner Todd Leary bringing together a crew of both experience and youth from Bellerive Yacht Club to join him in his first Rolex Sydney Hobart Race. With a good result in the season opener in Hobart, the crew is looking forward to some fast downwind sailing on their voyage back to Hobart.



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### SHOGUN

**SAIL NO:** R50  
**LOA:** 15.24m  
**CLASS:** IRC  
**DESIGNER:** Bruce Farr (USA)  
**YEAR BUILT:** 2005  
**TYPE:** Cookson 50  
**NO. OF HOBARTS:** 3  
**OWNER:** Rob Hanna  
**CLUBS:** Royal Geelong Yacht Club/Royal Yacht Club of Victoria, Vic  
**CREW:** R Hanna (3), T Bull (6), B De Coster (3), J Bennett (4), R Hick (6), B O'Brien (4)

Geelong yachtsman Rob Hanna bought this conventional keel Cookson 50, the former *Living Doll*, from Michael Hiatt following this year's Meridien Airlie Beach Race Week and Audi Hamilton Island Race Week. She finished equal first with the canting keel Cookson 50 *Quantum Racing* at Airlie Beach, losing on a countback, and third in the IRC Grand Prix division at Hamilton Island to *Cougar II* and *Quest*. She also took line honours in the Melbourne to Stanley race in November.



### SKANDIA

**SAIL NO:** M10  
**LOA:** 30m  
**CLASS:** IRC  
**DESIGNER:** Don Jones (AUS)  
**YEAR BUILT:** 2003  
**TYPE:** 30m Maxi  
**NO. OF HOBARTS:** 5  
**OWNER:** Grant Wharington  
**CLUB:** Mornington Yacht Club, Vic; Cruising Yacht Club of Australia, NSW  
**CREW:** G Wharington (20), G Taylor (11), I Johnston (11), J Rae (15), P Cosman (10), G Healy (6), M Pearce (12), N Stahmer (2), C Smith (8), B Coventry (8)

*Skandia* won line honours in the 2003 Rolex Sydney Hobart but the following year, leading the fleet to Hobart she lost her canting keel, capsized and the crew abandoned ship. *Skandia* was rebuilt and went on to take line honours in the Sydney Gold Coast, Sydney Mooloolaba and Sydney Mackay races in 2006. 2008 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 sixth consecutive attempt at the ocean classic.



### SOMOYA

**SAIL NO:** G5905  
**LOA:** 14.0m  
**CLASS:** Cruising  
**DESIGNER:** Hank Kauffman (AUS)  
**YEAR BUILT:** 1999  
**TYPE:** Northshore 46  
**NO. OF HOBARTS:** 0  
**OWNER:** Garry Rose  
**CLUB:** Royal Geelong Yacht Club, Vic  
**CREW:** G Rose, L Henderson, R O'Keefe, R Williams, A Williams, M Davies, Dickson

This boat has had three previous names and a limited history of long ocean racing. In fact, most of the racing by Garry Rose has been around Geelong's Corio Bay but he has cruised extensively, including circumnavigating Tasmania. Other members of the crew have had extensive racing and cruising experience.



### SPIRIT OF LEXUS

**SAIL NO:** YC4200  
**LOA:** 12.75m  
**CLASS:** IRC  
**DESIGNER:** Bruce Farr (USA)  
**YEAR BUILT:** 2005  
**TYPE:** Farr 42  
**NO. OF HOBARTS:** 0  
**OWNER:** Michael Keough  
**CLUBS:** Cruising Yacht Club of South Australia, SA  
**CREW:** R Hanna (3), T Bull (6) J Bennett (4), R Hick (6), B O'Brien (4)

*Spirit of Lexus* is just one of four South Australian entries for this race. She is a new boat for owner Michael Keough and was new to this year's Audi Sydney Gold Coast Yacht Race and Category 2 racing. Her recent successes include 1<sup>st</sup> IRC in the 2008 Lincoln Week regatta and 2<sup>nd</sup> at Audi Hamilton Island Race Week in the IRC Premier Passage Division.



### ST JUDE

**SAIL NO:** 6686  
**LOA:** 14.2m  
**CLASS:** IRC  
**DESIGNER:** Murray Burns Dovell (AUS)  
**YEAR BUILT:** 2007  
**TYPE:** Sydney 47  
**NO. OF HOBARTS:** 0  
**OWNER:** Noel Cornish  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** N Cornish (1) D Sheppard (1), M Sheppard (1), T Robertson (1), J Halloran

*St Jude* was the sixth Sydney 47 out of the mould at Azzura Yachts. She sailed her first offshore race in the 2008 Australia Day Ocean Pointscore Race to Botany Bay, and won on IRC. A group of friends who, in various combinations, have crewed together for many years have teamed up for the yacht's first race to Hobart. Cornish's personal record includes winning the 1999 Adelaide to Port Lincoln Race overall in his Beneteau *Subjude*.



### STREWTH

**SAIL NO:** 6188  
**LOA:** 14.95m CLASS: IRC  
**DESIGNER:** David Lyons (AUS)  
**YEAR BUILT:** 2002  
**TYPE:** MKL 49  
**NO. OF HOBARTS:** 2  
**OWNER:** Geoff Hill  
**CLUB:** Royal Sydney Yacht Squadron, NSW  
**CREW:** G Hill (8), B Gould (38), R Carlier (28), B Collis (5), S Wall (6), E Adriannse (19), R Grimes (22), N Craddock (1), G Belcher (2), J O'Loughlin, D Leonard, S Price (4), G Bauchop (12)

After racing this comfortable cruiser/racer in a couple of Rolex Sydney Hobarts, Geoff Hill took the boat to England to contest the 2005 Cowes Week and the Fastnet Race. Returning via Hong Kong, he sailed *Strewth* to victory in the Premier Cruising division of the King's Cup at Phuket. He has a crew full of experience including Bruce Gould who is coming up for his 39<sup>th</sup> Rolex Sydney Hobart, while Ralph Carlier has been south 28 times and Richard Grimes 22 times.



### TELCOINABOX MERIT

**SAIL NO:** 8679  
**LOA:** 19.26m  
**CLASS:** PHS  
**DESIGNER:** Bruce Farr (USA)  
**YEAR BUILT:** 1997  
**TYPE:** Volvo 60  
**NO. OF HOBARTS:** 2  
**OWNER:** Leo Rodriguez  
**CLUB:** Whitsunday Sailing Club, QLD  
**CREW:** D Watson (11), B Baicie, B Wells (3), E Haagh (3), H Danvers, L Rodriguez, M Cocs (1), C Mathews, A Jenkin

This former Volvo 60 round-the-world yacht has contested many offshore races since coming to Australia, sailing under various names, including *Indec Merit*, *News Carp* and *Line 7*, under which name she set a record for the then 408 nautical mile Gosford to Lord Howe Island Race (the distance is now 414nm). The boat was recently purchased and refitted in preparation for the race by its new North Queensland owners.



### TERRA FIRMA

**SAIL NO:** SM47  
**LOA:** 14.30m  
**CLASS:** IRC  
**DESIGNER:** Murray Burns Dovell (AUS)  
**YEAR BUILT:** 2004  
**TYPE:** Sydney 47  
**NO. OF HOBARTS:** 0  
**OWNER:** Nicholas Bartels  
**CLUB:** Sandringham Yacht Club  
**CREW:** N Bartels and others

The name Terra Firma lives on with this optimised Sydney 47. A very determined crew led by Nicholas Bartels will be sailing hard and smart with a 2008 racing program comprising Audi Hamilton Island Race Week, Middle Harbour's SORC and the Rolex Trophy leading up to the Rolex Sydney Hobart Yacht Race. The original *Terra Firma*, an Iain Murray design, won the 1995 Sydney Hobart, and in 2007 the name was transferred to a Sydney 47.



### THE GOAT

**SAIL NO:** 7027  
**LOA:** 11.78m  
**CLASS:** IRC/OD  
**DESIGNER:** Murray Burns Dovell (AUS)  
**YEAR BUILT:** 2003  
**TYPE:** Sydney 38  
**OWNERS:** Clayton/Foye/Peckman/Gordon  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** M Gordon (11), B Foye (9), B Davis (1), S Leslie (5), M Blaxall (1), G Fisher (3)

Bruce Foye and Lance Peckman were partners with Roger Hickman in the Farr 43 *Wild Oats* when she won the last IOR category of the Sydney Hobart Race in 1993. Bruce and Lance have made a successful return to ocean racing with the *The Goat*, winning the Sydney 38 One Design division of the 2007 Rolex Sydney Hobart Yacht Race. Last season they also won the Sydney 38 OD Division of the Sydney Gold Coast Race, also winning IRC Division 3.



### THE SQUIRREL

**SAIL NO:** 80808  
**LOA:** 11.92m  
**CLASS:** IRC  
**DESIGNER:** Bruce Farr (USA)  
**YEAR BUILT:** 2001  
**TYPE:** Beneteau First 40.7  
**NO. OF HOBARTS:** 0  
**CHARTERER:** Phil Chisholm  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** P Chisholm (4)

*The Squirrel*, is the race name for *Panacea* which has been chartered for the Rolex Sydney Hobart. Phil Chisholm last year skippered a Sydney 38 to Hobart. *Panacea* has no known offshore racing record but boats of this design have done well, including winning a Rolex Sydney Hobart Race (*First National Real Estate* in 2003).



### TIME LORD

**SAIL NO:** K8913  
**LOA:** 14.99  
**CLASS:** PHS  
**DESIGNER:** V&V Design (GER)  
**YEAR BUILT:** 2005  
**TYPE:** Bavaria 50  
**NO. OF HOBARTS:** 0  
**OWNER:** Donald Keith Munro  
**CLUB:** Clearwater Cove Yacht Club, NZL  
**CREW:** R Carr, G Looker, K Ebbit, E Duggin, K Munro, K Lidgard (2)

*Time Lord* was launched in 2005, equipped to Category 1. Some systems were modified to suit short-handed sailing in preparation for the 2007 New Plymouth to Mooloolaba Short Handed Yacht Race across the Tasman Sea. *Time Lord* sailed into second place in this endurance event. *Time Lord* won the Cruising Non Spinnaker division at the 2008 Meridien Marinas Airlie Beach Race. A crew of Kiwis will join her for her first Rolex Sydney Hobart.



### TOW TRUCK

**SAIL NO:** M6  
**LOA:** 11.34m  
**CLASS:** IRC  
**DESIGNER:** Jason Ker (GBR)  
**YEAR BUILT:** 2001  
**TYPE:** Ker 11.3  
**NO. OF HOBARTS:** 0  
**OWNER:** Anthony Paterson  
**CLUB:** Lake Macquarie Yacht Club, NSW  
**CREW:** A Paterson (7), Brett Filby (6), P Williams (10), R Howard, W Howard (6), G Van Dijk (5), T Poulsen (3), A May (3)

An international search to find a replacement for Anthony Paterson's famous Mumm 30 *Tow Truck* ended with the discovery of this Jason Ker-designed 11.3m racing yacht on the island of Jersey. The 'new' *Tow Truck* was shipped from Southampton and the crew has spent many hours putting the boat together on Lake Macquarie. The *Tow Truck* boys have not really sailed together since the old boat was sold two years ago, but are champing at the bit to hoist the sails and go south.



### TRADING NETWORK ALYE / PARUSA

**SAIL NO:** RUS8848  
**LOA:** 27.00m  
**CLASS:** PHS  
**DESIGNER:** Simonis /Voogd (SA)  
**YEAR BUILT:** 2000  
**TYPE:** Open 85 Maxi  
**NO. OF HOBARTS:** 0  
**OWNER:** Oscar Konyukhov  
**CLUB:** Moscow Yacht Club, Russia  
**CREW:** I Goldberg, D Kutyanin, D Moshkov, E Denison, V Chudnovsky, S Igor, D Filatov, A Winzдор, P Viacheslav, T Strickland (3)

The first Russian yacht to contest the Rolex Sydney Hobart since the 50<sup>th</sup> race in 1994, this 27-metre Open 85 is the largest international entrant this year. Russian adventurer Fedor Konyukhov, who pulled into Hobart for repairs during the 2004-2005 single-handed circumnavigation, owns the boat that has undergone preparations in New Zealand for the Rolex Sydney Hobart. Konyukhov will not be aboard during the race due to other commitments. A young but experienced Russian crew will join Australian skipper Mark McRae.



### 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:** 1  
**OWNER:** Andrew Saies  
**CLUB:** Cruising Yacht Club of South Australia, SA  
**CREW:** A Saies (3), R Human (12), L DeWit (1), M Hutton (1), K Kellow (1), R Last (3)

*True North* has competed successfully in South Australian waters under owner Andrew Saies since 2004, including placing 2<sup>nd</sup> in division in this year's rugged Adelaide to Port Lincoln Race. In 2007/08 *True North* performed strongly in CYCSA events including 1<sup>st</sup> IRC in the CYCSA Inshore Club Championship, 1<sup>st</sup> IRC in the Offshore Championship, as well as being CYCSA Yacht of the Year. She finished 4<sup>th</sup> in her division in last year's Rolex Sydney Hobart.



### TYPHOON

**SAIL NO:** 8395  
**LOA:** 12.01m  
**CLASS:** IRC  
**DESIGNER:** Farr Yacht Design (USA)  
**YEAR BUILT:** 2006  
**TYPE:** Farr 395  
**NO. OF HOBARTS:** 0  
**OWNER:** Barry Kelly  
**CLUB:** Newcastle Cruising Yacht Club, NSW  
**CREW:** B Kelly, N Hinchey (2), P Mountford (1), K Jensen (2), M Jensen (1), Dennis Hume (1), P Poschugg, R Poschugg, D Tanner, I Smythe

*Typhoon* is an IRC version of the Farr 395 One Design and is the first boat of its type in Australia. Designed by Farr Yacht Design, she was built in South Africa and launched in 2006. *Typhoon* is one of three yachts representing the Newcastle Cruising Yacht Club (the others are *Aurora* and *One for the Road*) and will be crewed by sailors from Newcastle and Lake Macquarie.



### VALHERU

**SAIL NO:** 1195  
**LOA:** 13.0m  
**CLASS:** IRC  
**DESIGNER:** Greg Elliott (NZL)/Fred Barrett (AUS)  
**YEAR BUILT:** 1994  
**TYPE:** Elliott 13 mod  
**NO. OF HOBARTS:** 6  
**OWNER:** Anthony Lyall  
**CLUB:** Royal Yacht Club of Tasmania, Tas  
**CREW:** A Lyall (6), P Brasington (15), P Hopkins (23), R Cohen (15), I Ross (16), T Grafton (9), T Roberts (8), B Gadd (7)

*Valheru* was damaged and forced to retire following a collision (she was the right of way boat) soon after the start of the 2002 Rolex Sydney Hobart Race. She has since been repaired by builder Peter Milner and given a new rig configuration by Fred Barrett. Skipper Tony Lyall, a Beaconsfield medico who sails out of Hobart, will return to start in her seventh Rolex Sydney Hobart with virtually the same experienced crew from 2002.



### WALROSS 4

**SAIL NO:** GER 6000  
**LOA:** 16.95m CLASS: IRC  
**DESIGNER:** George Nissen (GER)  
**YEAR BUILT:** 2007  
**TYPE:** Nissen 56  
**NO. OF HOBARTS:** 0  
**OWNER:** Akademischer Segler-Verein e.V  
**CLUB:** ASV (Akademischer Segler-Verein e.V), GER  
**CREW:** C Masilge, B Benz, B Zipfel, F Schmidt, M Ebert, A Zipfel, H Fehrmann, C Schmitt, T Miiller, M Geitner, L Spectzon, C Schaefer

*Walross 4* is one of the 13 international nominations for this year's race, but the only German entry. *Walross 4* is a George Nissen designed boat, built in 2007 with a cold moulded mahogany hull. She has been specifically designed for long distance sailing – both cruising and racing – and is owned by the Berlin-based ASV (Academic Sailors Club), an organisation founded in 1886 to encourage young Germans to participate in ocean sailing.



