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## YACHTING



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DEC/JAN 2010



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## YACHTING

DECEMBER/JANUARY 2010



### OFFICIAL PROGRAM 65<sup>TH</sup> ROLEX SYDNEY HOBART YACHT RACE 2009

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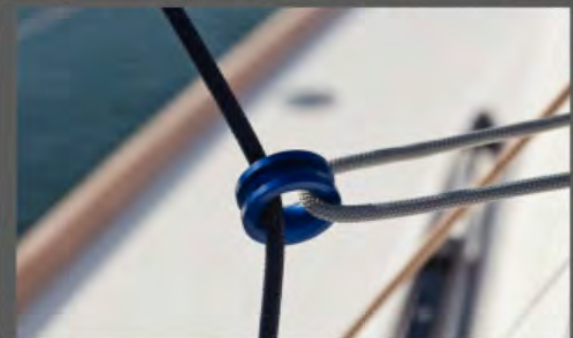
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# AT THE HELM

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

THE 65TH ROLEX SYDNEY HOBART YACHT RACE HAS ATTRACTED AN INCREDIBLY STRONG FLEET OF YACHTS. AT THE CLOSE OF APPLICATIONS FOR ENTRY WE HAVE 116 YACHTS REGISTERED AND ARE ON TARGET TO HAVE THE SECOND LARGEST FLEET IN MORE THAN A DECADE.

All Australian states plus the ACT are represented in this year's Rolex Sydney Hobart with 12 international applications for entry received from the UK, USA, New Zealand, Spain, New Caledonia and the Netherlands

While the race is won by the yacht with the fastest corrected time on IRC, this year much attention will focus on the battle for line honours. *Wild Oats XI* is looking for their fifth consecutive line honours win with no less than six other maxis looking to spoil her chances, namely *ICAP Leopard*, *Wild Thing*, *Loyal*, *Alfa Romeo*, *Labana* and *Rapture*. We are expecting huge volumes of traffic on our Yacht Tracker system via the official race website ([www.rolexsydneyhobart.com](http://www.rolexsydneyhobart.com)) as these yachts battle for line honours. Last year we received over 142 million hits on our servers, and I expect that we will easily surpass that number this year.

Network Seven and Yahoo!7 will be broadcasting the start live, with the program starting at 12.30pm on Boxing Day.

Rolex will again present two timepieces, one to the overall winner and the other to the line honours winner. The Cruising Yacht Club of Australia (CYCA) is extremely fortunate to have Rolex as the naming rights sponsor for the Rolex Sydney Hobart Yacht Race and the Rolex Trophy Series. We thank them for their ongoing partnership with this iconic race.

I would like to extend our appreciation to our race finish partners the Royal Yacht Club of Tasmania (RYCT). Since 1945, the RYCT have provided a warm welcome to all yachts arriving into Hobart at the finish of the race.

This year's starters will be the skippers from the three place getters from the 1959 race. Firing the canon for the start will be Russ Williams, skipper of the overall winner *Cherana*. Firing the five-minute canon will be Magnus and Trygve Halvorsen who jointly skippered *Anitra V* into second place. Firing the 10-minute canon will be Don Mickleborough who skippered *Southerly* into third place.

The Rolex Trophy starts with the Farr 40s on Friday 11 December with the Sydney 38s commencing on 12 December. The Rolex Trophy Rating Series starts on Thursday 17 December and concludes on Sunday 20 December. The Sailing Committee has changed the format of the Rating Series to consist of two days of windward/leeward racing (with up to four races being sailed) and then two days of ocean passage racing. Yachts can also choose to race in the two day ocean passage component of the series. Since its inception in 2008 the passage racing has proven to be a very popular format for many yachts and we expect this to build more momentum this year.

On Tuesday 15 December, between the Rolex Trophy One Design

and the Rating Series we will again hold the SOLAS Big Boat Challenge. This invitation only event will raise money and awareness for the CYCA SOLAS Trusts and showcase many of the larger yachts bound for Hobart on Boxing Day.

I recently attended the Yachting Australia Awards night at the newly constructed Sandringham Yacht Club premises. It was pleasing that CYCA life member Richard Grubb was awarded with the 2009 Australian Yachting Volunteer Award. This award was presented to Richard in recognition of his 30 years of continuous race management service at our club. Acting sailing manager John Hurley was also honoured receiving a Lifetime Achievement Award.

The CYCA Sydney Hobart Yacht Race Safety of Life at Sea (SOLAS) Trusts jointly received the President's award in recognition of the significant contribution made to search and rescue organisations Australia-wide and supporting families who have lost loved ones at sea in a Yachting Australia sanctioned race, since its inception 10 years ago. This is only the second time the President's award has been presented. The joint winner was the Australian Yachting Team coach Victor Kovalenko.

When we hosted the 50-year member's cocktail party a few months ago one of our most senior members, Gordon Ingate suggested that the 50-year members commission a half model of the yacht *Morna* to complement the half model of *Freya* above the entrance of the Freya Room. I am pleased to say that *Morna* has been presented to the club and is above the entrance of the Morna Room. I thank all 50-year members' for their generosity.

The tragic events of Saturday 10 October during the Flinders Islet Race, when we lost two of our close friends, Sally Gordon and Andrew Short shook our entire community. Our thoughts are with the families and the survivors of Shockwave 5. I wish to thank members of the Board who volunteered their time as well as staff of the Club who did a wonderful job under stressful conditions. The celebration of their lives held at the Club was extremely well attended underlining how popular and respected they both were. Andrew and Sally both lived for sailing and our club and sport will not be same without them.

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. ○



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# HOBART BOUND



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

**F**or the 65<sup>th</sup> summer, Tasmanians will welcome to our beautiful capital city of Hobart on the River Derwent the hundreds of yachtsmen and women participating in the annual Rolex Sydney Hobart Yacht Race. In particular, members of the Royal Yacht

Club of Tasmania are looking forward to hosting one of the world's greatest ocean races, as we have done since its inception in 1945.

This is the flagship race of the Cruising Yacht Club of Australia, an icon of Australian summer sport. To us, it is not only a great yacht race linking the nation's two oldest cities, both seaports, but an event that has led to many other public activities around Hobart's historic waterfront over the Christmas – New Year period. As a tourist event for Hobart, it is second to none.

Commodore Matt Allen and his team are to be congratulated that the national and international status of the Rolex Sydney Hobart Race that has seen the CYCA receive 116 applications to enter this prestigious event, including seven maxi yachts, five of them 100-footers. We wait with great anticipation to a maxi boat race never previously seen in our waters.



**W**elcome to this Official Program edition of *Offshore Yachting* – for the 65<sup>th</sup> running of the classic Rolex Sydney Hobart Yacht Race. With currently 116 yachts and crew lining up to take on the Everest of yachting challenges, and seven of those yachts truly “super” maxis – giant 100 and 98 footers – fighting it out for

a new line honours record, it should be a faster and even more exhilarating race to the south than ever before seen.

Always 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. Sydney's famous harbour is packed to the shorelines with tens of thousands of spectators with thousands more afloat lining the course out the Heads, as though an honour guard for the fleet about to embark to the

Tasmanian yachtsmen, with nine nominations, have given their strongest support for the race in a decade, indicative of the expanding interest in offshore racing in our fleets. We even have our own yacht in the maxi fleet, Sean Langman entering the 100-footer *LOYAL* under the burgee of the Huon Yacht Club at Shipwrights Point, while representing the RYCT will be *Auch* (David Bean), *Helsal III* (Rob Fisher), *Helsal IV* (Tony Fisher) and *Valheru* (Tony Lyall). It's a most impressive line-up and I wish them and the competitors from around Australia and overseas favourable weather for a safe passage to Hobart.

As is the spectacular start of the Rolex Sydney Hobart Yacht Race from Sydney Harbour on Boxing Day, the finish at Hobart and the berthing of such a big fleet in Sullivans Cove is a complex exercise in logistical planning. The RYCT receives great support from Tasports in providing the wharf area for all the yachting activities and from Tasmanian Police, on the water and ashore, but the key to making the finish of the long ocean race from Sydney arguably the best of any regular long ocean race in the world, still lies with the team of dedicated volunteers.

Many have been volunteering year after year, crewing the patrol boats to escort the yachts into their berths, manning the finish box at Castray Esplanade 24 hours a day as the fleet finishes, broadcasting information from Tascoast Radio at the Club, or staffing the all-important Liaison Centre at Constitution Dock day and night to welcome crews and keep the families, friends and the public up-to-date on expected finish times.

As always, the official prize-giving for the Rolex 65<sup>th</sup> Sydney Hobart Yacht Race will be held at the Royal Yacht Club of Tasmania on 1 January. We look forward to seeing everyone at our wonderful club on the foreshores of Sandy Bay on that occasion, but may I also extend an open invitation for all crew, family and friends to visit the club at any time during your stay in Hobart.

south. The colourful start on the harbour is always a fitting send off to mark what is without a doubt 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 hot shower, a quiet little drink and well earned sleep.

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

With the competition for line honours being fought out among the largest fleet of the fastest maxi yachts ever to gather for the Sydney Hobart, favourable wind and sea conditions may well see the race record rewritten. But the true race and test of sailor against sailor, yacht against yacht, and both against the best and worst of the elements that nature can deliver, will always be for the overall winner on IRC handicap corrected time – for the Tattersall's Cup.

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

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On the cover, clockwise from the top left: Brindabella (Rolex/Carlo Borlenghi), Quest (Rolex/Daniel Forster), 2008 start on Sydney Harbour (Rolex/Carlo Borlenghi), Limit (Rolex/Daniel Forster).

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# THE BIG

# RACE



AN EXTRAORDINARY LINE-UP OF SEVEN INTERNATIONAL MAXI YACHTS – FIVE 100-FOOTERS AND TWO 98-FOOTERS – WILL CONTEST THE 2009 ROLEX SYDNEY HOBART YACHT RACE, AS PART OF A HUGE 100-PLUS FLEET THAT HAS EXCEEDED ALL THE EXPECTATIONS OF THE CRUISING YACHT CLUB OF AUSTRALIA.

*By Peter Campbell*



**D**espite the global recession of the past two years, the CYCA received 116 applications to enter what is one of the world's premier ocean passage races, including a dozen yachts – big and small – from other countries around the world.

With a final fleet of 100-plus boats expected, the CYCA will again have a two-line start as the traditional cannon thunders out the starting signal across Sydney Harbour at 1300 hours on Boxing Day.

As always, the harbour will be gunwale to gunwale with hundreds of spectator craft while thousands more people will pack the headlands that surround this natural and most beautiful arena. Around Australia and the world, millions will watch the start on television.

If all the big boats make it for the start on Boxing Day, it will be the biggest gathering of the largest IRC racing maxi yachts to contest a long ocean race anywhere in the world – their owners responding positively to the CYCA's announcement after the 2008

race that it would lift the maximum LOA (length overall) from 98 to 100 feet.

### RACE RECORD UP FOR GRABS

The presence of these maxis will see an unprecedented battle for line honours and, if weather conditions are favourable, a new race record for the 628 nautical mile dash south in the Tasman Sea.

And a dash it could be! Potentially, these powerful racing machines could sail past the towering cliffs of Tasman Island in 24 hours. From there it's 30 nautical miles across Storm Bay to the Iron Pot at the entrance to the River Derwent, then a further 11 miles up the river to the finish line off Hobart's historic Battery Point.

Races have been won and lost in Storm Bay and the River Derwent as the seabreeze fades in the evening, but the first boat could well receive a cannon salute from Castray Esplanade before the long twilight at 42





degrees south fades into darkness on the second evening of the race. The winning maxi and her crew could have just one full night at sea and achieve a record-breaking elapsed time of well under 40 hours. It all hinges, of course, on good winds most of the way south in the Tasman Sea.

*Wild Oats XI* set the race record of one day 18 hours 40 minutes and 10 seconds in 2005 and has sailed the course in under two days in two other races since *Nokia* slashed the 48-hour barrier in a gale back in 1999. In all, 14 yachts have raced to Hobart in under two days in the past decade and without question the maxis are technically faster than ever.

As every bluewater yachtsman knows, taking line honours does not mean winning the Rolex 65<sup>th</sup> Sydney Hobart Yacht Race. The real winner is the boat that takes out the historic Tattersalls Trophy for first place overall in IRC corrected time. Nevertheless, to have seven maxis, plus another four or five boats of 70-foot plus LOA in this huge fleet certainly adds to the international lustre of the event for long-running naming rights sponsor Rolex.

Winning the double of line and handicap honours is a rarity for the big boats, achieved only six times in the past 64 years and only once this new century. However, several of these professionally sailed, state-of-the-art maxis, built of carbon fibre and carrying working sails of the same material, most of them with canting keels and stored power, have the potential to achieve the double.

Two boats that have won the line/handicap double will be competing again this year – *Wild Oats XI* which achieved this feat in 2005 (along with a race record) and the iconic New Zealand yacht *Lion New Zealand* which won the gruelling race in 1984 as one of only 46 of the 151 starters to finish.

For this nostalgic entry to mark the 25<sup>th</sup> anniversary of *Lion New Zealand's* great victory, skipper Alistair Moore will be joined by several offspring of the great crew who sailed the Ron Holland-designed 78-footer (they were the maxis of that vintage of ocean racing) to victory in 1984. Sarah Jane Blake, daughter of the late Sir Peter Blake, skipper of *Lion New*





Thousands of spectators crowd South Head for the start of the 2008 Rolex Sydney Hobart.

*Zealand*, Conrad Gundry, son of Simon Gundry, and Sam Cray, son of Geoffrey Gray, will be in the crew.

Another nostalgic entrant among the maxis is the famous *Brindabella*, a former line honours winner and current holder of the record elapsed time for a conventionally ballasted boat. George Snow campaigned her for many years and the late Andrew Short sailed her to Hobart in 2007. This year she has been entered by CYCA member Nick Athineos with Rick Christian as skipper.

### ON FOR YOUNG AND OLD

As always, there are many wonderful stories about the yachts and their crews who are competing in this year's Rolex Sydney Hobart Yacht Race. Ocean yacht racing remains a sport in which the young (so long as they reached 18 years) and the old (there is no upper limit on age) can participate, from being a for'ard hand to an owner and/or skipper. There will be at least one octogenarian, Syd Fischer, sailing this year. Fischer has sailed in 40 Hobarts and is as competitive as ever, skippering his latest *Ragamuffin*, a high-tech TP52 in which he finished second in 2007 and fourth last year.

*Ragamuffin* is one of five TP52s in the fleet, all highly competitive and in with a strong chance of winning overall, as Bob Steel's *Quest* did last year with Alan Whiteley's *Cougar II*, another TP52 in second place under IRC. Both are entered again this year while a strong contender in this group will be Matthew Short's *Shortwave*, a Judel Vrolijk-designed IRC52 which won the Melbourne to Hobart West Coaster in record time last year.

A newcomer to the TP52 line-up is *Calm*, a US-built champion boat and winner of the prestigious Key West Regatta, that is now owned by Victorians John Williams, Graeme Ainley and Jason Van Der Slot. The boat replaces Williams and Ainley's *Georgia* which sank dramatically on the first night at sea in last year's Rolex Sydney Hobart Race. She has already given the Sandringham Yacht Club members a line and IRC win in the 152 nautical mile Melbourne to Stanley Race, a qualifier for the Rolex Sydney Hobart.

An interesting combination from the UK will be *ICAP Leopard*, Mike Slade's 100-footer and *Ran 2*, the Judel/Vrolijk 72 which, respectively, took line and IRC honours in this year's Rolex Fastnet Race. This is the first time that the line and handicap winners of the 610 nautical mile Fastnet

Race have contested the Rolex Sydney Hobart Race in the same year. The last time British yachts took out the double was in 1967 when Sir Max Aitken's *Crusade* led the fleet home and *Morning Cloud*, skippered by Ted Heath, later to become Prime Minister of England, won on handicap.

Without question, the fleet in the Rolex Sydney Hobart Yacht 2009 Race must rank as one of the best quality, if not the best, IRC fleets in the world. In addition to the maxis and the TP52s, state of the art ocean racers in the fleet include Ed Psaltis and Bob Thomas' modified Farr 40 *AFR Midnight Rambler* from the CYCA and Bruce Taylor's IRC 40 *Chutzpah* from the Royal Yacht Club of Victoria.

Two other top Victorian contenders will be another RYCV entry, Michael Hiatt's Farr 55 *Living Doll*, enjoying a stellar year with overall victories at the Meridien Airlie Beach and Audi Hamilton Island Race Weeks, and Rob Hanna's Cookson 50 *Shogun* from the Royal Geelong Yacht Club.

All Australian states will be represented in this year's fleet, along with overseas entries from Great Britain, Spain (for the first time), New Caledonia, The Netherlands, New Zealand and the USA. Next to NSW, Victoria has the biggest and strongest contingent while Tasmania has nine entries, the largest since the 50<sup>th</sup> race in 1994.

Sean Langman has nominated his 100-footer *LOYAL* under the burgee of the Huon Yacht Club at Shipwrights Point on the Huon River, south of Hobart, where Langman owns the Kermandie marina and nearby pub. Sailing *LOYAL*, the former New Zealand maxi *Maximus*, will be a contrast from Langman's Rolex Sydney Hobart voyage last year in the little gaff-rigged, wooden-hulled *Maluka of Kermandie*.

As we have seen occasionally, the Tattersalls Cup still can be won by older, well-maintained yachts of a past era, exceptionally well-sailed by their dedicated amateur crews beyond their favourable ratings. Given the right conditions, these well-designed, well-maintained, well-sailed (and well-handicapped) "golden oldies" could again upset the costly carbon fibre creations of the modern era of yachting.

*Love and War*, Simon Kurts' 1973-launched Sparkman & Stephens-designed 47-footer, is a classic example, an overall winner three times (1974, 1978 and 2006), twice skippered by her original owner, the late Peter Kurts and then by noted navigator Lindsay May. Simon Kurts is





Photos: Ken / Da / Foister

taking the vintage yacht south again this year with Lindsay May as navigator once more.

Along with *Love and War* there is Queenslander Mike Freebairn's 1968-built S&S 49, *Ray White Spirit of Koomooloo*, the original *Ragamuffin* which in her heyday represented Australia at the Admiral's Cup and won the Fastnet Race, and the remarkable 51-year-old *Sanyo Maris* which in

early November won her second successive IRC division of the Hempel Gosford to Lord Howe Island Yacht Race.

This combination of state-of-the-art 100-foot maxis racing on an even footing with classic wooden yachts typifies the Rolex Sydney Hobart spirit and come Boxing Day, should provide a wonderful spectacle and a truly memorable 65<sup>th</sup> running of this ocean classic. ○

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# CLASH OF THE *Citans*



THE MIGHTIEST GLADIATORIAL CONTEST OF SUPER SIZED MAXIS IN THE GREAT RACE, THE ROLEX SYDNEY HOBART, IS LOOMING NEAR.

By Lisa Ratcliff

As Bob Oatley's line honours supremo *Wild Oats XI* chases its fifth successive line honours win, endeavouring to close in on *Morna / Kurrewa IV's* record of seven titles, at least four other maxis are being primed to end the Sydney-based 100 footer's dominance of the ocean classic.

When the starting canon is fired at 1pm on 26 December the public may well see the most exciting race south since 2001 when the first six

yachts finished within 47 minutes of one another – the majority of those little known Volvo 60s sailed by foreign crews. This year's Rolex Sydney Hobart holds great significance for Aussie sailing partisans as the country's own attempt to stave off the foreign invaders. Plus the boats are 40 feet longer this time around, promising a power pageant on a scale never before seen.

The esteem in which the Rolex Sydney Hobart Yacht Race is held in world yachting circles and its drawing ability is exemplified by the starting list for 2009. Amongst the 116-strong fleet, five 100 footers from Australia, the UK and USA, and two Australian 98 footers will rendezvous on the Sydney Harbour start line on Boxing Day.

Having been lengthened to the new maximum length overall of 30.48 metres (100 feet), the now 100-foot Reichel Pugh race record holder, *Wild Oats XI*, has stirred from its year-long slumber for a fifth consecutive assault, but this time there are not just one or two same-sized challengers.





Photo: Rolex / Carlo Borlenghi

There are at least four that come with serious warning labels.

Neville Crichton's Reichel Pugh stablemate *Alfa Romeo* has scored 143 line honours wins since August 2005, the majority of those in the Mediterranean and Europe where the boat has been heavily campaigned since he left Australian shores after finishing second best in Hobart to *Wild Oats XI* four years ago.

The current *Alfa Romeo* is not dissimilar to the 2005 version, a different and lighter rig configuration that allows for slightly more spinnaker area, plus other minor modifications. The most significant change has been taking the gunwale to the extremity of the stern thereby adding 0.48 metres to the length overall. This has made room for three more bodies aft, an advantage in heavy air running.

"It's going to be the most spectacular big boat race we've ever seen, anyone of five could win over the line. The bookies are going to find it a hard one to call," hints Crichton.

As far as securing an outcome, Crichton's applying his usual meticulous pre-race preparation - and of course stocking the boat with the best in the business.

"Every race I enter I want to win badly, the Rolex Sydney Hobart is no different. There's nothing personal about this race, we'll go out and give it our best shot. I think the crew that wins this year will be the one that makes the least mistakes."

Crichton is open about the fact the boat was designed for Europe and the Med, but he assures it is built strong enough to go to Hobart.

"The difficulty for us is slowing the boat down and having to nurse it through the seaway in a 30-40 knot sou'wester. I have the safety of the crew to consider and I'm not interested in breaking the boat, we do this for fun," he says.

*Wild Oats XI* returned from Europe following its dismasting in the Maxi Yacht Rolex Cup in 2007 and since then, apart from its annual unveil for the jaunt south, has largely been kept in dry storage at Bankstown Airport, the smaller RP 66 *Wild Oats X* is used to keep the crew honed and hungry.





Neville Crichton's 100-footer *Alfa Romeo* has left a trail of broken records across the Pacific en route to Australia this year.

Photo: Rolex / Carlo Borlengui

Crichton on the other hand has amassed an amazing 143 line honours wins, most recently line honours and the race record in the HSBC Coastal Classic and Transpac Race, another couple of trophies added to the swag as the boat crossed the Pacific on route to Sydney for the Boxing Day showdown.

*Wild Oats XI's* recent extensive modifications include being lengthened to 100 feet, a new keel bulb built for a heavier configuration, removal of the water ballast, furling spinnakers along with a new sail suite, and a complete overhaul of all the systems including the powerful hydraulic ram.

As far as resting on their past successes, it's never been part of the *Wild Oats* script. "While it's fantastic to have those wins, we disregard the last four years," says lauded skipper, Mark Richards.

"Winning another is going to be tougher than ever. It's going to be an unbelievable race for the public to watch, the toughest fought in the event's history.

"If anyone has any issues out there they are going to be quickly overtaken," adds the enigmatic Richards, who attributes their ongoing success to being part of a great team, with no pressure from proud owner, Bob Oatley, to win.

In a heavy seaway Crichton is most wary of the damage Mike Slade's *JCAP Leopard* could do to *Wild Oats XI* and *Alfa Romeo's* line honours prospects.

**"IT'S GOING TO BE THE MOST SPECTACULAR BIG BOAT RACE WE'VE EVER SEEN, ANYONE OF FIVE COULD WIN OVER THE LINE. THE BOOKIES ARE GOING TO FIND IT A HARD ONE TO CALL."  
— NEVILLE CRICHTON, ALFA ROMEO**

He's not discounting Sean Langman's *LOYAL*, out to break its Hobart race hoodoo, or Grant Wharington's modified *Wild Thing* either.

Elbowing its way into the circle of line honours favourites is Langman's chartered 100 footer, *LOYAL*, formerly New Zealand based *Maximus*. With a

bevy of sports stars, high profile business types and TV celebrities aboard, there will be plenty of distractions as Langman pulls together his fourth serious tilt at line honours (he's finished second twice and third once); something the 18-time Rolex Sydney Hobart skipper is cognisant of.

He's leaving the media hype to others while he focuses on getting the boat to the start line. With a late arrival from Auckland and extensive modification program, including lengthening the boat from 98 to 100 feet, building a new 6.2m keel, installing a new lighter weight and taller conventional mast to replace the wing mast, lifting the propeller system, taking the skin fittings out and removing all the cruising comforts such as desalination plant and hot water shower – not to mention all the doors and cushions – *LOYAL* will have just four weeks in the water before D-Day.

A canting keeled Greg Elliott design minus the budget of *Wild Oats XI* and *Alfa Romeo*, Langman is using the skills of designer Andy Dovell and his own to cut and paste an existing boat.

"We are totally different to the Reichel Pughs. The boat's a truck and



What the big yachts will slug it out for - the Illingworth trophy.



Photo: Rolex / Andrea Francolini

**“WINNING ANOTHER (SYDNEY HOBART) IS GOING TO BE TOUGHER THAN EVER.”  
– MARK RICHARDS, WILD OATS XI**

we'll either be quicker or slower than them, but either way we should be able to push hard. I wouldn't be putting the effort in if I didn't think we had a fighting chance," he says.

Boat for boat he expects little will separate the two RPs but off the cuff Langman's money is on *Alfa Romeo*, despite the fact that *Wild Oats'* high-

octane team should be more relaxed and confident thanks to their four straight wins.

"There's going to be a lot of emphasis on strategy, who picks the right shifts. It's going to be fascinating and one of the most tactical races ever," says Langman.

Aboard *LOYAL\** will be boxer Danny "The Green Machine" Green, Olympic swimming sensation Grant Hackett, captain of the HSBC Waratahs and former Wallabies captain Phil Waugh, Phil Kearns, who led the Wallabies in 10 Tests and was capped 67 times, and Channel 7's Larry Emdur.

The L-plated sailors among the 20-strong crew will no doubt be up to the job as far as the brawn required for the 628 nautical mile endurance race, while the likes of Langman, David Dickson, Larry Jamieson, Joe De Kock and Ross Field will bring their vast offshore experience to the heady blend.

Grant Wharington's Melbourne warhorse *Wild Thing*, which gave the *Wild Oats* crew plenty to mull over when they led the fleet on day two of last year's race, has been beefed up for its sixth crack at repeating the boat's 2003 line honours success, the same year it was launched.

Neither Crichton nor Langman are writing off the wily Wharington, who has added a whopping seven-metre keel to his Don Jones design. This modification has lightened the boat by four tonnes but left the righting moment intact. On paper, coupled with Wharington's calculated return to a square top mainsail and upwind Code 0, the owner/skipper believes their course time could be cut by up to six hours.

"We were encouraged after last year, but given the tough financial

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The in-form *ICAP Leopard* has won the Rolex Fastnet and Middle Sea races this year and is hungry for the triple.

market we've just concentrated on the fundamentals for this race," says Wharington. He plans to lengthen *Wild Thing* next year.

"We proved we can be faster than *Wild Oats* downwind and we are going to be faster again this year, plus *Wild Oats* and *Alfa Romeo* don't have a huge amount of righting moment, they are reefing in at 20 knots."

Mike Slade's *ICAP Leopard* is a different boat to the one that finished runner up by 27 minutes to *Wild Oats XI* two years ago. Extensive modifications have included lengthening the boat to 30.48m and adding twin rudders, which has allowed Slade to push the boat harder with bigger sails and more control.

The crew has hit the ball out of the park many times in the past two years including the Rolex Fastnet 2007 line honours and race record, Round Ireland line honours and record two years running, inaugural C600 line honours and record, and this year, line honours in the Rolex Middle Sea and Rolex Fastnet races.