### WEDGETAIL

**SAIL NO:** HW42  
**LOA:** 12.80m  
**CLASS:** IRC  
**DESIGNER:** Hugh Welbourn (GBR)  
**YEAR BUILT:** 2005  
**TYPE:** Welbourn 42  
**NO. OF HOBARTS:** 3  
**OWNER:** Bill Wild  
**CLUB:** Royal Queensland Yacht Squadron, QLD; Cruising Yacht Club of Australia, NSW  
**CREW:** B Wild (4), P Elkington (5), K Costin (8), V Dudley (14), S Kidd (6), P Dowdney (6)

*Wedgetail* has a solid record in the Rolex Sydney Hobart, with a 6<sup>th</sup> and 10<sup>th</sup> overall and two class 2nds since 2005. She has also achieved good results in the Audi Sydney Gold Coast Race, 4<sup>th</sup> in IRC Division 2 (2007) and 2<sup>nd</sup> in IRC Division 2 (2008). Given hard reaching or running conditions, *Wedgetail* should be right up there in this year's fleet. Skipper Bill Wild's excellent crew includes the highly experienced yachtswoman - Vanessa Dudley (14 Hobarts).



### WILD OATS XI

**SAIL NO:** AUS 10001  
**LOA:** 30m  
**CLASS:** IRC  
**DESIGNER:** Reichel/Pugh (USA)  
**YEAR BUILT:** 2005  
**TYPE:** 30m Maxi  
**NO. OF HOBARTS:** 3  
**OWNER:** Robert Oatley  
**CLUBS:** Royal Prince Alfred Yacht Club, NSW; Hamilton Island Yacht, QLD; Cruising Yacht Club of Australia, NSW; Yacht Club Costas Smeralda (ITA)  
**CREW:** M Richards (4), I Murray (14), I Smith (10), T Wiseman (3), C Harmsen (14), S Jarvin (20), T Tindill (3), S Runow (19), R Naismith (13), J Hildebrand (4), D Sampson (9), A Henderson (11), R Daniel (7), J Whitaker (6), J Wilson (2), I Burns (12), P Westlake (10), T Bellingham (6), R Goodrich (3), M Shillington (13), A Cahalan (16), M Mason (5), M Coxon (27)

In her Rolex Sydney Hobart debut this 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 Hobart Wild Oats XI achieved a hat trick of line honours wins last year, equaling Morna's record set in the 1946-1948 races. Wild Oats XI is attempting a fourth successive line honours win following extensive 'go faster' modifications. The outstanding crew line up boasts 231 Hobarts collectively. Broke the record in the Cabbage Tree Island Race in November

### WILD SIDE

**SAIL NO:** SM360  
**LOA:** 10.97m  
**CLASS:** IRC  
**DESIGNER:** Murray Burns Dovell (AUS)  
**YEAR BUILT:** 2008  
**TYPE:** Sydney 36CR  
**NO. OF HOBARTS:** 0  
**OWNER:** Martin Vaughan  
**CLUB:** Sandringham Yacht Club, VIC  
**CREW:** M Vaughan (2), E Ragauskas (1), P

Chalkley, M McManus, C Pope (2), S Moxley

Newly built, *Wild Side* is the latest step for the partnership of Martin Vaughan and Eddie Ragauskas following their success in winning the 2006 Melbourne to Hobart Yacht Race. Eddie and Martin hope to be competitive among the smaller boats with their Sydney 36CR in the Rolex Sydney Hobart Race. In the recent Melbourne to Stanley race, *Wild Side* placed 2<sup>nd</sup> in IRC to *Chutzpah* in IRC and won PHS.



### WINSOME

**SAIL NO:** NED 118  
**LOA:** 12.74m  
**CLASS:** IRC  
**DESIGNER:** Sparkman & Stephens (USA)  
**YEAR BUILT:** 1972  
**TYPE:** S&S 41  
**NO. OF HOBARTS:** 0  
**OWNER:** Harry J Heijst  
**CLUB:** Royal Dutch Sailing & Rowing Association, NED; Royal Ocean Racing Club, GBR  
**CREW:** B Mirck, F Van Beurigen, F Van Vilet, R Klabbers, M de Ru, M Kohne, J Dantuma

This Dutch entry was originally built for 1972 Admiral's Cup. A complete re-fit by Berikon Boatyard was carried out in 2006 but little is known about her racing record in recent years. Given her design, she should sail well to windward in moderate to fresh winds.



### WOT NOW

**SAIL NO:** 6952  
**LOA:** 15.85m  
**CLASS:** IRC  
**DESIGNER:** Judel-Vrolijk (RSA)  
**YEAR BUILT:** 2008  
**TYPE:** TP52  
**NO. OF HOBARTS:** 0  
**OWNER:** Graeme Wood  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** G Wood (3), P Seary (13), J Freeman (21), P Dorian (19), S Cunnington (8), C Garnett (6), M Dunstan (5), N Partridge (10)

*Wot Now* is the newest of the TP52 class yachts in Australia. She missed Audi Hamilton Island Race Week after sustaining rudder damage and withdrawing from the Audi Sydney Gold Coast Race. Graeme Wood was the 2005-06 CYCA Ocean Racing Rookie of the Year, winning his division in his first Hobart race with the Sydney 47 *Wot's Next*. In the 2007 Hobart, sailing *Wot Yot*, Graeme placed fourth in division. This experienced crew includes Julian Freeman and Michael Dunstan.



### WOT YOT

**SAIL NO:** 6953  
**LOA:** 15.85m  
**CLASS:** IRC  
**DESIGNER:** Nelson Marek (USA)  
**YEAR BUILT:** 2001  
**TYPE:** TP52  
**NO. OF HOBARTS:** 2  
**OWNER:** Graeme Wood  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** W Sykes (20), S Marshall (3), N Dallen (2), D Waterson (1), J Eginton (1), R Dunn (1), S Smith (3), C Threw (1)

*Wot Yot* was the first of the TP52 class yachts in Australia and finished 9th overall in the 2007 Rolex Sydney Hobart and has rarely been out of a place in both offshore and regatta racing. A youth crew from CYCA and other Sydney clubs will take the boat south under skipper Bill Sykes. Stepping up to a TP52 is an exciting prospect for this talented crew who actively contribute to the *Wot's Next* disadvantaged youth sailing program managed by Sykes.



### YEAH BABY

**SAIL NO:** 6068  
**LOA:** 11.78m  
**CLASS:** IRC/ Sydney 38 OD  
**DESIGNER:** Murray Burns Dovell (AUS)  
**YEAR BUILT:** 2000  
**TYPE:** Sydney 38  
**NO. OF HOBARTS:** 3  
**OWNER:** Marc and Louis Ryckmans  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** Marc Ryckmans (4), L Ryckmans (4), E Vieytes (3), O Andersen (4), C Geeves (2)

This will be *Yeah Baby's* fourth successive Hobart campaign under the current owners and crew. After nearly winning the 380D Division in 2005 and placing 2<sup>nd</sup> and 3<sup>rd</sup> in the following years, the crew will be pushing hard for a divisional win. The owners are looking for some silverware and the opportunity to recoup their losses from the bookmakers.



### YENDYS

**SAIL NO:** 1836  
**LOA:** 16.8m  
**CLASS:** IRC  
**DESIGNER:** Reichel/Pugh (USA)  
**YEAR BUILT:** 2006  
**TYPE:** Reichel Pugh 55  
**NO. OF HOBARTS:** 2  
**OWNER:** Geoff Ross  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** G Ross (13), W Oxley (15), S Cotton (10), S Kirkjian (13), G Johnston (20), D Blanchfield (20), M White (6), A Crowe (10), T Powell (12)

Geoff Ross' purpose-built Reichel/Pugh 55 *Yendys* was the first grand prix yacht out of McConaghy International's boatyard in China, launched just before the Rolex Trophy in 2006 in a bid to score a second overall win in the Rolex Sydney Hobart. The new *Yendys* finished 6<sup>th</sup> IRC overall and 1st in Division 1. Since then Ross has recorded some notable results including 2<sup>nd</sup> in Division 1 in 2006 Rolex Trophy and winner of the IRC Racing division at the 2007 Audi Hamilton Island Race Week.



### YOUNG ONES

**SAIL NO:** Sm5558  
**LOA:** 11m  
**CLASS:** IRC  
**DESIGNER:** Jim Young (NZL)  
**YEAR BUILT:** 1984  
**TYPE:** Young 11 (mod)  
**NO. OF HOBARTS:** 0  
**OWNER:** Ian Miller  
**CLUB:** Sandringham Yacht Club, Vic  
**CREW:** I Miller (1), K Dixon (1), P Burke (1), S Bowes (1), M Harris, A Poynton, H Dudink

This modified Young 11 was built in New Zealand in 1984 and was bought by Ian Miller in 2002 with a view to offshore racing. The keel and rudder were changed in 2004 to the design of New Zealander Keith Dibley. She has notched up many sea miles in Bass Strait including a PHD 1<sup>st</sup> in the 2007 Melbourne to Port Fairy Race, a PHD 1<sup>st</sup> in the Melbourne to Flinders Race as well as winning the PHD division of the ORCV Winter Series in 2006.







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The 100-foot supermaxi, *Speedboat*.

## *Leopard and Speedboat to do battle for first time at RORC Carribean 600*

# news

State-of-the-art supermaxis *Leopard* and *Speedboat* are set for what should be a thrilling showdown at the upcoming RORC Carribean 600 regatta where the two 100-foot racers will engage one another in their first race encounter.

The event's organisers believe this highly-anticipated contest will add a bit of spice to the 605-nautical-mile ocean race when competition gets underway on 23 February, 2008.

The two supermaxis will join other headline acts including Perer Harrison's 115-foot superyacht *Sojana* and the classic 155-foot schooner *Windrose* for the race, which will circumnavigate the Carribean Islands.

"The quality of the boats interested in joining the race is very good and I am delighted that *Leopard* and *Speedboat* will do battle for the first time in our race," said Royal Ocean Racing Club (RORC) chief executive, Eddie Warden.

For further information visit [www.carribean600.rorc.org](http://www.carribean600.rorc.org)



Mike Slade's Farr-designed *ICAP Leopard*.

## Whitehaven Beach Day cancelled

After 25 years running, the organisers of the Audi Hamilton Island Race Week have said they will no longer hold the annual Whitehaven Beach Day and will instead focus on some new events more relevant to the regatta.

Hamilton Island CEO Glenn Bourke recently confirmed the event will be replaced next year with another function run by the race organisers.

"Numerous modifications were made to Whitehaven Beach Day over the years but Race Week has outgrown this social event," said Bourke.

"Audi Hamilton Island Race Week 2009 will focus on the opening of Hamilton Island's two new world-class facilities – the Hamilton Island Yacht Club and the Hamilton Island Golf Course."

Bourke said the decision was based on the changing nature of the Audi Hamilton Island Race Week, which is moving in a different direction from 2009 onwards.

"The beach party has been a wonderful celebration during the 25 years that it has been run by Hamilton Island," Bourke acknowledged. "It has, however, simply run its course."

Audi Hamilton Island Race Week 2009 will be held on 22-29 August.

For more information on the Audi Hamilton Island Race Week visit <http://www.hamiltonislandraceweek.com.au/>

## ISAF and Rolex name 2008's best sailors

The International Sailing Federation (ISAF) has announced the 2008 winners of its prestigious ISAF Rolex World Sailor of the Year awards – Alessandra Sensini of Italy and Ben Ainslie of Great Britain.

Winning an ISAF Rolex Sailor of the Year award is among the highest honours in the world of sailing and recognises outstanding achievement during the year.

Ainslie claimed the men's award for a record third time while Sensini finally landed the honour in the women's category after being nominated on two previous occasions.

The award caps off an historic year for Sensini after she became the first woman to have won four Olympic medals in sailing after taking out the silver in Beijing.

The 38-year-old from Grosseto, Italy, started sailing at the age of 13 and first participated at Olympic level at the Barcelona Games in 1992.

Sensini's 2008 campaign got off to a flying start with a gold medal at the RS:X World Championships in Auckland, New Zealand, and gold at the HRH Princess Sofia Trophy MAPFRE in Palma, Spain.

"To win the ISAF Rolex World Sailor of the Year Award is an incredible feeling," said Sensini.

"I have done five Olympics, and I have won four Olympic medals but I still feel great emotion to win a prize like this because it means you are inside the history of your sport and a part of world history – it's just incredible."

Also an accomplished competitor on the world stage, fellow-award winner Ben Ainslie is considered Britain's most successful Olympic campaigner in sailing with three gold medals and a silver under his belt.

The 31-year-old from Macclesfield, England, wrote his third entry into the list of esteemed ISAF Rolex Sailors of the Year award, following previous wins in 1998 and 2002. But he still described this year's award as a 'massive honour'.

"For any sailor, it's huge," he said following the award presentation in November.



Alessandra Sensini and Ben Ainslie have been named the ISAF Rolex sailors of the year.

"It's a great list of nominees and for me to win it this year is fantastic and it's made my year absolutely – I'm just really, really happy."

Ainslie's successful 2008 season included a gold medal performance at the Beijing Games. "China was a really, really tough Olympics," he said.

"The sailing conditions were the toughest we've ever seen and were really light. For all of us it was a great challenge and for me it was a really great relief to come away with the gold medal, which is what I had set my sights on."

Ainslie, who will no doubt go down as one of the sport's great competitors, proffered some sage advice to all sailors, whether experienced campaigners or up-and-comers.

"The big thing with sailing is that you have to enjoy it because it's a really complex sport and you need to always want to be learning, always want to improve and you need good people supporting you. So get out there and go for it – dreams can come true."

For further information visit [www.sailing.org](http://www.sailing.org)

## IRC fleets expanding throughout world

More than 25 nations from all continents now have fleets of 25 or more IRC boats. Over 7,000 yachts are IRC rated, which is a major part of the international fleet using a rating system for racing. Moreover, this figure is increasing each year (increase of five per cent so far this year).

The 2008 IRC International Congress took place in Runnymede, near London, on 18-19 October. Above all this annual meeting is the IRC owners' forum where the National Owners Association representatives present their submissions to the rule on behalf of the owners to the Congress members and the IRC Technical Committee. As it is working to meet the owners' needs, the IRC Technical Committee strongly protects the secrecy of the rule as a key to the worldwide success of IRC.

In 2008 the International Maxi Association (IMA) and its owners adopted the IRC rule as the official class handicap system for all for their events. Peter Lawson, the IMA class representative participated in this year's IRC Congress and the IMA was elected an Affiliated Member of the International IRC Owners Association, with a seat at the IRC Congress. Although IRC is generally dedicated to middle size boats' (10 to 15 meters), the interest of IMA, which is for IRC what Formula 1 is for car racing, testifies to the confidence internationally given to IRC and the ability of the IRC rule to contribute to the technical development of yacht racing and engineering for the benefit of the sport.

In accordance with the policy of providing ratings for as wide a range of boats as possible, it was decided

to permit boats to adjust mast foot, and hence rig tension, while racing, with an appropriate rating. This will be relevant to mainly the largest boats, and should be viewed as complimentary to the decision last year to recognize that many cruisers have mainsails with little or no roach.

Philippe Baetz, President of UNCL and David Aisher, Commodore of RORC, invited the Congress to nominate a representative to join the IRC Steering Committee. This will give the owners an even greater say in the direction of development of IRC and will reinforce its capability to supervise the IRC Rule as it continues to grow worldwide. Congress elected one of its Vice-Chairman, Malcolm Runnalls from Australia, to this important post.

The Congress also made various administrative and rule changes based on the submissions from the representing countries and from the IRC Technical Committee. The complete 2008 IRC International Congress' minutes will be soon available on UNCL's (<http://www.uncl.com>) and Seahorse Rating's (<http://www.rorcrating.com>) websites and will expose in details all the points of interest dealt with during the meeting (IRC age allowance, number of spinnakers, IRC crew number and crew weight, rig tuning, IRC World Championship, etc).

The next IRC International Congress has been scheduled for October 2009 and will be held in Paris, France.

## Clive Simpson new Commodore of RYCT

The Royal Yacht Club of Tasmania has a new Commodore, with Clive Simpson moving up to be senior Flag Officer of one of Australia's oldest yacht clubs, founded in 1880.

"I believe I have been elected because of my business and management expertise, rather than my sailing skills," Commodore Simpson said, adding that he owned "a small motor boat" but did enjoy twilight racing on fellow members' yachts, including the Farr 40 *War Games*.

He has been joined by Murray Jones as Vice Commodore and Bruce Craw as Rear Commodore and a strong Board that includes three Past Commodores – Alastair Douglas, Marion Cooper and Robert 'Biddy' Badenach.

The Club also has a recently appointed CEO in Martin Robinson, while Nick Corkhill took over as Sailing Manager earlier this year. Newly-elected Vice Commodore, Murray Jones, is a prominent youth and team racing coach who has coached Australian Team Racing squad at the World Championships three times. Earlier this year Yachting Australia honoured him with the Volunteer of the Year Award for his dedication to all areas of sailing.

New Rear Commodore Bruce Craw is a long time member of the RYCT, an enthusiastic sailor who was very prominent in Rainbows and lightweight Sharpie sailing in his younger days



Clive Simpson.



Antill Marine will be the local agent for Grand Soleil yachts.

## Antill Marine appointed Grand Soleil agent

Antill Marine, the Australian importers of the French-built Dufour Yachts, has won the agency for sister company Grand Soleil and its range of custom-built luxury cruiser/racers. Both companies are owned by the ISB Group. The Antill Marine will offer a standard product line

from 37 to 56-foot including the 2009 open transom 43 and fast cruisers in 46 and 54-foot models. There is also talk of a 65-foot custom model in the works. "Grand Soleil gives us something very special and unique to offer to our customers, especially in the cruiser racing market where Dufour builds only up to

45 feet," said Jason Antill.

For further information contact Jason at Antill Marine: Tel 0410 765 245 or Jason@antillmarine.com.au

## Get up to date with the latest rule changes

An all-new edition of *The Blue Book* has just been released by Yachting Australia. Current for the next four years from 2009-2012, *The Blue Book* is a necessity to have on board and a requirement for all competitive sailors in Australia.

Yachting Australia teamed up with *OCEAN Media* to publish this latest 2009 edition of *The Racing Rules of Sailing for 2009-2012*. Known throughout sailing circles as "The Blue Book," this publication is a key reference for all competitive sailors, from small dinghies and skiffs through to ocean racing yachts. It sets out all the current ISAF rules governing the sport along with the Australian Prescriptions including Special Regulations. Combined, the international Racing Rules of Sailing and the Prescriptions and Special Regulations of Yachting Australia make up the definitive guide to racing rules for Category 0 to 7 racing events.

Some 18,000 copies of the all-new *Blue Book* have been printed for national circulation during the 2009-2012 currency of this latest edition.

Don't be behind the pace on the latest rule changes before the start gun has fired. Get your hands on a copy today by visiting your local yacht club, phoning Yachting Australia or your local state yachting association, or visit your nearest Boat Books retailer.

For further information visit Yachting Australia at [www.yachting.org.au](http://www.yachting.org.au).





## Esthec: the personalisation of a yacht

In November 2007, Dutch company Bolidt introduced Esthec, a replacement for teak decks. Since then, buyers have responded positively to Esthec's characteristics. Compared to other alternatives – mostly based on plastic materials – for teak decks, Esthec includes several specific properties to which other alternatives cannot easily match. The ingredients of Esthec are based on over more than 40 years of experience with decking materials for large cruise ships. An Esthec deck is durable, maintenance friendly, and weighs much less than teak. It is easy to install and its durability means that the yacht remains in good condition for longer. At first, some naval architects were rather reserved about Esthec, but that is now changing. For years, teak was considered the only suitable material for ship decks.

Now, architects have begun to see the advantages of having a range of colours to choose from: Esthec is available in 10 colours with five different join options. The biggest breakthrough that Esthec provides is the independency. Which means that yacht designers and owners feel free to develop their own design by using a combination of a line pattern, joint colour and joint breadth to create their own shapes, circles, mosaics or logos. There's an environmental benefit, too: teak is scarce these days, and threatened in some areas. Esthec is produced in laboratories from liquid materials, before being processed into sheets by robots.

For further information visit [www.esthec.nl](http://www.esthec.nl)



## New racing signal rules stickers available

Yacht Brand Products has launched new racing rules signals stickers reflecting the updated ISAF rules, which come into effect on 1 January, 2009. ISAF has introduced 14 changes to the racing rules signals for 2009-2012 and sailors' best bet of adhering to the new rules is to put the sticker up in their boat.

According to Yacht Brand Products' Lance Ross, the racing signals stickersticker has been updated as follows:

- Additions include the O flag (O for ooching, pumping or rocking permitted with two options

depending on where it is flown), and the R flag with one gun (no ooching, rocking or pumping)

- The S flag now has three options
- The AP flags combination has different wording
- D flag has been added to advise about the warning signal
- The orange flag has an additional meaning and another detail change
- The yellow flag has altered wording
- The most obvious changes to the sticker design are the five C flag options, either alone or pairing it with new flags or boards: a green triangle, a red rectangle, a minus (-) sign and a plus (+)

sign, which refer to mark changes, leg lengths or a compass bearing.

The fade-resistant vinyl stickers are printed in seven colours and have been enlarged to 36cm x 16cm to be the same size as the International Code Flag Sticker.

According to Ross, the RSS sticker is entitled "2009+" in case the 2009-2012 rules don't change again in 2013.

For further information, contact Yacht Brand Products on (03) 9822 4933 or via email [lanceross@netspace.net.au](mailto:lanceross@netspace.net.au)



Dave Champtaloup's *Caprice of Huon* will join the cruise to Hobart.

## Cruise the Sydney Hobart race track

If you've ever felt compelled to experience the 628-nautical-mile Sydney Hobart voyage, but would rather take it at your own pace, then the Cruising Yacht Club of Australia (CYCA) has the event for you.

The CYCA will run a non-competitive cruise from Sydney to Hobart in January to February 2009 and is extending an open invitation to all sailors interested in joining the group. The cruise has been organised to follow a set of communication and safety disciplines with a designated arrival time in Hobart of no later than midday 5 February, 2009.

The arrival date will coincide with the Australian Wooden Boat Festival from 7-9 February and there will also be an option for boats to continue on and join the 2009 White & McAllister Van Diemen's Land Circumnavigation Cruise, departing Hobart 11 February.

"There will be no speed or timed distance reporting required," said CYCA Vice Commodore and Sailing Committee Chairman, Gary Linacre.

"The objective is to perform excellent seamanship, navigation and communication disciplines. There will be no advantage achieved by, or any need for competitive speed during the cruise."

The CYCA is encouraging participants to sail in company and all are free to choose whether to proceed under power or sail at any time.

The Vice Commodore believes this is a great way for people to reconnect with the roots of the Rolex Sydney Hobart Yacht Race.

"Some would say this is the way the Sydney Hobart Yacht Race started out," he said.

The club has already accepted a number of expressions of interest including from David Champtaloup, who will sail his classic yacht *Caprice of Huon*, a two-time Australian Admiral's Cup team competitor in the 1960s and a placegetter in the Sydney Hobart in the '70s.

Cruise directions are available to download on the CYCA's website.

For further information visit [www.cyca.com.au](http://www.cyca.com.au)

## NEWS IN BRIEF

### Caffari in another world-first

British yachtswoman Dee Caffari has set out to become the first woman to sail solo and non-stop both ways around the world, an attempt which would see her notch up her second sailing world record if successful.

Caffari was the first woman to sail solo, non-stop around the world against the prevailing winds and currents in 2005/06.

This latest odyssey, which is being undertaken as part of the Vendée Globe yacht onboard a state-of-the-art Open 60, started in France on 9 November and is expected to take 90 days to complete.

### Yoti creates European Connection

Australian yacht broker Yoti has formed a strategic partnership with European-based yacht sales and service provider Sunbird offering its clients a complete solution for purchasing and launching a yacht in Europe.

According to a statement, Yoti saw the opportunity to create a streamlined service for the growing number of Australian sailors looking to Europe and the Mediterranean for their sailing adventures.

Through the arrangement, Sunbird's support team can be on call for Yoti clients to do everything from arrange berthing to managing warranty and aftersales service.

"We truly believe that our Australian and New Zealand clients need a considered pathway towards enjoyment of their yachts when overseas," said Yoti director, John C Cowpe.

"This is no small challenge when being looked after by a company on the other side of the world and indeed it is often made to feel further away with the challenge of time differences," he said.

Sunbird's western Mediterranean base in Palma runs the company's yacht sales operation as well as aftersales service. There's also an eastern Mediterranean location in Gocek, Greece, for warranty and aftersales support.

For further information visit [www.yoti.com.au](http://www.yoti.com.au) or email the company on [sales@yoti.com.au](mailto:sales@yoti.com.au)

### OAMPS sponsors Sydney International Regatta

Insurance company OAMPS has signed on as the major naming rights sponsor of Yachting NSW's Sydney International Regatta to be held from December 6-9.

The company is the largest marine insurance specialist brokers in the Asia-Pacific region and is experienced in providing all aspects of marine insurance and consulting solutions.

Apart from its sailing involvement, OAMPS is already the official insurance broker to the Rugby League World Cup 2008 and is a Wesfarmers Company with offices across Australia and in the UK.



The Elan 450's twin-rudder design

It is as much about comfort as performance

## Elan launches 45-foot twin-rudder cruiser/racer

Elan has released a new twin-rudder cruiser/racer designed by Rob Humphrey drawing on a number of fundamentals from his Open Class 60 and Class 40s designs. The new Elan 450 is built for a mix of comfortable cruising and performance sailing due to its twin-rudder design, powerful hull and comfortable fit out. The yacht is geared for either short-handed sailing or fully-crewed, and features a spacious cockpit incorporating several in-floor recessed storage compartments for the liferaft and table. According to Elan, the yacht has a pure bow line, long waterline, open transom and

clean lines on deck with flush hatches on coach roof. Other features include a tall fractional rig, swept aft double spreaders as standard, a large mainsail area with non-overlapping headsail and large genacker handled by a retractable bowsprit.

For more information contact Navsail-Elan Yachts on (02) 9999 6730 or email [elan@navsail.com.au](mailto:elan@navsail.com.au)

## Bavaria provides third cabin with B35c

Bavaria has introduced a new model to its cruiser ranged designed for families or charter operators in need of a 34-footer with a little bit more room than its popular Bavaria 34. The new Bavaria 35 Cruiser is based on the hull and deck of the current 34 Cruiser but features a third cabin.

The 35 will also have a fresh interior design in line with the recent Bavaria 43.

Thanks to an adjustable bulkhead in the aft cabin, the space can be configured as two equal berths or as one large berth and one small berth. The galley is situated on the port side of the saloon opposite the head and shower, forward of the port aft cabin. A large front-loading fridge is located under the saloon table.

In a departure from Bavaria's conventional floorplan, the chart table is hinged on the bulkhead facing forward into the saloon by the starboard settee.

With sailing characteristics based on the Bavaria 34, the company claims performance is guaranteed.

Pricing starts from approximately \$251,910.

For more information please visit [www.bavariayachts.com.au](http://www.bavariayachts.com.au)

The Bavaria 35 is based on the popular 34 cruiser



The floorplan showing two aft cabins, which can be configured to different sizes

## WILD OATS XI BREAKS CABBAGE TREE RECORD

HIGH PROFILE SUPERMAXI *WILD OATS XI* IS IN RED HOT FORM COMING INTO THE ROLEX SYDNEY HOBART YACHT RACE 2008



Wild Oats XI was spruced up...



...and brought out of storage in Bankstown to contest the Cabbage Tree Island race.

**W**ild Oats XI underscored her prospects for a record fourth line honours win and a possible race record in the Rolex Sydney Hobart Yacht Race by setting a new record for the CYCA's prestigious Cabbage Tree Island Race in November.

The 180 nautical miles north from Sydney to the island off Port Stephens was her first ocean race since undergoing 'go faster' modifications, and will be her only long race before the Boxing Day start of the Hobart Race.

*Wild Oats XI's* elapsed time was 17 hours 58 minutes 48 seconds, 35 minutes inside the 2005 time set by the internationally successful *Alfa Romeo*.

"We could not have asked for a better start to our campaign for this year's Rolex Sydney Hobart...varying breezes, lots of sail changes and the modifications we have made during the winter all worked," skipper Mark Richards said after the race, describing these modifications as "general tweaking."

Of the 26 starters in the Cabbage Tree Island Race, 23 boats had been nominated for the Rolex Sydney Hobart with this race being the final qualifying event in NSW waters.

On corrected times, Alan Brierty's Corby 49 *Limit* scored back-to-back IRC wins to retain the prestigious Halvorsen Brothers Trophy, with the West Australian owner back on board after a knee reconstruction operation.

*Limit* scored a hard fought win in this Blue Water Pointscore race from Syd Fischer's TP52 *Ragamuffin* and David Beak's Beneteau First 44.7 *Mr Beak's Ribs*.

While *Limit* has been nominated for the Rolex Sydney Hobart, it is unlikely she will race south as Brierty's new *Limit*, a state-of-the-art Reichel/Pugh 62, is due to be ready by then.

Describing the Cabbage Tree Island Race, in which *Limit* finished within sight of the three TP52s, *Ragamuffin*, *Wot Now* (Graeme Wood) and *Wot Yot* (Bill Sykes), *Limit's* sailing master Roger Hickman said it had been a tactically demanding race.

"Physically, it was not a hard race, but mentally it certainly was... there were many changes in wind direction and strength and you had to anticipate these and be ready to tack or change sails."

The Tasman Series (PHS) went to casual entry *Isabella*, notching up her qualifying race for the Rolex Sydney Hobart. Owned by John Nolan from the Royal Prince Alfred Yacht Club, *Isabella* is a Hanse 400E, whose only previous long offshore race had been the RPYC's Pittwater Newcastle event.

*Isabella* won the Tasman Series division comfortably from Steve Trevillion's Jarkan 11.8 *Online*, also from the RPYC, and CYCA member Phil Molony's Archambault 40 *Papillon*, which will be racing to Hobart for the second time this year.

After four races for the CYCA's 2008-2009 Blue Water Pointscore, the modified Farr 40 *AFR Midnight Rambler* (Ed Psaltis and Bob Thomas) is still leading on 15 points, but now just one point ahead of *Limit* on 16, followed by *Balance* (Paul Clitheroe) on 17 points and *Ragamuffin* 19 points.  
— Peter Campbell





Reichel/Pugh-designed ILC40 *Chutzpah*.



Line honours winner *Shogun*.

## CHUTZPAH AND SHOGUN STAR IN BASS STRAIT QUALIFYING RACE

TWO VICTORIAN YACHTS MAY HAVE WHAT IT TAKES TO BE THE FIRST VICTORIANS IN OVER A DECADE TO CLAIM AN OVERALL WIN IN THE ROLEX SYDNEY HOBART YACHT RACE 2008

Judging by the strong performances of *Shogun* and *Chutzpah* in the Melbourne to Stanley race across Bass Strait in early November, a Victorian yacht may be in contention for an overall win in this year's Sydney Hobart for the first time since 1996.

In a dramatic early hours finish to the 152 nautical mile race *Shogun*, Geelong yachtsman Rob Hanna's recently acquired Cookson 50 (ex *Living Doll*), overtook John Williams and Graeme Ainley's Farr 53 *Georgia* to snatch line honours by just five seconds.

*Georgia* had led by up to three miles as the fleet sailed south across Bass Strait following the pre-dawn start from Queenscliff, just inside The Rip at the entrance to Port Phillip. *Shogun* steadily overhauled *Georgia* as the south-easterly breeze freshened on Saturday evening to snatch victory on the line off Stanley's breakwater.

However, smaller boats dominated the IRC and AMS results, with Bruce Taylor's Reichel/Pugh-designed ILC40 *Chutzpah* winning both handicap divisions.

*Chutzpah* sailed an excellent tactical race to finish close astern of the bigger boats and win the IRC division from Martin Vaughan's *Wild Side* and Ian Murray's *Cinquante* and Robert Sill's *INSX*. *Shogun* placed seventh

and *Georgia* eighth on corrected time.

In the AMS division, *Chutzpah* won from *I* (Andrew Munro) and *Wild Side*.

*Shogun*, *Georgia*, *Chutzpah*, *Wild Side*, *INSX* and *Goldfinger* are among the strong Victorian contingent that have lodged applications to enter the 64<sup>th</sup> Rolex Sydney Hobart Yacht Race.