"We are under no illusion that *Alfa* and *Oats* are quicker dead downwind and light upwind. We don't really come into our own until 13 or 14 knots so given a 'typical Hobart' we feel we have the right yacht and crew.

"Even though it will be a massive event, we aren't coming to make up the numbers," warns Slade.

His prediction is *Alfa Romeo* to win in a light air affair. "*Oats* has the runs on the board but have not been campaigning on the European circuit for quite some time so it's hard to tell where they will sit. *Alfa* is another very good team and my money will be on them if it's light. Having said that, *LOYAL* under Sean Langman and "Warro" on *Wild Thing* could easily pull it off."

Brook Lenfest's *Rapture* from the USA is the heaviest 100 footer in the bunch and therefore a bit slower, but a more solid yacht says skipper

Jeff Hanlon. The weight in a real nasty big wind, big wave race could stand them in good stead against the lighter boats, with breakages possibly taking their toll suggests Hanlon.

They'll have their own star attraction aboard, pro surfer Mark Occhilupo joining the international crew for some saltwater action of a different kind.

Maxi debutants Peter Millard and John Honan's purchased the Bakewell-White designed *Labana*, formerly *Zana*, earlier this year and have scored a mixed bag since including retiring from the July Audi Sydney Gold Coast Race with damage then a line honours win in the Bird Island Race in September.

The boat may prove competitive on IRC, but on their chances of line honours given the company they'll be in, Millard is sensibly humble: "Our chance is a little better than Steve Bradbury's at the start of the 1000-metre final of the 2002 Winter Olympics, so a heavy uphill race will have to do.

"We are looking forward to competing with so many 100-footers on the same start line for the first time in an Australian offshore classic."

There's no question the rest of the fleet will struggle for airtime and column space this year.

Small to medium size boat owners can however take some comfort from the fact the major race trophy, the George Adams Tattersalls Cup, is well and truly up for grabs with all but one of the big boats turbo charging for line honours rather than the coveted overall win.

Because all the maxis are putting IRC aside for the 65<sup>th</sup> edition of Australia's premier blue water event, Mark Richards reckons in a decent blow there will be plenty of white knuckle rides down the south-east coast of mainland Australia, across the eastern part of Bass Strait then down the east coast of Tasmania to the Derwent River and the finish off Battery Point, Hobart.

"It's the first year the boats will be carrying full-on Volvo 70 type sail inventories. If we get to use them, there's going to be serious pace on," tips Richards. ○

**"WE ARE UNDER NO ILLUSION THAT ALFA AND OATS ARE QUICKER DEAD DOWNWIND AND LIGHT UPWIND. GIVEN A 'TYPICAL HOBART' WE FEEL WE HAVE THE RIGHT YACHT AND CREW."  
— MIKE SLADE, ICAP LEOPARD**





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# YACHTS TO WATCH



THE HOT YACHTS TO WATCH IN THE 65<sup>TH</sup> ROLEX SYDNEY HOBART YACHT RACE.

By Peter Campbell

**70-FOOTERS**

**10000 – SS BRINDABELLA.** Worthy of a mention simply because *Brindabella* is still one of the most famous yachts in the era when 79-footers were classed as maxis. She does still hold the record for the fastest elapsed time in the Sydney Hobart race by a yacht with conventional ballast.

**GBR 7236R – RAN 2.** This 72-footer is really one to watch as a potential IRC winner, with her British owner hoping to achieve a unique double of being the overall IRC winner of the Rolex Fastnet Race and the Rolex Sydney Hobart Yacht Race in the same year. She is a real state-of-the-art design from Judel/Vrolijk.

**AUS 3 – ICHI BAN.** CYCA Commodore Matt Allen's Volvo 70 is always well sailed in this race by her widely experienced owner/skipper and his crew. In a race that favours the bigger boats, she is always a chance overall as well as in her division.

**60-FOOTERS**

**98888 – LIMIT.** Enthusiastic West Australian yachtsman Alan Brierty's latest *Limit*, a Reichel/Pugh 62, has not lived up to expectations since her launching last year, but has the pedigree to be among the major contenders for the Tattersalls Cup.

**AUS 60000 – LOKI.** Stephen Ainsworth's Reichel/Pugh 63 is one of the form boats of the moment, having followed up her line, IRC and record-breaking win in this year's Audi Sydney Newcastle Race by taking line honours in record time in the CYCA's Cabbage Tree Island Race, the final Bluewater Point Score race before the Rolex Sydney Hobart. Last year's Sydney Hobart winner *Quest* just pipped her for IRC honours.

**50-FOOTERS**

**ESP 7100 – CHARISMA.** The first Spanish yacht to compete in the Rolex Sydney Hobart, this S&S 57 is on a round-the-world cruise that includes competing in key ocean races along the way. She won her division of the 2009 Tranpac Race on the way and could be a divisional winner.

**Sm 5252 – CALM.** One of five state-of-the-art TP52s entered this year, each in with a strong prospect of repeating the outstanding results they achieved in last year's Rolex Sydney Hobart – top four placings on IRC Overall handicaps. *Calm*, a 'gen 4' TP52, comes to Australia with strong credentials after racing in North America and the Mediterranean and made a winning debut in the Melbourne to Stanley Race for owners John Williams, Graeme Ainley and Jason Van Der Slot.

**Sm 5200 – COUGAR II.** Victorian TP52 owned by Alan Whiteley, *Cougar II* won at the Audi Hamilton Island Race Week in 2008 and finished second overall to *Quest* in the Rolex Sydney Hobart 2008. She has undergone some modifications that must rank her among the best boats in this fleet.

**8899 – EVOLUTION RACING.** Ray Roberts' canting keel Cookson 50 which previously raced as *Quantum Racing*, won Division 0 and finished sixth overall in last year's Rolex Sydney Hobart. This season she placed second to the new generation Farr 55 *Living Doll* at Airlie Beach and Hamilton Island Race Weeks. Well sailed and always a strong chance.

**R 55 – LIVING DOLL.** Victorian Michael Hiatt's latest *Living Doll*, a state-of-the-art Farr 55, began her career last year with a series of mishaps that forced her to miss the Rolex Sydney Hobart 2008. Must rank as one of the favourites this year following victories in the 2009 Meridien





Marinas Airlie Beach and Audi Hamilton Island Race Weeks.

**52002 – QUEST.** CYCA member Bob Steel notched up his second Sydney Hobart overall win in last year's race when he skippered this TP52 to a hard-fought win over a bunch of similar yachts. Sailed most impressively to win the Cabbage Tree Island Race in early November and could well score rare back-to-back wins in the blue water classic.

**AUS 70 – RAGAMUFFIN.** Syd Fischer, aged 82 and the doyen of Australian ocean yacht racing, is in his fourth decade of contesting Sydney Hobart races, this time with his latest *Ragamuffin*, a TP52 in which he placed fourth last year. He won the race overall in 1992 and has twice taken line honours with maxi yachts named *Ragamuffin*.

**52052 – SHORTWAVE.** Designed by the successful German naval architects, Judel/Vrolijk, Matthew Short has campaigned this TP52 well, electing to contest the Melbourne to Hobart West Coaster last year and winning in record time.

**AUS 1836 – YENDYS.** Geoff Ross purposed-built Reichel/Pugh has sailed consistently well since being launched in late 2006 and finished a close fifth overall in the Rolex Sydney Hobart 2008. Not the least of the 50-footers with a chance of an overall win this year.

#### 40-FOOTERS

**8338 – AFR MIDNIGHT RAMBLER.** Over the years, well designed and well-sailed 40-footers have been very successful as Overall winners of the Rolex Sydney Hobart race, but the winner has not come from this group since 2003. *AFR Midnight Rambler*, a modified Farr 40, is one boat that could reverse this trend, giving owners Ed Psaltis and Bob Thomas their second win in the bluewater classic.

**A 44 – AUCH.** Currently the best performing boat among Tasmania's nine entries, *Auch* could give Royal Yacht Club of Tasmania's David Bean a top division place in his first Sydney Hobart Race with this Beneteau 44.7.

**Sm 2008 – AUDI CENTRE MELBOURNE.** Previously raced as *Flirt*, this Corby 49 is well sailed with a crew that include, winning Sydney Hobart sailing master/skipper Roger Hickman.

**R 33 – CHUTZPAH.** State-of-the-art IRC40 which has been the top-performing 40-footer in the last two Rolex Sydney Hobarts, placing fourth in her first race in 2007. In both races, *Chutzpah* also won her division. Skipper Bruce Taylor has notched up nine divisional wins as well as a second and a third overall. If anyone deserves winning the Tattersalls Trophy, then he does.

**8447 – MR BEAKS RIBS.** Consistently well sailed by David Beaks and his crew from the CYCA, this Beneteau 44.7 won its division in last year's race to Hobart and went on to become the CYCA's Blue Water Champion for 2008-2009.

**NED 1261 – PINTA M.** After placing third in IRC Division 4 of last year's race, owner/skipper Atse Blei decided to leave the S&S41 in Australia for the 2009 race to Hobart. *Pinta M* sails exceptionally well to windward in a stiff breeze.

**SM 4 – WICKED.** One of the new generation Beneteau First 40s, this will be *Wicked's* first Rolex Sydney Hobart but owner Mike Welsh and his son Mark will lead a crew of experienced sailors from Sandingham Yacht Club. Did well in the recent Melbourne to Stanley Race.

#### 30-FOOTERS

**A 35 – ARCHIE.** Tasmanian Sally Rattle and her crew David Brain have had great success with this well-rated, well-sailed Archambault 35, including being the first woman to win the Maria Island Race, going on to win the Melbourne to Hobart Easter Coaster Race last year. Certainly, a potential winner in a small boat race.

**M 6 – TOW TRUCK.** This Ker 11.3 imported from Europe by Anthony Paterson to replace his Mumm 30, also named *Tow Truck*, had an auspicious debut in the 2009 Rolex Sydney Hobart, winning the highly competitive IRC Division 3 and being the first boat overall under 40ft LOA. Likely to be the most competitive boat under 40ft LOA again.

**7027 – THE SUBZERO GOAT.** Sydney 38s, the Australian designed and built one-design offshore/inshore racing yachts have a good record in the Rolex Sydney Hobart, including a third overall by Lou Abrahams in *Challenge* in 2006. This boat, owned by Bruce Foye and others has been the best performing Sydney 38 in the fleet, with a win and a second in the one-design division in the previous two races. There are nine Sydney 38s in the fleet this year.

**6073 – SWISH.** Royal Sydney Yacht Squadron member Steve Proud finished third in the recent NSW Championship for the Sydney 38s and also must rank a potential one-design class and division winner along with Tony Levett's *Eleni* (MH60) and the former champion *Shining Star* (6338) now owned by South Australian Andrew Corletto.

#### VETERAN YACHTS

**SM 377 – BACARDI.** This will be the 24<sup>th</sup> Hobart Race for this Peterson 44 from Victoria, now owned by Martin Power but still with her old club, Sandringham. Her most notable Hobart was a close second overall to *Love and War* in the 2006 race.

**NZL 3900 – LION NEW ZEALAND.** It's 25 years since this yacht and her iconic New Zealand skipper, the late Sir Peter Blake, won handicap honours in the Sydney Hobart as a lead-up to the Whitbread Round the World Race. A crew of Kiwis, including Sir Peter's daughter Sarah, are making a nostalgic return voyage.

**294 – LOVE AND WAR.** This remarkable S&S47 launched in 1973, represented Australia at the Admiral's Cup, and won the Sydney Hobart Race in 1974 and 1978 for the late Peter Kurts and again in 2006, skippered by Lindsay May. Lindsay is joining Simon Kurts for yet another voyage south and she will be as competitive as ever if the conditions are right – fresh to strong headwinds.

**780 – SANYO MARIS.** This 51-year-old Alan Payne designed yawl, built in Hobart in 1958 of Huon pine by the famous Jock Muir, will be the smallest, oldest and lowest rating boat in the fleet. In early November Ian Kiernan skippered *Sanyo Maris* to her second successive IRC win the 414 nautical mile Hempel Gosford to Lord Howe Island Race. Could give this race a shake, too!

**5527 – POLARIS OF BELMONT.** Second-oldest boat racing to Hobart, this Cole 43 was launched in 1970 and will be competing for the 25<sup>th</sup> time, equalling the record of *Mark Twain* and *Impeccable*, both retired to calmer waters. *Polaris* has previous won her division of the Sydney Hobart and also won the Gosford to Lord Howe Island Race on handicap. ○



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# MAXED OUT

SEAN LANGMAN LEFT MAXI YACHT RACING TWO YEARS AGO IN A HIGH PROFILE PROTEST. BUT WITH THE 100-FOOTER *MAXIMUS* (RENAMED *LOYAL*) NOW IN HIS POSSESSION, THE WELL-KNOWN SYDNEY SKIPPER IS RETURNING FOR THE EPIC BIG BOAT TUSSE IN THIS YEAR'S ROLEX SYDNEY HOBART.

By Matthew Henry

“Being trapped underwater - trapped as in you can't undo your harness, water flooding in and not knowing if anyone's coming to get you, totally upside down - I can tell you it's not a lot of fun,” says Sean Langman, without any hint of over-dramatisation.

“You never know completely where your phobias and fears are until you are involved in an incident.”

A typically laconic Aussie boat builder, yacht racer and designer of cutting edge sail craft, when Langman speaks of fears and phobias there's no pretension, just a cool, matter-of-fact directness.

“It's happened to me a couple of times,” he continues, “and I've spat the respirator out on both occasions, and I just haven't been able to sort that out. I don't mind the going fast part, but I want to know we can pull on the power and let the power off. I think what we designed was far too futuristic.”

In a boardroom in his Noakes Shipyard in North Sydney, Langman recalls the chilling moments of the many high speed crashes while piloting the *Wot Rocket* sailboat/sailplane - a world class, high tech yacht built purely for speed and with the single intention of pushing the limits of what sail-powered craft can achieve.

The *Wot Rocket* team's goal is to crack the world speed sailing record for 500 metres, currently set at 51.36 knots, but various attempts on Botany Bay have ended in some spectacular cartwheels.

*Wot Rocket* has reached speeds in excess of 50 knots (92 km per hour) and at those velocities over the water, the 47-year-old family man is risking life and limb.

“My concern left 50 knots a while ago and is now at around the 100 knot mark and what's going to happen - are we going to walk away from it?”

*Wot Rocket* is just the kind of project you would expect from a bloke who spent much of his ocean racing career carving out a reputation as a nautical speed junkie, particularly with his exploits on the high octane maxi yacht *Zena* (aka *Grundig* and *AAPT*), which claimed a swag of east



coast line honours trophies in the late 90s and early 2000s. Sailed like a skiff, the Open 66 “sled” was pushed to the limits - and at times beyond, being forced to retire from two consecutive Sydney Hobarts in 2000 and 2001 due to breakages.

With a 100-footer in his hands for the Rolex Sydney Hobart Yacht Race 2009, Langman is about to make a return to maxi boat racing after a two-year, self imposed exile. Will we see a different, more cautious skipper at the wheel this time round?

## THE NEED FOR SPEED

A lifelong sailor, Langman is a consummate yachtsman, excelling in everything from 18-foot skiffs to 100-foot maxis; wooden classics to carbon-fibre bullets. As owner and skipper of the pocket maxi *Zena*, Langman took some radical - and some might say risky - measures to extract every ounce of performance from what was dubbed the “skiff on steroids”.

Tuning and perfecting his boats personally, Langman would go through them with a fine tooth comb to remove all manner of what he deemed unnecessary ‘luxuries’ - from ovens and stereo systems to cushions and even door handles - in a bid to shed weight and squeeze out every last drop of speed.

With *Zena*, it was the controversial approach to crewing which really stood out. One day, Langman and his crew put their heads together and determined that each additional body onboard added 250kg to the 6.8-tonne, water-ballasted boat during an ocean race when gear, food and water were taken into account.

“On deliveries we stripped the boat and sent the truck back with all our racing gear on it, and we'd sail on a half hoist mainsail and spinnaker with three people and sit on 25 knots all day. So I thought, ‘hang on, there's something going on here’,” he recalls.

While most maxis were being sailed with 10 to 20 crew, *Zena*, aided by up to three tonnes of water ballast, often pared back to a hardcore crew of just six





Change of pace... the 30-foot gaff-rigged *Maluka of Kermandie* (left) makes for a more leisurely southward pace than the supercharged Open 66 pocket maxi *AAPT* (aka *Zena*). Both yachts weighed within kilograms of each other, despite their very different lengths.

sailors including the skipper - the bare minimum.

“And because we never had any money, we ended up sailing more frugally. If that sail’s going to weigh 40kgs, it’d better have a really good reason for being onboard. For years and years I was sailing one-tonners and we’d change headsail with five knots of wind change, we would actually change our displacement by over 1000kgs. Instead of changing sails (with *Zena*) we would change our righting moment.”

Fast forward to 2009 and Langman is about to embark on his 19th Sydney Hobart at the helm of the New Zealand-built 100-foot maxi known previously as *Maximus*, renamed *Loyal* for the race. Once again he has a high performance sled on the hardstand at Berry’s Bay being prepped to race south, chasing the line honours victory in the Sydney Hobart which has proved so elusive.

*Loyal* has been extended from 98 to 100 feet and has had modifications including a longer mast, new keel and a reduction in drag under her

belly. The boat is said to be “chartered”, but according to Langman the arrangement with her Kiwi owner is a little more loose than that - more of a “bring it back like you got it and it’s yours” kind of understanding.

But with the work that’s being carried out she will be a better boat than the one which crossed the Tasman. The Noakes yard has removed over a tonne of unnecessary gear from *Loyal*, and not just the bulky bits like the oven - crewmembers will be praying for good wind and a quick race south because they certainly won’t be finding mattresses on their bunks.

Filling up the crewlist of 20 will be an all star lineup of sporting celebrities including Olympian Grant Hackett, boxer Danny Green, rugby internationals Phil Waugh and Phil Kearnes, plus TV personality Larry Emdur of *Price Is Right* fame and Anthony Bell, the so-called “accountant to the stars”.

Bell is the media savvy mastermind behind this star studded campaign which will seek to promote the Loyal Foundation, which has been formed to help the many charities ailing under the strain of the financial crisis.

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The 100-footer *Maximus* raced to Hobart in 2006 but withdrew with a broken mast. Langman has renamed her *LOYAL* for the 2009 campaign.



None of the athletes has substantial sailing experience.

"At the moment we're teaching them from the ground up," says Langman. "But they're competitive guys and they're all extremely fit - Danny Green is the fittest man alive - and they're not kids, they're fully committed and they want to do it. Danny Green's motivation is that he says the only thing that scares him is going to sea, so he wants to face it. He's a bloody tough man."

The crewlist is sure to make headlines in the mainstream press but the other big story for *Loyal* is Langman's own personal journey back into the world of supercharged big boats.

### MAXIS TO MALUKA, AND BACK

Partly in protest to the growing trend towards mechanical power replacing man power on yachts, but also out of a personal desire to return to a purer form of sailing, Langman left the maxi scene in 2006. His attention turned to restoring and campaigning the 74-year-old, gaff-rigged *Maluka of Kermadie*, which has sailed south in the last three Sydney Hobarts.

The little boat has a special place in his heart, but the tug of maxis has caught up with Langman.

"I felt I was ready to go back to big boats. I left big boats with some disillusion because of the way these boats are," he says.

*Maluka* was a huge departure from the full throttle Hobart campaigns of earlier years - to start with the stout little yacht weighs as much as *Zena* despite being less than half the length. There was no point removing door handles - *Maluka* had a brass toilet on board!

It also took nearly five days at sea for the trip south and a completely different strategy to racing and living onboard.

*Maluka* will not line up with the fleet on Sydney Harbour come Boxing Day, but Langman's campaigns will be remembered as a voice of dissent against the changing face of yacht racing, in which complex computer systems, hydraulic winches and revving engines do the work where sailors once strained their muscles.

"What I'm critical of and I'm gutted that stored power is now entering smaller boats, with people sitting on the rail pushing buttons to sail winches. It is wrong," he says emphatically.

"Really, the sport has to change."

### SIZING UP THE COMPETITION

With the return to maxi yachts comes the prospect of an elusive podium finish in the line honours contest, which is shaping up to be the most competitive in many years with four of the five 100-footers capable of

being first to Constitution Dock.

The former *Maximus* has not raced favourably against the Reichel-Pugh 100s (sisterships *Alfa Romeo* and *Wild Oat XI*) in past match ups. Langman also views *ICAP Leopard* as a serious threat and has not written off Grant Wharington's *Wild Thing*.

But with her new 6.2-metre keel, weight reductions and a mast two metres longer than *Wild Oats XI*, the new *Loyal* is something of a dark horse in the contest. She holds plenty of mystery for her new skipper too.

"Word on the street is *Maximus/Loyal* is a very quick reaching boat, but looking at the shape it looks like it should be a very quick upwind boat. That's where I've got some intrigue with the boat, I really don't know," says Langman.

*Loyal* will square off against *Wild Oats XI* in a qualifying race between the two yachts to Cabbage Tree Island this month. No doubt the bookies will be watching closely to see which yacht has the edge.

Tactical decisions and reliability are going to be the key factors in the maxi race and in its favour *Loyal* has one of the best tacticians onboard in David Dickson, who was making the calls on *Wild Oats XI* in 2005 when she beat *Alfa Romeo* and set the course record.

"I usually don't like having a dedicated navigator because they are heavy," says Langman, but the choice is a happy one on this occasion.

Whether sailing *Maximus* or *Maluka*, it is the excitement and emotion of ocean racing which has kept him coming back to the Rolex Sydney Hobart since his first race as an 18-year-old, no matter his choice of sailing craft.

"It tears at your emotions so much, a Hobart race," he says.

"My first one is still my standout. Coming around Tasman Island and getting hit with a 60-knot gust and having the spinnaker just shred. In those days we had these sails called 'bloopers' and it was flying at the end of its halyard. I was running around in my underwear trying to get a storm jib on," he recalls with a chuckle.

There's already plans for another wooden boat restoration project for the 2010/2011 Rolex Sydney Hobart.

Asked if he is a more mellowed version than the boat-breaking *Zena* skipper, there's no question the experiences of earlier races have added to his store of wisdom and will come into play in the toughest contest for the Illingworth Trophy in recent years.

"I really believe the big boat race this year is going to come down to reliability more than raw speed," he says.

"As you get older there's an interesting dynamic of the psyche that you start to become more cautious because you can't jump over that fence like you used to. I still feel like a kid, I just can't jump that fence anymore." ○



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# WINDS OF CHANGE

THE FINAL RUN UP THE RIVER DERWENT TO THE FINISH LINE IS A NOTORIOUSLY DIFFICULT STRETCH OF THE ROLEX SYDNEY HOBART RACE, SO UNDERSTANDING THE WIND PATTERNS IN SOUTHEAST TASMANIA IS A HUGE ADVANTAGE.

*By Kenn Batt, Bureau of Meteorology*

Photo: Rolex / Carlo Borlenghi

**H**ow many times have you heard someone on board say “the Hobart race should finish at the Tasman or at the Iron Pot. Having to go up that rotten Derwent River is grossly unfair!”

I for one am guilty of expressing this in the past. I must admit that having to traverse the Derwent adds another exciting dimension to this great race. Hopefully with a better knowledge of what drives the winds over South East Tasmania, one may feel a little better when faced with this final leg of the 628 race.

The rugged topography of southern Tasmania makes for extremely tricky wind conditions over this attractive sailing area. To the west lies a range of mountains extending south from Collins Cap and Mt Wellington (1,460 metres), which are only approximately 15 km west of the Rolex Sydney Hobart finish line, down to Adamsons Peak (approximately 1200 metres), which is only 20 km from Cape Bruny. Even Federation Peak and Precipitous Bluff further south and west may have an effect on winds over southern Storm Bay, and they're not even visible from the bay itself. To the northwest lies the large, elevated area of the Central Plateau, which on occasions will act to shelter Storm Bay from strong northwesterly winds and, on others, cause very strong winds and gusts to descend on the area from a significant height in the atmosphere. Even to the east and northeast there are significant ranges of mountains that rise up to almost

800 metres, which sometimes have a significant effect on the winds. With such significant features so close to the shores of Storm Bay, it is easy to see why sailing can be very frustrating, and wind forecasting on the Derwent and elsewhere a forecaster's nightmare.

## THE KATABATIC WIND

The Derwent River drains not only water from elevated Tasmania's Central Plateau, but it also drains cold air. Air temperature typically falls overnight, particularly inland and over higher ground, which makes these areas markedly colder than those on the coast. As the air cools on the Central Plateau, which has significant areas over 800 metres, it becomes denser and this denser air flows down slopes into the valleys and to the sea. What this means for sailors is that in the morning, whether summer or winter, winds most frequently flow down the Derwent and Huon Valleys from the north and northwest. This flow, known as a “katabatic wind”, extends out a considerable distance from the Derwent River mouth, typically 10 to 20 kilometres. Most of Storm Bay is also influenced by this airflow under normal circumstances.

The flow out of the Huon River affects an area west of about Gordon (in the D'Entrecasteau Channel, known locally as the “Channel”) and out around the southern parts of Bruny Island. Areas of the Channel, east of Gordon to around Northwest Bay, can be plagued by very light winds



*Wild Oats XI* with her mainsail reefed as she sails up the stormy Derwent to line honours victory in 2008.



overnight. The BIG secret in traversing this area successfully – especially overnight is the state of the tide. Do your homework! The katabatic wind loses its influence over prevailing winds only when there is a strong (20 to 30 knots) S or SW to easterly gradient airflow. Thus, unless there is a 6 hPa pressure gradient or more across Tasmania from the SW, S or E, expect winds in the Derwent, Channel and Storm Bay to come from the N or NW. Over the eastern parts of Storm Bay, a NE wind is possible, but it quickly backs N to NW as one moves further toward's the centre.

That's the easy bit. Once the sun comes out and warming commences, all sorts of different things have to be taken into consideration to determine which wind directions are going to be favoured in different areas.

### NORTHWEST QUADRANT

Let's first examine the northwest quadrant – N through W. As long as the gradient wind does not exceed 23 knots, we would normally expect the morning NW wind to decrease and a SE sea breeze to develop over the Derwent around noon, local summer time. It could occur slightly earlier if it is warm and skies are clear inland, or later if it is cool to cold or it's cloudy inland. If the maximum temperature inland is not expected to exceed 16 or 17°C and it's cloudy, the sea breeze could fail altogether and light NW winds persist all day. The sea breeze in the Channel is likely to be more southerly and over the rest of Storm Bay, S to SW. The strength is extremely difficult to quantify and will depend on the strength of the gradient and the temperature inland. Suffice to say, there will be areas where it funnels, particularly around headlands. The Dennes Point area is also affected in this way.

If the gradient strength is more than 23 knots, a sea breeze is unlikely and sailors can look forward to a lovely afternoon of shifting winds varying from very light to "bullets". The shape of the Central Plateau is such that it can sometimes "drag" air down from a considerable height to the surface over southeastern Tasmania. More often than not, the wind well above the surface is stronger than that lower down and consequently, air that is brought down to ground level results in strong gusts. In this wind regime, it generally does not pay to be too close to western parts of the Derwent between Kingston and the John Garrow Light as winds can be extremely fluky.

## "THE RUGGED TOPOGRAPHY OF SOUTHERN TASMANIA MAKES FOR EXTREMELY TRICKY WIND CONDITIONS OVER THIS EXTREMELY ATTRACTIVE SAILING AREA."

I said before that in this circumstance, a sea breeze is unlikely, but it's not impossible. In summer, southeastern Tasmania can become very hot in a NW gradient stream, causing pressures to fall even more strongly than they do as a normal lee trough forms over eastern and southeastern Tasmania. On rare occasions, the pressure falls so strongly that a small low develops in the lee trough, effectively forming in Storm Bay, resulting in fresh to strong S/SE winds developing over the western Storm Bay, including the lower Derwent Valley. In this situation, it is not unusual for the winds to continue NW through Hobart Airport and northerly down the eastern side of Storm Bay. This circulation may also enhance the northerly winds at the southern end of Tasmania's east coast. So much for northwesterlies!

### SOUTHWEST QUADRANT

Winds in the southwest quadrant can be almost as fluky. Because Mt Wellington acts as a giant cliff over Hobart in a south westerly, a SW stream can often result in N/NE winds over western parts of the Derwent, as a return flow (known as a rotor) develops (Figure 1).

Further south however, S/SW winds tend to funnel northwards through the D'Entrecasteau Channel (particularly past Dennes Point) and may be considerably accelerated in comparison to sou'westerlies further out in Storm Bay or in the Derwent. Similarly, sou'westerlies can be accelerated around the southern part of Bruny Island and if beating southwards along Bruny's east coast, expect much stronger SW winds upon rounding Tasman Head.

In S to SE gradient wind situations, winds over Storm Bay and the Derwent are generally more uniform, although some acceleration can be expected near the more prominent points and headlands.

In an easterly gradient situation, surface winds over northern Storm Bay and the Channel are quite frequently light in the morning and turn SE during the afternoon. Over southern Storm Bay, winds more often turn NE during the afternoon under the influence of the Coriolis force, which is caused by the Earth's rotation.

### EAST TO NORTH

The final quadrant, east to north, is again strongly affected by topography. Because of the steep sides of the Derwent Valley, NE winds are generally uncommon on the River and, during the morning, will more often than not result in light to moderate N/NW winds. In the afternoon, they tend to veer into the east. In Storm Bay and the Channel, NE winds are possible and these may tend to freshen during the afternoon as the sea breeze from the East coast breaks through across the Tasman Peninsular and enhances the stream.

There are variations on all the above themes so obviously, take careful note of the forecast on the day. However, as I hope I have illustrated, there are so many variations possible and likely across Storm Bay, the Channel and the lower Derwent River, that forecasters have very little chance of describing them all. Indeed, would you be able to absorb a forecast that included every little nuance and shift? ○





# ALL'S FAIR...

IN THEORY, ANY BOAT – NO MATTER HOW OLD OR SMALL – CAN WIN THE ROLEX SYDNEY HOBART OVERALL AND TAKE HOME THE COVETED TATTERSALLS CUP.

By Peter Campbell

The classic timber yacht *Love & War* won the 2006 race overall.

**M**any factors come into play in winning the Rolex Sydney Hobart overall – it's not just about raw speed. A well-designed and built, well-maintained and expertly sailed yacht – regardless of age and size – can still win this ocean classic on corrected time from a start-of-the-art maxi. Winning is about sailing your boat to her optimum performance in the prevailing conditions.

The much anticipated clash of seven maxi yachts battling for line honours will no doubt be the focus of media coverage of the 2009 race, but the real winner of the 65<sup>th</sup> Rolex Sydney Hobart will be the boat in the IRC rating (handicap) category with the lowest “corrected” time for the 628 nautical mile course.

Since its inception in 1945, the focus of the Sydney Hobart has always been on achieving a level playing field by using a rating system broadly based on measurements of the hull, keel, rudder(s) and sail design and area, plus the design, construction and age of the boat and, of course, stability. These days, factors such as water ballast, canting keels and use of stored power to operate canting keels, sail hoisting and rig controls also come into the equation.

The CYCA currently uses IRC, but the final results still hinge on changing weather conditions throughout this long ocean race. Some years the weather may favour big boats; and sometimes smaller or older boats with the lowest ratings. However, over the past decade, the IRC rule has produced winners from a broad range of competitors.

In theory, any boat in the fleet racing this year under the IRC rating system can be overall winner of the Tattersalls Trophy, from the 51-year-old, 30-foot timber-hulled *Sanyo Maris* to the champion 100-foot maxi *Wild Oats XI*.

One thing is predictable – a maxi will be first to Hobart. The bigger boats have longer waterlines and it is a scientific fact that when a boat is in displacement mode (travelling in the water rather than planing across the surface) the longer the waterline, the faster the hull speed.

A maxi does occasionally win the double, as *Wild Oats XI* did in 2005, but she was the first since *Sovereign* in 1987 and it's most likely a mid-size yacht will win overall.

Last year, *Wild Oats XI* took line honours for the fourth time in a row, passing the record of *Morna* set back in the 1940s, but on IRC corrected time she placed 21<sup>st</sup> overall. The winner was a state-of-the-art TP52 *Quest* in a race dominated by 50-footers.

## IRC HANDICAPPING

Within the IRC category, boats are placed in divisions according to their size and/or potential boat speed. The IRC rule will cover the vast majority of boats in the 100-plus fleet while a smaller number of competitors will race under PHS, an arbitrary method of handicapping. The Sydney 38s will race as a one-design class as well as under IRC.

As each boat finishes in Hobart, its time will be corrected by multiplying its elapsed time for the race by its pre-determined TCC (Time Correction Calculation) or handicap. The boat with the lowest corrected time in the entire IRC fleet will be declared the Overall Winner and will take home the Tattersalls Cup.

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

Taking into account all the information about a yacht that the IRC rule needs to calculate the TCC 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. In fact, this was the case with two top placegetters 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*, a 33-year-old classic wooden yacht which finished 32<sup>nd</sup> across the line, comfortably beat the high tech line honours champion *Wild Oats XI*. For a start, it was a slower race south than in 2005 when *Wild Oats XI* took out both line honours and overall victory. Slower races generally favour smaller and lower rated 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 but with the highest IRC rating in the fleet (1.776) received 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 gave her a corrected time of 3:22:05:37 – a winning margin over *Wild Oats XI* of almost 42 hours.

However, *Love & War*, a Sparkman & Stephens 47 built in 1973, faced other challengers for that coveted Tattersalls Cup, in particular from *Bacardi*, a veteran Peterson 44 launched in 1978 and a veteran of 21



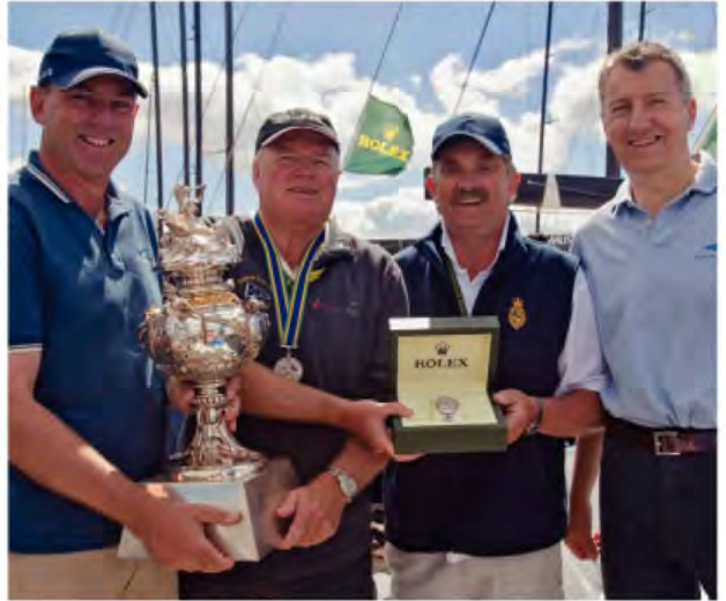
Hobarts. *Love & War* had an IRC rating of 1.019 and *Bacardi* a rating of 1.041 and the two sailed close together all the way from Sydney, *Bacardi* eventually crossing the line 1 hour 01 minute and 20 seconds ahead. But this was not sufficient to hold that first place on corrected time. In fact, the 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 older boats can beat the new. It also proved how the weather can still influence the outcome, perhaps even more than canting keels and power winches.

In last year's race, *Wild Oats XI* took line honours for the fourth successive year but with her rating of 1.744 she could not match a host of state-of-the-art 40- and 50-footers, which dominated overall results. *Wild Oats XI's* elapsed time was 1 day 20 hours 30 minutes and 14 seconds and with her TCC of 1.744 had a corrected time of 3 days 13 hours 55 minutes and 55 seconds. She placed 21<sup>st</sup> overall. Bob Steel's TP52 *Quest* sailed the course in 2 days 01 hour 00 minutes and 58 seconds, her TCC of 1.341 giving her a winning corrected time of 2 days 17 hours 43 minutes and 50 seconds.

Thus, the winner overall winner, with a rating of 1.341, finished only four and a half hours astern of *Wild Oats XI* but on corrected time beat her by some 17 hours. Interestingly, the first four boats, all TP52s with near identical ratings, crossed the finish line within 46 minutes of each other.

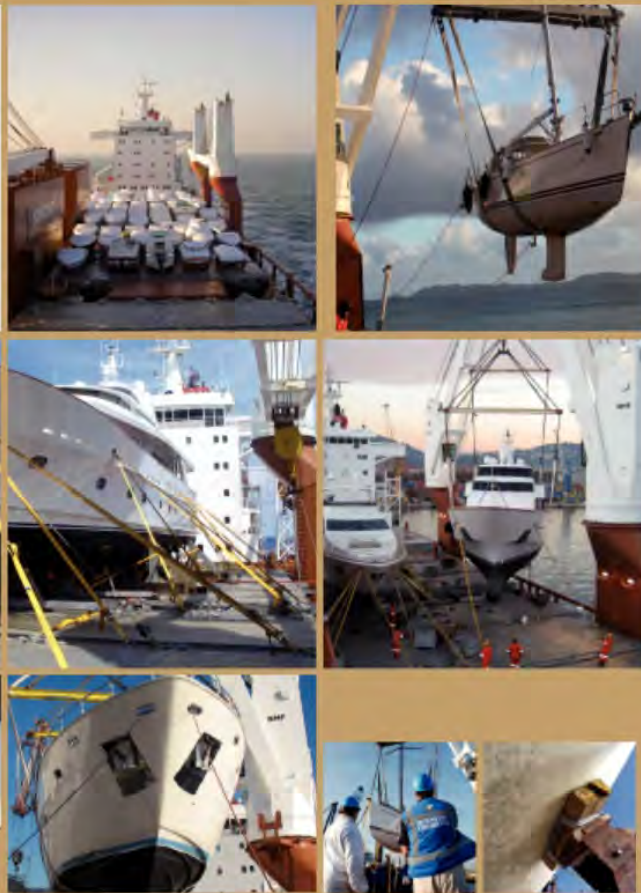
Let's hope for another close and exciting race for the overall win and the Rolex Sydney Hobart's true prize, the Tattersalls Cup, in 2009. ○



Last year's overall winner Bob Steel (second from left), skipper of *Quest*, accepting the Tattersalls Cup and a Rolex timepiece for winning on corrected time. Also pictured (left to right) CYCA Commodore, Matt Allen; RYCT Commodore, Clive Simpson; Rolex Australia general manager, Richard de Leyser.

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## TWO-LINE START FOR 100-PLUS FLEET

OVER 110 YACHTS LINING UP FOR THE BOXING DAY START WILL PROVIDE A SPECTACULAR SCENE FOR THE THOUSANDS OF SPECTATORS ON AND AROUND SYDNEY HARBOUR FOR THE 65<sup>TH</sup> ROLEX SYDNEY HOBART.

By Peter Campbell & Jennifer Crooks

At 1300 hours on 26 December 2009, a cannon 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 race. A fleet of about 110 yachts is expected to crowd two starting lines north off Shark Island on Sydney Harbour – the biggest fleet for the Rolex Sydney Hobart since the 60<sup>th</sup> race in 2004, and the second largest fleet in a decade.

The race committee has decided on a two-line simultaneous start, as it has done for a number of years, due to the presence of a sizable contingent of 100-footers and 19-metre-plus yachts in the fleet. These big boats will start off the front line, located 0.2 nautical miles north of the back line where the smaller boats will start.

To make allowance for the front line advantage, boats starting further down the Harbour will make up the extra distance to their own 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 those marks to starboard, all boats will then complete a starboard rounding of the seamark Zulu, laid one nautical mile east of Sydney Heads, then it's just a right turn for Tasmania. Both marks will be yellow conical Rolex buoys.

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

- 1250 hours (12:50pm) – 10-minute warning signal  
– Code flag W hoisted and cannon fired
- 1255 hours (12:55pm) – 5-minute preparatory signal  
– Code flag P hoisted and cannon fired
- 1300 hours (1:00pm) – starting signal  
– Code flag W and Code flag P dropped and cannon fired.
- A further signal (Code flag X) and a single cannon fire may indicate premature starter(s) (OCS – On Course Side) by individual yachts, which must return and re-start. Yachts that have broken the start will be advised by radio five minutes after the start. There will be no general recall.

### ADVICE FOR SPECTATOR CRAFT

The Sydney Harbour exclusion zone will come into force at 12pm and continue through to 2pm. The zone will be marked with yellow buoys and some fixed navigational aids. All spectator craft must remain outside the exclusion zone until 2pm. 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.

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.

The Royal Volunteer Coastal Patrol and Australian Volunteer Coast Guard vessels will display an orange banner with the wording "Waterways Control" and will patrol the spectator limit lines. Please obey instructions from the 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.

Spectator craft should not operate under sail near the exclusion zone from noon until the fleet has cleared the Heads. Competing yachts will display a special Rolex race flag on their backstay. Please keep well clear of any vessel displaying such flags, follow the advice of officials on the water and stay well clear of the exclusion zone between 12pm and 2pm to ensure that Boxing Day is enjoyable and safe for all afloat. ○





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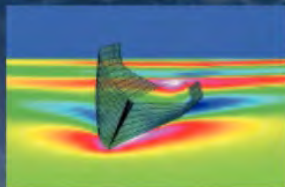


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\*patent pending



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ABOVE: John Kilroy and crew power TP52 *Samba Pa Ti* to first in division, first overall and first-to-finish (conventionally powered) in TransPac 2009. *Samba Pa Ti* carried 3DL® 860 upwind sails and Gradient™ V-Series™ downwind sails. North-equipped boats won 4 of 7 classes and 4 of 5 divisions in the race. Sharon Green photo

 NORTH DESIGN SUITE software is developed and used exclusively by North Sails. 3DL®, 3Di™ and PolySpin™ are manufactured exclusively by North Sails. For more information visit [northsails.com](http://northsails.com).





## OFFICIAL STARTER – RUSSELL WILLIAMS



By Jennifer Crooks

Marking the 50<sup>th</sup> anniversary of his Rolex Sydney Hobart win on the Alan Payne-designed Tasman Seabird *Cherana*, 83-year-old Russell Williams has been named the official starter of the 65<sup>th</sup> Rolex Sydney Hobart Yacht Race.

Joining him in conducting the starting honours will be brothers Trygve and Magnus Halvorsen, who were second to *Cherana* in their boat *Anitra V* that year, and Don Mickleborough whose yacht *Southerly* finished third overall in the 1959 race. Mickleborough will fire the 10-minute warning signal in the countdown while the Halvorsen brothers will jointly fire the five-minute warning.

Williams competed in six Sydney Hobart Yacht races on yachts such as *Josephine*, *Lolita*, *Caprice of Huon* and *Fair The Well*. *Cherana* was by far his most memorable Hobart and Williams for many years held the honour of being the youngest owner/skipper to have won the Sydney Hobart Yacht Race.

Trygve and Magnus Halvorsen are among the most successful ocean racers ever to have sailed out of Sydney Heads. Some of their record performances in the Sydney Hobart Yacht race are unlikely ever to be broken, such as a hat trick of three successive wins on handicap in 1963, 1964 and 1965 with *Freya*.

85-year-old Don 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. In the 50<sup>th</sup> Anniversary Sydney Hobart race (1994) Don achieved first place in the 30-year Veteran Division with *Southerly*.

In keeping with 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.

## RACE COMMITTEE CHAIR – COMMODORE TIM COX

Commodore Tim Cox AM RAN (ret), a former senior Royal Australian Navy sea-going officer, has taken on the role of chairman of the Race Committee for the Rolex Sydney Hobart for the eighth consecutive year.

Commodore Cox will lead a team of six, comprising of members of the Cruising Yacht Club of Australia and the Royal Yacht Club of Tasmania. The role of the Race Committee Chairman involves working with the CYCA sailing office in assessing all applications to enter the Rolex Sydney Hobart, including stability and safety matters. Once the event commences on 26 December, the Committee is responsible for 24-hour-a-day race operations at the RYCT.

Commodore Cox has vast sea experience, having been a 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 CYCA and Royal Sydney Yacht Squadron races.

Other members of the Race Committee from the Cruising Yacht Club are Vice Commodore Howard Piggott and longstanding committee member "Safety" Sam Hughes, a former senior officer with the Australian Maritime Safety Authority.

Other members of the Race Committee representing the Royal Yacht Club of Tasmania are Graeme Deenen, Ian Smith, Scott Sutton and Roger Martin.

Chairman of the International Jury for the Rolex Sydney Hobart Yacht Race is well-known CYCA member and racing rules authority John Kirkjian, who has acted as Chairman of the International Jury since 2003 and he has served on the jury for 18 Sydney Hobarts. At 73 years of age, John is still a passionate sailor who regularly races his Jarkan 38 *Lady Ann*.

Joining John will be experienced International Jurors Tony Mooney (AUS), John Rountree (NZ), Selvam Mookken (Singapore) and Egil Wold (Norway). ○





# TRACKING THE FLEET

YACHT TRACKER, THE CYCA'S INNOVATIVE SATELLITE 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 2009.

By Martin James

The dedicated official website for the 65<sup>th</sup> Rolex Sydney Hobart Yacht Race, [www.rolexsydneyhobart.com](http://www.rolexsydneyhobart.com), is the second most visited Australian sporting website during the Christmas-New Year holiday period.

Last year the CYCA received over 142 million hits on its servers during the race and with so much interest in this year's race this is expected to grow again.

For the Rolex Sydney Hobart Yacht Race 2009, the race 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. You 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 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.



The Yacht Tracker website interface.

In the lead-up to the 65<sup>th</sup> Rolex Sydney Hobart Yacht Race, 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.

As a further enhancement to the way standings are delivered this year, the CYCA has introduced an SMS subscription service for those who prefer receiving regular race updates on their mobile phone. For a small fee users will be able to subscribe to the service via the race website or via SMS, at which time you can choose what division you'd like to follow and at what intervals you'd like to receive the SMS alerts. You can also follow us on twitter for race updates <http://twitter.com/rolexsydneyhobart>.

Archival data on [www.rolexsydneyhobart.com](http://www.rolexsydneyhobart.com) includes the complete results of the past 64 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 64 line and overall winners; and profiles of some of the personalities who have sailed to Hobart over the years. ○





# 82 Hobart Heroes



Tony Cable – 45 Hobarts



Lou Abrahams – 44 Hobarts



Syd Fisher – 40 Hobarts



Bruce Gould – 39 Hobarts



Adreinne Cahalan – 17 Hobarts

**B**ruce Gould will add his name to the prestigious list of Hobart Heroes when he sets sail in the Rolex Sydney Hobart Yacht Race 2009 – joining nine others who have sailed in 40 or more Hobarts since its inception in 1945.

Gould will notch up his 40<sup>th</sup> race when as watch captain onboard Geoff Hill's MKL49 *Sirewth*. Each of the 40-plus race yachties have their names engraved on a Huon pine honour board that resides in the foyer of the Coasters Retreat at the Cruising Yacht Club of Australia.

Gould competed in the stormswept 1998 Sydney Hobart and was rescued after spending nearly 30 hours with crewmates in a liferaft following the sinking of the classic timber cutter *Winston Churchill*. He

has sailed in nine of the 10 Hobarts staged since 1998.

"I still enjoy sailing and the challenges that a Hobart can deliver," said Gould. "The friendship and companionship you make out of sailing is one of the main reasons why I still participate in the sport at my age! Whilst we may be rivals on the race track and competing for divisional success, it's great to enjoy a laugh and a beer with your mates once the race is completed."

Tasmanian Peter Hopkins, sailing on Anthony Lyall's Elliot 43 *Valheru*, will join 82 "Hobart Heroes" who have competed in 25 or more Sydney Hobarts up to and including the 64th annual race in 2008. This honour board is also displayed in the foyer of the Coasters Retreat and is made of Huon pine in the likeness of a map of Tasmania. ○

## HOBART HEROES

Tony Cable (NSW) 45 since 1961 (1 win)  
 John "The Fish" Bennetto (Tas, deceased) 44 races 1947 to 2004 (1 win)  
 Lou Abrahams (Vic) 44 since 1963 (2 wins)  
 Tony Ellis (NSW) 42 since 1963 (1 win)  
 Bill Ratcliffe (NSW) 41 since 1955  
 Richard "Sightie" Hammond (NSW) 40 since 1953 (2 wins)  
 Bernie Case (Vic) 40 since 1962  
 Syd Fischer (NSW) 40 since 1962 (1 win)  
 Colin Wildman (NSW) 40 since 1963 (1 win)  
 Bruce Gould (NSW) 39 since 1963 (2 wins)  
 Lindsay May (NSW) 36 since 1973 (3 wins)  
 Peter Green (NSW, deceased) 35 races, 1947-1989 (1 win)  
 Richard Norman (NSW) 35 since 1955 (2 wins)  
 David Kellett (NSW) 35 since 1968 (1 win)  
 Fraser Johnston (NSW) 34 since 1963 (2 wins)  
 Don Mickleborough (NSW) 34 since 1958  
 Colin Betts (NSW) 34 since 1955 (3 wins)  
 Roger Howlett (Tas) 33 since 1969  
 Don Lang (Vic) 32 since 1953 (1 win)  
 Alby Burgin (NSW, deceased) 32 since 1951 (1 win)  
 Maurice Cameron (NSW) 32 since 1974  
 Michael Spies (NSW) 32 since 1976 (1 win)  
 Geoff Rouvray (NSW) 32 since 1967  
 Peter Shipway (NSW) 31 since 1968 (2 wins)  
 Roger Hickman (NSW) 31 since 1974 (2 wins)  
 Colin Anderson (Vic) 29 since 1972 (2 wins)  
 Phil Eadie (NSW) 30 since 1972 (2 wins)  
 Kim Jaggard (NSW) 30 since 1977  
 Robbie Burns (NSW) 30 since 1975 (1 win)  
 Mike Green (NSW) 30 since 1977 (2 wins)  
 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  
 George "Hagar" Barter (NSW) 30 since 1974  
 Bruce Jackson (NSW) 29 since 1952  
 David Lawson (NSW) 29 since 1961  
 John Solomon (Tas) 29 since 1967  
 Peter Duffield (NSW) 29 since 1968  
 Ralph Carlier (NSW) 29 since 1973  
 Ed Psaltis (NSW) 28 since 1979 (1 win)  
 Bruce Taylor (Vic) 28 since 1980  
 TWT (Bill) Thompson (NSW, deceased) 28 races 1956-1988  
 Jacko Goluzd (NSW) 28 since 1978 (2 wins)  
 Josko Grubic (SA) 27 since 1966  
 Stan Darling (NSW, deceased) 27 races 1947-2002 (5 wins)  
 Des O'Connell (NSW, deceased) 27 since 1947  
 Rolfe Mische (NSW, deceased) 27 since 1963  
 Richard Bearman (NSW) 27 since 1969  
 Peter Joubert (Vic) 27 since 1968  
 John Mooney (Vic) 27 since 1968  
 Simon Firth (Tas) 27 since 1973  
 Graeme Freeman (Tas / NSW) 27 since 1970  
 Lew Carter (NSW) 27 since 1973  
 Hugh Treharne (NSW) 28 since 1968 (2 wins)  
 Ian Potter (NSW) 29 since 1976  
 Graeme Fraser (NSW) 27 since 1973  
 John Harris (NSW) 27 since 1971 (2 wins)  
 Colin Tipney (NSW) 27 races since 1979 (1 win)  
 Alan Butler (Vic) 26 since 1946 (3 wins)  
 Russell Evans (Vic, deceased) 25 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)

David Ellis (NSW) 26 since 1977  
 John Williams (Vic) 26 since 1975  
 Kingsley Piesse (Vic) 26 since 1983  
 Bill Riley (NSW) 25 since 1976  
 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  
 George Snow (NSW) 25 since 1971 (1 win)  
 John Walker (NSW), 25 since 1981  
 Graeme Ainley (Vic) 25 since 1985  
 Robert Green (Vic) 25 since 1965

## 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 Adreinne Cahalan having sailed south 17 times.

Adreinne Cahalan (NSW) 17 since 1984 (1 win)  
 Gail Harland (NSW) 15 since 1990  
 Vanessa Dudley (NSW) 15 since 1984  
 Sally Gordon (NSW, deceased) 15 since 1994  
 Jan Howard (NSW) 14 since 1978  
 Felicity Nelson (NSW) 14 since 1988  
 Amanda Wilmot (NSW) 12  
 Audrey Brown (NSW) 12 since 1987  
 Mary Holley (NSW) 12 since 1997  
 Julie Hodder (NSW) 11 since 1984  
 Sue Crafer (NSW) 11 since 1990  
 Kerry Goudge (NSW) 10  
 Lea Myer (NSW) 10 since 1992



# JBW RADIO RELAY VESSEL FIVE YEARS RUNNING

By David Kellett

The radio relay vessel for the 65<sup>th</sup> Rolex Sydney Hobart Yacht Race will be *JBW*, which has been generously donated by prominent Sydney sailor John Winning for the fifth consecutive year.

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



The radio relay vessel *JBW*.

Former CYCA Commodore David Kellett will lead the CYCA team aboard *JBW* with his regular crew of Colin Wildman (40 Hobarts), John Woodford and Colin Tipney (25 Hobarts). John Winning will lead the *JBW* crew of Andrew "Steak" Copley, Rob Scrivenor, Nick Kingsmill and David Hodgson. While it might seem a cruise, a motor yacht has very different motion to a sailing yacht at sea, particularly in a blow.

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

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

*JBW* is also available for corporate charter arrangements. Log onto [www.jbw.com.au](http://www.jbw.com.au) for more information. ○



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## WATCH THE RACE LIVE ON CHANNEL 7

Seven's live coverage begins from 12:30pm AEST Boxing Day and for the second year in a row, the event will also be broadcast live via Seven's online partner Yahoo!7 worldwide.

As thousands of people converge on Sydney Harbour and its foreshore and the spectator fleet assembles, so too does the Seven Network's production and technical team. 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 the location of the playing field, 7 Sport relies heavily on numerous speciality cameras that link 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 while the third acts as a link platform, relaying close-up onboard footage from two of the yachts as the crews undertake pre-race manoeuvres and begin their race south. On top of this, two land-based cabled cameras located at vantage points on North Head are incorporated into the coverage.

We will again be using a graphic device called a Telestrator, which allows us to 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 1:00pm start.

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 but he's also made



Channel 7 will get you close to the action.

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 Australia yachting team in Beijing. This will be Rob's fifth year covering the race start for the Network.