Launched late last year, *Chutzpah* placed fourth IRC overall and first in IRC Division C in last year's Rolex Sydney Hobart in a most impressive debut and must be ranked a strong contender for a podium finish this year.

The Stanley race was sailed in 15-18 knot south-easterly winds, giving the fleet of 32 finishers a beat to windward all the way across Bass Strait. – Peter Campbell

## KIERNAN'S SANYO MARIS CLEANS UP GOSFORD LORD HOWE ISLAND RACE

WHILE THE MODERN MAXIS BATTLED FOR LINE HONOURS, VINTAGE CLASSIC *SANYO MARIS* SCORED AN HISTORIC WIN AT THE GOSFORD LORD HOWE ISLAND RACE 2008 ON IRC HANDICAP

*Sanyo Maris* scored an historic IRC win in the Gosford Lord Howe Island race.



Moderate northerly breezes along the length of the Tasman Sea ensured the 35<sup>th</sup> Gosford to Lord Howe Island race was fought on a relatively calm 414 nautical mile race course.

Line honours winner *ASM Shockwave 5* sailed to victory with 'barely a drop of water on the deck' after just three sail changes and only a handful of tacks along the way.

Andrew Short skippered the 80-foot maxi to arrive at Lord Howe Island at 7:42am on Monday morning 27 October, posting a time of 42 hours 42 minutes and 35 seconds – 7 hours 50 minutes outside the race record set by *Getaway Sailing*.

But it was a vintage racer which stole the show and posted an historic victory. Despite finishing last in the 14-boat fleet, Ian Kiernan's classic timber, yawl-rigged *Sanyo Maris* celebrated the 50<sup>th</sup> anniversary of her launching with an overall win on IRC handicap.

"*Maris* has never been in better shape," declared Kiernan. "The sponsorship of Sanyo and Veolia has allowed us to bring her right up to the latest ocean racing standards."

*Sanyo Maris* took 70 hours to complete the 414 nautical mile course, almost 30 hours more than front-runner *ASM Shockwave 5*.

Cole 43 *Polaris of Belmont* won on PHS corrected time, 2 hours and 16 minutes ahead of *More Witchcraft*, skippered by CYCA rear commodore -John Cameron.

For further information visit Gosford Sailing Club's website, [www.gosfordsailingclub.com.au](http://www.gosfordsailingclub.com.au)



The Bavaria 43 *Midlife*.

## BAVARIA OWNERS RACE ON SYDNEY HARBOUR

BAVARIA YACHTS RECENTLY HELD ITS ANNUAL SYDNEY HARBOUR REGATTA WITH 16 BOATS RANGING FROM 31 FEET TO 49 FEET LINING UP FOR THE FRIDAY MORNING START

The Bavaria Sydney Harbour Regatta is run as a fun, social day for Bavaria owners, their friends and family and is followed up with an evening of food, drinks and entertainment along with prize giving from sponsors.

The event organisers were thankful to awake to a sunny dawn with light, cool easterly winds on the Friday morning after a preceding few days of wild Sydney weather.

The fleet set off on a fixed course starting outside the CYCA and heading north past the Sow Pigs and as far up towards the Heads as Manly for the big boats.

In the big boat field, Nev Wittey's Bavaria 49 came home with the win ahead of Matt Treglone's Bavaria 44 Cruiser. In the smaller class, Adrian Can Bellen skippered his Bavaria 33 home to a convincing win.

## FRENCH YACHT *SPIRIT OF AD HOC* WINS ROLEX MIDDLE SEA RACE

The Rolex Middle Sea Race's fortieth anniversary was fittingly won by French 40-footer *Spirit of Ad Hoc*, which was the overall winner after persevering through two days of frustration floundering around the northern coast of Sicily followed by two intense days of sharp seas from Favignana to the finish line.

Hosted by the Royal Malta Yacht Club, the 606 nautical mile race



Bavaria 34 *Senta* rounding the mark near South Head.

The Marsamxett Harbour, Valletta, provided a stunning backdrop for the start of the race.



attracted an international fleet which battled it out around the picturesque course which rounds the island of Sicily.

“We truly enjoyed this race,” said *Spirit of Ad Hoc* skipper Thierry Bouchard. “It is an adventure and a test in every respect.”

Three yachts were in contention for line honours – the Mills 68 *Alegre* (GBR), Jim Swartz’s *Monneypenny* (USA) and Roger Sturgeon’s *Rosebud* (USA). After a well-fought contest *Alegre* crossed the line at 7:20am just ahead of *Monneypenny* to claim first past the post.

The 2009 Rolex Middle Sea Race will start on Saturday, 19 October 2009.

For further information, visit [www.rolexmiddlesearace.com](http://www.rolexmiddlesearace.com) or contact the Royal Malta Yacht Club on +356 2133 3109

## GUY STENING WINS M30 WORLDS

Australia has a new world champion after Sydney yachtsman Guy Stening won the M30 Worlds held in early October off Newport, Rhode Island – the same seaport on the US coast where *Australia II* historically claimed the America’s Cup just over 25 years ago.

Sailing aboard *Optimum*, Stening and his team of Darren “Twirler” Jones (mainsheet), Steve Maconaghy (tactician), Tristram Eldershaw (pitman), Curtis Florence (bow), Steve Quigly (trim and strategy) and Tim Davis (trimmer) won the prestigious world championship by four points from Jim Richardson’s talented team aboard *Barking Mad*.

*Optimum* went into the last day with a nine point advantage over *Barking Mad* (USA) with Farr 40 legend Vincenzo Onarato, sailing *Mascalzone*

*Latino* (ITA) into third place overall.

*Optimum*’s advantage was due to some very steady and fast sailing over the previous three days of moderate to very fresh conditions. In 11 hard-fought races on Narragansett Bay and Rhode Island Sound *Optimum* recorded an outstanding scorecard of 1-1-3-9-1-2-2-7-2-3-5 to finish with 36 points in the no-discard series.

For the three final races, the committee sent the fleet to Narragansett Bay rather than Rhode Island Sound, citing concerns over a leftover sea state from 30-knot winds on day three of the four-day regatta. The final racing took place in winds from the west quarter at 7-14 knots. *Barking Mad*, being a local boat, exploited this opportunity to impressively claim three wins on the final day, which saw them take out the final four heats of the regatta.

*Optimum* had a 10-point day over the three races, which was enough to secure a very solid victory. It was a hard earned win, with the difference in wind direction between max right and max left being 80 degrees over the course of the racing.

*Barking Mad* finished with 40 points from placings of 7-2-6-11-2-5-4-1-1-1-1 while *Mascalzone Latino* ended third on 62 points after a DNF in race eight following a collision with another Australian boat, *Superfly*, skippered by Lewis Perrin.

Asked of his expectations for the event, Stening commented: “We came here to win, no doubt about it. Our team has put a heap of work in since the last Worlds (in Sardinia), where we placed fourth. We are a very close team and we are absolutely over the moon at the moment. This is huge!”

Stening has been sailing in the Bruce Farr-designed high performance M30 (formerly the Mumm 30) class for more than three seasons after several seasons of racing in sports boats with the Cruising Yacht Club of Australia and the Royal Sydney Yacht Squadron on Sydney Harbour. ○

AFTER RECENTLY MAKING HISTORY AS THE OLDEST BOAT TO WIN A CATEGORY 1 OCEAN RACE IN AUSTRALIA, *SANYO MARIS* WILL LOOK TO PULL OFF A SIMILAR FEAT WHEN IT SETS OFF FOR HOBART ON BOXING DAY.

By Peter Campbell

**T**he classic ocean racing yacht *Sanyo Maris* has come out of retirement to celebrate the 50<sup>th</sup> anniversary of her launching by competing in two of Australia's toughest ocean races, the Hempel to Gosford Lord Howe Island and the Rolex Sydney Hobart.

*Sanyo Maris* will be one of the oldest boats in the Rolex Sydney Hobart fleet but she has already made yachting history with her comeback by winning IRC honours in the 414 nautical mile Gosford Lord Howe Island race.

She is the oldest boat in Australian yachting history to win a Category 1 ocean race. Given similar conditions, and with her low IRC rating, she could achieve another top handicap position in the 628 nautical mile Rolex Sydney Hobart.

Ian Kiernan, a solo round-the-world yachtsman and founder of Clean Up Australia, has owned *Sanyo Maris* for 38 years but the boat now has three other part-owners, including brother and sister duo Tiare Tomaszewki and Ben Hawke, whose grandfather, the marine artist Jack Earl, was the original owner of *Maris*. He named the boat after his daughter Maris, their mother. A third new partner is Lord Howe Island identity John Green, but he missed the Lord Howe Island Race after dislocating his shoulder.

Tiare sailed to Lord Howe Island after working tirelessly for almost three months to get the boat prepared for the race across the northern Tasman Sea. She will race to Hobart with her brother Mathew Tomaszewski on the boat, her first Rolex Sydney Hobart, although she has sailed in many other long offshore races.

Brother Ben sailed extensively with Ian Kiernan in the Pacific after he bought the boat, and prefers cruising to racing.

*Sanyo Maris* is a classic yawl-rigged, timber-hulled Tasman Seabird class yacht, designed by the late Alan Payne and launched by Jack Earl in 1958 to replace his famous ketch *Kathleen*, which he skippered in the inaugural Sydney Hobart in 1945 and later cruised around the world. (The Australian National Maritime Museum now owns *Kathleen* in its fleet of historic vessels.)

Jack Earl raced *Maris* to Hobart in 1960 and 1961 (placing 5<sup>th</sup> overall) before setting sail on an extended cruise of the Pacific with his wife Kathleen and their children. The family lived aboard the boat in Hawaii, Tahiti and other ports.

"Our mother Maris' trip in the Pacific was the reason Tiare and I have Polynesian names," explains Tiare's equally sea-going sister Leilani. "The family has second generation ties to many of the people they met then."

When Earl returned to Sydney he put the boat up for sale and, as he recalls, Ian Kiernan was "entranced by *Maris* sitting in Mosman Bay."

Over the 38 years that he has owned *Maris*, Kiernan has encountered some dramatic moments at sea with

## 50-YEAR-OLD *SANYO MARIS* MAKING YACHTING HISTORY

*Sanyo Maris* set sail in the recent Lord Howe Island race.

Photo: Jeremy Hancock

the boat, but the day he rowed out to meet Earl for the first time on board *Maris* certainly had its moments.

"A savage southerly buster arrived and an out-of-control Bluebird surfed past, gybed, and the boom swept a fat guy into the bay," Kiernan recalls. "He lacked swimming ability and I dived in and got him ashore, re-boarded *Maris* and rowed back with the sale agreed and the finest friend you could image, Jack Earl."

According to Kiernan, the sale included an agreement in which Earl would teach him how to cross oceans in this wonderful vessel.

"He certainly did that," recalls Kiernan. "I became a celestial navigator. Jack taught me to practice with my sextant bringing the sun down reflected in a dish of oil."

Kiernan went on to compete in the BOC Challenge single-handed race around the world, numerous Admiral's Cups and many other international races.

He returned *Maris* to ocean racing for the 50<sup>th</sup> Sydney Hobart Race in 1994 and sailed her in three more Hobarts, winning her division in 1997 and also placing second on handicap in the 1999 Gosford Lord Howe Island Race.

"It is good to have the Earl family back involved after 38 years as that deal back in 1970 was the start of a very strong bond between our families," Kiernan added. **O**

# VOILES DE *St Tropez* REGATTA

OFFSHORE YACHTING WAS IN ST TROPEZ IN SEPTEMBER FOR THE VOILES DE ST TROPEZ. THIS WORLD FAMOUS REGATTA IN THE SOUTH OF FRANCE CATERS FOR A VARIETY OF CLASSES BUT IS MOST WELL KNOWN FOR THE MAGNIFICENT CLASSICS THAT GATHER TO RACE IN THIS MOST PICTURESQUE BAY.

**M**ore recently the modern but equally eye-opening Wally superyacht class have drawn throngs of admirers who crowd the docks of the old port and chase these most impressive, high tech racing yachts around the course – if they can keep up! We had the opportunity to sail aboard the 100 foot Wally *Dark Shadow* during the week. What an experience to witness the powerful performance of this all-carbon superyacht, and the professionalism of its crew.

Wally Yachts are the choice of racing yacht for those with the means to buy and campaign one in Wally class regattas throughout the Med. They are not one-design and come in many shapes, weights and sizes, but all are characteristically a Wally. In Europe to own a Wally Yacht is entry into the most elite club in private yacht racing.

*Dark Shadow* is skippered by its owner, as the Wally class rules dictate. However, as a superyacht it has permanent crew to maintain the yacht in top condition and to sail her from event to event. We were introduced to *Dark Shadow* and her Captain Yerin Hobson – an Aussie of course – by long time crew member Paul Archer of Monaco-based yacht services company Arrow Services. The yacht is regularly in charter (through Camper & Nicholson Monaco) and in race use each year doing a full Med season, last year completing an Atlantic crossing and a charter in the Caribbean. The normal race program is three or four regattas a year and the regular crew (most of whom have been racing together for five years) allocate 10 days to each regatta usually comprising five to six days of racing and five training days prior.

Although the normal crew is five, when racing the crew numbers balloon to a race crew of 23 plus a shore and tender support team of three on the Wally tender. The tender follows the yacht everywhere it goes and in its first season managed over 12,500 miles as a chase and support boat. *Dark Shadow* also has two 40-foot containers with race gear plus a team truck.

Included in *Dark Shadow*'s international race crew are specialists in all

*Dark Shadow*



yachting fields with extensive backgrounds in Americas Cup campaigns, and ocean racing including Volvo Round the World ocean racing, and single-handed ocean racing. Crew members aboard represent every yachting speciality skill including a boat builder, mast and rig supervisor, sail advisor from North Nevada, tactician, instrument specialist, navigator, and even an engineer to keep the generators running and the massive electric winches turning. Wally yacht racing is indeed a class act! ○



# Will Ryan defends title in match racing champs



CYCA's match-racing team won the Australian championships on Sydney Harbour.

Hands up who's number one... Ryan (right) and his winning crew.



**C**ruising Yacht Club of Australia young gun Will Ryan wrapped up a second-consecutive series win in the recent Australian Youth Match Racing Championships, bringing home the trophy for the 2008 home club.

The CYCA-hosted regatta saw some of Australia's best up-and-coming sailors and their crews engage in tactical skirmishes on the waters of Sydney Harbour aboard the Elliot 6s.

Despite a light and shifty northeast breeze, the final day of the regatta delivered some thrilling match racing with tightly contested races in both the petit-final, to decide third and fourth place, and the AYMRC final to determine the overall series winner.

In the petit final the CYCA's Kieran Searle showed some tactical prowess to nudge out Lucinda Whitty in two races and take home third place. The first match was a thriller and came right down to the line when Searle forced Whitty to jibe just metres from the finish line, delivering the Sydney local a close-fought win by three seconds and a place on the podium.

Reigning 2007 AYMRC champion Will Ryan met an in-form Edward Quartly in the final to decide first and second. Quartly, of the Royal Sydney Yacht Squadron, was all that stood between Ryan and a second consecutive AYMRC title following his win in Tasmania last year.

Race one saw Ryan make a move early and lead from start to finish. Perhaps it was nerves, but Quartly gave away a costly penalty in the prestart and gifted Ryan a clear starting advantage to lock up the first tussle in comfortable fashion.

The second race saw much a tighter contest but again it was Ryan who took control and stretched out a commanding lead to go two up in the best-of-five series decider. In the third race, Quartly split from Ryan and made for the port side course but both crossed the top mark still neck and neck. Ryan eventually took the lead and ran home to a 16-second victory to wrap up the series and claim his second Australian title. **O**

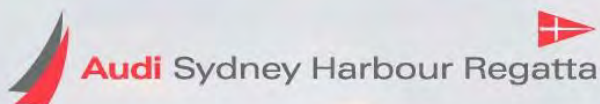


CYCA Commodore Matt Allen presented the winners trophy.