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

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# ROLEX SYDNEY HO STATISTICS

**Number of Rolex Sydney Hobart Yacht Races conducted by the Cruising Yacht Club of Australia since 1945:** 64. The Rolex Sydney Hobart 2009 will be the 65<sup>th</sup>

**Number of yachts to have competed:** 5,158 (4,237 have completed the race, 921 have retired or were disqualified)

**Estimated total crew to have competed:** About 46,647

**Average size of fleets:** 79.35 boats per race

**Largest fleet:** 371 starters in the 50<sup>th</sup> race in 1994 (309 finished)

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

**Last year's fleet (2008):** 100 starters, 92 finishers

**Current Race Record:** 1 day 18 hours 40 minutes 10 seconds, set by *Wild Oats XI* (Bob Oatley, NSW) in 2005

## 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 02 hours 29 minutes 01 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 03 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 01 hour 32 minutes 09 seconds

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

**1996:** *Morning Glory* (GER) – 2 days 14 hours 07 minutes 10 seconds (race record broken after 21 years)

**1999:** *Nokia* (DEN/AUS) – 1 day 19 hours 48 minutes 02 seconds (an open race record [water ballast allowed] and first yacht to break two days for the course. *Brindabella* (AUS) set a record for a conventional yacht of 1 day 20 hours 39 minutes 50 seconds)

**2005:** *Wild Oats XI* – 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 2008 Rolex Sydney Hobart, 82 yachtsmen have been recorded as having sailed in

25 or more races since 1945. Tony Cable (NSW) has now sailed in 45 Sydney Hobarts breaking the record number of Hobarts sailed in 2008. The late John Bennetto (Tas) sailed in 44 Sydney Hobarts and in 2007 Lou Abrahams (Vic) 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. Bill Ratcliff reached 41 Hobarts in 2008. With Syd Fischer and Colin Wildman added to the illustrious 40 honour roll in 2008.

**Record Rolex Sydney Hobarts by yachtswomen:** 13 women have sailed in 10 or more Sydney Hobart Races. As of the 2008 race, Adrienne Cahalan has raced to Hobart 17 times, Gail Harland, 15 times, Jan Howard and Felicity Nelson 14 times, Amanda Wilmot and Mary Holley 12 times while Kerry Goudge, Sue Crafer and Julie Hodder have each competed 11. Reaching their 15<sup>th</sup> with the 2008 race were Vanessa Dudley and the late Sally Gordon. Audrey Brown took part in 12 races, sailing aboard the radio relay vessel.

**Record Rolex Sydney Hobarts by yachts:** In 2007, *Phillip's Foote Witchdoctor*, a Davidson 42 sloop set a new record of 27 races. *Mark Twain*, a Sparkman & Stephens 38, has competed in 25 Sydney Hobarts, her last being in 2002. *Impeccable*, a Peterson 34, has sailed in 25 races with 2008 being her last. *Polaris of Belmont*, a Cole 43, has sailed to Hobart 23 times as has Bacardi, a Peterson 44. *Margaret Rintoul II*, which contested the 2007 race as *Spirit of Koomooloo* has sailed to Hobart 22 times.

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

**Oldest skipper:** At 86, John Walker (*Impeccable*) became the oldest skipper to race to Hobart in 2008. At age 84 Alby Burgin skippered his 52-footer, *Alstar*, in the 2000 Sydney Hobart. Alby sailed in 31 Rolex Sydney Hobarts, winning with *Rival* in 1961, and retired from active offshore racing in 2001 while Walker retired after the 2008 race.

**Oldest sailor ever:** Probably John Walker or perhaps a Tasmanian in an early race.



# BART YACHT RACE

## 1945 TO 2008

**Youngest sailor ever:** Raud O'Brien did his first of some six Sydney Hobarts on his parent's *Wraith of Odin* (sic). He was at first a baby, but then as a veteran at 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. A 12-year-old boy sailed aboard *Aspect Computing* in the storm battered 1998 race. In 1978, the Brooker family sailed en masse aboard their yacht *Touchwood* – parents Doug and Val Brooker and their children, Peter, then aged 13, Jacqueline (10), Kathryn (8) and Donald (6). Since 1999 the CYCA has set a minimum age of 18 for crew members in the Rolex Sydney Hobart Yacht Race.

**First and 50<sup>th</sup> races:** The late Peter Luke and the late "Boy" Messenger sailed in the first and 50<sup>th</sup> 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 official starter of the 2001 Sydney Hobart Yacht Race.

**First women to compete in the Rolex Sydney Hobart:** Jane ("Jenny") Tate, from Hobart, sailed with her husband Horrie aboard *Active* in the 1946 race, as did Dagmar O'Brien with her husband, Dr Brian ("Mick") O'Brien aboard *Connellia*. Unfortunately, *Connellia* was forced to retire in Bass Strait, but *Active* made it to the finish. The Jane Tate Memorial Trophy is presented each year to the first female skipper to finish 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), with an overall length of 146 feet (44.5m). 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 all are 30 metres (98 feet). *Maximus*, also a 30-metre maxi contested the 2006 race along with *Wild Oats XI* and *Skandia*. For the first time in 2009, the rule limiting the maximum length overall (LOA) will be extended from 98ft to 100ft, bringing the race into line with overseas events. Five 100 footers take to the start line including *Wild Oats XI* (Robert Oatley, NSW), *Alfa Romeo* (Neville Crichton, NSW), *ICAP Leopard* (Mike Slade, UK), *Loyal* (formerly *Maximus*, chartered by Sean Langman, NSW) and *Rapture* (Brook Lenfest, USA)

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

**Largest line honours winners:** *Wild Oats XI*, Australia (2005 to 2008) – LOA 30 metres (98 feet); *Skandia*, Australia (2003) – LOA 30 metres; *Alfa Romeo/ Shockwave* (2002) – LOA 27.43 metres (89 ft). Previous biggest: *Endeavour*, New Zealand (1992) and again as *Tasmania*, Tasmania (1994) – LOA 84.3 feet (25.7m)

**Smallest line honours winner:** *Rani*, NSW (1945) – LOA 34.73 ft

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

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

**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:** *Condor* (GBR) beat *Apollo* (NSW) across the line by seven seconds in 1982.

**Oldest yacht to race in recent years:** *Southerly*, built in Tasmania in 1938, won the Over 30 Year Veterans Division in the 50<sup>th</sup> 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* (ex *Margaret Rintoul II*) and in 2008 it was *Maluka of Kermandie*.

**Oldest yachts to compete:** According to CYCA life member and historian Alan Campbell, more than 31 yachts built before 1938 have competed in the Rolex 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 (NZL/USA) – 17 overall winners.

*These statistics have been compiled up to and including the 2008 Rolex Sydney Hobart Yacht Race based on records from the Cruising Yacht Club of Australia, the Royal Yacht Club of Tasmania, Peter Campbell, Lisa Ratcliff, Jennifer Crooks CYCA life member and historian Alan Campbell and other sources. ○*





# ROLEX SYDNEY HOBART 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 MATILDA, Phil Davenport, NSW	Jock Muir, Tasmania	5:10:33:10
1950	NERIDA, Colin Haselgrove, SA	Alfred Mylne, Scotland	16	MARGARET RINTOUL, A.W.Edwards, NSW	Phillip Rhodes, USA	5:05:28:35
1951	STRUEN MARIE, Tom Williamson, NSW	Robert Clark, UK	14	*MARGARET RINTOUL, A.W.Edwards, NSW	Phillip Rhodes, USA	4:02:29:01
1952	INGRID, J.S.Taylor, SA	Bill Atkin, USA	17	NOCTURNE, J.R.Bull, NSW	Alan Payne, NSW	6:02:34:47
1953	RIPPLE, Ron Hobson, NSW	A.C.Barber, NSW	24	SOLVEIG, Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	5:07:12:50
1954	SOLVEIG, Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	17	KURREWA IV, F.& J.Livingston, NSW/Vic	William Fife, UK	5:06:09:47
1955	MOONBI, H.S.Evans, NSW	John Alden, USA	17	EVEN, F.J.Palmer, NSW	J.Laurent Giles, UK	4:18:13:14
1956	SOLO, Vic Meyer, NSW	Alan Payne, NSW	28	KURREWA IV, F.& J.Livingston, NSW/Vic	William Fife, UK	4:04:31:44
1957	ANITRA V, Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	20	*KURREWA IV, F.& J.Livingston, NSW/Vic	William Fife, UK	3:18:30:39
1958	SIANDRA, Graham Newland, NSW	Arthur Robb, England	22	SOLO, Vic Meyer, NSW	Alan Payne, NSW	5:02:32:52
1959	CHERANA, Russ Williams, NSW	Alan Payne, NSW	30	SOLO, Vic Meyer, NSW	Alan Payne, NSW	4:13:33:12
1960	SIANDRA, Graham Newland, NSW	Arthur Robb, England	32	KURREWA IV, F.& J.Livingston, NSW/Vic	William Fife, UK	4:08:11:15
1961	RIVAL, Alby Burgin & N. Rundle, NSW	Alan Buchanan, England	35	ASTOR, Peter Warner, NSW	William Fife, UK	4:04:42:11
1962	SOLO, Vic Meyer, NSW	Alan Payne, NSW	42	*ONDINE, S.A. ('Huey') Long, USA	Bill Tripp, USA	3:03:49:16
1963	FREYA, Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	44	ASTOR, Peter Warner, NSW	William Fife, UK	4:10:53:00
1964	FREYA, Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	38	ASTOR, Peter Warner, NSW	William Fife, UK	3:20:05:05
1965	FREYA, Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	53	STORMVOGEL, C.Brynzeel, South Africa	Vanderstadt, Holland	3:20:30:09
1966	CADENCE, H.S.Mason, NSW	W.Ward/R.Swanson, NSW	46	FIDELIS, J.V.Davern, New Zealand	Knud Reimers, Germany	4:08:39:43
1967	RAINBOW II, Chris Bouzaid, New Zealand	Sparkman & Stephens, USA	67	PEN DUICK III, Eric Tabarly, France	Eric Tabarly, France	4:04:10:31
1968	KOOMOOLOO, Denis O'Neil, NSW	T.Kaufman & B.Miller (Lexcen) , 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, New Zealand	3:14:06:12
1971	PATHFINDER, Brin Wilson, NZ	Sparkman & Stephens, USA	79	KIALOA II, Jim Kilroy, USA	Sparkman & Stephens, USA	3:12:46:21
1972	AMERICAN EAGLE, Ted Turner, USA	Bill Luders, USA	79	AMERICAN EAGLE, Ted Turner, USA	Bill Luders, USA	3:04:42:39
1973	CEIL III, Bill Turnbull, Hong Kong	Bob Miller (Ben Lexcen), NSW	92	*HELSAL, 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 (Ben Lexcen), 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, Victoria	159	VENGEANCE, Bernard Lewis, NSW	Rolly Tasker, WA	3:22:30:00
1982	SCALLYWAG, Ray Johnston	Bruce Farr, NZ	118	CONDOR OF BERMUDA, Bob Bell, Bermuda	John Sharp, UK	3:00:59:17
1983	CHALLENGE, Lou Abrahams, Vic	Sparkman & Stephens, USA	173	CONDOR, Bob Bell, Bermuda	Ron Holland, New Zealand	3:00:50:29
1984	INDIAN PACIFIC, John Eyles					
	/Gunter Heuchmer, NSW	Bruce Farr, NZ	151	NEW ZEALAND, NZ Round the World Cmtee	Ron Holland, New Zealand	3:11:31:21
1985	#SAGACIOUS, Gary Appleby, NSW	Bruce Farr, NZ	179	APOLLO, Jack Rooklyn, NSW	Ben Lexcen (Bob Miller), NSW	3:04:32:28
1986	EX TENSION, Tony Dunn, NSW	Laurie Davidson, NZ	123	CONDOR II, Bob Bell, Bermuda	Ron Holland, New Zealand	2:23:26:25
1987	SOVEREIGN, Bernard Lewis, NSW	David Pedrick, USA	154	SOVEREIGN, Bernard Lewis, NSW	David Pedrick, USA	2:21:58:08
1988	ILLUSION, Gino Knezic, Vic	Laurie Davidson, NZ	119	RAGAMUFFIN, Syd Fischer, NSW	German Frers, Argentina	3:15:29:07
1989	ULTIMATE CHALLENGE, Lou Abrahams, Vic	Ed Dubois, England	126	DRUMBEAT, Alan Bond, WA	David Pedrick, USA	3:06:21:34
1990	SAGACIOUS V, Gary Appleby, NSW	Bruce Farr, NZ	105	RAGAMUFFIN, Syd Fischer, NSW	German Frers, Argentina	2:21:05:33



# BART YACHT RACE

## 1945 – 2008

YEAR	OVERALL WINNER	DESIGNER	FLEET	LINE HONOURS	DESIGNER	ELAPSED TIME
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, Robin 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 Carile/Dean Wilson, Vic	Iain Murray, NSW	98	SAYONARA, Larry Ellison, USA	Bruce Farr, NZ/USA	3:00:53:35
1996	AUSMAID, Georgio Gjergja, Vic	Bruce Farr, NZ/USA	95	*MORNING GLORY, Hasso Plattner, Germany	Reichel/Pugh, USA	2:14:07:10
1997	BEAU GESTE, Karl Kwok, Hong Kong/China	Bruce Farr, NZ/USA	114	BRINDABELLA, George Snow, ACT	Scott Jutson, Australia	2:23:37:12
1998	AFR MIDNIGHT RAMBLER, Ed Psaltis /Bob Thomas, NSW	Robert Hick, Victoria Bruce Farr, NZ/USA	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 Nelson/Marek, USA	75	ASSA ABLOY, Neil McDonald, Sweden	Farr Yacht Design, USA	2:20:46:43
2002	QUEST, Bob Steel, NSW	Nelson/Marek, USA	57	ALFA ROMEO, Neville Crichton, NZL/Aus	Reichel/Pugh, USA	2:04:58:52
2003	FIRST NATIONAL REAL ESTATE, Michael Spies/ Peter Johnston, NSW	Farr/Beneteau, France	56	SKANDIA, Grant Wharington, Victoria	Don Jones, VIC	2:15:14:06
2004	AERA, Nicholas Lykiardopulo, UK	Jason Ker, UK	116	NICORETTE, Ludde Ingvall, NSW	Simonis/Voogd, SA/NED	2:16:00:04
2005	WILD OATS XI, Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	85	*WILD OATS XI, Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	1:18:40:10
2006	LOVE & WAR, Simon Kurts/Lindsay May, NSW	Sparkman & Stephens, USA	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
2008	QUEST, Bob Steel, NSW	Bruce Farr, USA	100	WILD OATS XI, Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	1:20:34:14

### \* 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'S CUP:

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

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

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

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

1990: *ROTHMANS*, Lawrie Smith (designer Rob Humphreys, UK) 02:19:07:02. Disqualified from receiving Line Honours award and penalised 10% of Overall corrected time placings for breaching Rule 26 (advertising).

1999: *MARI CHA III*, Robert Miller, USA (designer Philippe Briand, France) 01:18:27:10. Too big to qualify as fleet entrant, but allowed to sail as a demonstration yacht.





# ROLEX SYDNEY HO

IRC Overall	Yacht	Div	Line Placing	Elapsed time	Handicap	Corrected Time	Owner /Skipper
1	Quest	1	9	02:01:00:37	1.341	02:17:43:22	Bob Steel, NSW
2	Cougar II	1	11	02:01:12:29	1.345	02:18:11:05	Alan Whiteley, VIC
3	Wot Now	1	10	02:01:10:26	1.358	02:18:46:41	Graeme Wood NSW
4	Ragamuffin	1	12	02:01:46:37	1.344	02:18:54:01	Syd Fischer NSW
5	Yendys	1	8	02:00:57:05	1.379	02:19:30:14	Geoff Ross NSW
6	Quantum Racing	0	13	02:02:30:26	1.355	02:20:26:14	Ray Roberts NSW
7	Limit	1	5	01:23:05:58	1.495	02:22:24:49	Alan Brierty WA
8	Loki	1	7	01:23:29:50	1.492	02:22:51:57	Stephen Ainsworth NSW
9	Secret Mens Business 3	1	14	02:07:10:28	1.299	02:23:40:18	Geoff Boettcher SA
10	ASM Shockwave 5	1	4	01:22:57:30	1.543	03:00:27:24	Andrew Short NSW
11	Ichi Ban	0	3	01:22:28:10	1.625	03:03:30:46	Matt Allen NSW
12	Black Jack	0	6	01:23:19:31	1.599	03:03:40:23	Peter Harburg, QLD
13	Wot Yot	1	17	02:08:57:31	1.329	03:03:41:53	Graeme Wood NSW
14	Chutzpah	2	21	02:15:22:20	1.204	03:04:18:01	Bruce Taylor VIC
15	Wedgetail	2	22	02:15:37:30	1.209	03:04:55:21	Bill Wild QLD
16	Ragtime*	2	18	02:12:33:15	1.274	03:05:08:46	Chris Welsh USA
17	Skandia	0	2	01:21:41:17	1.744	03:07:40:48	Grant Wharington VIC
18	Audi Centre Melbourne	1	20	02:12:53:42	1.311	03:07:50:00	Chris Dare VIC
19	Pale Ale Rager	2	25	02:16:42:56	1.239	03:08:10:57	Gary Shanks SA
20	Goldfinger	1	23	02:15:44:20	1.292	03:10:21:02	Peter Blake & K Mitchell VIC
21	Wild Oats XI	0	1	01:20:34:14	1.928	03:13:55:55	Robert Oatley NSW
22	Tow Truck	3	30	03:03:52:33	1.148	03:15:06:20	Anthony Paterson NSW
23	Rush	2	28	03:00:28:32	1.229	03:17:04:21	Ian & John Paterson VIC
24	Optimus Prime	2	27	02:23:43:21	1.255	03:18:00:42	Trevor Taylor WA
25	Winsome	4	69	03:18:54:51	0.991	03:18:05:45	Harry J Heijst The Netherlands
26	Ray White Spirit of Koomooloo	4	47	03:16:13:40	1.027	03:18:36:36	Mike & Don Freebairn QLD
27	AFR Midnight Rambler	3	32	03:06:30:38	1.164	03:19:23:11	Ed Psaltis / Bob Thomas NSW
28	Pinta - M	4	72	03:22:27:51	0.971	03:19:43:29	Atse Blei Netherlands
29	Terra Firma	2	31	03:05:48:02	1.188	03:20:25:37	Nicholas Bartels VIC
30	Impeccable	4	78	04:00:45:58	0.96	03:20:53:44	John Walker NSW
31	Dormit INSX	4	59	03:17:13:24	1.049	03:21:35:43	Robert Sill VIC
32	Wild Side	4	61	03:17:18:09	1.049	03:21:40:42	Martin Vaughan VIC
33	Pisces	4	58	03:17:09:44	1.056	03:22:09:19	David Taylor TAS
34	True North	3	56	03:16:47:54	1.063	03:22:23:33	Andrew Saies SA
35	Valheru	2	33	03:06:39:36	1.207	03:22:56:33	Anthony Lyall TAS
36	Mr Beaks Ribs	3	38	03:13:30:58	1.111	03:23:00:30	David Beak NSW
37	Lady Courier	3	35	03:12:51:33	1.124	03:23:22:54	Gery Trentesaux France
38	Seahold Perie Banou II	4	83	04:04:48:14	0.953	04:00:03:58	Jon Sanders WA
39	Morris Finance Cinquante	3	42	03:15:33:56	1.101	04:00:24:35	Ian Murray VIC
40	41 SUD	3	55	03:16:46:58	1.09	04:00:46:24	Jean-Luc Esplaas New Caledonia
41	The SubZero Goat	3	44	03:16:01:28	1.101	04:00:54:54	Mitchell Gordon NSW
42	Broadsword	3	46	03:16:13:28	1.104	04:01:23:59	Simon Wood NSW
43	Obsession	3	54	03:16:45:28	1.099	04:01:32:41	Andrew Lygo NSW
44	Copernicus	3	65	03:18:11:48	1.084	04:01:46:23	Greg Zyner NSW
45	Eleni	3	45	03:16:10:21	1.109	04:01:47:00	Tony Levett NSW
46	J Steel (Yeah Baby)	3	48	03:16:17:53	1.109	04:01:55:21	Louis & Marc Ryckmans NSW
47	Mustang Sally	3	57	03:17:04:38	1.1	04:01:59:06	Warren Batt New Zealand
48	She's The Culprit	3	52	03:16:35:21	1.107	04:02:04:06	Todd Leary TAS
49	Maluka of Kemandie	4	89	04:13:49:05	0.898	04:02:37:00	Sean Langman NSW
50	Jus' do it 3	3	53	03:16:38:04	1.113	04:02:39:00	Ian Darby Scotland, UK
51	Typhoon	3	51	03:16:33:40	1.115	04:02:44:44	Barry Kelly NSW
52	Papillon	3	66	03:18:16:12	1.095	04:02:50:44	Phil Molony NSW
53	Balance	2	34	03:12:24:35	1.174	04:03:05:49	Paul Clitheroe NSW
54	Strewth	3	37	03:13:09:02	1.165	04:03:12:01	Geoff Hill NSW
55	Patrice Six	3	50	03:16:32:56	1.125	04:03:37:03	Tony Kirby NSW
56	One For The Road	4	75	03:23:47:23	1.042	04:03:48:46	Kym Butler NSW
57	Pla Loma IV	2	36	03:12:59:45	1.18	04:04:17:42	Rob Reynolds NSW
58	Aurora	4	74	03:23:46:00	1.049	04:04:27:33	Jim & Mary Holley NSW
59	Kioni - Global Yacht Racing	3	64	03:18:06:43	1.122	04:05:06:20	Global Yacht Racing UK
60	St Jude	2	39	03:14:16:26	1.182	04:05:58:33	Noel Cornish NSW
61	Mahligai	2	40	03:15:02:02	1.174	04:06:10:40	Murray Owen & Jenny King NSW
62	Bacardi	4	81	04:03:34:54	1.04	04:07:33:54	Martin Power VIC
63	Secret Men's Business 1	3	62	03:17:49:58	1.166	04:08:44:42	Trembath / Rob Curtis / Sneedan NSW
64	Audacious	3	73	03:22:43:55	1.109	04:09:03:28	Greg Clinnick VIC



# BART 2008 RESULTS

65	Walross 4	2	43	03:15:40:25	1.207	04:09:49:19	Christian Masilge Germany
66	Chancellor	3	84	04:04:49:21	1.062	04:11:04:25	Ted Tooher NSW
67	Jazz Player	3	71	03:21:01:05	1.158	04:11:42:54	Andrew Lawrence VIC
68	Nest Property	4	92	05:03:42:52	0.897	04:14:58:19	Murray Wilkes TAS
69	Finistere	2	80	04:00:59:38	1.229	04:23:12:20	Robert Thomas WA

Helsal III*	1	Retired – at Port	Rob Fisher (15) TAS
Inner Circle*	4	Retired – at Port	Ken Robinson (3), D Cooney NSW
Leukaemia Foundation*	3	Retired – at Port	R Holstein (9), S Kellie (2) NSW
Sanyo Maris*	4	Retired – at Port	Ian Kiernan (12) NSW
Georgia*	1	Other	Graeme Ainley, John Williams VIC
Shogun*	1	Disqualified	Rob Hanna (3) VIC

**Notes:** Ragtime – redress granted of 1 hour 55 minutes for standing by Georgia

Helsal III – rudder damage

Inner Circle – generator failed

Leukaemia Foundation – rudder damage

Sanyo Maris – broken gooseneck

Georgia – broken rudder - boat lost - crew rescued

Shogun – disqualified for breaches of RRS 11, 12 and 13

**Line Honours:** Wild Oats XI, Reichel Pugh 98 (Bob Oatley/Mark Richards, NSW) one day, 20 hours, 34 minutes and 14 seconds - JH Illingworth Trophy, Rolex timepiece

PHS Overall	Yacht	Div	Line Placing	Elapsed time	Handicap	Corrected Time	Owner/Skipper
1	Telcoinbox Merit*	1	16	02:07:58:58	1.4305	03:08:05:01	Leo Rodriguez QLD
2	Getaway-Sailing.com	1	15	02:07:47:13	1.454	03:09:06:51	Peter Goldsworthy NSW
3	Pirelli	1	24	02:16:39:43	1.3369	03:14:26:48	Les Goodridge NSW
4	Krakatoa II	1	29	03:02:34:44	1.1796	03:15:58:24	Rod Skellet NSW
5	Lloyds Brokers - Too Impetuous	2	70	03:19:53:23	0.9677	03:16:55:18	Rudy Weber QLD
6	Sailors With Disabilities	1	26	02:22:11:48	1.2716	03:17:15:43	David Pescud NSW
7	Flying Fish Arctos	2	68	03:18:23:46	0.993	03:17:45:48	Flying Fish Australia
8	CHorse	2	76	04:00:10:28	0.945	03:18:53:01	John Smith NSW
9	Time Lord	2	60	03:17:15:03	1.019	03:18:56:48	Donald Munro NZ
10	Chance of Shenval	2	79	04:00:48:01	0.9409	03:19:04:46	Robert Green VIC
11	Inca	2	88	04:09:32:15	0.874	03:20:14:23	Noel Sneddon & Rob Saunders ACT
12	ASM Brindabella	1	19	02:11:00:29	1.6	03:22:24:46	Peter Baker NSW
13	Quetzalcoatl	1	49	03:16:32:24	1.0797	03:23:35:48	Antony Sweetapple NSW
14	She	2	87	04:05:46:56	0.9427	03:23:57:00	Peter Rodgers NSW
15	Dream Lover	1	41	03:15:06:44	1.1125	04:00:54:44	Rick Morgan QLD
16	Salona	2	77	04:00:14:45	1.0103	04:01:14:14	Phillip King NSW
17	Helsal IV	1	67	03:18:21:37	1.085	04:02:02:27	Sally Smith TAS
18	Abracadabra	1	63	03:17:56:39	1.1246	04:05:09:04	James Murchison NSW
19	Isabella	2	85	04:05:28:16	1.004	04:05:52:37	John Nolan NSW
20	Polaris of Belmont	2	91	04:21:19:23	0.9284	04:12:55:22	Chris Dawe NSW
21	Getaway Sailing 2	1	90	04:15:05:00	1.0989	05:02:04:10	Jay Pettifer NSW

\*Telcoinbox Merit – redress granted of 18 hours for assisting and rescuing crew of Georgia

## SYDNEY 38 One Design

		ELAPSED TIME	OWNER
1	Morris Finance Cinquante	03:15:33:56	Ian Murray ViC
2	The SubZero Goat	03:16:01:28	Gordon / Foye / Peckman / Clayton NSW
3	Eleni	03:16:10:21	Tony Levett NSW
4	J Steel (Yeah Baby)	03:16:17:53	Louis & Marc Ryckmans NSW
5	Audacious	03:22:43:55	Greg Clinnick / Paul Holden VIC
	Leukaemia Foundation*	Retired - at Port	R Holstein (9) / S Kellie (2)

## CRUISING OVERALL

		ELAPSED TIME	OWNER
1	Pippin	04:04:21:06	Roger Sayers QLD
2	Charlie's Dream	04:05:28:58	Peter Lewis QLD
	Pachamama: Swiss TOP to TOP Global Climate Expedition	Retired – at Port	Dario Schwoerer Switzerland
	Somoya*	Retired – at Port	Garry Rose VIC