## 2008 AYMRC SERIES RESULTS

1. Will Ryan (CYCA/YNSW)
2. Edward Quartly (RSYS/YNSW)
3. Keiran Searle (CYCA/YNSW)
4. Lucinda Whitty (DSC/YNT)
5. David Chapman (RSYS/YNSW)
6. Tristan Brown (RFBYC/YWA)
7. Sean O'Rourke (MDSC/YQLD)

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# BIGGER FLEET FOR COFFS HARBOUR

By Damian Devine



Bill Absary's *Le Billet* will try for three IRC class wins in a row.

Offshore racing fleets are on the increase this summer, including the Royal Prince Alfred Yacht Club's 2009 Pittwater to Coffs Harbour race and the associated series, the 28<sup>th</sup> running of the event on the NSW coast.

Race director Chris Stone said the club expected around 75 yachts in the starting fleet this year for the 226 nautical mile Category 2 race, which typically attracts racing enthusiasts from a broad base of yacht clubs across Australia.

This year it has already seen entries from a number of different clubs including the Cruising Yacht Club of Australia, the Royal Sydney Yacht Squadron, Cronulla Sailing Club, Royal Queensland Yacht Squadron, Royal Motor Yacht Club Toronto, Royal Motor Yacht Club Broken Bay and, of course, from RPAYC itself.

The 2008 race had 60 starters representing 16 different yacht clubs stretching from Far North Queensland to Victoria.

Entries by mid-November included two prominent CYCA members, Matthew Short with the TP52 *Shortwave* and Julian Farren-Price with his keenly sailed Cookson 12 *About Time*.

*Shortwave* is a new generation TP52 and has been optimised for offshore IRC racing. Since taking ownership, Matthew has raced her to a fourth in the IRC Division of the Audi Sydney Gold Coast Yacht Race.

Farren-Price is back for the 2009 race after finishing a close second to *Le Billet* in the 2007 series and fourth overall in the Coffs race.

David Elliot, the new owner of *e11even*, formerly Steve Ellis' *Splash Gordon* and a highly competitive modified Farr 40, will represent the Royal Queensland Yacht Squadron. Another Farr 40 contesting the race will be *Shaya Moya II*, recently acquired by Cronulla Sailing Club's Gavin Mead.

A plethora of RPAYC boats are expected to be on the starting line including the 2007 and 2008 series winner, Bill Ebsary's *Le Billet*, a Beneteau 44.7 which will be aiming for a series trifecta, John McConaghy

*Wild Joe* took line honours last year in a shortened course due to bad weather.



and his custom McConaghy 50 *Second Time Around*, Jimmy King and Bruce Staples and their ably experienced crew aboard *Dark & Stormy Witch*, a Murray 37 custom, and a host of others including *Pretty Woman*, *First Priority*, *Hansky*, *Next Moment*, *The Real Thing*, *Wild Oats X* and *Shot of Courage*.

The Pittwater to Coffs Harbour ocean race gets underway on 2 January 2009 at noon with the start in the heart of Broken Bay and the finish inside Coffs Harbour.

The Pittwater and Coffs Harbour offshore series is a two-race event with the Pittwater to Coffs race and the Solitary Island race in Coffs Harbour on 5 January making up the series.

Last January the RPAYC was forced to abandon the traditional 226 nautical mile Pittwater to Coffs Harbour race for the first time in the race's history due to extreme weather conditions lashing the NSW east coast. With no alternative but to abandon at the last possible moment, an alternate 210 nautical mile course was hastily set and a race got underway with a 60-strong fleet racing from Broken Bay to Port Stephens to Botany Bay to Pittwater.

The notice of race and application for entry can be downloaded from the official event website [www.pittwatertocoffs.com.au](http://www.pittwatertocoffs.com.au). Applications for entry close 5 December, 2008.

Photo: Andrea Francolini

Photo: Andrea Francolini





Classic yachts start in 2007 Australian Day regatta.

## FESTIVE DAY ON HARBOUR FOR AUSTRALIA DAY 2009

By Peter Campbell

For the past 172 years, without a break, Sydneysiders have enjoyed the spectacle of the Australia Day Regatta, taking part aboard tall ships, yachts, skiffs, sailing and rowing dinghies, or enjoying lavish luncheons aboard navy ships and passenger liners or dancing aboard ferries, or enjoying family picnics and entertainment around the foreshores.

January 26, 2009 will see the running of the 173<sup>rd</sup> Australia Day Regatta on Sydney Harbour, the oldest continuously conducted sailing regatta in the world. Even in the war years the regatta was held, albeit with greatly reduced numbers.

Early Sydney newspaper reports of the event, originally called the Anniversary Regatta, wrote about civic dignitaries lunching on passenger liners which became regatta flagships for the day, of ferries packed with the public enjoying concerts and dancing (and the aquatic events) and of picnics on the headlands such as Mrs Macquarie's Chair, Darling Point and Bradley's Head and on harbour islands.

The past few years have seen a resurgence of interest in the traditional Harbour regatta for yachts, modern and historical 18-footers and the offshore race to Botany Bay, retracing the passage of the First Fleet. But also in the successful establishment, under the auspices of the Australia Regatta management committee, of special Australia Day Regattas on Botany Bay, Brisbane Waters, Pittwater, Lake Macquarie, Lake Illawarra and other parts of the Harbour.

Headed by eminent yachtsman Sir James Hardy as president and John Jeremy as chairman with a team of dedicated volunteer sailing enthusiasts, the Australia Day Regatta works closely with the Australia Day Council in providing the best possible way to celebrate Australia Day in Sydney.

In addition to the 173<sup>rd</sup> Australia Day Regatta, Sydney Harbour will

be a magnificent spectacle of sail and other craft with events such as the colourful Ferrython, the Tall Ships Race, lead by the *James Craig* and the bark *Endeavour*, while overhead there will be RAAF flyovers and aerobatics and mass drops by the Army's Red beret parachutists into Farm Cove.

The Australia Day Council is encouraging boat owners not competing in the racing to enjoy picnics on their boats by dropping anchor in Athol Bight and Farm Cove or follow the tall ships into Darling Harbour for the Jazz on Water and evening fireworks.

The 173<sup>rd</sup> Australia Day Regatta program is now available from most Sydney yacht and sailing clubs, while the Notice of Race and Entry Form for the regatta can be downloaded from the web sites of the Royal Sydney Yacht Squadron and the Sydney Amateur Sailing Club or from the regatta website – [www.australiadayregatta.com.au](http://www.australiadayregatta.com.au)

## MAXIS FACE OFF BEFORE SYDNEY HOBART

The SOLAS Big Boat Challenge, the annual maxi yacht race on Sydney Harbour, looks set to be the one and only opportunity for the public to see the bulk of the Rolex Sydney Hobart line honours challengers in the ring prior to the great race south on Boxing Day.

Apart from its record-breaking overnight qualifying race to Cabbage Tree Island, Bob Oatley's 30-metre *Wild Oats XI* is not expected to sail in company prior to its record breaking attempt – four consecutive line honours wins in the Rolex Sydney Hobart. Instead, their strategy is straight line sailing with the SOLAS Big Boat Challenge on Tuesday 16 December the only exception.

Another former Rolex Sydney Hobart line honours victor, Grant Wharington's *Skandia*, will as usual grace the start line, as will CYCA Commodore Matt Allen's Jones 70 *Ichi Ban*, an overall winner two years ago, and Andrew Short's latest 80-foot acquisition, *ASM Shockwave 5*.

Arriving that very day from Moscow will be the crew from the Russian Open 85 *Trading Places Aye Parusa*, but the timing of the crew's arrival will prevent



*Black Jack* has been in form coming into the SOLAS Big Boat Challenge.

Photo: Andrea Francolini

them from being ready for the 12.30pm start off Steele Point at Nielsen Park. In the 60-foot range, two boats are planning their SOLAS Big Boat Challenge debut.

Peter Harburg's Queensland-based Reichel Pugh 66 *Black Jack* is due to arrive in Sydney well in advance of Australia's premier blue water event to contest all the lead up events: the Short Ocean Racing Championship, SOLAS Big Boat Challenge and the Rolex Trophy.

For Alan Brierty's Reichel Pugh 62 *Limit*, the SOALS Big Boat Challenge will be its maiden race following the delivery trip from Mornington, Victoria, where the new boat will be launched early in December.

The tight 14-mile course, which takes the fleet around the Harbour two and a half times before finishing off the steps of at the Opera House, will offer the expected fleet of 20 limited opportunities to stretch out. This is the very reason it's one of the most popular summer events on the Harbour as the maxis and pocket maxis take centre stage one time only before they line up again on Boxing Day for the serious business of trying to be the first to Hobart.

Last year the CYCA renamed its annual invitation-only big boat race after the Trusts it established following the stormy 1998 Sydney Hobart Yacht Race.

The second initiative was offering places aboard some of the highest profile boats via a unique eBay auction. Close to \$6,000 was raised last year and given the pedigree of this year's line up, expectations are that bidding will once again be strong.

This year's SOLAS Big Boat Challenge will for the first time mark the closing day of the CYCA's annual Trusts raffle period. Tickets will be sold up to 16 December with all raffle prizes to be drawn that afternoon as part of the prize giving ceremony.

Entries for the SOLAS Big Boat Challenge must be lodged at the CYCA sailing office by 1200hrs, Monday 15 December.

*For details on the eBay auction and the SOLAS Trusts raffle, go to [www.cyca.com.au](http://www.cyca.com.au) or phone reception on 02 8292 7800.*



CYCA Commodore Matt Allen's *Ichi Ban*.



Russian yacht *Trading Places Alye Parusa* will arrive in Sydney just in time.

Photo: Andrea Francolini



The Skandia Geelong Week organisers expect over 400 boats in 2009.

## RECORD FLEET EXPECTED FOR SKANDIA GEELONG WEEK

Skandia Geelong Week 2009 will be 'bigger, bolder and older' according to the event's organisers who anticipate a record fleet will turn out to celebrate the regatta's 150<sup>th</sup> anniversary in January, 2009.

It is the largest sailing regatta in Australia and attracts in excess of 400 yachts and 4,500 sailors from around the country and internationally.

Hosted by the Royal Geelong Yacht Club, the race was first held in 1844 but was not officially established on the annual Australian racing calendar until 1859 when the RGYC was formed.

RGYC Commodore Graeme Ritchie unveiled details of the 2009 Skandia Geelong Week at an event aboard luxury yacht *Platinum* in November, and said record numbers of competitors are expected to attend to mark the 150<sup>th</sup> birthday of the popular regatta.

"Despite the world economic climate, we are expecting a record fleet and record visitation. To the sailing community this is the gala event of the year," said Ritchie.

Competition will take place on Corio Bay in Geelong, but an invitational on Port Phillip Bay will see more competition close to Melbourne.

"Our Melbourne end continues to grow with a high quality fleet set for the Skandia Docklands Invitational, which is a prelude to the main event, Skandia Geelong Week," said Ritchie.

"The Docklands will host representatives from six states and one of the most competitive IRC fleets assembled anywhere in the world."

Skandia Geelong week will host four national championships in 2009 and the International Moths will take part in the event for the first time.

The King of the Docklands event, which brings sailing into the heart of Melbourne, has a new format which will see the winners of all Skandia Geelong Week divisions in 2008 take part in a winner takes all event.

The Skandia Geelong Week starts on Friday 23 January 2009 and runs until Monday, January 26. The Skandia Docklands Invitational will act as

a prelude to the main event, and will take place on 22 January.

For further details on Skandia Geelong Week please contact the event coordinators by phone (03) 5229 9101 or visit [www.geelongweek.com](http://www.geelongweek.com). For details of the Skandia Docklands Invitational visit [www.docklandsinvitational.com](http://www.docklandsinvitational.com)

## CYCA'S SHORTWAVE FOR WEST COASTER

Cruising Yacht Club of Australia member Matthew Short has entered his TP52 Shortwave in this year's WestCoaster race from Melbourne to Hobart, emulating two races he sailed with his father in the early 1970s.

Like those races, which were very much a family affair, *Shortwave* will be sailed by a large contingent of the Short family headed by Matthew and his wife, Christine, and their four keen sailing daughters Kylie, Nikki, Caitlin & Sarah Short.

*Shortwave* is a Judel Vrolijk designed TP52 with the addition of a bowsprit and in early August finished fourth over the line in 2008 Sydney-Gold Coast race, less than four minutes astern of Quantum Racing (Cookson 50), Quest (TP52) and Yendys (Reichel Pugh 55).

Race director Simon Dryden believes that if the weather is in her favour, *Shockwave* has the potential to break the race record of 1 day 23 hours and 14 minutes, set by *Future Shock* in 1996.

The 480 nautical mile Heemskirk Consolidated WestCoaster is one of three races the Ocean Racing Club of Victoria is running to Tasmania, starting together from Portsea, just inside Port Phillip Heads on 27 December.

The club has retained the one-off Heemskirk Consolidated EastCoaster Race held last year as part of the Rudder Cup centenary, while the third race is the Bass Strait overnight dash to Launceston, with the finish off Low Head at the mouth of the Tamar River. ○



# ORC RETURNS TO OZ

*By Dobbs Davis, US-based offshore sailor and journalist*

THE WINDS OF CHANGE ARE BLOWING THROUGH THE OCEAN RACING WORLD WITH MANY NOW ADVOCATING THE ADOPTION OF THE ORC RATING SYSTEM

**W**earied by a lack of responsive service from a centralised rating authority, tired of not knowing what their boat will rate, and dissatisfied with the type-forming nature of the current rating rule, some prominent Australian offshore yachtsmen have expressed an interest in making a change to a new regime.

So in this season's Bluewater Point Series, the Rolex Rating Series and the Rolex Sydney Hobart Race, the Cruising Yacht Club of Australia (CYCA) will offer VPP-based handicap scoring once again in a rating system developed by the Offshore Racing Congress (ORC) called ORC International (ORCi).

"We are excited to try this system and its features to see if it will work with our fleet," said CYCA Commodore Matt Allen.

"It seems to work well where it is used elsewhere in the world, so it will be worth giving it a try here."

With its roots in the old International Measurement System (IMS) rating regime, ORCi takes rigorous measurements of a boat's hull, appendages, propeller, spar, and sails and inputs this information into a new and improved formulation of ORC's Velocity Prediction Programme (VPP). This VPP is annually updated and improved by the International Technical Committee (ITC) – which has as one of its members David Lyons of Sydney-based EMP Composites – and is used to generate a handicap rating in the form of a table of boatspeed values across a wide matrix of windspeeds and wind angles. Rating values are then distilled into several optional forms of scoring, depending on the needs of the regatta organisers: Performance Curve Scoring, Performance Line Scoring, or any customised scoring model that a race manager may want to create.

But use of these scoring types had proven in the past to be problematic for their complications while in use and when the actual race conditions varied from the scoring model, so the familiar single-number time-on-time system will be tried by CYCA. This will still have the power of the ORC's VPP in its rating potential, but allow for simpler application in practice by race managers and yachtsmen alike. In this, custom scoring options will allow managers to use a more appropriate single number approach than a global single number rating for all course types in all conditions.

Besides past complications in scoring, another objection to use of the VPP-based system was that the old IMS VPP overestimated the importance of stability in the speed potential of the boat, creating a genre of IMS-optimised designs which were slab-sided, had low stability, and were consequently unsuitable for offshore sailing. These were most popular in the western Mediterranean where light air and a high level of competition prompted the development of custom-built and optimised designs with ridiculous features such as wooden keels and tons of lead in the bilge rather than in the keel where it belongs. Designers of these boats had access to the IMS source code, so using their own proprietary VPP's refined at America's Cup levels of development, they were able to reverse engineer these features into making the rating rule think the boat was slower than it actually was. This set an unfortunate trend in design evolution away from pure speed, safety, and fun, but towards simply beating the rule.

But now designers do not have ready access to the ORCi source code and therefore would have to do much more work in trying to find the rule's loopholes to exploit. Yet the rule is still published and available for all to see, so that ratings are predictable. And with CYCA using a simple scoring system condensed into a single rating number, this will place importance on performance achieved over a broad range of conditions and discourage optimisation into a narrow corner of the wind matrix.

A final prior problem with IMS, which no longer plagues ORCi, is the

complication and expense of measurement. In the past this involved a complex wading process to determine the boat's hull form – an important component of determining the hydrodynamic behavior of the boat. But this is no longer the case. Not only are there new devices available to determine hull forms more quickly and accurately than in the past, but the ORC says it has thousands of boats' hull offset files in its database.

"So it is likely that we already have this information," said ORC Chief Measurer Nicola Sironi.

"But if we don't, we will also accept the designer-produced offset files and then just verify them quickly as part of the measurement routine."

And for classes and events which may require certification of a yacht's stability, ORC has the ability to issue a Stability Data Sheet which describes the measured stability of the yacht. This is an important parameter for offshore races, such as the race to Hobart.

With these innovations, measurement for an ORCi certificate is measured now in hours rather than days. And for CYCA, the local issuance of rating certificates is an important component to using the ORCi scheme. Sironi has planned a training seminar in Sydney for prospective measurers, and a management group is being assembled to act as a rating authority for Australia. This group will consist of representatives from Yachting Australia, CYCA, and owners of boats using the rating system.

Renowned Sydney-based yachtsman Syd Fischer (of *Ragamuffin* fame) has been perhaps the most vocal proponent of CYCA adopting ORCi into Australia.

"I firmly believe that the ORC International Rule would be the answer to the nonsense that owners have had to endure and bring back the tight, enjoyable and fair racing that was apparent at the Admiral's Cup and other worldwide regattas that we all enjoyed," said Fischer.

"The ORC International Rule has been sanctioned by ISAF and is based on scientific rating systems that have been used and updated for 40 years and is now the only rule that can be used for an Offshore World Championship.

"The main factor that all yacht racing owners require is a rating system that is fair to all types of boats and will be totally transparent, objective and non-biased, simple to use and understand, not too expensive and rewards those that sail well, without the frustrating anomalies that occur in IRC and its black box with no transparency. We think it's also appropriate to have some kind of age allowance to try and keep older yachts competitive."

In fact, at a presentation made at CYCA in September on ORC systems (there is also an ORC rating product called ORC Club which is a simpler version of ORCi), dual scoring in the Mini-Maxi Class at the Rolex Maxi Cup in Porto Cervo revealed that the ORC scoring yielded the same overall winners as in IRC scoring, but significantly compressed results in corrected time. This suggests ORC handicapping may be less biased towards the brand-new type-formed IRC yachts, and the older dual-purpose entries, if well-sailed, would fare better using ORC scoring.

Through his highly active campaigns on his various *Ragamuffins* over the years, Fischer has had tremendous experience in knowing what rating rules can and cannot do, and what they should and should not do. And in this respect he's leaning hard towards ORC.

"What must be realised is that billions of dollars are invested in yachts that the ORC rating rules do and would apply to," he said, "and therefore this fully measured and transparent rating system administered by an independent world body would be a fair and stable system so that owners could enjoy without frustration their racing in any part of the world." ○



# THE TACTICAL APPROACH

THE ROLEX SYDNEY HOBART YACHT RACE IS AS MUCH A BATTLE OF THE BRAINS AS TACTICIANS TRY TO PICK THE WINNING SOUTHWARD PASSAGE. BUT ACCORDING TO VETERAN SYDNEY HOBART CAMPAIGNER AND TACTICIAN MICHAEL COXON, THE JOB ENTAILS MORE THAN JUST PLOTTING THE BEST COURSE.

By Lisa Ratcliff

Michael Coxon, or 'Cocko' as he's best known, has been accused of being annoyingly positive and whether sailing in 5 knots or in 50 knots of puff, this optimism combined with nerves of steel make him one of this country's most prized afterguards both on the national and international scene.

This being the official program for the Rolex Sydney Hobart 2008, Cocko's advice on how to best perform in the 'entertainment industry' as he calls it (because "owners must enjoy themselves") is geared mainly towards the great race. However much of his insight, gleaned from more than four decades toiling on boats, can be applied across the board.

Before he steps aboard any boat as tactician, Coxon, himself a former overall winner of the Rolex Sydney Hobart on *Sovereign* in 1987 and multiple line honours winner, first makes sure he understands the owner's expectations. He knows it's all about their return on investment.

"Some owners want to just have fun sailing with their friends, others want results. I sit down with the owner beforehand and establish the benchmark," says Coxon.

When he first steps aboard a boat Coxon unabashedly introduces himself to an often unfamiliar crew by declaring, "as tactician, I will make more mistakes during this race than all of you put together." He finds that once this leveller is out of the way, the crew is then more open to forming a supportive team, which is key, especially during an endurance race such as the Rolex Sydney Hobart.

"A lot of tacticians put too much pressure on themselves," says the 51 year old who has sailed in more Hobarts than he can remember, starting with the 1979 race aboard Syd Fischer's aluminium built *Ragamuffin*. "You are second guessing God and working with a variable you have no control over".

Once he has the support of the owner and crew however, Coxon will take his place high up on the chain of command. While it's a team effort to campaign a boat over 628 nautical miles in sometimes treacherous conditions, Coxon is a firm believer in an on board hierarchy in which the tactician and sailing master are in charge of making decisions that aren't second guessed by the crew.

"There is nothing worse than second guessing calls on a yacht, which can happen when strong personalities are thrown together without a clear understanding and respect for who is the final decision maker. It's got to be a dictatorship with the decisions left to the person in charge. That being said I encourage crew feedback and input as long as it is delivered minus the emotion."

Hurting south to Hobart at 25 knots in the dark atop a deteriorating sea state and deciding who among the crew is stale and who is the best driver for the conditions is when a judgement by the tactician and the rest of the brains trust can have far reaching consequences – it's not a time for uncertainty.

Words like dictatorship and hierarchy seem out of character for a man who each time he sails first uses a 'mirror' on himself before leading a race debrief with the crew. "You will struggle to build and lead a team if you don't look at your own shortcomings," says the quiet, self-effacing sail maker, who writes down a minimum three things he could have done better to kick off every post race or regatta debrief.

Communication and being relaxed and in control are essential attributes for a tactician. Making informed decisions without getting flustered instills confidence in others. A bit like a sports psychologist, Coxon also bears the responsibility for keeping the crew upbeat – a challenging role for a two-day maxi ride and a super human effort for a small boat tactician should the race stretch out to five days.

"The tactician and sailing master set the pace for the rest of the crew. If you are throwing your toys out of the pram it doesn't set you up for when a real situation occurs," he says.

Luck plays a huge part in the Rolex Sydney Hobart – up to 25 per cent of the final outcome with preparation, people and navigation making up the other three quarters, according to Coxon.

"I have sailed on and with some of the most competitive boats and crews in Hobart races and on paper raced on some less competitive yachts and more times than not the favourites do not get their name on the trophy."

The morning of 26 December is unnerving for most competitors as the spotlight turns to the Harbour and the countdown to the traditional 1pm start begins in earnest. With the weather briefing out of the way, Coxon will run a final on board race briefing that all the crew actively participate in, starting with the appointed safety and medical officer then moving onto the navigator's weather briefing and race strategy before heading to the exclusion zone to hoist sails, which tends to settle the crew.

"It's a pretty hyped up environment, if you go for a sail people start focusing."

Coxon suggests getting a feel for both ends of the start line early before both the spectator craft and race boats thicken as confident transits are critical leading up to the gun. But if you are on a big boat, the tactician

has to weigh up the advantages of starting at the biased end of the line against the safety issues that can arise when a 98 footer tries to find some elbow room amongst the bulk of an 80 to 100-strong fleet which won't take kindly to being overshadowed.

The tactician and trimmers must decide on the best sail combination for getting out of Sydney Heads knowing there will be disturbed wind and water conditions and that within the first few miles of the race the boat will be changing course 180 degrees.

"The sea state driven by the spectator craft must be factored into spinnaker selection or you may well find a large gap in your sail selection chart while still in sight of Sydney."

Navigation through and around the spectator craft should also be taken into account with guests aboard 100-foot powerboats down to lone kayakers encroaching on the fleet as soon as the exclusion zone no longer applies. "Err on a course to clear the spectator craft before worrying about getting to Hobart," suggests Coxon.

Once the spectator fleet has fallen away, the first big decision for the tactician and navigator is whether to converge on the continental shelf 40 miles offshore in the hunt for southerly flowing current, or stay inshore to set up for a possible favourable wind shift. Coxon recommends having a pre-start strategy on where the boat should be positioned the morning of the 27<sup>th</sup> and working back from there.

For this critical decision and those subsequent, the tactician and navigator must have a healthy interactive working relationship as the tactician tends to set the boat up for what they can see with their eyes, versus the navigator who is looking 12 hours ahead.

A forecast southerly buster can help make the decision whether to head west east of the rhumbline easier. The demise of the Volvo 70 *ABNAMRO* and New Zealand maxi *Maximus* in the 2006 race is testament to Coxon's advice that "if a southerly is coming, you don't want to be caught out

in the seaway that maximum current against wind quickly whips up."

In a typical race, most of the fleet will be within 40 miles of the east coast of NSW to the Victorian border, setting themselves up for the tactical decision where to launch into Bass Straight and eventually rejoin the Tasmanian coast.

For stage two of the race, Coxon suggests there are a number of factors to consider starting with the sea state, current, wind direction at the time and predicted wind conditions down the Tassie coast, taking into account the breeze can bend more right in the Strait. He recommends the navigator tap into and understand the best weather predictions and estimate where the yacht shall be relative to predicted changes in conditions and then weigh these up with the yacht's fastest sailing angle and sail combinations to get south, and then "mix it with a little luck".

"If conditions in the Strait have been taxing, to avoid further wear and tear on the boat and crew it might be worth working towards the coast and flatter water in the approach to Tasman Island, rather than continuing to pound into a southerly. As I've gotten older I've finished a lot more Hobarts because I've learnt there's no point smashing the boat apart. It's about knowing when to throttle back."

**"IT'S GOT TO BE A DICTATORSHIP WITH THE DECISIONS LEFT TO THE PERSON IN CHARGE. THAT BEING SAID I ENCOURAGE CREW FEEDBACK AND INPUT AS LONG AS IT IS DELIVERED MINUS THE EMOTION."**



Tactician Michael 'Cocko' Coxon (second from the left) in the thick of the action.

At Maria Island crews can get sucked into chasing a breeze close inshore while boats astern simply see a boat foundering and sail around the outside. While the tendency is not to sail away from a favoured breeze, Coxon suggests staying wide of Maria Island is a better bet.

Crossing Storm Bay can be thoroughly enjoyable, or it can break a crew mentally. Sailing in a landlocked area is where the luck plays a part with the arrival time determining whether a boat drifts around in circles for hours or cuts a clean path across the bay to the mouth of the Derwent River.

The final 12 miles of the 628 nautical mile course up the river from the Iron Pot is renowned for being the stretch of water where many Hobart races have been won and lost. Summer south east sea breezes and evening land breezes and the transition between them combined with an eddy running current of up to 2 knots, once forced Coxon to make five attempts to cross the finish line off Battery Point.

"West is best," says finish coordinator and Hobart local Bidy Badenach, whose tip is the western shore having seen so many come unstuck in the river tantalisingly close to the finish line.

**THE TACTICIAN AND TRIMMERS MUST DECIDE ON THE BEST SAIL COMBINATION FOR GETTING OUT OF SYDNEY HEADS KNOWING THERE WILL BE DISTURBED WIND AND WATER CONDITIONS AND THAT WITHIN THE FIRST FEW MILES OF THE RACE THE BOAT WILL BE CHANGING COURSE 180 DEGREES.**

Champion skiff sailor and nine-time Rolex Sydney Hobart yachtsman, Rob Brown, who will once again be part of the commentary team for the Seven Network's live telecast, has been the tactician for Australia's premier blue water event several times. Like Coxon, he summarises the course as

"three races within a race."

"First, get out of the Heads without being over the line, fouling another competitor and in good shape relative to your competition.

"Secondly, get to Tasman Island in one piece with crew still racing the boat to its optimum performance. Save the sails and have them in good shape for the final and third leg across Storm

Bay and up the Derwent River," Brown concludes.

The tactician and tactical navigator are key components of a successful outcome in the Rolex Sydney Hobart Yacht Race and if both are experienced and can keep a cool head, with a little luck the owner could be collecting a slice of the silverware come prizegiving day. ○





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# FIRST FLEET

A NEW GENERATION OF FAST FRENCH MODELS HAS BEEN MAKING WAVES IN AUSTRALIAN YACHT RACING CIRCLES. BENETEAU'S NEW LINE OF CRUISER/RACER YACHTS IS DESIGNED FOR SPEED AND PERFORMANCE BUT WITHOUT COMPROMISING THEIR FRENCH DESIGNER FLAIR AND CREATURE COMFORTS. THE RACE RESULT BOARDS IN YACHT CLUBS AROUND THE COUNTRY SHOULD BE PREPARED FOR ANOTHER ROUND OF ASSAULTS UNDER THE IRC RATING, WHERE THIS NEW GENERATION OF THE BENETEAU FIRST SERIES, IS ALREADY LIVING UP TO ITS NAME – FIRST!

*By Anthony Twibill*

**T**he Australian premiere for this new generation of French racing-focused yachts was barely a year ago with the launch of the new Beneteau First 50, the First Lady of the Beneteau race fleet. Then came the high-performance First 45, the only Beneteau featuring an all-new hull designed by the pen of regarded superyacht designer Philippe Briand. Although Beneteau actually employs 49 of their own in-house designers to draw the external lines and interiors of their yachts, for the First 45 the company let Briand do entirely what he wanted with the hull design. His brief was to design a no compromise production cruiser/racer to be faster than other 45 footers in all conditions and particularly rate well under IRC. Briand designed a hull with a long waterline, deep keel, prominent chine and relatively heavy displacement supporting a powerful sail plan for maximum performance from every foot of length. Although it only arrived this year, the First 45 has already been collecting the silverware, topping race result boards on handicap wherever she has raced.

Now the latest First 40 is on its way to Australia arriving next March.

The new First 40 arrives in March



The light and contemporary interior is designed laterally, rather than vertically, providing the impression of greater space.

It will replace the popular First 40.7 that has been such a successful club and ocean cruiser/racer over many years due to a great mix of speed, ease of sailing with limited crew, and its 'kick-ass' rating under IRC that has often seen the 40.7 at the top of club handicap results. In the racing mould of the new First family, the First 40 is definitely a performance-orientated model yet its overall styling and luxurious creature comforts below deck still put it in contention as a high fashion runway model, albeit in a smaller, more economical package than its larger siblings. Like the previous Beneteau First series, of which the 40.7 and 44.7 have been such reliable performers both around the cans and at sea, the hull of the new First 40 has been designed by Bruce Farr, who has drawn efficient lines in solid infused glass with no chine and a relatively high sail area to displacement ratio.

Some 1,000 examples of the previous 40.7 were built during its model life, and as the First 40 has been designed with many improvements over its successful predecessor, it will be interesting to see how many fleets of First 40s we see competing in races and regattas around the world.

The First 40.7 revolutionised Beneteau's First brand. To improve on a proven success, Beneteau included many ideas from their sales agents around the world during the process of fine-tuning the design and features of the new yacht. The First 40 was to follow the same principles with a Farr hull designed to a moderate displacement and moderate sail area, and offering a keel in three draft choices from a shallow shoal draft to a deep fin ocean racing keel.

As Beneteau's demographic market sector is very 'centre of the course', their new cruiser/racer had to be extremely competitive under handicap with features to be able to sail fast with a small crew, but also be attractive to 'mum, dad and the kids' as a cruising yacht for leisure time, and thinking ahead for maintaining resale value on the secondary market when as an older yacht it would not be so competitive.

The First 40 carries through some of the distinctive design characteristics

of the larger 45 and 50, with the signature eyebrow covers above the windows and similar deck plans. One of the design aims of Beneteau was to create a totally modern yacht that improved on the performance of the 40.7 whilst sailing a course to 'stay under the radar' of IRC.

The new boat features a large cockpit dominated by a single helm wheel recessed into the deck. The mainsheet track and traveler spans the deck ahead of the wheel in true racing format and is easily adjustable by the mainsheet trimmer. The helmsman has teak laid deck seats either side of the wheel, ahead of which is the cockpit proper with large teak seats topping large lockers. Teak toe-rails are thoughtfully provided for support when heeling. All lines lead back to jammers on the coach house roof with two mainsheet and spinnaker sheet winches and the cockpit has four winches – two primaries for the headsail and two spinnaker winches.