# ROLEX SYDNEY HOBART 2008 RESULTS

IRC OVERALL	YACHT	DIV	LINE	ELAPSED TIME	TCC	CORRECTED TIME	OWNER/SKIPPER
1	Quest	1	9	02:01:00:37	1.341	02:17:43:11	R Steel, NSW
2	Cougar II	1	11	02:01:12:29	1.345	02:18:11:05	A Whitely, Vic
3	Wot Now	1	12	02:01:10:26	1.358	02:18:46:41	G Wood, NSW
<b>IRC DIV 0</b>							
1	Quantum Racing	0	13	02:02:30:26	1.355	02:20:26:14	R Roberts, NSW
2	Ichi Ban	0	3	01:22:28:10	1.625	03:03:30:46	M Allen, NSW
3	Black Jack	0	6	01:23:19:31	1.599	03:03:40:23	M Bradford, QLD
<b>IRC DIV 1</b>							
1	Quest	1	9	02:01:00:37	1.341	02:17:43:11	R Steel, NSW
2	Cougar II	1	11	02:01:12:29	1.345	02:18:11:05	A Whitely, Vic
3	Wot Now	1	12	02:01:10:26	1.358	02:18:46:41	G Wood, NSW
<b>IRC DIV 2</b>							
1	Ragtime*	2	18	02:10:38:15	1.274	03:02:42:15	C Welsh, USA
2	Chutzpah	2	21	02:15:22:20	1.204	03:04:18:01	B Taylor, VIC
3	Wedgetail	2	22	02:15:37:30	1.209	03:04:55:21	B Wild, QLD
*Redress given: 1 hr 55 min							
<b>IRC DIV 3</b>							
1	Tow Truck	3	30	03:03:52:33	1.148	03:15:06:20	A Paterson, NSW
2	AFR Midnight Rambler	3	32	03:06:30:38	1.164	03:19:23:11	E Psaltis, NSW
3	True North	3	56	03:16:47:54	1.063	03:22:23:33	A Saies, SA
<b>IRC DIV 4</b>							
1	Winsome	4	69	03:18:54:51	0.991	03:18:05:45	H J Heijst, The Netherlands
2	Ray White Spirit of Koomooloo	4	47	03:16:13:40	1.027	03:18:36:36	M Freebairn, QLD
3	Pinta - M	4	72	03:22:27:51	0.971	03:19:43:29	A Blei, The Netherlands
<b>PHS OVERALL</b>							
1	Telcoinbox Merit*	1	16	02:07:58:58	1.431	03:08:05:00	L Rodriguez, QLD
2	Getaway-Sailing.com	1	15	02:07:47:13	1.454	03:09:06:51	S Price, NSW
3	Pirelli	1	24	02:16:39:43	1.337	03:14:26:48	L Goodridge, NSW
*Redress granted: 18 hrs							
<b>PHS DIV 1</b>							
1	Telcoinbox Merit*	1	16	02:07:58:58	1.431	03:08:05:00	L Rodriguez, QLD
2	Getaway-Sailing.com	1	15	02:07:47:13	1.454	03:09:06:51	S Price, NSW
3	Pirelli	1	24	02:16:39:43	1.337	03:14:26:48	L Goodridge, NSW
*Redress granted: 18 hrs							
<b>PHS DIV 2</b>							
1	Lloyds Brokers - Too Impetuous	2	70	03:19:53:23	0.968	03:16:55:18	L Patterson, QLD
2	Flying Fish Arctos	2	68	03:18:23:46	0.993	03:17:45:48	J Dobie & A Fairclough, NSW
3	CHorse	2	76	04:00:10:23	0.945	03:18:53:01	J Smith, NSW
<b>SYDNEY 38 OD</b>							
1	Morris Finance Cinquante		42	03:15:33:56		03:15:33:56	I Murray, VIC
2	The SubZero Goat		44	03:16:01:28		03:16:01:28	M Gordon, NSW
3	Eleni		45	03:16:10:21		03:16:10:21	T Levett, NSW
<b>CRUISING</b>							
1	Pippin		82	04:04:21:06		04:04:21:06	R Sayer, QLD
2	Charlie's Dream Somoya*		86	04:05:28:58		04:05:28:58	P Lewis, QLD G Rose, VIC
*Retired: broken furler							

## Trophies and Awards

**Jack Rooklyn Memorial Trophy** (first yacht out of Sydney Heads): Wild Oats XI, Bob Oatley

**F&J Livingstone Trophy** (first yacht south of Tasman Island): Wild Oats XI, Bob Oatley

**Rani Trophy** (most meritorious performance as judged by the race committee): Telcoinbox Merit, Leo Rodriguez and Ian Bishop

**TW Thompson Memorial Trophy** (most outstanding crew members): crew of Telcoinbox Merit

**Battery Point Trophy** (first small boat across the line): Tow Truck, Anthony Paterson

**TasPorts Trophy** (first Tasmanian boat IRC): Pisces, David Taylor

**Tasmanian Government 40 Race Medallions:** Syd Fischer (Ragamuffin) and Colin Wildman (radio relay vessel JBW)

**Polish Trophy** (for the yacht travelling from the furthest port to compete): Walross 4 (Germany)

**Tasmanian Government 25 Race Medallions:** Graeme Ainley (Georgia), Robert Green (Chance Of Shenval) and John Walker (Impeccable)

**City of Hobart Trophy** (navigator of first Tasmanian yacht on corrected time): Graham McKibben (Pisces)

**Bill Owen Memorial Trophy** (navigator of winning yacht): Bruce Baker (Quest)

**Alan Payne Memorial Trophy** (designer of winning yacht): Bruce Farr (Quest)

**Apollo Trophy** (first yacht under 18.5 metres across the finish line): Yendys, Geoff Ross

**Jane Tate Memorial Trophy** (first female skipper): Sally Smith (Helsal IV)





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Wild Oats XI,  
Ran,  
Leopard,  
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LEFT: Neville Crichton's Reichel/Pugh 100 Shockwave 5/Alpha  
Romeo carries a Southern Spars carbon composite rig with  
EC6+ continuous carbon rigging. Sharon Green photo





# ROLEX SYDNEY HOBART

	Sail N <sup>o</sup>	Name	Owner	State	Div	Design	LOA(m)	LOA(ft)	Draft
1	FRA 8995	41 SUD	Jean Luc Esplaas	NC	IRC & ORCi	A40	11.99	40	2.40
2	GBR 7802T	Adventure of Hornet	Royal Navy Sailing Association	UK	IRC	Challenge	20.42	67	3.00
3		8338 AFR Midnight Rambler	Bob Thomas & Sue Psaltis	NSW	IRC	Farr 40 Mod	12.41	40	2.45
4	NZL 80	Alfa Romeo	Neville Crichton	NZ	IRC	Reichel Pugh	30.48	100	5.10
5	Q 999	Another Fiasco	Damian Suckling	QLD	IRC	Jutson 43	12.88	43	2.83
6	A 35	Archie	Sally Rattle	TAS	IRC	Archambault 35	10.59	35	2.08
7	A 44	Auch	David Bean	TAS	IRC	Beneteau 44.7	13.35	44	2.64
8	SM 2008	Audi Centre Melbourne	Chris Dare	VIC	IRC	Corby 49	15.00	49	3.25
9	N 3	Aurora	Mary & Jim Holley	NSW	IRC	Farr 40	12.21	40	2.25
10	B 52	B52	Stephen Brown / Paul D'olien	NSW	TBA	Sydney 41	12.49	41	2.80
11	SM 377	Bacardi	Martin Power	VIC	IRC	Petersen 44	13.34	44	2.43
12		7771 Balance	Paul Clitheroe	NSW	IRC	Beneteau 45	13.68	45	2.80
13	MH 115	Bear Necessity	Andrew & Pauline Dally	NSW	IRC	C & C 115	11.50	37	1.96
14		TBA Bet247	Adrian Dunphy	NSW	IRC / OD	Sydney 38	11.78	38	2.63
15	AUS 2999	Birds Off Boats	Andrew Lygo	NSW	IRC	Sydney 38 MOD	11.78	38	2.62
16		8848 Broomstick	Michael Cranitch	NSW	PHS	Open 60	20.15	60	3.98
17	SM 5252	Calm	VanderSlot, Williams, Ainley	VIC	IRC & ORCi	TP52	15.85	52	3.12
18	GBR 7803T	Challenger of Hornet	Army Sailing Association	UK	IRC	Challenge	20.42	67	3.00
19		7407 Chancellor	Ted Toher	NSW	IRC	Beneteau 40.7	11.99	40	2.40
20	ESP 7100	Charisma	Alejandro Perez Calzada	Spain	IRC	S & S 57	17.02	57	3.00
21	RQ 1920	Charlie's Dream	Peter Lewis	QLD	PHS	Bluewater 450	13.70	45	1.70
22		8350 Chorse	John Smith	NSW	PHS	Cavalier	10.6	35	2.00
23	R 33	Chutzpah	Bruce Taylor	VIC	IRC	IRC40	12.30	40	2.70
24		67 Colortile	Warren Buchan & Kristy Edwards	NSW	IRC	Sayer 45	13.7	45	2.93
25	G 121	Concordia	Roy Nicholson	VIC	PHS	Swan 53	16.06	53	2.40
26		6689 Copernicus	Greg Zyner	NSW	IRC	Radford 12	11.99	40	2.11
27	SM 5200	Cougar II	Alan Whiteley	VIC	IRC	TP52	15.85	52	3.27
28	SM 46	Dekadence	David Creese	TAS	IRC	DK46	14.10	46	2.99
29	GBR 7804T	Discoverer of Hornet	Royal Air Force Sailing Association	UK	IRC	Challenge	20.42	67	3.00
30	MH 60	Eleni	Tony Levett	NSW	IRC / OD	Sydney 38	11.60	38	2.60
31		8899 Evolution Racing	Ray Roberts	NSW	IRC	Cookson 50	15.23	50	3.52
32		6814 EZ Street	Bruce Dover	NSW	PHS	Warwick 44	13.50	44	2.10
33		7551 Flying Fish	Flying Fish Online	NSW	PHS	McIntyre 55	15.2	55	2.72
34	M 9000	Geomatic Joker	Grant Chapperfield	VIC	IRC	Jarken 38	11.96	38	2.35
35		6155 Getaway Sailing 2	Peter Goldsworthy	NSW	IRC	Sydney 38	11.78	38	2.63
36	NOR 2	Getaway Sailing.com	Peter Goldsworthy	NSW	PHS	Volvo 60	19.5	60	3.96
37		8880 Goldfinger	Kate Mitchell & Peter Blake	VIC	IRC	Farr 52	15.79	52	3.25
38		262 Halsal III	Tony Fisher	TAS	TBA	Adams 20	20.00	66	3.40
39	H 262	Halsal IV	Tony Fisher	TAS	TBA	Dynamique	18.65	60	2.45
40		6797 Holy Cow!	John & Kim Clinton	NSW	Cruising	Oceanis 50	15.10	50	2.10
41	GBR 1R	ICAP Leopard	Mike Slade	UK	IRC	Farr 100	30.48	100	5.50
42	AUS 3	Ichi Ban	Matt Allen	NSW	IRC	Volvo 70	21.50	70	4.50
43		35 Imagination	Annette & Robin Hawthorn	NSW	IRC	First 47.7	14.5	47	2.80
44		6068 J Steel Yeah Baby	Marc Ryckmans	NSW	IRC / OD	Sydney 38	11.78	38	2.63
45		6146 Kioni	Nick Athineos	NSW	PHS	Benteau 47.7	14.51	47	2.80
46	HY 161	Knee Deep	Phillip Childs / Frank Van Ruth	WA	IRC / ORCi	Farr 49	15.28	49	2.69
47		55555 Krakatoa II	Rod Skellet	NSW	PHS	Pogo 40	12.18	40	3.00
48		10081 Lahana	Peter Millard & John Honan	NSW	IRC	Maxi 30m	30	98	4.45
49		98888 Limit	Alan Brierty	WA	IRC	Reichel Pugh	19.21	62	4.64
50	NZL 3900	Lion New Zealand	Alistair Moore	NZ	PHS	Whitbread	23.9	78	4.00
51		6773 Livewire.org.au	David Pring	NSW	Cruising	Oceanis 37	12.47	37	1.90
52	R 55	Living Doll	Michael Hiatt	VIC	IRC	Farr 55	16.76	55	3.49
53	AUS 60000	Loki	Stephen Ainsworth	NSW	IRC	RP63	19.26	63	4.55
54		294 Love & War	Simon Kurts	NSW	IRC	S & S 47	14.22	47	2.26
55	NZL 99999	LOYAL	Sean Langman	TAS	IRC	Cookson Mod	30.48	100	6.40
56	BRU 1	Mahligai	Murray Owens / Jenny Kings	NSW	PHS	Sydney 46	14.27	46	2.74
57		5350 Matangi	David Stephenson	TAS	IRC	Frers	11.78	38	2.20
58	M 24	Menace	Niven James	NSW	IRC	Simpson 11.7	11.70	38	2.56



# YACHT RACE 2009 LIST OF ENTRIES

	Sail N°	Name	Owner	State	Div	Design	LOA(m)	LOA(ft)	Draft
59	8679	Merit	Leo Rodriguez / Ian Bishop	QLD	PHS	Volvo 60	19.24	60	3.75
60	6305	Mondo	Ray Sweeney	QLD	IRC / OD	Sydney 38	11.78	38	2.63
61	8402	More Witchcraft	John Cameron	NSW	PHS	Dibley 46	13.95	46	3.00
62	8447	Mr Beaks Ribs	David Beak	NSW	IRC	First 44.7	13.35	44	2.64
63	6388	Namadgi	Canberra Ocean Racing Club	ACT	PHS	Bavaria 44	13.95	44	1.95
64	6081	Next	Jay Krehbiel	NSW	IRC / OD	Sydney 38	11.78	38	2.63
65	B 9797	Ninety Seven	Alan Saunders	VIC	IRC	Farr 47	14.32	47	2.68
66	5995	Nips N Tux	Howard de Torres	NSW	IRC	IMX 40Mod	12.1	40	2.47
67	N 9	One For The Road	Kym Butler	NSW	IRC	Northshore 37	11.21	37	2.56
68	6812	Paca	Philippe Mengual	NSW	IRC	First 40	12.24	40	2.45
69	80808	Panacea	Peta Wilcox	NSW	TBA	Beneteau 40.7	11.99	40	2.40
70	N 40	Papillon	Phil Molony	NSW	IRC	A40	11.99	40	2.37
71	360	Patrice Six	Tony Kirby	NSW	IRC / ORCi	X-41	12.35	41	2.50
72	11407	Pelagic Magic	Hugh Torode	NSW	IRC	Beneteau 40.7	11.92	40	2.40
73	R 4	Perie Banou II	Jon Sanders	WA	IRC	S & S 39	11.77	39	2.00
74	NED 1261	Pinta M	Atse Blei	Netherlands	IRC & ORCi	S & S 41	12.39	40	2.99
75	533	Pippin	Roger Sayers	QLD	Cruising	Farr 37	11.40	37	2.52
76	5527	Polaris of Belmont	Chris Dawe	NSW	PHS	Cole 43	13.20	43	2.10
77	10007	Pretty Fly III	Colin Woods	NSW	IRC	Cookson 50	15.24	50	3.30
78	52002	Quest	Bob Steel	NSW	IRC	TP52	15.85	52	3.23
79	2001	Quetzalcoatl	Sweetapple/Bruce/Lee Warner	NSW	IRC	Jones 40	12.33	40	2.71
80	AUS 70	Ragamuffin	Syd Fischer	NSW	IRC & ORCi	TP52	15.85	52	3.23
81	GBR 7236R	Ran	Niklas Zennstrom	UK	IRC	JV 72	21.90	72	4.80
82	MAR 1005	Rapture	Brook Lenfest	USA	IRC	Farr 100	30.20	100	3.60
83	3846	Ray White Castle Hill Tartan	Barrie King / Ian Sanford	NSW	IRC	Northshore 38	11.62	38	1.90
84	2170	Ray White Spirit of Koomooloo	Mike Freebairn	QLD	IRC	S & S 47	14.78	47	2.46
85	202	Re Ignition	Seddon Cripps	QLD	PHS	Sydney 42		42	
86	B 45	Rush	Ian & John Paterson	VIC	IRC / ORCi	Corel 45	13.80	45	2.92
87	7878	Sailors with disAbilities	David Pescud	NSW	PHS	Lyons 54	16.20	54	3.40
88	3724	Salona	Phil King	NSW	PHS	Salona 37	11.28	37	2.25
89	780	Sanyo Maris	Tomaszewski/Kiernan/Green	NSW	IRC	Tasman Seabird	11.15	36	1.53
90	YC 3300	Secret Mens Business 3.5	Geoff Boettcher	SA	IRC	R P 51	15.64	51	3.33
91	393	SES Inch By Winch	Andrew Wenham	NSW	PHS	Peterson 44	13.30	44	2.41
92	M 330	Shamrock	Tony Donnellan	VIC	IRC	RP46	14.21	46	3.30
93	4924	She	Peter Rodgers	NSW	TBA	Olsen 40 MOD	12.00	40	2.28
94	370	She's The Culprit	Todd Leary	TAS	IRC	Ingles 39	11.96	39	2.50
95	6338	Shining Sea	Andrew Corletto	SA	IRC / OD	Sydney 38	11.78	38	2.63
96	R 50	Shogun	Rob Hanna	VIC	IRC	Cookson 50	15.23	50	3.48
97	52052	Shortwave	Matthew Short	NSW	IRC	JV52	15.85	52	3.20
98	10000	SS Brindabella	Nick Athineos	NSW	PHS	Jutson 79	24.08	79	4.26
99	6686	St Jude	Noel Cornish	NSW	IRC	Sydney 47	14.2	47	3.15
100	6488	Strewth	Geoff Hill	NSW	IRC	MKL 49	14.97	49	3.07
101	F 310	Sue Sea	Brian Todd	WA	IRC	Marten 49		49	3.60
102	6073	Swish	Steven Proud	NSW	IRC / OD	Sydney 38	11.78	38	2.63
103	7027	The Subzero Goat	Clayton/Foye/Gordon/Peckham	NSW	IRC/OD	Sydney 38	11.78	38	2.63
104	AUS 11111	Tokolosh	Ludde Ingvall	NSW	IRC	Maxi	27.4	90	4.60
105	M 6	Tow Truck	Anthony Paterson	NSW	IRC	Kerr 11.3	11.43	37	2.38
106	YC 400	Two True	Andrew Saies	SA	IRC	First 40	12.24	40	2.48
107	1195	Valheru	Anthony Lyall	TAS	IRC	Elliott 13	13.00	42	3.18
108	5900	Wahoo	Graham Mulligan	NSW	TBA	Frers 40	12.35	40	2.30
109	AUS 88	Wasabi	Bruce McKay	NSW	PHS	Sayer 12	11.99	40	3.00
110	SM 4	Wicked	Mike Welsh	VIC	IRC	First 40	12.24	40	2.48
111	AUS 10001	Wild Oats XI	Robert Oatley	NSW	IRC	Reichel Pugh	30.48	100	5.50
112	M 10	Wild Thing	Grant Wharington	VIC	IRC	Maxi 30m	30	98	5.55
113	AUS 1836	Yendys	Geoff Ross	NSW	IRC	Reichel Pugh	16.83	55	3.57
114	6163	Young Nicholson	Kim McMorrnan	NZ	TBA	Young 11	10.99	36	2.15
115	8289	Zephyr	James Connell / Alex Brandon	NSW	IRC	Farr 1020	10.35	34	1.75
116	8975	Zora I	Phillip King	NSW	PHS	Salona 45	13.55	45	2.60





# ENTRIES FOR THE ROLEX SYDNEY HOBART YACHT RACE 2009

Entries subject to change, crew details as per information provided to the CYCA by 13 November, 2009. For up to date crew lists, please refer to [www.rolexsydneyhobart.com](http://www.rolexsydneyhobart.com) under 'Yachts'.

Compiled by Jennifer Crooks and Peter Campbell



**41 SUD**  
**SAIL NO:** FRA8995  
**LOA:** 12.00m  
**CLASS:** IRC  
**DESIGNER:** Nivelt (FRA)  
**YEAR BUILT:** 2006  
**TYPE:** Archambault 40  
**NO. OF HOBARTS:** 1  
**OWNER:** Jean Luc Esplaas  
**CLUB:** Cercle Nautique Caledonian, New Caledonia  
**CREW:** J Luc Esplaas (2) F Lhote (1), S Genvolino, L Sourniac (1), A Pellequer, C Launay (3), P Boulay (2), P Brun, L Lachereiz (1), J Esplaas (1)

Over the years several yachts have represented the Cercle Nautique Caledonian in the Rolex Sydney Hobart and it is pleasing to have *41 SUD* a competitive Archambault 40, returning for the second year in a row. Skipper Jean Luc Esplaas returns to the race for a third time with an experienced crew.



**ADVENTURE OF HORNET**  
**SAIL NO:** GBR7802T  
**LOA:** 20.42m  
**CLASS:** IRC  
**DESIGNER:** Devonport Yachts  
**YEAR BUILT:** 1991  
**TYPE:** Challenge  
**NO. OF HOBARTS:** 0  
**OWNERS:** UK Ministry of Defence  
**CLUB:** ROYAL NAVY SAILING ASSOCIATION  
**CREW:** R Tarr, I Perryman, B Martin, A Wheal, S Doran, R Smith, W King, J Baker, C Doran, C Hilditch

*Adventure of Hornet* is one of three yachts crewed by members of Her Majesty's armed forces. Representing the Navy, *Adventure of Hornet* will be skippered by Richard Tarr and will be competing against *Challenger of Hornet* (Army) and *Discoverer of Hornet* (Air Force) for the Oggin Cup. The UK Ministry of Defence acquired four of the Challenge 67 yachts to enable the Services to undertake ocean voyages. The Rolex Sydney Hobart is the sixth race in a 13-stage sail training 'Exercise TRANSGLOBE' that commenced in July in which all three yachts are undertaking.



**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:** 8  
**OWNERS:** Ed Psaltis & Bob Thomas  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** E Psaltis (28), B Thomas (21), A Taylor (8) C Rockell (10), T Barker (5)

The duo of Ed Psaltis (skipper) and Bob Thomas (navigator) have sailed together for over 19 years across six boats ranging in size from 30-40ft. *AFR Midnight Rambler* has been optimised for IRC and recently underwent modifications which paid dividends when she won the Audi Sydney Gold Coast Yacht Race in July this year – the only east coast yacht race the duo had not won.



**ALFA ROMEO**  
**SAIL NO:** NZL80  
**LOA:** 30.48m  
**CLASS:** IRC  
**DESIGNER:** Reichel Pugh  
**YEAR BUILT:** 2005  
**TYPE:** Maxi Yacht  
**NO. OF HOBARTS:** 1  
**OWNER:** Neville Crichton  
**CLUB:** Cruising Yacht Club of Australia, NSW & Royal New Zealand Yacht Squadron  
**CREW:** N Crichton (1), W Morgan, L Jenkins, J

Morris, G McPherson, D Rolfe, N Drennan (1), C Satterthwaite, B Clark (1), A Hutchinson, P Merrington, S Bannatyne, M Coxon, M Spence, E Williams

With 142 line honours wins to her name, *Alfa Romeo* is one of the most successful yachts in the sport. Skippered by 2002 Rolex Sydney Hobart winner Neville Crichton, *Alfa Romeo* will provide a formidable challenge to any team who wishes challenge her. One of five 100-footers entered into this year's race since the extension of the maximum length overall, *Alfa Romeo* is a definite line honours contender.



**ANOTHER FIASCO**  
**SAIL NO:** Q999  
**LOA:** 12.88m  
**CLASS:** IRC  
**DESIGNER:** Scott Jutson  
**YEAR BUILT:** 1994  
**TYPE:** Jutson 43  
**NO. OF HOBARTS:** 2  
**OWNER:** Damian Suckling  
**CLUB:** Abel Point Yacht Club, QLD  
**CREW:** D Suckling (3), R Alderdice (4), J Kibbis (2), B Wickens (2), D Fornasiero (2)

This well campaigned boat has previously raced as *Esprit de Corp* and *Maglieri Wines* and competed in six Hobart races between 1994 and 1999. She also competed in the Southern Cross Cup representing Adelaide and has numerous Brisbane to Gladstone and Audi Sydney Gold Coast Yacht races in her racing history. *Another Fiasco* returns to the Rolex Sydney Hobart 2009, having finished after 1st in PHS Division in 2006 and a creditable 8<sup>th</sup> in IRC Division D in the 2007 race being OCS at the start.





**ARCHIE**  
**SAIL NO:** A35  
**LOA:** 10.59m  
**CLASS:** IRC  
**DESIGNER:** Joubert/Nivel  
**YEAR BUILT:** 2006  
**TYPE:** Archambault 35  
**NO. OF HOBARTS:** 0  
**OWNER:** Sally Rattle  
**CLUB:** Royal Yacht Club of Tasmania, Tas  
**CREW:** M Souter (5), P Souter (5), A Davison (2) D Oak (1), S Brain, S Rattle

*Archie* is an Archambault 35, designed by Joubert/Nivel and built in France by Archambault Yachts. After taking delivery of *Archie* in October 2006, the boat has covered over 5,000 nautical miles (including seven Bass Strait crossings) and has collected numerous awards. This is *Archie's* first Rolex Sydney Hobart Yacht Race and with a talented team from Hobart on board, owner Sally Rattle hopes to arrive in Hobart after a safe journey and is looking for a good result.



**AUCH**  
**SAIL NO:** A44  
**LOA:** 13.35m  
**CLASS:** IRC  
**DESIGNER:** Bruce Farr  
**YEAR BUILT:** 2006  
**TYPE:** Beneteau First 44.7  
**NO. OF HOBARTS:** 0  
**OWNERS:** David and Jo Bean  
**CLUB:** Royal Yacht Club of Tasmania, Tas  
**CREW:** D Bean (3), P Lilley (1), F Read (2), J Wells (3), R Parker (1), D White (5), S Ibbott (2), G Cumberbatch (3)

*AUCH* is Bruce Farr (IRC) design Beneteau First 44.7 built in 2006 and was purchased by owner/skipper David Bean in 2008 (formerly *Honeysuckle*) and sailed to Hobart to embark on her new life. *AUCH* is well prepared to take on the challenge and has already opened its account in the Royal Yacht Club of Tasmania Summer pennant strongly.



**AUDI CENTRE MELBOURNE**  
**SAIL NO:** SM2008  
**LOA:** 15m  
**CLASS:** IRC  
**DESIGNER:** John Corby (GBR)  
**YEAR BUILT:** 2007  
**TYPE:** Corby 49  
**NO. OF HOBARTS:** 0  
**OWNERS:** Chris Dare  
**CLUB:** Sandringham Yacht Club, Vic  
**CREW:** C Dare (8), R Hickman (32), S La Pegre (2), M Hewitt-Park (4), B Murphy (5), P Meilhat (1), S Grice (2)

*Audi Centre Melbourne* was built in 2007 and is a Corby 49 which is based at the Sandringham Yacht Club. Raced previously under the name *Flirt*, owner Chris Dare re-launched her in January 2008 and modified the boat in May 2008. Since the modifications, the boat has performed much better notching up IRC wins in the 2009 ORCV Melbourne Winter Series and Melbourne Geelong Race. This is an upgraded version of the previous *Flirt*, which was very successful under IRC over the past two years. Owner Chris Dare has teamed up with Roger Hickman after a very successful 2007/08 summer together.