The First 40 is designed for "like" racing, rather than one-design. It can be set up and optimised for IRC, GP IRC (an early production model has been rated with a TCC of 1.092) or simply more relaxing 'gentlemen's racing'. Although prospective owners have an extensive options list from which to choose, the intention of Vicsail, the local distributors of Beneteau sailing yachts, is to encourage all new owners to opt for the "Racing Pack" with taller aluminum mast with three set spreaders allowing a non-overlapping headsail and larger sail area, and set up with symmetric spinnaker rigging and spinnaker boom. This race setup provides a mainsail area of 50m<sup>2</sup>, a 106 per cent Genoa of 40.5 m<sup>2</sup> and flying a 132m<sup>2</sup> spinnaker. Opting for the deep iron lead keel of 2.45 m, hanging 3,000 kg in a bulbous fin will also be encouraged. So, the plan is that all First 40 yachts delivered in Australia are of essentially the same specification and performance, right out of the box.

For those owners keen to extract the maximum performance from the yacht, a carbon mast racing pack is also an option but at close to \$100,000



Generous cockpit area with single helm wheel recessed into the deck



The First 40 is a versatile racer, either under IRC rating or at a cruising pace

more, it is a big decision for a 40 footer with only a small relative improvement in minutes per mile likely compared to the alloy rig.

The First 40 comes standard with a factory electronics package from Raytheon but for racing enthusiasts, Vicsail recommends opting for the cost-efficient, NKE racing instruments.

Below decks, the First 40 is spacious and contemporary with lots a natural light and sporting a totally new look from Nauta Design in Italy, who have designed the interior laterally, rather than vertically as is tradition, to give the appearance of more room inside. The solid timber cabinetry and trim is a light-hued Italian timber called "Alpi", which is reconstructed and glued together such that all grains run laterally. Likewise, the cabin floor is a hardwearing composite timber, in a scratch-resistant matt finish, which looks tremendous and modern, and is a considerable departure from the varnished timber floors of old. Long lounges span each side with a hinged dining table the central feature, which is attractive and practical for cruising and racing. The accommodation layout is a three-cabin affair with master in the bow and a further two cabins aft and is very comfortable for a performance yacht.

Like most yacht companies in these competitive times, Vicsail is pricing the First 40 from a base price plus a long option list. Base price for the first 40 is \$395,000 plus sails, with a standard shallow draught iron keel, standard alloy rig and basic amenities. Racing yachtsmen attracted to the First 40 would likely expect to add the deep keel (a \$21,630 option), the Racing Pack (a \$29,110 option) and electronic instrument pack (from \$13,510 to \$22,550 depending on your requirements). So, a race-ready First 40 would likely tip the scales at \$460,000 plus your choice of sails. Overall, a good price for a yacht with the pedigree of giving the IRC rating results a great run for your money.

For further information contact Vicsail on 02 93272088 ([www.beneteau.com.au](http://www.beneteau.com.au)) or visit your nearest Beneteau dealer. ○



## TECHNICAL SPECIFICATIONS

12.58m	LOA
10.67m	LWL
3.89m	BEAM
1.95m (short shoal keel) 2.45m (long draft/long ballast keel)	DRAFT
7,210kg (light displacement hull weight – long ballast)	DISPLACEMENT
2,998kg (Long ballast weight)	BALLAST
222.50 sq m (Racing Pack)	SAIL AREA
6	BERTHS
40hp diesel	ENGINE
130 litres	FUEL
200 litres	WATER
From \$395,000 + options + sails (Estimate \$460,000 + sails – for racing pack version)	PRICE



## ROLEX LAUNCHES YACHT MASTER II

Rolex's new Oyster Perpetual Yacht-Master II regatta chronograph is intended for experienced skippers as well as yachting enthusiasts and comes with a number of features making it a good companion for racing. A countdown timer can be activated with the push of a button countdown to the start of the regatta. The Ring Command bezel allows access to programming the countdown when twisted 90 degrees, and locks in the programming when twisted back.

The Yacht-Master II is equipped with a new movement, the 4160 calibre, consisting of 360 components and a new mechanical programmable countdown function using a mechanical memory system.

Wrapped in the choice of 18ct yellow or white gold and adorned with an Oyster bracelet with an Oysterlock clasp, the Yacht-Master II is 100 metres waterproof and ready to withstand the rigours of the next regatta.

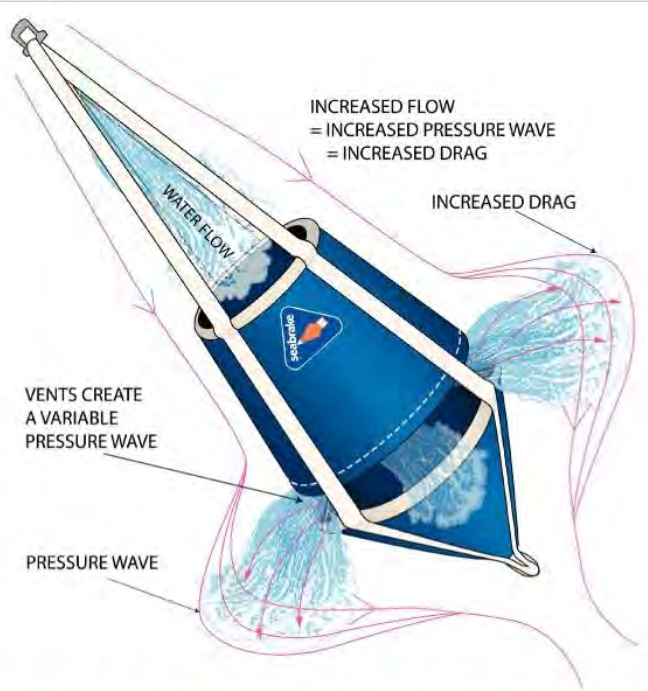
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Marine safety specialist RFD has launched what it claims is a world-first in GPS safety equipment. The company's next-generation GlobalFix iPro 406MHz EPIRB is the first to feature a digital display screen interface for easier operation, so you no longer have to rely on flashing LED's and beep noises to operate the device. The screen can also provide latitude/longitude coordinates and alerts the user when it needs a service.

RFD believes the Australian market has never seen a dual-GPS EPIRB with this level of sophistication. The unit has also touched down on Australian shores just in time for the introduction of the new 406MHz regulations in February 2009.

For further information visit [www.rfd.com.au](http://www.rfd.com.au)



## PUT THE BRAKES ON BROACHING

The Seabrake is an innovative variable-drag drogue invented by Captain Abernathy after many years of experience navigating the frequently rough waters of the Southern Ocean. The Seabrake can be deployed in heavy seas to reduce broaching or surfing and is accepted by Yachting Australia for use as emergency steering.


Burke Marine recently acquired Seabrake International along with all its intellectual knowledge and patents from inventor Captain John Abernathy after manufacturing and distributing the Seabrake range under license for the past five years.

For more information on the Seabrake range contact Burke Marine on [sales@burkemarine.com.au](mailto:sales@burkemarine.com.au) or visit the company's website, [www.seabreake.com](http://www.seabreake.com).

## GUARD YOUR GADGETS AT SEA

Sand, dust, sea air, water and snow are just some of the many hazards which can wreak havoc on your beloved electrical gadgets while sailing. There's possibly no greater modern day inconvenience than drowning your mobile phone. But rather than fret over stowing these sensitive items well out of harm's way, Splashpack has introduced a range of sealable plastic cases to house your vulnerable gizmos, which can be slipped into your pocket or bag. So whether you're just cruising around a harbour or heading out to sea, you can rest assured no harm will come to your beloved BlackBerry, iPod, GPS or camera.

Not only do Splashpacks protect sensitive personal electronics devices, they can also be used to sensitive documents like passports, money or even car keys. Splashpack cases are waterproof to five metres and are dust and sand resistant. Prices range from \$25 to \$39.

For further information visit [www.splashpack.com.au](http://www.splashpack.com.au) 



# DOWN THE RHUMBLINE

## BROOKER FAMILY AFFAIR IN THE 1978 RACE TO HOBART

Words: Peter Campbell

**R**ummaging through old Sydney Hobart race files recently I came across a photo and then a story I had written about the Brooker family who competed en masse in the 1978 race about their yacht *Touchwood*. *Touchwood* was – and still is – a comfortable but fast cruiser/racer designed and built by Doug Brooker, a well known Sydney professional to yacht designer and boat builder.

With his young family already well experienced in offshore racing and cruising, Doug decided to add a new dimension to their experiences at sea – compete in the 1978 Hitachi Sydney Hobart Yacht Race.

The Brooker family was the first family group to sail in a Hobart race and the children are among the youngest ever to compete in the 628 nautical mile bluewater classic. These days, of course, no-one under 18 years of age can sail in a long ocean race such as the Rolex Sydney Hobart, but rules were different 30 years ago.

Doug and his wife Val decided to take the family with them to Hobart on *Touchwood*, a stoutly built 42-foot six-inch timber sloop. After all, the kids had virtually been brought up on boats and the family had already sailed in the 350 nautical mile Montague Island Race in *Touchwood* and won the historic Captain Rowntree Cup in the Royal Sydney Yacht Squadron's offshore regatta in their previous boat, the half tonner *Jiminy Cricket*.

The eldest, Peter was then aged 13, Jacqueline was 10, Kathrynne eight and Donald just six years old. However, *Touchwood* complied with the CYCA's rules by having four other adult male crew adding experienced offshore sailors Bob Gulson, Philip Clinton, Stever Perks and Lindsay Buckmaster to their number.

"I'm not out to prove anything," Doug Brooker told me at the time (according to the article I wrote before the 1978 Sydney Hobart). "We are out to have a sail with the family and a bunch of friends as we have done many times in the past and the Hobart race is a good excuse to go that far south. "All of them (the family) have been sailing with us since they were babies – in fact, Peter was only 10 days old when Val sailed in – and won – the ladies day race at Middle Harbour Yacht Club."

Once again the Brooker children proved themselves excellent sailors. Peter joined his parents and the other senior crew in standing a watch while Jacqueline helped on deck during daytime. The other two were allowed on deck during favourable sea conditions, but otherwise did their share of helping to feed the crew below deck.

Doug and his family achieved their objective in completing the 1978 Sydney Hobart and, most importantly, getting a berth inside historic Consitution Dock. *Touchwood* lost considerable time by having to drop off a sick adult crewman in Eden (all under sail) and placed second last overall on corrected time.

The Brooker family still own *Touchwood*, but this was the one and only Sydney Hobart for the boat. However, they enjoyed a 14 month cruise into the South Pacific in the 1980s, with Peter taking a year off university and the younger continuing their education by correspondence. In 2005, Doug and Val sailed to Tasmania again for the Wooden Boat Festival in Hobart. In October this year *Touchwood* sailed north to Grafton to enjoy the Jacaranda Festival.

So where are all those intrepid young sailors who set sail on *Touchwood* 30 years ago? Peter, now aged 43, is a business consultant in Hong Kong, Jacqueline (40) works for the Blood Bank, Kathrynne (38) teaches at St Luke's College, Dee Why, while Donald is also a teacher on the NSW Central Coast. Donald owns an Endeavour 24 while Kathrynne has her own Jarkan 925. "We are proud of how they all turned out," Doug told me as we reminisced about ocean yacht racing three decades ago.

The sailing tradition continues with two of Doug and Val's grandchildren, with Kathrynne's two children Jessica (11) and Andrew (12) sailing Manly Juniors with the Manly Skiff Club. Unlike their mother, uncles and aunt, Jessica and Andrew will have to wait until they are 18 years old before competing in the Rolex Sydney Hobart Yacht Race, but no doubt they have heard many stories of the Brooker family's great sailing traditions.

For the record, the famous yacht *Love & War* won the second of her three Sydney Hobarts in 1978 while line honours went to *Apollo*. ○

## RCYT PAST COMMODORE DES COOPER DIES IN HOBART



Dr Des Cooper

Dr Des Cooper, a noted Hobart surgeon and ocean racing and cruising yachtsman, died at his home at Kettering in October after an extended illness, aged 81. Dr Cooper was Commodore of the Royal Yacht Club of Tasmania from 1981 to 1984, with his wife Marion becoming the first woman Commodore of the Club from 2004-2007. He gave great support to his wife in this unique role, with Past Commodore Marion Cooper still a member of the Board of the RYCT and chair of the marina committee.

An honorary surgeon at the Royal Hobart Hospital for many years as well as being in private practice, Dr Cooper was an examiner for the Royal Australasian College of Surgeons and was highly regarded teacher of surgery to interns.

Dr Cooper had been a member of the RYCT since 1966, an active and popular sailor who owned a number of yachts before commissioning Max Creese to build him the beautiful timber one tonner, *Maria*, designed by the US naval architects Sparkman & Stephens in 1969. *Maria* was

one of three Australian yachts to contest the World One Ton Cup in New Zealand in 1970, won by the Sydney yacht *Stormy Petrel*, and in December the following year Des Cooper and his crew sailed *Maria* in the Sydney Hobart. It proved to be a dramatic race. The fleet was battered for 50 hours by a south-westerly gale, with a then record 14 boats retiring from the 61-boat fleet with hull and gear failure and injured crew.

*Maria* finished second in the One Ton Division and when Des Cooper stepped ashore at Constitution Dock his appearance told the story of the race and the courage of crews that battled through the storm to finish. His head was swathed in a blood-stained bandage, he had two black eyes and cuts to his forehead. During the gale, *Maria* was rolled over, the main boom had broken and Dr Cooper was thrown out of the cockpit against the boom. Dr Cooper subsequently sold *Maria*, electing more for cruising boats, including the converted fishing boats *Isthmus Bay* and *Lotus Eater* in which he cruised extensively around the coast of Tasmania, including many trips to the Mercury Passage inside Maria Island. His last boat was *Prelude*, an Arends 35 cruiser/racer in which he circumnavigated Tasmania.

Dr Cooper was chairman of the Tall Ships Race Committee 1988 which assembled the largest ever fleet of tall ships to visit Tasmania, which went on to race to Sydney to mark the Bi-Centenary celebrations. Following the sudden death of his first wife, Lesley, he was part of Don Calvert's shore-based team for *Intrigue* at the 1985 Admiral's Cup at Cowes, England.

Dr Des Cooper is survived by his wife, Marion, and by five children with his first wife, Lesley, who died in 1985, Nicholas, Timothy, Maria, Tony and Jason.

## JEAN WHITER OF EDEN RVCP SIGNS OFF FOR LAST TIME



Jean Whiter

Sailors who have made radio contact with the Eden branch of the Royal Volunteer Coastal Patrol during the Rolex Sydney Hobart Yacht Race or on their return passage will be saddened to learn of the death of Jean Whiter after a brief illness, at the age of 88. Jean was founder of the Eden RVCP, operating firstly from her home in Eden

and then from the branch's well-equipped station. For several decades Jean's calm voice beaming out over the airwaves gave reassurance to those experiencing difficulties at sea aboard yachts, pleasure boats or fishing trawlers. She was awarded a Life Membership of the Patrol and an OAM for ongoing services to the safety of life at sea. Jean was instrumental in the RVCP monitoring the Sydney Hobart fleet from the strategic port of Eden each year and over many decades took an active part in organising assistance to boats and crews who sailed into Twofold Bay, either after retiring or returning from Hobart. Her prompt and decisive action in co-ordinating search and rescue operations played a significant role in many incidents off the South Coast of New South Wales and in Bass Strait.

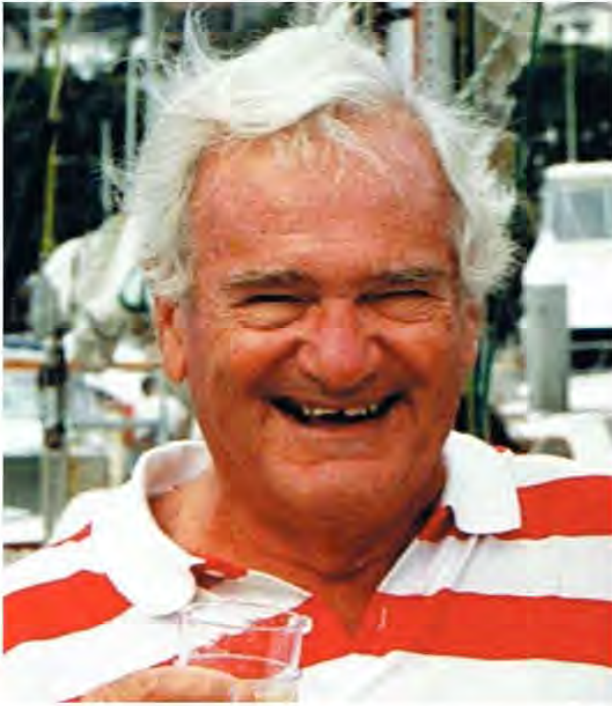
Her daughter Jenny Drenkhahn (on duty today at the RVCP, Eden) thought her mother's first involvement in the yacht race was probably taking a rich fruit cake down to the crew of *Kurrewa IV* after it retired from the 1958 Sydney Hobart.

"She became interested in radio when my younger brother Peter, then 12 and a bit of a 'tech head', started fiddling with radios," Jenny recalled. "They got their radio operator's licence together. Even when Mum retired from active duty she set up an auxiliary station at home and she monitored the fleet sailing to Hobart right up to and including last year's race."

Jean Whiter lived almost all her life at Eden. Her father was the first agent in Eden for Illawarra Steamship and the family moved there in 1929 when she was just nine years old.



## "DOCTOR DICK" SMIDLIN SAILS HIS LAST RACE



"Doctor Dick" Smidlin's business card described him as a 'retired anaesthetist, farmer and diver' and currently a 'journeyman, sailor and bargee'.

The much-loved retired medico and yachtsman died in Sydney in October after a protracted battle with cancer that only managed to stop him from sailing in his final months.

A sailor since his teen years, Dick had been a member of the Cruising Yacht Club of Australia for the past 22 years, but his membership of Middle Harbour Yacht Club went back to 1944 where his father Fred was Rear Commodore from 1945 to 1951.

Dick owned and successfully raced several yachts over the years, including *Invincible* and *Trim*, a Northshore 369, which he was still sailing, with the help of his crew, earlier this year.

Always ready with a warm smile for fellow club members, "Doctor Dick" (as he was known to friends) wore a grin like a Cheshire cat after the re-sail of 2006-007 season's Monica Geddes Memorial Islands Race on Sydney Harbour – and well he should have!

He had skippered his *Trim* into second place in the CYCA's Short Haul PHS division of the Monica Geddes Race and clinched a delayed victory in the 2006-2007 Short Haul Spring Pointscore.

*Trim* is named after Matthew Flinders' cat, a feline almost as famous as its illustrious owner who charted much of the Australian continent more than two centuries ago. Both have had books written about them.

While always a keen racing yachtsman, Dick enjoyed barging on the canals of France, Belgium and Holland, where he owned a can barge. He had planned a final barging cruise this year, but his deteriorating health prevented this in the end.

Many will sadly miss "Doctor Dick", whether they are anaesthetists (or his one-time patients), farmers, divers, journeymen, sailors or bargees, or just people who had had the enjoyment of meeting him once or twice.

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# Offshore Racing Calendar



## MAJOR AUSTRALIAN AND INTERNATIONAL OFFSHORE AND INSHORE EVENTS

### AUSTRALIAN RACES AND REGATTAS

EVENT	DATE	YACHT CLUB	EVENT	DATE	YACHT CLUB
<b>DECEMBER</b>			<b>MARCH</b>		
Final Mount Gay Monday Series before Christmas	1 December 2008	CYCA	Stepping Stones House Regatta	4 March 2009	RSYS
Final St Amou Wednesday Twilight Series before Christmas	3 December 2008	CYCA	Audi Etchells World Championship	5-14 March 2009	RBVC
Short Ocean & Ocean Pointscore Races	3 December 2008	CYCA	Audi Sydney Harbour Regatta, IRC/inshore classes	7-8 March 2009	MHYC
David Burke Memorial Trophy	3 December 2008	CYCA	SOPS Race	13 March 2009	RSYS
SIR Regatta	6-9 December 2008	YNSW	Marinasses Women's Match Racing Regatta	14-15 March 2009	CYCA
Olympic & Youth Classes	6-9 December 2008	YNSW	Mt Gay Rum Top Jocks Regatta – invitation only	20 March 2009	CYCA
Rolex Trophy – One Design	12-14 December 2008	CYCA	Audi Sydney Offshore Newcastle Race, Founders Trophy	26 March 2009	CYCA
SOLAS Big Boat Challenge	16 December 2008	CYCA			
Rolex Trophy – Rating Series	18-21 December 2008	CYCA			
Rolex Sydney Hobart Yacht Race	26-31 December 2008	CYCA			
Christmas Regatta	27-29 December 2008	RSYS			
<b>JANUARY</b>			<b>APRIL</b>		
Rolex Sydney Hobart Yacht Race Prizegiving	1 January 2009	RYCT	Final St Amou Wednesday Twilight Race	1 April 2009	CYCA
Prince Philip Cup, International Dragon class	2-14 January 2009	RSYS	Final RSYS/RPEYC Saturday pointscore	4 April 2009	RSYS/ RPEYC
Pittwater to Coffs Harbour Race	2 January 2009	RPAYC	Autumn Championship Regatta, Eaton Cup, Etchells, Sydney 38s, Sydney 32s	4-5 April 2009	RSYS
Wrest Point King of the Derwent	2 January 2009	DSS	Harken International Womens Match Racing Regatta	4-8 April 2009	CYCA
United Financial Services Sailing South Regatta	2-5 January 2009	RYCT	International World Championship, Port Phillip, Melbourne	5-14 April 2009	RBVC
Etchells Australian Championship, Adelaide	9-16 January 2009	RSAYS	61st Brisbane to Gladstone Race	10 April 2009	OCYC
Mount Gay Monday Twilight Series resumes	12 January 2009	CYCA			
St Amou Wednesday Twilight Series resumes	13 January 2009	CYCA			
RSYS Harbour pointscore resumes	17 January 2009	RSYS			
Skandia Docklands Invitational	21-22 January 2009	RGYC			
Skandia Geelong Week	23-26 January 2009	RGYC			
173rd Australia Day Regatta, Sydney Harbour	26 January 2009	RSYS			
Short & Ocean Pointscore Races for City of Sydney Cup	26 January 2009	CYCA			
Short Ocean Race	31 January 2009	CYCA			
<b>FEBRUARY</b>			<b>MAY</b>		
Hardy Cup Under 25 ISAF Grade 3 Match Racing	1-5 February 2009	RSYS	Audi Winter Sunday Series begins	2 April 2009	CYCA
Bluewater Pointscore Flinders Island Race	6 February 2009	CYCA			
Ocean Pointscore Race, Sydney Newcastle Race	7 February 2009	CYCA			
Milson Memorial Cup SOPS Race	12 February 2009	RSYS			
Short Haul Race to Pittwater	13 February 2009	CYCA			
Farr 40 Sprint Series	14-15 February 2009	CYCA			
SOPS Race	21 February 2009	MHYC			
RANSA Regatta	22 February 2009	RANSA			
Farr 40 National Championship	20-22 February 2009	RSYS			
SOPS Race	27 February 2009	CYCA			
			<b>JUNE</b>		
			Audi Winter Series continues	June 2009	CYCA
			Gill Two Islands Race	June 2009	SSAA
			Combined Clubs Winter Race	June 2009	RANSA
			Australian Women's Keelboat Regatta	6-8 June 2009	RMYS
			<b>JULY</b>		
			Audi Winter Series continues	July 2009	
			Melbourne to Vanuatu (Port Vila) Race	July 2009	ORCV
			Inner Circle Polar Challenge	July 2009	SSAA
			Vanuatu (Port Vila) to Mackay, Qld Race	July 2009	ORCV
			Audi Sydney Gold Coast Race and Audi Sydney Mackay Race	July 2009	CYCA/MYC
			<b>AUGUST</b>		
			Sydney to Pittwater	August 2009	SSAA
			Pittwater to Sydney	August 2009	SSAA
			Meridien Marinas Airlie Beach Race Week	August 2009	WSC
			Audi Hamilton Island Race Week	August 2009	HIYC
			<b>SEPTEMBER</b>		
			Magnetic Island Race Week	September 2009	

## INTERNATIONAL RACES AND REGATTAS

EVENT	DATE	YACHT CLUB	EVENT	DATE	YACHT CLUB	
<b>DECEMBER</b>			<b>AUGUST</b>			
PIMEX 2008: Phuket International Marine Expo	4-7 December 2008	Phuket, THA	Rolex Fastnet Race	9-14 August 2009	Cowes/Plymouth GBR	
The Superyacht Club, Antigua	9-12 December 2008	Antigua, ATG				
Monsoon Cup – World Match Race Tour	9-14 December 2008	Kuala Terengganu, MYS	<b>SEPTEMBER</b>			
Rolex Sydney Hobart Yacht Race	26-31 December 2008	Sydney, AUS	Maxi Yacht Rolex Fastnet Race	9-14 August 2009	St Tropez, FRA	
<b>JANUARY</b>			<b>CYCA</b>	Cruising Yacht Club of Australia	<b>RPYC</b>	Royal Perth Yacht Club
South Atlantic Race	9 January 2009	Cape Town, SA	<b>DSS</b>	Derwent Sailing Squadron	<b>RPEYC</b>	Royal Prince Edward Yacht Club
Circuito Atlantico Sur Rolex Cup	16-25 January 2009	Buenos Aires, ARG & Punta del Este, URY	<b>GSC</b>	Gosford Sailing Club	<b>RGYC</b>	Royal Geelong Yacht Club
Volvo Ocean Race Leg Four - Singapore to Qingdao	18 January 2009	Singapore	<b>HIYC</b>	Hamilton Island Yacht Club	<b>RSAYS</b>	Royal South Australian Yacht Squadron
Acura Key West	19-23 January 2009	Florida, USA	<b>MHYC</b>	Middle Harbour Yacht Club	<b>RSYS</b>	Royal Sydney Yacht Squadron
Louis Vuitton Pacific Series	31 January - 14 February 2009	Auckland, NZL	<b>MYC</b>	Mackay Yacht Club	<b>RYTC</b>	Royal Yacht Club of Tasmania
<b>FEBRUARY</b>			<b>ORCV</b>	Ocean Racing Club of Victoria	<b>FSC</b>	Fremantle Sailing Club
Volvo Ocean Race Leg Five - Qingdao to Rio De Janeiro	14 February 2009	Qingdao, CHN	<b>QCVC</b>	Queensland Cruising Yacht Club	<b>TYC</b>	Tamar Yacht Club
BMW Auckland Regatta	20-22 February 2009	Auckland, NZ	<b>RANSA</b>	Royal Australian Navy Sailing Association	<b>SASC</b>	Sydney Amateur Sailing Club of Australia
Primo Cup - Trophée Credit Suisse	5-8 and 12-15 February 2009	Monaco	<b>RBVC</b>	Royal Brighton Yacht Club	<b>SSAA</b>	Shorthanded Sailing Association of Australia
<b>MARCH</b>			<b>RMYS</b>	Royal Melbourne Yacht Squadron	<b>WSC</b>	Whitsunday Sailing Club
International Rolex Regatta	27-28 March 2009	St. Thomas, VIR	<b>RPAYC</b>	Royal Prince Alfred Yacht Club	<b>YNSW</b>	Yachting NSW
<b>APRIL</b>			<b>RFBVC</b>	Royal Freshwater Bay Yacht Club		
Rolex San Fernando Race	April 2009	Hong Kong, HKG				
Palmavela	April 2009	Palma de Mallorca, ESP				
Volvo Ocean Race Leg Six - Rio De Janeiro to Boston	April 2009	Rio de Janeiro, BRZ				
<b>MAY</b>						
Tahiti Pearl Regatta	7-10 May 2009	Tahiti, PYF				
Top of The Gulf Regatta and Coronation Cup	1-5 May 2009	Jomtien Beach, THA				
<b>JUNE</b>						
Giraglia Rolex Cup	13-20 June 2009	St Tropez, FRA/Genoa, ITA				
Storm Triesail Block Island Race Week	21-26 June 2009	Rhode Island, USA				
<b>JULY</b>						
Rolex Baltic Week	5-12 July 2009	Kiel, DEU				
Six Senses Phuket Race Week	22-26 July 2009	Phuket, THA				

## Yachting Australia Racing Rules Of Sailing 2009 – 2012 Blue Book IS NOW ON SALE

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**2003 98ft MAXI RACING YACHT** - The famous ZANA is now seriously for sale. Never before has a vessel such as this been offered to the market at such a competitive price. She is in the water, set-up and ready to take on the European circuit. Offered through Yoti "Sailing as it Should be" and in conjunction with our partners in New Zealand - All Boat Brokerage - we welcome serious enquiries to purchase this incredible piece of sailing machinery.





## BRINDABELLA

**\$635K AUD**

This Australian Racing Icon is available now to purchase. The name Brindabella evokes so many special memories for those in and out of the yachting fraternity, with international reach, this vessel can be used for competitive inshore and offshore racing.

She is set-up to sail shorthanded or fully crewed - A new Bow-Sprit running a simple asymmetric set-up and a newly re-rigged swept back mast make taking out non-sailors a manageable experience. With the popularity of corporate sailing and the plans available to convert this classic racer into a "Wally" style cruiser/racer, the possibilities are endless. Act now to secure a smart investment and a piece of Australian sailing history. Mooring facilities available.



The Team at Yoti would like to take this opportunity to wish all members of the CYCA participating in the Rolex Sydney – Hobart Yacht Race the very best of luck for a fast and safe passage. We thank you for your support and look forward to offering you the very best in sales and service in the new year.

## VANGUARD

**\$1.15M AUD**

Azzura Yachts have been chosen time and time again to build the premier custom racing yachts both in Australia and overseas. "Vanguard" has been set-up to win races with the very best in modern design theory to ensure IRC dominance. Built in carbon with carbon rig and PBO rigging she is fitted with a fixed keel and trim tab. Launched from new at the end of 2004 she has proven her ability to win time and time again securing the '05, '06 and '07 CYCA Ocean Point Score amongst countless other victories.

Kept in show room condition with a new bowsprit fitted in 2008 she has a replacement value well in excess of 2.5M. This vessel will suit a new boat buyer looking to race at the front of the Div1 IRC fleet and challenge themselves at the highest level.

Call Yoti for full specifications and sail inventory.





## Dubois 65 "Celera"

**\$2.59M**

This superb world-cruising yacht is a product of the world renowned Dubois Naval Architects design house. Blessed from the outset through the use of high grade construction materials, the best available design technologies and a commitment to creating a yacht that surpasses expectations in seaworthiness, performance and comfort. "Celera" is a stunning vessel on all levels; imagine superyacht luxury and style in an agile 65 footer. One of a kind in Australian waters and unrivalled in value for money. Contact Vicsail Sydney for complete details or to arrange an inspection.

Please contact Micah or Jack on 02 9327 2088 for further information or to organise an inspection of this truly magnificent yacht.

# 8% rental return guaranteed for 3 years

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- Demand is increasing due to rising boat registrations and limited supply.
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- Masterplan development is soon to commence, with future berth releases attached to apartment sales, making stand-alone berths even scarcer.
- 100% of your berth purchase price is tax deductible when amortised over 10 years.
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Contact Dave Alcock or Andrew Forster.  
p: 1800 086 019  
e: [abelpoint@meridienmarinas.com.au](mailto:abelpoint@meridienmarinas.com.au)

**Southern Marina Office (main):**  
0800 – 1700hrs, 7 days a week.

**Northern Marina Office:**  
0800 – 1700hrs, Mon – Fri. 0900 – 1300hrs, weekends and public holidays.



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# ROLEX SYDNEY HOBART YACHT RACE

BEGINS DECEMBER 26TH, 2008



Some of the most treacherous waters in the Southern Hemisphere lie between Sydney and Hobart, a distance of 628 nautical miles and nearly a week at sea. Those who make the voyage are on a course to define courage. From the individuals to the teams themselves, the challenge must be faced with grit and stoicism. Those who have made the journey have been known to say it moved their soul. Facing 60-knot winds and towering seas, how could it not?

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