**AURORA**  
**SAIL NO:** 4057  
**LOA:** 12.21m  
**CLASS:** IRC  
**DESIGNER:** Bruce Farr (USA)  
**YEAR BUILT:** 1983  
**TYPE:** Farr 40 one-off  
**NO. OF HOBARTS:** 11  
**OWNER:** Jim & Mary Holley  
**CLUB:** Newcastle Cruising Yacht Club, NSW  
**CREW:** J Holley (21), M Holley (12)

*Aurora* has completed every Hobart since 1998. Built in 1983 she still remains competitive in the right conditions. With good crew experience on board, including the husband and wife team of Jim (sailing in his 22<sup>nd</sup> Hobart race) and Mary Holley (sailing in her 13<sup>th</sup> Hobart race), this one-off Farr 40 is in a strong position to equal or better her 2007 results. Joining the crew this year will be Irish Olympic hopeful Alan O'Connell. Now based at the Newcastle Cruising Yacht Club, *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.



**B52**  
**SAIL NO:** B52  
**LOA:** 12.49m  
**CLASS:**  
**DESIGNER:**  
**YEAR BUILT:** 1995  
**TYPE:** Sydney 41  
**NO. OF HOBARTS:** 3  
**OWNERS:** Stephen Brown & Paul D'olier  
**CLUB:** Coffs Harbour Yacht Club, NSW  
**CREW:** P D'Olier, S Brown, G Patterson, D Gayford, R McClure

*B52* is a Sydney 41 owned by two Coffs Harbour residents Paul D'Olier and Steve Brown, and has an all local crew from Coffs. For the past five years the yacht has been used as a YA/RYA sailing school training vessel. *B52* was dismantled in the 1998 Sydney Hobart, but return to compete again in 2001 and 2002. *B52* placed 2<sup>nd</sup> in PHS Division of the 2007/08 Pittwater to Coffs Harbour race and 10<sup>th</sup> in the 2008/09 race.



**BACARDI**  
**SAIL NO:** SM377  
**LOA:** 13.34m  
**CLASS:** IRC  
**DESIGNER:** Doug Peterson (USA)  
**YEAR BUILT:** 1978  
**TYPE:** Peterson 44  
**NO. OF HOBARTS:** 25  
**OWNER:** Martin Power  
**CLUB:** Sandringham Yacht Club, Vic  
**CREW:** M Power (7), L Forkes (3), T Crespin (17), S Humphries (3), J O'Keefe (2), M Beddoes (1), M Beddoes (1)

This old ocean racing warhorse has started in and finished 25 Sydney Hobart races. 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:** 13.68m  
**CLASS:** IRC  
**DESIGNER:** Beneteau  
**YEAR BUILT:** 2008  
**TYPE:** Beneteau 45  
**NO. OF HOBARTS:** 1  
**OWNER:** Paul Clitheroe  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** P Clitheroe (2) and others

*Balance* is the fourth yacht of that name skippered and owned by TV financial commentator Paul Clitheroe. The new boat is a Beneteau 45, previously raced with great success in Europe as *Lady Courier*. She had a difficult race to Hobart last year, breaking three spinnakers and tearing her main. Paul, racing in his fourth Sydney/Hobart, hopes to arrive in Constitution Dock with his new sails intact. *Balance* had a strong start in her first regatta, winning overall honours in IRC Passage at the 2009 Hamilton Island Race Week with four seconds and a first.



**BEAR NECESSITY**  
**SAIL NO:** MH115  
**LOA:** 11.5m  
**CLASS:** IRC  
**DESIGNER:** Tim Jackett  
**YEAR BUILT:** 2007  
**TYPE:** C&C 115  
**NO. OF HOBARTS:** 1  
**OWNER:** Andrew & Pauline Dally  
**CLUB:** Middle Harbour Yacht Club, NSW and Royal Sydney Yacht Squadron, NSW  
**CREW:** A Dally (4) and others

*Bear Necessity* was launched in 2007 just prior to the 2007 Rolex Sydney Hobart Yacht Race. In fact the Hobart start was the first time that *Bear Necessity* crossed a start line having arrived from Baltimore in late November 2007. She raced in the Audi Sydney Gold Coast Yacht Race 2008, followed by the Middle Harbour Yacht Club's Summer Pointscore 2009 where she finished first, and second in IRC in the Pittwater to Newcastle Yacht Race 2009. In the Audi Sydney Gold Coast Yacht Race 2009, *Bear Necessity* finished 6<sup>th</sup> in IRC Division 4.



**BET247**  
**SAIL NO:**  
**LOA:** 11.78m  
**CLASS:** IRC/One Design  
**DESIGNER:** Murray Burns Dovell  
**YEAR BUILT:**  
**TYPE:** Sydney 38  
**NO. OF HOBARTS:**  
**OWNERS:** Adrian Dunphy  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** A Dunphy (7), B Munns (8), M Gallagher (5), C Selwood (1), C Bernardi (1), T Abbott, R McCoil (3)



**BIRDS OFF BOATS**  
**SAIL NO:** AUS2999  
**LOA:** 11.78m  
**CLASS:** IRC  
**DESIGNER:** Murray Burns Dovell (AUS)  
**YEAR BUILT:** 2000  
**TYPE:** Sydney 38 Mod  
**NO. OF HOBARTS:** 6  
**OWNER:** Obsession Syndicate  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** A Lygo (7), T Oxley (6), P Scanlon (2), G Antipas (2), P Dickens

*Birds Off Boats* is the race name for the modified Sydney 38 *Obsession*. Fitted with a bow sprit and asymmetrical masthead spinnaker, she is owned by a syndicate of four of its regular offshore sailors. They have put together an experienced crew that has been sailing together for many years. Since the boat's launch in 2000 she has completed many offshore races including six Rolex Sydney Hobarts (four under charter arrangements), nine Sydney Gold Coast, four Sydney Mooloolaba and two Gosford Lord Howe Island Races.



**BROOMSTICK**  
**SAIL NO:** 8848  
**LOA:** 20.15m  
**CLASS:** PHS  
**DESIGNER:** Kel Steinman  
**YEAR BUILT:** 1989  
**TYPE:** Open 60  
**NO. OF HOABRTS:** 1  
**OWNER:** Michael Cranitch  
**CLUB:** Cruising Yacht Club of Australia, NSW

Since *Broomstick* was re-built as a 66-footer in 2002, the first race she undertook was the Rolex Sydney Hobart and she was 8<sup>th</sup> across the line. Since then she has been a regular winter and twilight series competitor, winning the Winter Series three times including the Audi Winter Series 2009. *Broomstick* was also third over the line in the Ocean Pointscore Sydney Newcastle Race in February this year.



**CALM**  
**SAIL NO:** SM5252  
**LOA:** 15.85m  
**CLASS:** IRC  
**DESIGNER:** Bruce Farr  
**YEAR BUILT:** 2005  
**TYPE:** TP52  
**NO. OF HOBARTS:** 0  
**OWNERS:** Jason Vander Slot, John Williams, Graeme Ainley  
**CLUB:** Sandringham Yacht Club, Vic; Royal Brighton Yacht Club, Vic

*Calm* is a new boat for owners Jason Van Der Slot, Graeme Ainley and John Williams after the loss of *Georgia* in last year's Rolex Sydney Hobart. Purchased in March 2009 from the UK, *Calm* is a fourth generation Farr TP52, built by Goetz Custom Boats in RI and was developed to compete in both the European and US TP52 competitions. Since she arrived in Australia in May 2009, the owners have spent neem putting the boat together and spending as much time on the water as possible. *Calm* competed in the ORCV Winter Series with mixed results, but showed she is quick. Recently, *Calm* took line and IRC honours in the ORCV's Melbourne to Stanley race.





### CHALLENGER OF HORNET

**SAIL NO:** GBR7803T  
**LOA:** 20.42m  
**CLASS:** IRC  
**DESIGNER:** Devonport Yachts  
**YEAR BUILT:** 1991  
**TYPE:** Challenge  
**NO. OF HOBARTS:**  
**OWNERS:** UK Ministry of Defence  
**CLUB:** Army Sailing Association  
**CREW:** D Gale, J West, E Lilyman, D Hory, R Greener, G Lies, P Lewis, R Simpson, M Smith, B Seely, D Boyls, J Townsend-Rose

*Challenger of Hornet* is one of three yachts crewed by members of Her Majesty's armed forces. Representing the Army, *Challenger of Hornet* will be skippered by Darren 'Windy' Gale and will be competing against *Adventure of Hornet* (Navy) and *Discoverer of Hornet* (Air Force) for the Oggin Cup. The UK Ministry of Defence acquired four of the Challenge 67 yachts to enable the Services to undertake ocean voyages.



### CHANCELLOR

**SAIL NO:** 7407  
**LOA:** 11.92M  
**CLASS:** IRC  
**DESIGNER:** Bruce Farr  
**YEAR BUILT:** 2001  
**TYPE:** Beneteau First 40.7  
**NO. OF HOBARTS:** 4  
**OWNER:** Ted Toohar  
**CLUB:** Cruising Yacht Club of Australia, NSW

*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. A previous winner of the Coffs Harbour races as *La Billet*, as well as a Rolex Sydney Hobart and Sydney Mooloolaba competitor, *Chancellor* likes to head north during the winter season to compete in the northern sailing program including Airlie Beach and Hamilton Island race weeks. This will be the fifth Rolex Sydney Hobart for this hard working boat.



### CHARISMA

**SAIL NO:** ESP7100  
**LOA:** 17.02m  
**CLASS:** IRC  
**DESIGNER:** Sparkman & Stephens  
**YEAR BUILT:** 1970  
**TYPE:** S&S 57  
**NO. OF HOBARTS:** 0  
**OWNER:** Alejandro Pérez Calzada  
**CLUB:** Royal Nautical Club of Barcelona

*Charisma* will be the second Spanish yacht ever to have applied for entry to compete in the Rolex Sydney Hobart. Starting in 2007 with the Rolex Fastnet Race, *Charisma* began a journey to complete a round-the-world trip, competing in key offshore yacht races along the way. She finished 19th overall in the 2007 Rolex Fastnet Race and in 2008 made her way stateside to contest the Newport to Bermuda Race, where she placed fourth in St David's Division Class 7 (Best Corrected time). On her way to Australia, *Charisma* competed in the 2009 Transpac Yacht Race finishing first in Division 7, and is now ready to tackle the 'Mount Everest of ocean racing', the Rolex Sydney Hobart 2009.



### CHARLIE'S DREAM

**SAIL NO:** RQ1920  
**LOA:** 13.7m  
**CLASS:** PHS  
**DESIGNER:** Holland/Cole/Lowe (IRE)  
**YEAR BUILT:** 2008  
**TYPE:** Blue Water 450  
**NO. OF HOBARTS:** 1  
**OWNER:** Peter Lewis  
**CLUB:** Royal Queensland Yacht Club, QLD  
**CREW:** B Pozzey (10), P Lewis (1), D Bradburn (1), G Boyd, R Dallimore (1), R Dawson (1), R King, S Green (1), B Coulter

*Charlie's Dream* is a new boat for owner Peter Lewis and has had limited offshore racing since being built by Bluewater Cruising Yachts and launched in 2008. In her first Rolex Sydney Hobart she placed second in the Cruising Division; followed by a fourth place in the Cruising Division of the Brisbane to Gladstone Race 2009. First in the PHS Division of the the Gosford Lord Howe Island.



### CHORSE

**SAIL NO:** 8350  
**LOA:** 10.6m  
**CLASS:** TBC  
**DESIGNER:** Laurie Davidson (NZL)  
**YEAR BUILT:** 1998  
**TYPE:** Cavalier 350SL  
**NO. OF HOBARTS:** 1  
**OWNER:** John Smith  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** J Smith (6)

After the fabulous reception received in Hobart last year, *Chorse* is back to compete again and will be pushing hard all the way. *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 twenty years ago. With a major refit before Rolex Sydney Hobart 2008, *Chorse* is now fit and looking forward to many long races.



### CHUTZPAH

**SAIL NO:** R33  
**LOA:** 12.35m  
**CLASS:** IRC  
**DESIGNER:** Reichel/Pugh (USA)  
**YEAR BUILT:** 2007  
**TYPE:** IRC40  
**NO. OF HOBARTS:** 2  
**OWNER:** Bruce Taylor  
**CLUB:** Royal Yacht Club of Victoria, Vic  
**CREW:** B Taylor (28), K Piesse (26), A Taylor (12), G Courley (23), J Bradbury (10), J Permezel (20), P Sandles (6), M Bagley (3), P Fletcher (20), L Smith (8)

This is Bruce Taylor's sixth *Chutzpah*, a Reichel/Pugh design, built by Mal Hart. In 2007, in her first Rolex Sydney Yacht Race, *Chutzpah* won Division C and placed 4<sup>th</sup> overall. In last year's Hobart *Chutzpah* scored another IRC 2 divisional win. Over 29 years of competing in the ocean classic, Taylor has notched up an amazing nine divisional wins as well as one 2<sup>nd</sup> and one 3<sup>rd</sup> overall. Taylor's crew boasts a combined total of 156 years ocean racing experience including Kingsley Piesse (26 races) and James Permezel (20 races). *Chutzpah* won the IRC/AMS handicap double in the ORCV's 2008 Melbourne Stanley race, and IRC Division 2 in the Audi Sydney Gold Coast Yacht Race 2008.





**COLORTILE**  
**SAIL NO:** 67  
**LOA:** 12.3m  
**CLASS:** IRC  
**DESIGNER:** Jon Sayer  
**YEAR BUILT:** 2000  
**TYPE:** Sayer 45  
**NO. OF HOBARTS:** 0  
**OWNER:** Greg Zyner  
**CLUB:** Cronulla Sailing Club, Royal Motor Yacht Club, Port Hacking, NSW  
**CREW:** B Ryan (9), S Williams (7), D Maddick (3), R Francis (2), T McGillaray (2), W Buchan, S Toolin, C Feldmann, K Edwards, R Varley, B Gawley

*Colortile* will be representing the Royal Motor Yacht Club Port Hacking and Cronulla Sailing Club combined fleets. Kristy Edwards and Warren Buchan have made extensive modifications to this yacht to make her suitable for offshore racing. Jon Sayer built a great all round yacht and owner Buchan loves the downwind surfing capabilities.



**CONCORDIA**  
**SAIL NO:** G121  
**LOA:** 16.06m  
**CLASS:** PHS  
**DESIGNER:** German Frers  
**YEAR BUILT:** 1988  
**TYPE:** Swan 53  
**NO. OF HOBARTS:** 0  
**CLUB:** Royal Geelong Yacht Club, Vic  
**OWNER:** Roy Nicholson  
**CREW:** R Nicholson, E Fersenfeld, D Timms



**COPERNICUS**  
**SAIL NO:** 6689  
**LOA:** 11.99m  
**CLASS:** IRC  
**DESIGNER:** Radford Yacht Design (AUS)  
**YEAR BUILT:** 2008  
**TYPE:** Radford 12m  
**NO. OF HOBARTS:** 1  
**OWNER:** Greg Zyner  
**CLUB:** Manly Yacht Club & Cruising Yacht Club of Australia  
**CREW:** G Zyner (2), J Nixon (15), A Seja (3), F Nelson (14)

*Copernicus* was built by Dillon Boatworks in Taree, designed by Radford Yachts and launched in January 2008. In her first season of ocean racing she achieved 1<sup>st</sup> in the CYCA Tasman Pointscore and a 3<sup>rd</sup> in PHS Division in the Gosford Lord Howe Island race. In July this year, she finished 2<sup>nd</sup> in division in the Audi Sydney Gold Coast Yacht Race. Owner Greg Zyner's sailing highlights include 2<sup>nd</sup> in Division in the 2007 Rolex Sydney Hobart Race and 1<sup>st</sup> in Division Pittwater to Coffs Harbour 2007 with his previous boat, *Marna*. Recently, she placed 3<sup>rd</sup> in the PHS division of the Gosford Lord Howe Island Race.



**COUGAR II**  
**SAIL NO:** SM 5200  
**LOA:** 15.85m  
**CLASS:** IRC  
**DESIGNER:** Bruce Farr (USA)  
**YEAR BUILT:** 2005  
**TYPE:** TP52  
**NO. OF HOBARTS:** 2  
**OWNER:** Alan Whiteley  
**CLUB:** Sandringham Yacht Club, Vic  
**CREW:** A Whiteley (4), P Williams (12), S Whiteley (2), Charles Nolan (6), Rowan Leaper (8), Peter Downey (2), Aaron Cole (7), Rowley Richardson (10), Nathan Relf, Matt Wilson (3), Jade Mackay (2), Fergus Forbes (1)

Since arriving from the USA in 2007, *Cougar II* has enjoyed considerable racing success with podium finishes in numerous events and regattas in the Eastern States. Finishing a close second IRC overall in last year's Rolex Sydney to Hobart, *Cougar II* and her crew would love to go one better this year.



**DEKADENCE**  
**SAIL NO:** SM46  
**LOA:** 14.10m  
**CLASS:** IRC  
**DESIGNER:** Mark Mills  
**YEAR BUILT:** 2004  
**TYPE:** DK46  
**NO. OF HOBARTS:** 1  
**OWNERS:** David Creese  
**CLUB:** Bellerive Yacht Club, Tas

Tasmanian yachtsman David Creese has just purchased this DK46 for his first Rolex Sydney Hobart. A blend of youth and experience is combined in this all-Hobart crew. Competing in its third offshore race under its new owner, *Dekadence* and her crew are hoping they can follow up on their 2008 IRC win in the Launceston to Hobart race with their previous yacht, a Sydney 38, *Creese Property*. *Dekadence* recently competed the ORC's Melbourne to Stanley race, finishing 14<sup>th</sup> overall.



**DISCOVERER OF HORNET**  
**SAIL NO:** GBR7804T  
**LOA:** 20.42m  
**CLASS:** IRC  
**DESIGNER:** Devonport Yachts  
**YEAR BUILT:** 1991  
**TYPE:** Challenge  
**NO. OF HOBARTS:** 0  
**OWNERS:** UK Ministry of Defence  
**CLUB:** Royal Air Force Sailing Association  
**CREW:** R Walford, P Cooper, T Ryall, R Harris, A Whalen, A Wright, K McQuillian, N Carter

*Discoverer of Hornet* is one of three yachts crewed by members of Her Majesty's armed forces. Representing the Air Force, *Discoverer of Hornet* will be skippered by Rebecca Walford and will be competing against *Adventure of Hornet* (Navy) and *Challenger of Hornet* (Army) for the Oggin Cup. The UK Ministry of Defence acquired four of the Challenge 67 yachts to enable the Services to undertake ocean voyages. The Rolex Sydney Hobart is the sixth race in a 13-stage sail training 'Exercise TRANSGLOBE' that commenced in July in which all three yachts are undertaking.





**ELENI**  
**SAIL NO:** MH60  
**LOA:** 11.4M  
**CLASS:** IRC/OD  
**DESIGNER:** Murray Dovell  
**YEAR BUILT:** 2003  
**TYPE:** Sydney 38 OD  
**NO. OF HOBARTS:** 3  
**OWNER:** Tony Levett  
**CLUB:** Middle Harbour Yacht Club, NSW  
**CREW:** T Levett (6), D Swales (10), S Lipman, G Ormerod, S Wyatt, C Dalton, K Huisjes (2), E Helsper (1)

*Eleni* returned to offshore racing last year with the Rolex Sydney Hobart, where she finished third in the Sydney 38 One Design Division. This year, with the additional of a new masthead spinnaker, owner Tony Levett is looking forward to improving on his result. Previously *Eleni*, racing as *Horwath BRI*, finished 4<sup>th</sup> in the CYCA's Blue Water Pointscore Series 2006-07, and 3<sup>rd</sup> in the Tasman Series. *Eleni* also won the Sydney 38 OD Division of the Sydney to Mooloolaba Race in 2005.



**EVOLUTION RACING**  
**SAIL NO.** 8889  
**LOA:** 5.23m  
**CLASS:** IRC  
**DESIGNER:** Bruce Farr (USA)  
**YEAR BUILT:** 2006  
**TYPE:** Cookson 50  
**NO. OF HOBARTS:** 3  
**OWNER:** Ray Roberts  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** Ray Roberts, others TBA

CYCA's 2006-2007 Australian Ocean Racer of the Year, Ray Roberts continues to sail his canting keel Cookson 50 with great success winning this year's Brisbane to Gladstone Race for the second year in a row then following up with three second places in the Brisbane to Keppell Island Race, Airlie Beach and Hamilton Island Race weeks. He also leads the 2009 Asian Yachting Grand Prix circuit. Roberts and his top crew have set their sights on the Tattersall's Cup for 2009.



**EZ STREET**  
**SAIL NO:** 6814  
**LOA:** 13.5m  
**CLASS:** PHS  
**DESIGNER:** Alan Warwick  
**YEAR BUILT:** 1990  
**TYPE:** Warwick 44  
**OWNER:** Bruce Dover  
**CLUB:** Cruising Yacht Club of Australia, NSW

*EZ Street* is a cruiser-racer designed by veteran kiwi designer Alan Warwick. Built in 1990 from triple-skin Kauri, she raced competitively in New Zealand before being purchased by her current owner, Bruce Dover, in 2001. *EZ Street* competed in the 1999 and 2004 Sydney Hobart races, 2004 Gold Coast yacht race (where she finished 7<sup>th</sup> in PHS) and was 2<sup>nd</sup> in PHS in the 2006 Gosford Lord Howe Island race. In 2008, *EZ Street* finished 7<sup>th</sup> in PHS Division of Audi Sydney Gold Coast Yacht Race. Her crew all hail from the Sydney Amateur Sailing Club and have been sailing together for over 20 years.



**FLYING FISH ARCTOS**  
**SAIL NO:** 279ST  
**LOA:** 15.2m  
**CLASS:** PHS  
**DESIGNER:** Graeme Radford (AUS)  
**YEAR BUILT:** 2001  
**TYPE:** McIntyre 55  
**NO. OF HOBARTS:** 3  
**OWNER:** Flying Fish Online  
**CLUB:** Middle Harbour Yacht Club, NSW  
**CREW:** Andy Fairclough (3)

*Flying Fish Arctos* is the flagship yacht in the Flying Fish offshore training fleet. *Arctos* is a strong and powerful cutter rigged yacht that was built to race around the world. This year's crew will include a number of veterans from previous years as well as an international crew of trainees completing the race as a personal challenge. Skipper Andrew Fairclough's best result in the Rolex Sydney Hobart, was in 2008 where he finished 2<sup>nd</sup> in PHS Division 1.



**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:** 7  
**OWNER:** Peter Goldsworthy  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** P Goldsworthy (12),

Built for the 2001 Volvo Round the World Race, this VO60 has been campaigned extensively in Australia by previous owner Andrew Short and now its current owner who 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. *Getaway-Sailing.com* has sailed competitively throughout the CYCA's sailing calendar and along the eastern seaboard in ocean races including Audi Sydney Gold Coast, Audi Hamilton Island Race Week, Gosford Lord Howe Island and the Rolex Sydney Hobart Yacht Race.



**GETAWAY SAILING 2**  
**SAIL NO:** 6155  
**LOA:** 11.78m  
**CLASS:** IRC/ One Design  
**DESIGNER:** Laurie Davidson (NZL)  
**YEAR BUILT:** 2001  
**TYPE:** Sydney 37  
**NO. OF HOBARTS:** 2  
**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 many offshore races.





**GOLDFINGER**  
**SAIL NO:** 8880  
**LOA:** 15.79m  
**CLASS:** IRC  
**DESIGNER:** Bruce Farr (USA)  
**YEAR BUILT:** 2002  
**TYPE:** Farr 52  
**NO. OF HOBARTS:** 6  
**OWNERS:** Peter Blake and Kate Mitchell  
**CLUB:** Sandringham Yacht Club, Vic  
**CREW:** P Blake (7), K Mitchell (6), N Jones (9), C McKenzie (8), C Smethurst (6), S Madden (3), A Mannix (3), S Escler (3), L Hore (2), L Loeback (1), A Keep (12)

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 *Ichu Ban* 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 2007-2008.



**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:** T Fischer (10), R Fisher (16), G Roper (10), J Dwyer (6), J Davis (3), G Skennar (3), M Vosper (1), P McTaggart (1), J Barr (1), D Johnson (1), K Lawrence (2).

Dr Tony Fisher raced *Helsal III* with success in the late 1980s and early 1990s, including breaking his own record for the Gosford Lord Howe Island and scoring line and handicap wins in the Sydney Mooloolaba Race. Tony and his son Rob bought back the boat in 2007 in a totally rundown condition. They have completed a major refurbishment under the direction of Tasmanian designer Fred Barrett, including a fixed bulb keel (she originally had a centerboard) and bigger rig. Father and son will co-skipper the boat in this year's Rolex Sydney Hobart.



**HELSEAL IV**  
**SAIL NO:** 262  
**LOA:** 18.65m  
**CLASS:** PHS  
**DESIGNER:** Philippe Briand (FRA)  
**YEAR BUILT:** 1986  
**TYPE:** Dynamique 62  
**NO. OF HOBARTS:** 3  
**OWNER:** Dr Tony Fisher  
**CLUB:** Royal Yacht Club of Tasmania, Tas

Dr Tony Fisher, line honours winner of the 1973 Sydney Hobart Yacht Race onboard his famous yacht *Helsal* – aka "the flying footpath" – has entered *Helsal IV*, a luxury Dynamique 62 foot cruiser/racer, in the 2008 Rolex Sydney to Hobart Yacht Race for the fourth consecutive year. This year the yacht will be skippered/chartered by John Bourke.



**HOLY COW!**  
**SAIL NO:** 6797  
**LOA:** 15.20m  
**CLASS:** Cruising  
**DESIGNER:** Berret & Racoupeau  
**YEAR BUILT:** 2007  
**TYPE:** Oceanis 50  
**NO. OF HOBARTS:** 0  
**OWNER:** John and Kim Clinton  
**CLUB:** Cruising Yacht Club of Australia  
**CREW:** J Clinton, K Clinton, B Huisman, G Arnold, L Arnold, P Owens

Purchased in April 2009 Holy Cow! is John and Kim Clinton's latest "cow" cruising yacht. She carries their distinctive black and white cow headsails and recently won the Boss Hog trophy for Yacht of the Regatta at Meridien Airlie Beach Regatta in August this year.



**ICAP LEOPARD**  
**SAIL NO:** GBR1R  
**LOA:** 30.48m  
**CLASS:** IRC  
**DESIGNER:** Bruce Farr (USA)  
**YEAR BUILT:** 2007  
**TYPE:** Maxi  
**NO. OF HOBARTS:** 1  
**OWNER:** Mike Slade  
**CLUB:** Royal Thames Yacht Club, UK  
**CREW:** M Slade (3), C Sherlock (3), G Salter (3), J Turner, R Davies (6), Z Gills (3), T Burnell (2), M Thomas (4), T Sellars (3), B Jackson (6), B Wylie (9), J Larrineen (3), H Agnon (1), J Salter

Fresh from taking his second line honours win in a row of the Rolex Fastnet Race record, Slade and his international crew, including a number of Australians, are one of five 100ft maxis competing in this year's Rolex Sydney Hobart. *ICAP Leopard* finished second across the line behind *Wild Oats XI* in the 2007 Rolex Sydney Hobart when both were 98-footers under the then maximum length overall limit of 30 metres (98ft).



**ICHI BAN**  
**SAIL NO:** AUS03  
**LOA:** 21.5m  
**CLASS:** IRC  
**DESIGNER:** Don Jones (AUS)  
**YEAR BUILT:** 2005  
**TYPE:** Jones 70  
**NO. OF HOBARTS:** 3  
**OWNER:** Matt Allen  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** M Allen (20), M Spies (32), D McGain (7), N Beadoin (2), T Braidwood, A McLean, G Telford (12), P Avey (5), D. Woods (3), R Case (24), S Lawson (4), W Rooklyn, J Crawford, C Humphries (2), A Meiklejohn (2), C Garnett (7)

CYCA Commodore Matt Allen is bringing his Jones 70 *Ichu Ban* to the start line for the fourth time. The powerful 70-footer finished 3<sup>rd</sup> across the line in 2008 and 2007 Rolex Sydney Hobarts and 2<sup>nd</sup> across the line in 2006 to *Wild Oats XI*. *Ichu Ban's* most recent success was a line honours win in the 2008 Brisbane Gladstone Race. In the right conditions this modified Volvo 70 is capable of reaching speeds in excess of 35 knots, or 65 kilometres per hour.



**IMAGINATION**

**SAIL NO:** CYCA35  
**LOA:** 14.5m  
**CLASS:** IRC  
**DESIGNER:**  
**YEAR BUILT:** 2002  
**TYPE:** Beneteau First 47.7  
**NO. OF HOBARTS:** 0  
**OWNER:** Robin Hawthorn  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** R Hawthorn, H Hawthorn, C Hawthorn, Rohan Hawthorn, M Henderson (11), R Seageart (1), L Howard, T Vine, G Shennan (1), B Hicks, R Firth, I Bell, P Chisolm (3)

*Imagination* has been a regular campaigner of the Audi Winter Series and the Grant Thornton Short Ocean Pointscore series finishing with a second overall in IRC Division.

**J STEEL (YEAH BABY)**

**SAIL NO:** 6068  
**LOA:** 11.78m  
**CLASS:** IRC/ One Design  
**DESIGNER:** Murray Burns Dovell (AUS)  
**YEAR BUILT:** 2000  
**TYPE:** Sydney 38  
**NO. OF HOBARTS:** 5  
**OWNER:** Marc and Louis Ryckmans  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** Marc Ryckmans (5), L Ryckmans (5), O Andersen (5), C Geeves (3), T Shardlow (1)

This will be *Yeah Baby's* fifth successive Hobart campaign under the current owners and crew. After nearly winning the 380D Division in 2005 and placing 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</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.

**KIONI**

**SAIL NO:** 6146  
**LOA:** 14.5m  
**CLASS:** PHS  
**DESIGNER:** Bruce Farr (USA)  
**YEAR BUILT:** 2001  
**TYPE:** Beneteau 47.7  
**NO. OF HOBARTS:** 5  
**OWNER:** Nick Athineos  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** N Athineos (1), P Reeves, J Black, T Sharp, J Geurts, U Cochis, P Taylor, C Riddoch, B Sheilds, J Brogan

*Kioni* is a Beneteau First 47.7 owned by Sailing Services Pty Ltd and skippered by Nick Athineos. With five Rolex Sydney Hobarts, four Gosford Lord Howe Island races, three Mooloolaba races, five Sydney Gold Coast races, four CYCA Winter Series, Hamilton Island race weeks and many twilights on its sailing CV, *Kioni* is a regular campaigner and has introduced more than 160 sailors to the sport of ocean racing.

**KNEE DEEP**

**SAIL NO:** HY161  
**LOA:** 15.28m  
**CLASS:** IRC  
**DESIGNER:** Bruce Farr (USA)  
**YEAR BUILT:** 1999  
**TYPE:** Farr 49  
**NO. OF HOBARTS:** 2  
**OWNER:** Phillip Childs and Frank Van Ruth  
**CLUB:** Hillarys Yacht Club, WA  
**CREW:** P Childs (3), A Hill (4), S Haatley (4), J Alp (4), R Balding (2), N Holder (10), M Sanderson (3), M Dolling, L Jones, J Barr, D Armstrong, K Ireland, B Ackland, J Chaston

*Knee Deep* is a 15.3m racing yacht that was purchased by its current owners in May 2008. Built in Sydney by Boatspeed, in 1999, she was launched in November of that year and went to win the Sydney Hobart yacht race and claim the Tattersall's Cup.

**KRAKATOA II**

**SAIL NO:** 55555  
**LOA:** 12.18m  
**CLASS:** PHS  
**DESIGNER:** Finot-Conq (FRA)  
**YEAR BUILT:** 2005  
**TYPE:** Pogo 40  
**NO. OF HOBARTS:** 2  
**OWNER:** Rod Skellet  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** R Skellet (8), M Houter (2), S Wheelhoos (2), C Pritchard (5)

The class 40 is a fast and seaworthy boat suitable for short handed sailing. Likened to a 40-foot version of a VO60, it carries 750 litres of water ballast each side which provides 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 and among the fast 40-footers in contention for line honours in this size range.

**LAHANA**

**SAIL NO:** 10081  
**LOA:** 30m  
**CLASS:** IRC  
**DESIGNER:** Brett Bakewell White  
**YEAR BUILT:** 2003  
**TYPE:** 30m Maxi  
**NO. OF HOBARTS:** 2  
**OWNER:** Peter Millard & John Honan  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** P Millard, A Jackson (15), J Honan, A Pryer (9), P Shwartz, P McEnamey (12), D Curtis, N Nicole, T Ryan, M Souter, C Malouf, J Beaton, G Chessels, P Sheldrick, C Jones, G Gilliam, C Percival, P Magee, D Adams

*Lahana* is a fixed keel water ballast yacht built in 2003 in New Zealand and designed by Brett Bakewell White. She has previously raced under the name *Konica Minolta* and *Zana*, and is now owned by Peter Millard and his brother in law John Honan. *Lahana* underwent modifications aimed at making the yacht perform to the best of her abilities under her IRC rating. Both Peter and John have been competing in all the offshore passage races up and down the east coast including the CYCA's Blue Water Pointscore Series where she took line honours in the Bird Island Race in September.





**LIMIT**  
**SAIL NO:** AUS98888  
**LOA:** 19.50m  
**CLASS:** IRC  
**DESIGNER:** Reichel/Pugh (USA)  
**YEAR BUILT:** 2008  
**TYPE:** Reichel Pugh 62  
**NO. OF HOBARTS:** 1  
**OWNER:** Alan Brierty  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** A Brierty (6), R Keenan (6), B Kellet (17), G Prescott (24), P Eldrid (5), B Walker (23), G Brady, D Jones (14), A Harry, D Ward (10), D Morrow (7), M Hannon (4), M Van Kretchmar (3), C Main, J Burrell (1), P Cox (3)

West Australian yachtsman Alan Brierty launched *Limit* three weeks prior to the start of last year's Rolex Sydney Hobart Yacht Race where she finished a credible seventh on IRC. She then sailed to New Zealand to compete in the Auckland to Noumea race, where *Limit* and her crew won line honours and every division (IRC, ORC and PHRF) in a very slow race. Upon returning to Australia, she went on to finish a nail-biting fourth in Audi Hamilton Island Race Week. After Rolex Sydney Hobart 2009, Brierty plans to take *Limit* to New Zealand and the USA to compete internationally.



**LION NEW ZEALAND**  
**SAIL NO:** NZL3900  
**LOA:** 23.9m  
**CLASS:** PHS  
**DESIGNER:** Ron Holland  
**YEAR BUILT:** 1984  
**TYPE:** Whitbread  
**NO. OF HOBARTS:** 1  
**OWNER:** Lion Maritime Development  
**CLUB:** Devenport Yacht Club

Twenty-five years on from its line honours victory in the great Australian ocean classic, iconic Kiwi yacht *Lion New Zealand* returns to the Rolex Sydney Hobart Yacht Race 2009. This Ron Holland designed and built by Tim Gurr for the late Sir Peter Blake *Lion New Zealand* was his entry in the 1985/1986 Whitbread Round the World Yacht Race and won the prestigious Sydney to Hobart in 1984. In Sir Peter's words "Lion was overbuilt to withstand the rigours of the southern ocean bordering Antarctica." Measuring 79ft 6in and weighing in at a massive 40.1 tons, she is an extremely powerful yacht demanding strong teamwork.



**LIVEWIRE.ORG.AU**  
**SAIL NO:** 6773  
**LOA:** 12.47m  
**CLASS:** Cruising  
**DESIGNER:**  
**YEAR BUILT:**  
**TYPE:** Oceanis 37  
**NO. OF HOBARTS:**  
**CLUB:** Royal Prince Alfred Yacht Club, NSW  
**CREW:** D Pring, G Frazer, T Carpenter, B Campbell, S Dunnett



**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), R Breda (2), M Johns (3), M Vanderwaker (4), R McGarvie (4), G Kerns (3), C Barber (3)

New in late 2008, Michael Hiatt's latest *Living Doll* is aimed at giving him speed and clear air advantage over the range of 50 to 52-footers now racing in Melbourne as well as in other major regattas. Having missed Hobart last year due to a broken mast, *Living Doll* went on to win Audi IRC Division 1 at 2009 Skandia Geelong Week, followed by a close win at the Meridian Marinas Airlie Beach regatta in August and finally the IRC Grand Prix Division One at Audi Hamilton Island Race Week.



**LOKI**  
**SAIL NO:** AUS60000  
**LOA:** 63m  
**CLASS:** IRC  
**DESIGNER:** Reichel/Pugh (USA)  
**YEAR BUILT:** 2008  
**TYPE:** Reichel/Pugh 63  
**NO. OF HOBARTS:** 1  
**OWNER:** Stephen Ainsworth  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** S Ainsworth (12), G Maguire (15), A Merrington, A Pratt (10), D Senogles (19), G Purcell (14), A Barnes (14), S Nolan (7), P Montague (9)

*Loki*, was launched in December 2008, just one week prior to the start of the Rolex Sydney Hobart. She was built by McConaghy Boats and with a conventional bulb keel, she is a lot wider than the previous 63ft *Loki* with a long bow pole for asymmetric spinnakers. *Loki* has performed strongly in every race she has been entered into including podium finishes in Skandia Docklands Invitational (1<sup>st</sup>) and Skandia Geelong IRC Division 1 (3<sup>rd</sup>), and Audi Sydney Harbour Regatta (3<sup>rd</sup>). *Loki* took the trifecta in the Audi Sydney Offshore Newcastle Yacht Race of line honours, IRC overall win and new race record of 15hrs 57 minutes and 53 seconds, in March.



**LOVE & WAR**  
**SAIL NO:** 294  
**LOA:** 14.21m  
**CLASS:** IRC  
**DESIGNER:** Sparkman & Stevens (USA)  
**YEAR BUILT:** 1973  
**TYPE:** S&S 47  
**NO. OF HOBARTS:** 13  
**OWNER:** Simon Kurts  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** S Kurts (2), L May (36), J Harris, D Wigger, P Harris

This classic timber boat is a three-time overall winner (1974, 1978 and 2006) and multiple division winner of the Rolex Sydney Hobart, including top placing in the 20-year Veteran Division of the 50<sup>th</sup> anniversary race in 1994. Simon Kurts together with well known navigator Lindsay May will campaign the magnificent *Love & War* south and will be joined by other experienced crew members.





**LOYAL**  
**SAIL NO:** NZL99999  
**LOA:** 30.48m  
**CLASS:** IRC  
**DESIGNER:** Greg Elliot  
**YEAR BUILT:** 1989  
**TYPE:** Cookson modified  
**NO. OF HOBARTS:** 0  
**OWNER:** Sean Langman  
**CREW:** S Langman (18), D Dickson (10), J Alexander (8), S McKnight (4) T Oxley (5), J Dekock (8), P Calligeros (9), R Field (10), J Crawford (11), L Jamieson (23), B Cormack (1), P Schultz (1), J Akacich (10), A Bell, J Dack, G Hackett, P Waugh, D Green, P Kearns, L Emdur

Sean Langman has returned to big boat racing this year, chartering the 100 foot Greg Elliott design, *LOYAL*, formerly *Maximus*. Joining the experienced crew aboard *LOYAL*, and raising money for the *LOYAL* Foundation, will be boxer Danny Green, Olympic swimming sensation Grant Hackett, captain of the HSBC Waratahs Phil Waugh, Rugby International Phil Kearns and Channel 7's Larry Emdur.



**MAHLIGAI**  
**SAIL NO:** BRU1  
**LOA:** 14.27m  
**CLASS:** PHS  
**DESIGNER:** Murray Burns Dovell (AUS)  
**YEAR BUILT:** 1998  
**TYPE:** Sydney 46  
**NO. OF HOBARTS:** 1  
**OWNER:** Murray Owens and Jenny Kings  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** M Owen (3), J Kings (2), T Spencer (2), M Gentry, S Sarrol (1), D Brown (1)

Designed by Murray Burns Dovell, this Sydney 46 has spent much of her life racing in Asia. *Mahligai* was purchased by Murray and Jenny Kings three years ago and her home is now the CYCA. *Mahligai* finished first in PHS Division 1 of the Audi Sydney Gold Coast Yacht Race and finishing 9<sup>th</sup> in Division B of the Audi Winter Series 2009. In 2008, *Mahligai* was 1st on PHS and IRC in the Bird Island race.



**MATANGI**  
**SAIL NO:** 5350  
**LOA:** 11.78m  
**CLASS:** IRC  
**DESIGNER:** Frers  
**YEAR BUILT:** 1989  
**TYPE:** Frers  
**NO. OF HOBARTS:** 2  
**OWNER:** David Stephenson  
**CLUB:** Tamar Yacht Club  
**CREW:** D Stephenson (6), G Alnay (10), S Walker (6), C Jones (2), J Gardiner (2), PHildyard (2), N Butler (1), M Whitmore (3)

Owner David Stephenson, who was part of the 2004 Rolex Sydney Hobart overall winning crew of *Aera*, has campaigned *Matangi* extensively in long offshore passages such as the Melbourne – Stanley and Melbourne – Launceston races, but it's been two years since the boat took on a Rolex Sydney Hobart. *Matangi* was presented with the TasPorts Cup for being the first Tasmanian entrant to finish on corrected time in the Rolex Sydney Hobart 2007. She is one of seven Tasmanian entries this year and boasts a crew of experienced offshore racers.

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**MENACE**  
**SAIL NO:** M24  
**LOA:** 11.7m  
**CLASS:** IRC  
**DESIGNER:** Dennis Phillips  
**YEAR BUILT:** 2009  
**TYPE:** Phillips/Simpson 11.7  
**NO. OF HOBARTS:** 0  
**OWNER:** Niven James  
**CLUB:** Lake Macquarie Yacht Club, NSW  
**CREW:** J Simpson, C Freeman (15), S Chapman (15), T Woods (4), N James, J Simpson

*Menace* was designed by Dennis Phillips and built by John Simpson, Niven James and friends. *Menace* was launched on 20 June 2009 and she is owned by Niven and Angi James and raced out of Lake Macquarie Yacht Club. Her maiden race was the Audi Sydney Gold Coast Yacht Race 2009 and she is currently competing in the CYCA's Blue Water Pointscore Series and the LMYC Offshore series. *Menace* is a sister to *Sharkface* and will be skippered by John Simpson and crewed by Lake Macquarie sailors who are looking forward to competing in the Rolex Sydney Hobart Yacht Race 2009.



**MERIT**  
**SAIL NO:** 8679  
**LOA:** 19.26m  
**CLASS:** PHS  
**DESIGNER:** Bruce Farr (USA)  
**YEAR BUILT:** 1997  
**TYPE:** Volvo 60  
**NO. OF HOBARTS:** 3  
**OWNER:** Leo Rodriguez  
**CLUB:** Whitsunday Sailing Club, QLD  
**CREW:** L Rodriguez (1), D Watson (12), B Wells (4), E Haagh (4), C Mathews (1), M Cocks (1), M Crook (1), G Rodriguez (1), M Christiansen (3)

This former Volvo 60 round-the-world racing yacht has contested many offshore races since coming to Australia, sailing under various names, including *Telcainabox Merit*, *News Corp* and *Line 7*. *Merit* set a record for the then 408 nm Gosford to Lord Howe Island Race (the race distance has since been extended slightly). The crew heading down to Hobart this year are the victorious crew from last year's race where *Merit* placed first in her division and first overall in PHS, after coming to the aid and rescuing crew members from *Georgia*.



**MONDO**  
**SAIL NO:** 6305  
**LOA:** 11.78m  
**CLASS:** IRC/OD  
**DESIGNER:** Murray Burns Dovell  
**YEAR BUILT:** 2003  
**TYPE:** Sydney 38  
**OWNER:** Ray Sweeney  
**CLUB:** Royal Queensland Yacht Club, QLD

*Mondo* has recently been purchased by Ray Sweeney of Royal Queensland Yacht Club. The boat was formally known as *Easy Tiger*, and is being campaigned in IRC Race along the east coast. She finished 20<sup>th</sup> in IRC Division 3 in the Audi Sydney Gold Coast Yacht Race 2009.



**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

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 Yacht Race in 2004 and 2005 respectively and a 2<sup>nd</sup> in PHS in the Sydney Mooloolaba Race. In 2006, *More Witchcraft* placed 2<sup>nd</sup> in PHS Division A in the Rolex Sydney Hobart Yacht Race. Recently, *More Witchcraft* placed second in the Gosford Lord Howe Island Race and 3<sup>rd</sup> in PHS Division of Audi Sydney Offshore Newcastle Yacht Race. As usual he will be sailing with an experienced crew.



**MR BEAK'S RIBS**  
**SAIL NO:** 8447  
**LOA:** 13.35m  
**CLASS:** IRC  
**DESIGNER:** Bruce Farr (USA)  
**YEAR BUILT:** 2004  
**TYPE:** Beneteau First 44.7  
**NO. OF HOBARTS:** 3  
**OWNER:** David Beak  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** D Beak (3), C Wheeler (4), G Cooper (5), K Bowden (1), A Taylor (1), J Anderson, F Craddock, J Penny, D McKay (5), S Wood

An exceptionally well sailed and optimised Beneteau 44.7, *Mr Beak's Ribs* has had a long string of successes, including winning the CYCA's 2008/09 Blue Water Pointscore Series, a division win the 2007 Rolex Sydney Hobart and wins at Hamilton Island Race Week, Skandia Geelong Week, the historic Gascoigne Cup, Audi Sydney Harbour Regatta and the Bird Island Race.



**NAMADGI**  
**SAIL NO:** 6388  
**LOA:** 13.95m  
**CLASS:** PHS  
**DESIGNER:** J & J Design  
**YEAR BUILT:** 2003  
**TYPE:** Bavaria 44  
**NO. OF HOBARTS:** 2  
**OWNER:** Syndicate of 26 Owners  
**CLUB:** Canberra Ocean Racing Club  
**CREW:** P Jones (7), P Kavanagh (2), B Horwood (2), G Imashev, S De Lorenzo, G Haughey, P Ottesen

Owned by a syndicate of 26 owners who make up the longstanding Canberra Ocean Racing Club, the Bavaria 44 *Namadgi*, is the club's seventh yacht. *Namadgi* usually competes offshore every second year and cruises the alternate years. Her best result to date is winning PHS Division 2 in Rolex Sydney Hobart 2007. The crew travels from Canberra to Pittwater on Sydney's northern beaches to train and prepare the yacht for major ocean races.





**NEXT**  
**SAIL NO:** 6081  
**LOA:** 11.68m  
**CLASS:** IRC/ One Design  
**DESIGNER:** Murray Burns Dovell (AUS)  
**YEAR BUILT:** 2000  
**TYPE:** Sydney 38  
**NO. OF HOBARTS:** 3  
**OWNER:** J Krehbiel, chartered by Ian Mason  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** I Mason (8), D Parkes (23), W Lee (1), S Kelly (3), M Cassidy, R McMahon (2), J Krehbiel, N Mirdjen, N Parkes (4)

*Next* has a distinguished race record including as the first yacht under 40ft across the line in the 2001 Sydney Hobart Race, 2<sup>nd</sup> in the Sydney 380D Division in 2002 and 1<sup>st</sup> Sydney 38 in the 2006 CYCA Winter Series.



**NINETY SEVEN**  
**SAIL NO:** B9797  
**LOA:** 14.32m  
**CLASS:** IRC  
**DESIGNER:**  
**YEAR BUILT:** 1993  
**TYPE:** Farr 47  
**NO. OF HOBARTS:** 4  
**OWNER:** Alan Saunders  
**CLUB:** Royal Brighton Yacht Club, Vic

Alan Saunders purchased *Ninety Seven* in September 2006 and brought her back from Fremantle to Melbourne's Royal Brighton Yacht Club where she currently resides. *Ninety Seven* took line honours in the 1993 Sydney Hobart and was the smallest boat in 45 years to achieve this. *Ninety Seven* has achieved some good results Rolex Sydney Hobart Yacht Races including 1<sup>st</sup> overall (IMS) in 1994, 4<sup>th</sup> overall (IMS) in 2000 and 2<sup>nd</sup> overall (IMS) in 2001. Since 2006, after being optimised for IRC, *Ninety Seven* has competed in every ocean race out of Melbourne taking line honours in the Melbourne to Port Fairy race just outside of race record time. *Ninety Seven* is ready for another Sydney to Hobart having completed a Melbourne to Hobart via the East Coast in 2007 and via the West Coast in 2008.



**NIPS-N-TUX**  
**SAIL NO:** 5995  
**LOA:** 12.10m  
**CLASS:** IRC  
**DESIGNER:** Jepperson  
**YEAR BUILT:** 2000  
**TYPE:** IMX40 modified  
**NO. OF HOBARTS:** 5  
**OWNER:** Howard de Torres  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** H De Torres (8), M De Torres (5), J Allen (7), F Walker (5), J Dann, C Wilson (1), T Cutfield (1)

Sydney plastic surgeon Howard De Torres was named Bluewater Champion of 2003-2004 after a strong performance in the 2003 Rolex Sydney Hobart (3<sup>rd</sup> overall) among other fine results that season which delivered him the top placing in the pointscore. In the Rolex Sydney Hobart 2006, *Nips-N-Tux* placed 4<sup>th</sup> in IRC Division D. She has also achieved good results in the Coffs Harbour race and Audi Winter Series.



**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:** 1  
**OWNER:** Kym Butler  
**CLUB:** Newcastle Cruising Yacht Club, NSW  
**CREW:** K Butler (2), A Kiely (2), A Butler (2), G Bulmer (1)

Since acquiring the yacht in December 2006, CYCA Ocean Racing Rookie of the Year for 2008 Kym Butler and his crew including CYCA Crewman of the year Tony Purkiss, have contested most of the long races on the NSW coast including Audi Sydney Gold Coast in 2007 and 2008 – finishing 4<sup>th</sup> and 5<sup>th</sup> in their division respectively; Audi Sydney Offshore Newcastle Yacht Race in 2008 and 2009 – finishing 3<sup>rd</sup> in IRC Division 3, Pittwater Coffs Harbour 2008, Gosford Lord Howe Island 2008 (3<sup>rd</sup> on IRC) and Rolex Sydney Hobart 2008.



**PACA**  
**SAIL NO:** N9  
**LOA:** 11.22m  
**CLASS:** IRC  
**DESIGNER:** Scott Jutson (AUS)  
**YEAR BUILT:** 2003  
**TYPE:** Beneteau First 40  
**NO. OF HOBARTS:** 0  
**OWNER:** Philippe Mengual  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** P Mengual, P Peche, S Davis (1), C Warren (1), P Defloux, E Pherels, V Tarbet, W Burrell, R Williams, R Sturch



**PANACEA**  
**SAIL NO:** 80808  
**LOA:** 12.24m  
**CLASS:** TBA  
**DESIGNER:** Bruce Farr  
**YEAR BUILT:** 2000  
**TYPE:** Beneteau 40.7  
**NO. OF HOBARTS:** 0  
**OWNER:** Peta Wilcox  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** P Wilcox and others





**PAPILLON**  
**SAIL NO:** N40  
**LOA:** 11.99m  
**CLASS:** IRC  
**DESIGNER:** Joubert/Nivelt (MALTA)  
**YEAR BUILT:** 2005  
**TYPE:** Archambault 40  
**NO. OF HOBARTS:** 2  
**OWNER:** Phil Molony  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** P Molony (20), K Jagger (30), R Makin (1), A Lawrence (4), B Kelly (2), M Blaxall (11)

*Papillon* was brought to Sydney from Newcastle early in 2007 by experienced ocean racing yachtsman Phil Molony to campaign offshore. *Papillon* is an Archambault 40, a design that has achieved great success on IRC in Europe and Australia. *Papillon* competed in the 2007 and 2008 Rolex Sydney Hobart Yacht Race and is contesting the CYCA's Blue Water Pointscore Series 2009-10. *Papillon* placed second in 2008-09 Tasman Pointscore Series (PHS).



**PATRICE SIX**  
**SAIL NO:** NED360  
**LOA:** 12.35m  
**CLASS:** IRC  
**DESIGNER:** Nels Jeppesen (DEN)  
**YEAR BUILT:** 2007  
**TYPE:** X41  
**NO. OF HOBARTS:** 2  
**OWNER:** Tony Kirby  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** T Kirby (27), A Young (18), D Doyle (16), A Foster (16), A McConaghy (3), M Formosa (21), B Searl (1), P Craig

*Patrice Six* is an X41 from Denmark and has recently completed the Audi Sydney Gold Coast Yacht Race 2009 and is currently competing in the CYCA's Blue Water Pointscore Series. She finished a commendable 15<sup>th</sup> overall in Rolex Sydney Hobart 2007. *Patrice Six* will be sailing with an experienced crew that includes 18ft skiff sailor Anthony 'Jack' Young and Tony Kirby.



**PELAGIC MAGIC**  
**SAIL NO:** 11407  
**LOA:** 11.92m  
**CLASS:** IRC  
**DESIGNER:** Bruce Farr  
**YEAR BUILT:** 2005  
**TYPE:** Beneteau 40.7  
**NO. OF HOBARTS:** 0  
**OWNER:** Dr Hugh Torode  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** H Torode, I Douglas (2), J Thomas (1), D Sharp (8), G Ritchie (2), P Monk (1), J Torode, K Evans, C O'Neill, I Burchett



**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:** 7  
**OWNER:** Jon Sanders  
**CLUB:** Royal Perth Yacht Club, WA  
**CREW:** J Sanders (6), M Barwick (3), M Foster (4), R Stainton(0), C Hopkins(0), L Rock(1).

West Australian sailing icon Jon Sanders is back to campaign this veteran yacht, which has recently undergone a complete refurbishment. Sanders is famous for his achievements in single-handed, round-the-world sailing, namely a triple non-stop circumnavigation in 1988. Jon has raced to Hobart six times and in 1984 placed 3<sup>rd</sup> overall as well as competing in races to Bali and from Plymouth, England, to Fremantle in 1979, finishing 2<sup>nd</sup> overall. Jon teams up with an experienced group of Western Australia ocean sailors that have sailed many miles together, both in Australia and overseas.



**PINTA-M**  
**SAIL NO:** 1261  
**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 and others

*Pinta-M* has raced successfully offshore in the North Sea and placed 5<sup>th</sup> 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 has remained in Australia since last year's Rolex Sydney Hobart, where she finished third in IRC Division 4. Blei together with his keen crew will be pushing hard again this year to try and improve on last year's results.



**PIPPIN**  
**SAIL NO:** 533  
**LOA:** 11.4m  
**CLASS:** Cruising  
**DESIGNER:** Bruce Farr (USA)  
**YEAR BUILT:** 1984  
**TYPE:** Farr 37  
**NO. OF HOBARTS:** 11  
**OWNER:** Roger Sayers  
**CLUB:** Noosa Heads Yacht Club, QLD  
**CREW:** R Sayers (6), I Pizzey (5), A Bown (2), D Mair (3), C Holliday (4), P Depler (1), S Minchin (2), C Doschert

*Pippin* has been raced to Hobart 11 times and new owner Roger Sayers highlight was winning the Cruising Division of the Rolex Sydney Hobart 2008. She has also competed in the Tasmanian Three Peaks Race.





**POLARIS OF BELMONT**  
**SAIL NO:** 5527  
**LOA:** 13.2m  
**CLASS:** IRC  
**DESIGNER:** Peter Cole (AUS)  
**YEAR BUILT:** 1970  
**TYPE:** Cole 43  
**NO. OF HOBARTS:** 24  
**OWNER:** Chris Dawe  
**CLUB:** Gosford Sailing Club, NSW  
**CREW:** C Dawe (4), B McClung (1), S Armati, N Tebbs, N Tebbs, L Mercer, V Boicos, C Thompson.

One of the veterans of the race, this 39-year-old sloop entered the Rolex Sydney Hobart Race 2009 prior to setting sail in the only other Category 1 race in Australia, the Gosford Lord Howe Island race, which she won in 1997. In her 24 races to Hobart this sturdy Peter Cole-designed 43-footer has scored several division wins and also placed 2<sup>nd</sup> in the IRC division in 2001. *Polaris* won the PHS Division of the 2008 Gosford Lord Howe race and finished 3<sup>rd</sup> in 2009.



**PRETTY FLY III**  
**SAIL NO:** 10007  
**LOA:** 15.24m  
**CLASS:** IRC  
**DESIGNER:** Farr Yacht Design USA  
**YEAR BUILT:** 2005  
**TYPE:** Cookson 50  
**NO. OF HOBARTS:** 0  
**OWNER:** Colin Woods  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** C Woods (3), S Grellis (17), G Marshall (4), B Schandevil (1), S Wilson, D Brown (3), D Eagle (4), S Merrall (3)

*Pretty Fly III* is a new boat for Colin and Gladys Woods replacing their well campaigned Beneteau 47.7. This canting keel Cookson 50 should be a step up in performance for this experienced crew.



**QUEST**  
**SAIL NO:** 52002  
**LOA:** 15.85m  
**CLASS:** IRC  
**DESIGNER:** Bruce Farr (USA)  
**YEAR BUILT:** 2005  
**TYPE:** TP52  
**NO. OF HOBARTS:** 1  
**OWNER:** Bob Steel  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** R Steel (18), M Green (30), N Newton (4), S Newton (3), H Brodie (23), P Messenger (24), R Higginson, J Dock (9), A Ferguson (4), C Crafoord (23), J Harris (1), S McCuaig (1)

Bob Steel returned to the Rolex Sydney Hobart last year after a five-year break and won the race overall, collecting the Tattersall's Cup for a second time. He had previously won the race in 2002 with his previous *Quest*, a Nelson/Marek 46. His current *Quest* is a state-of-the-art TP52 with which he has notched up some impressive wins including 2009 NSW IRC State Champion, Audi Sydney Harbour Regatta (IRC Division 1), Sail Port Stephens (IRC Division 1), 2008 Skandia Geelong Week and finished 2<sup>nd</sup> over the line in the 2008 Audi Sydney Gold Coast Race. He has crew of great experience including Mike Green who has sailed to Hobart 30 times.



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**QUETZALCOATL**  
**SAIL NO:** 2001  
**LOA:** 12.33m  
**CLASS:** PHS  
**DESIGNER:** Don Jones (AUS)  
**YEAR BUILT:** 2001  
**TYPE:** Jones 40  
**NO. OF HOBARTS:** 2  
**OWNER:** Antony Sweetapple  
**CLUB:** Cruising Yacht Club of Australia, NSW

Beautifully built of King Billy pine, this well performed former Tasmanian boat made her Rolex Sydney Hobart debut in 2007 under new Sydney owner Antony Sweetapple, finishing well back in the IRC category. In 2008, she finished sixth in PHS Division 1. 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:** 2  
**OWNER:** Syd Fischer  
**CLUB:** Cruising Yacht Club of Australia/Royal Sydney Yacht Squadron, NSW  
**CREW:** S Fischer (40), T Ellis (42) and others

Eighty two year-old Syd Fischer, a legend in ocean racing history, is contesting his 46<sup>th</sup> offshore season. His latest *Ragamuffin*, is a TP52 originally from San Diego. Fischer won the Sydney Hobart overall in 1992 and took line honours twice with his German Frers-designed maxi *Ragamuffin*, in 1988 and 1990, and has completed 40 Hobarts. Fischer was the CYCA's Blue Water Champion (2007-2008), the ninth time he has held this coveted title.



**RAN**  
**SAIL NO:** GBR7236R  
**LOA:** 21.90m  
**CLASS:** IRC  
**DESIGNER:** Bruce Farr (USA)  
**YEAR BUILT:** 2009  
**TYPE:** Judel Vrolijk 72  
**NO. OF HOBARTS:** 0  
**OWNER:** Niklas Zennstrom  
**CLUB:** Royal Southern Yacht Club  
**CREW:** N Zennstrom, T Powell (2), S Hayles (6), J Robinson (3), A Stead (2), C Dougall (3), G Bainbridge, G Reid (3), A Hemmings, R Bouzaid (5), A Haines (1), J Stagg, J Taylor (1), M Gray, W Beavis, R Meacham (2)

UK based Niklas Zennstrom's *Rán* was launched in April this year. While conditions in this year's Rolex Fastnet Race favoured the larger boats, *Rán* sailed an impressive race to win overall. Powerful upwind, the yacht also has a star cast of international offshore yachtsmen including Volvo Ocean Race veterans Powell and Steven Hayles and America's Cup sailors Adrian Stead, Andy Hemmings, Richard Bouzaid and Richard Meacham. Following the Rolex Fastnet Race *Rán* returned to the Mediterranean to win the Mini Maxi Division 00 of the Maxi World Rolex Cup in Sardinia in September, beating Neville Crichton's RP71 *Alfa Romeo 3*.



**RAPTURE**  
**SAIL NO:** MAR 1005  
**LOA:** 30.20m  
**CLASS:** IRC  
**DESIGNER:** Bruce Farr (USA)  
**YEAR BUILT:** 2007  
**TYPE:** Farr 100  
**NO. OF HOBARTS:** 0  
**OWNER:** Brook Lenfest  
**CLUB:** Harmony Hall, Antigua

*Rapture* is a Farr 100 performance cruiser built by Southern Wind Shipyards in Cape Town South Africa in 2007. Owned by an American businessman, and crewed with a mix of Australian and international sailors she has so far completed over 24,000 miles in her first 22 months in the water. *Rapture* raced for the first time in the Heineken Regatta, St Martin 2008 and then sailed to Sardinia where she raced in the Super Yacht Cup, followed by the Rolex Middle Sea Race in Malta. Owner Brooke Lenfest is keen to tackle another Rolex Sydney Hobart Yacht Race after competing in the 2002 race on his previous yacht, a Swan 86.



**RAY WHITE CASTLE HILL TARTAN**  
**SAIL NO:** 3846  
**LOA:** 11.62M  
**CLASS:** IRC  
**DESIGNER:** Kauffman  
**YEAR BUILT:** 1984  
**TYPE:** Northshore 38  
**OWNER:** Ian Sanford/Barrie King  
**CLUB:** Greenwich Sailing Club, NSW

*Ray White Castle Hill* has had a busy six-month campaign of offshore racing including Audi Sydney Gold Coast Yacht Race, Brisbane to Great Keppel Island, Audi Hamilton Island Race Week and now the Rolex Sydney Hobart 2009. Working with the same crew for the last three seasons, Sanford has achieved some notable results since taking ownership of *Tartan* in 2007 including 5<sup>th</sup> in PHS Division B in Rolex Sydney Hobart Yacht Race 2007, 4<sup>th</sup> in PHS in Audi Sydney Gold Coast Yacht Race 2007, 2<sup>nd</sup> PHS in Audi Sydney Mackay Race 2007 and 3<sup>rd</sup> PHS Audi Sydney Gold Coast 2008.



**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:** 23  
**OWNERS:** Mike and Don Freebairn  
**CLUB:** Royal Queensland Yacht Squadron, QLD  
**CREW:** M Freebairn (6), P White (6), A Reed (6), J Moody (2), B Harburg (2)

This is the 24<sup>th</sup> Sydney Hobart race for this remarkable boat during her 40-plus years of ocean racing. 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 2<sup>nd</sup> 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 race.



**RE-IGNITION**

**SAIL NO:** 202  
**LOA:** 42ft  
**CLASS:** PHS  
**DESIGNER:** Murray Burns Dovell  
**YEAR BUILT:** 1993  
**TYPE:** Sydney 42  
**NO. OF HOBARTS:** 1  
**OWNERS:** Seddon Cripps  
**CLUB:** Mackay Yacht Club  
**CREW:** S Cripps and others

Previously raced as *Flame* in the Sydney Hobart 1996, she retired from the race after breaking her boom. The boat was the forerunner to the B & H 41 designed by Murray Burns Dovell and was built in 1993. She was also campaigned by Graeme Wood under the name of *Helter Skelter*. In 2008 co-owners Seddon Cripps, Charles and Megan Wallis and Olga Teran purchased the boat and renamed it *Re-ignition*. She recently scored a line honours victory in the 2009 Yeppoon Mackay race.

**RUSH**

**SAIL NO:** 845  
**LOA:** 13.8m  
**CLASS:** IRC  
**DESIGNER:** Bruce Farr (USA)  
**YEAR BUILT:** 1996  
**TYPE:** Corel 45  
**NO. OF HOBARTS:** 4  
**OWNERS:** Ian & John Paterson  
**CLUB:** Royal Brighton Yacht Club, Vic  
**CREW:** J Paterson (8),

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 fifth Rolex Sydney Hobart with much the same crew as the last couple of races. *Rush* has placed 5<sup>th</sup> in IRC Division 2 in the Rolex Sydney Hobart 2008.

**SAILORS WITH DISABILITIES**

**SAIL NO:** 7878  
**LOA:** 16.45m  
**CLASS:** PHS  
**DESIGNER:** David Lyons (AUS)  
**YEAR BUILT:** 2000  
**TYPE:** Lyons 54  
**NO. OF HOBARTS:** 8  
**OWNER:** David Pescud  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** D Pescud (18) and others

*Sailors with disAbilities* had a PHS win in 2007 Rolex Sydney Hobart Race, following on from a PHS win in 2006 Sydney Mooloolaba and a 2<sup>nd</sup> in the inaugural Sydney Mackay Yacht Race in 2006. This specially designed 54-footer has contested every east coast regatta and offshore race since being launched in 2000. With their previous boat, Pescud and his largely disabled crew won PHS Division A of the storm battered 1998 Sydney Hobart. *SWD* also holds the monohull circumnavigation of Australia record.

**SALONA**

**SAIL NO:** 3724  
**LOA:** 11.28m  
**CLASS:** PHS  
**DESIGNER:** J & D  
**YEAR BUILT:** 2006  
**TYPE:** Salona 37  
**NO. OF HOBARTS:** 0  
**OWNER:** Phillip King  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** D Cooney (5), N Wilson (1), E Wilson (1), J Roberts (3), P Davis (1)

*Salona* will be heading south in company with *Zora 1*. Owner Phillip King's best results include a PHS win in the Cabbage Tree Island Race and 3<sup>rd</sup> in the Audi Sydney Gold Coast Yacht Race 2009

**SANYO MARIS**

**SAIL NO:** 780  
**LOA:** 11.15m  
**CLASS:** IRC  
**DESIGNER:** Alan Payne (AUS)  
**YEAR BUILT:** 1958  
**TYPE:** Tasman Seabird  
**NO. OF HOBARTS:** 7  
**OWNER:** Tiare Tomaszewski / John Green / Ian Kiernan / Ben Hawke  
**CLUB:** CYCA, Sydney Amateur Sailing Club, NSW  
**CREW:** I Kiernan (12), T Tomaszewski (1), H Treharne (28), R Treharne

Ian Kiernan will skipper this 51-year-old boat with a world-class crew including Hugh Treharne and one of his new partners in *Maris*, Tiare Tomaszewski. The other partners are John Green and Tiare's brother Ben. Tiare and Ben are grandchildren of the yacht's original owner, Jack Earl, and children of Jack's daughter Maris, for whom the boat was named. *Maris* has a wealth of ocean racing experience including winning Division F in the 1997 Sydney Hobart Yacht Race, winning Division F & Veterans in 1995 Sydney Gold Coast and, in October this year, scored her second successive IRC overall win in the Gosford Lord Howe Island race.

**SECRET MENS BUSINESS 3.5**

**SAIL NO:** YC3300  
**LOA:** 15.64m  
**CLASS:** IRC  
**DESIGNERS:** Reichel Pugh (USA)  
**YEAR BUILT:** 2008  
**TYPE:** Reichel Pugh 51  
**NO. OF HOBARTS:** 1  
**OWNER:** Geoffrey Boettcher  
**CLUB:** Cruising Yacht Club of South Australia, SA  
**CREW:** G Boettcher (20), S Kemp (5), N Bice (8), J Freeman (23), C Howard (3), M Dunstan (7), D Oliver (4), C Cook (4), M Fullarton (13), T Cowen (6), S Harris (8), A Common (1), J Clark (1), R Fidock (11)

*Secret Mens Business 3* has had a hull modification since last year's race. The newly configured yacht has now become *Secret Mens Business 3.5*. Reichel Pugh yacht designers added improvements to correct upwind performance. With a slightly larger sail plan and waterline length, *SMB 3.5* should be able to hang onto the TP52s for the trip down the coast.



**SES INCH BY WINCH**

**SAIL NO:** 393  
**LOA:** 13.86m  
**CLASS:** PHS  
**DESIGNER:**  
**YEAR BUILT:** 1980  
**TYPE:** Peterson 44  
**OWNER:** Andrew Wenham  
**CLUB:** CYCA and RSYS, NSW

*Inch by Winch* was originally built for the 1981 Admirals Cup but narrowly missed selection in that series. Following a very successful racing career including first places in the Sydney Gold Coast and the Gosford Lord Howe Island yacht races, she was retired to the Whitsundays. In 2007, she returned to Sydney and underwent an extensive overhaul in preparation for a new racing career competing in last year's Audi Sydney Gold Coast Yacht Race.

**SHAMROCK**

**SAIL NO:** M330  
**LOA:** 14.21M  
**CLASS:** IRC  
**DESIGNER:** Reichel Pugh  
**YEAR BUILT:** 2004  
**TYPE:** Reichel Pugh 46  
**NO. OF HOBARTS:** 0  
**OWNER:** Tony Donnellan  
**CLUB:** Mornington Yacht Club and Sandringham Yacht Club, Vic

*Shamrock* is new for owner Tony Donnellan who has campaigned her out of Mornington Yacht Club since taking ownership in late 2008. His first offshore race was the Melbourne Hobart east coaster in which he won line honours in IRC and PHS Division. She also won IRC Division 1 in the Audi Sydney Gold Coast Yacht Race.

**SHE**

**SAIL NO:** 4924  
**LOA:** 12.52m  
**CLASS:** PHS  
**DESIGNER:** Gary Mull (USA)  
**YEAR BUILT:** 1982  
**TYPE:** Olsen 40 mod  
**NO. OF HOBARTS:** 15  
**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 15 Rolex Sydney Hobart Races and 12 Gosford 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:** 1  
**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. After competing in the Rolex Sydney Hobart 2008 under new owner Todd Leary, the boat returns with a crew of both experience and youth from Bellerive Yacht Club. Having posted some solid results in club races leading up to the race, the crew is looking forward to some fast downwind sailing on their voyage back to Hobart.

**SHINING SEA**

**SAIL NO:** 6338  
**LOA:** 11.78m  
**CLASS:** IRC/OD  
**DESIGNER:** Murray Burns Dovell  
**YEAR BUILT:** 2002  
**TYPE:** Sydney 38  
**NO. OF HOBARTS:** 0  
**OWNER:** Andrew Corletto  
**CLUB:** Cruising Yacht Club of South Australia  
**CREW:** A Corletto, M Warman (4), D Ottaway (3), N Wilhelm (1), P Flaherty (2), J Dinham, D Poole, P Judge, L McGrath

*Shining Sea* is a Sydney 38 and is heading south for the first time. Sailing under the Cruising Yacht Club of South Australia burgee, *Shining Sea* will be skippered and crewed by an experienced and successful crew which includes Sydney Hobart race veterans and multiple Premier's Cup and Lincoln Race week winners. *Shining Sea* is showing early racing form for her new owner winning PHS Division in the Lincoln Race Week, second in 2009 CYCSA Winter Series and third in 2009 Plympton Cup.

**SHOGUN**

**SAIL NO:** R50  
**LOA:** 15.24m  
**CLASS:** IRC  
**DESIGNER:** Bruce Farr (USA)  
**YEAR BUILT:** 2005  
**TYPE:** Cookson 50  
**NO. OF HOBARTS:** 4  
**OWNER:** Rob Hanna  
**CLUBS:** Royal Geelong Yacht Club/Royal Yacht Club of Victoria, Vic  
**CREW:** R Hanna (5), B Decosta (4), J Bennett (7), S Kirkjian (14), B Garner (3), C Baretta (5), S Haines.

Geelong yachtsman Rob Hanna bought this Farr-designed modified conventional keel Cookson 50 *Shogun*, the former *Living Doll*, from his friend Michael Hiatt in early November 2008. As *Shogun* she took line honours in the Melbourne to Stanley race across Bass Strait and also competed in the Rolex Sydney Hobart 2008. In 2009, *Shogun* finished fifth over the line in Audi Sydney Offshore Newcastle Yacht Race, 2<sup>nd</sup> in the NSW IRC State Championship and completed the Brisbane Gladstone race with a 4<sup>th</sup> in IRC Overall and IRC Division 1 and 5<sup>th</sup> across the line.



**SHORTWAVE**

**SAIL NO:** 52052  
**LOA:** 15.85m  
**CLASS:** IRC  
**DESIGNER:** Judel Vrolijk  
**YEAR BUILT:** 2005  
**TYPE:** Judel Vrolijk 52  
**NO. OF HOBARTS:** 0  
**OWNER:** Matthew & Christine Short  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** M Short (5), C Short, K Short, N Short (1), Caitlin Short, S Short, M Smejlijs, R Short, I Vidal, A Vidal, Ian Short (10), G Cooper (5), Mathew Short (1)

*Shortwave* is an imported Judel Vrolijk designed former TP52 (ex *Cristabella*) modified for offshore sailing as an IRC52 in the UK before coming to Australia in early March 2008. She is crewed by a large contingent of the Short family headed by Matthew and Christine, with four keen sailing daughters Kylie, Nikki, Caitlin and Sarah Short. *Shortwave* smashed the 12-year-old record for the Melbourne Hobart West Coaster race in 2008 by over five and a half hours.

**SS BRINDABELLA**

**SAIL NO:** 10000  
**LOA:** 24.075m  
**CLASS:** IRC  
**DESIGNER:** Scott Jutson (AUS)  
**YEAR BUILT:** 1993  
**TYPE:** Jutson 79  
**NO. OF HOBARTS:** 16  
**OWNER:** Chartered by Sailing Services Australia  
**CLUB:** Cruising Yacht Club of Australia, NSW

Australia's most famous maxi *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 the Audi Sydney Gold Coast Race, the Audi Sydney Newcastle Offshore Race and the Bird Island Race. 2009 is the first year that Sailing Services will be campaigning *Brindabella*. A team of international sailors, together with those sailors who have moved up the ranks from *Kiani*, the smaller yacht also owned by Sailing Services, are hoping for a challenging race.

**ST JUDE**

**SAIL NO:** 6686  
**LOA:** 14.2m  
**CLASS:** IRC  
**DESIGNER:** Murray Burns Dovell (AUS)  
**YEAR BUILT:** 2007  
**TYPE:** Sydney 47  
**NO. OF HOBARTS:** 1  
**OWNER:** Noel Cornish  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** N Cornish (2) M Shepperd (2), D Shepperd (2), A Liddle (1), B deHaas (1), R Shand (1)

Launched in December 2007, *St Jude* was the sixth Sydney 47 out of the mold at Azzura Yachts. She sailed her first offshore race in the 2008 Australia Day Ocean Pointscore Race to Botany Bay and return, and won on IRC. Crewed by a group of friends who, in various combinations have sailed together for many years, she completed her first Hobart in 2008. Cornish's personal record includes winning the 1999 Adelaide to Port Lincoln Race overall in his then Beneteau FC10, *Subjude* – a common theme for his boats, as his wife's name is Judith.



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**STREWTH**  
**SAIL NO:** 6488  
**LOA:** 14.95m  
**CLASS:** IRC  
**DESIGNER:** David Lyons (AUS)  
**YEAR BUILT:** 2002  
**TYPE:** MKL 49  
**NO. OF HOBARTS:** 3  
**OWNER:** Geoff Hill  
**CLUB:** Royal Sydney Yacht Squadron, NSW  
**CREW:** G Hill (9), B Gould (39), R Carlier (29), R Grimes (20), R Snow

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 in 2006. *Strewth* has a good racing record in Asia. In 2008, she lost her keel approx 170 nm south east of Hong Kong, en route to Subic Bay in the Rolex China Sea Race. Geoff has gathered a crew of good mates who are full of experience and boast over 100 Hobarts between them including Bruce Gould who is competing in his 40<sup>th</sup> Sydney Hobart, Ralph Carlier (29 Hobarts) and Richard Grimes (20 Hobarts).



**SWISH**  
**SAIL NO:** 6073  
**LOA:** 11.6m  
**CLASS:** IRC  
**DESIGNER:** Murray Burns Dovell  
**YEAR BUILT:** 2001  
**TYPE:** Sydney 38OD  
**OWNER:** Steve Proud  
**CLUB:** Cruising Yacht Club of Australia, NSW

Team *Swish* is looking to build on some recent successes including wins in IRC Division 3 of the Audi Sydney Gold Coast Yacht Race 2009 and the Audi Sydney Offshore Newcastle Yacht Race 2009. The addition of a masthead spinnaker to this Sydney 38 has significantly improved the down wind performance and gives the boat a real chance for a divisional win in the Rolex Sydney Hobart. *Swish's* best performance in the Rolex Sydney Hobart was a third in the Sydney 38 Division in 2005. She has been a regular competitor in major east coast races over the past nine years.



**SUE SEA**  
**SAIL NO:** F310  
**LOA:** 11.6m  
**CLASS:** Cruising  
**DESIGNER:** Marten/ Azzura  
**YEAR BUILT:** 2008  
**TYPE:** Marten 49  
**NO. OF HOBARTS:** 0  
**OWNER:** Brian Todd  
**CLUB:** Fremantle Sailing Club, WA

*Sue Sea*, a carbon fibre Marten 49, is a relatively new boat that participated in the Club Marine Cruise to Hobart in 2009. She has circumnavigated Australia and raced from Fremantle to Albany, competing in many local offshore races conducted by Fremantle Sailing Club.



**THE SUBZERO GOAT**  
**SAIL NO:** 7027  
**LOA:** 11.78m  
**CLASS:** IRC/OD  
**DESIGNER:** Murray Burns Dovell (AUS)  
**YEAR BUILT:** 2003  
**TYPE:** Sydney 38  
**NO. OF HOBARTS:** 2  
**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 this Sydney 38, *The Goat*, which was the nickname for the original *Wild Oats*. *The Goat* won the Sydney 38 One Design division of the 2007 Rolex Sydney Hobart Yacht Race and finished second in 2008. The *Sub Zero Goat* won the Sydney 38 OD Division and IRC Division 3 of the Audi Sydney Gold Coast Yacht Race Race 2008, and also finished third overall under IRC.



**TOKOLOSH**  
**SAIL NO:** AUS11111  
**LOA:** 27.4m  
**CLASS:** IRC  
**DESIGNER:** Simon Voogd  
**YEAR BUILT:** 2004  
**TYPE:** Maxi  
**NO. OF HOBARTS:** 3  
**OWNERS:** Ludde Ingvall  
**CLUB:** Cruising Yacht Club of Australia, NSW

Ludde Ingvall returns to the Rolex Sydney Hobart after a five-year break. In 2005, Sean Langman chartered this powerful 90-footer with a canting keel where she finished 5<sup>th</sup> across the line. Ludde Ingvall skippered the boat through gale force conditions to take line honours in 60<sup>th</sup> Rolex Sydney Hobart when the boat was then called *Nicorette*. She also finished a close 2<sup>nd</sup> for IRC overall placings.



**TOW TRUCK**  
**SAIL NO:** M6  
**LOA:** 11.44m  
**CLASS:** IRC  
**DESIGNER:** Jason Ker (GBR)  
**YEAR BUILT:** 2001  
**TYPE:** Ker 11.3  
**NO. OF HOBARTS:** 1  
**OWNER:** Anthony Paterson  
**CLUB:** Lake Macquarie Yacht Club, NSW  
**CREW:** A Paterson (8) B Filby (7), G Van Dijk (6), T Poulsen (3), P Williams (11), R Howard (6), W Howard (7), A Heenan (11), A May (3)

An extensive international search to find a replacement for Anthony Paterson's famous Mumm 30 *Tow Truck* was completed with the discovery of this Jason Ker-designed 11.3m racing yacht on the island of Jersey. The 'new' *Tow Truck* was shipped in a car transport ship from Southampton and the crew have spent many hours putting the boat together on Lake Macquarie.





**TWO TRUE**  
**SAIL NO:** YC400  
**LOA:** 12.24m  
**CLASS:** IRC  
**DESIGNER:** Bruce Farr  
**YEAR BUILT:** 2009  
**TYPE:** Beneteau First 40  
**NO. OF HOBARTS:** 0  
**OWNER:** Andrew Saies  
**CLUB:** Cruising Yacht Club of South Australia, SA  
**CREW:** A Saies (4), R Human (13), M Hutton (2), L De Wit (9), K Kellow



**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:** 7  
**OWNER:** Anthony Lyall  
**CLUB:** Royal Yacht Club of Tasmania, Tas  
**CREW:** A Lyall (8), P Brasington (16), P Hopkins (24), R Cohen (16), T Grafton (10), T Roberts (9), B Gadd (8)

*Valheru* has undergone recent optimisation by designer Fred Bennett's builder Ian Milner to improve performance and the excitement factor. The crew are looking forward to celebrating Peter "Hoppy" Hopkins 25<sup>th</sup> run to Hobart this year with just a few rum and Cokes at Constitution Dock. *Valheru* was damaged and forced to retire following a collision soon after the start of the 2002 Sydney Hobart Race. Skipper Tony Lyall, a Beaconsfield medico who sails out of Hobart, will return to start in his ninth Rolex Sydney Hobart with virtually the same experienced crew from the 2002 race.



**WAHOO**  
**SAIL NO:** 5900  
**LOA:** 12.35m  
**CLASS:** TBA  
**DESIGNER:** Frers  
**YEAR BUILT:** 1985  
**TYPE:** Frers 40  
**NO. OF HOBARTS:** 0  
**OWNER:** Graham Mulligan  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** G Mulligan, B Ratcliff (41)



**WASABI**  
**SAIL NO:** AUS88  
**LOA:** 11.99m  
**CLASS:** PHS  
**DESIGNER:** Sayer  
**YEAR BUILT:** 2007  
**TYPE:** Sayer 12 MO  
**NO. OF HOBARTS:** 0  
**OWNER:** Bruce McKay  
**CLUB:** Cronulla Sailing Club, NSW  
**CREW:** B McKay, W Lanshaw, B Swane, M Tobin, B Lavin, A Merridew, P Amos

*Wasabi* was designed and built by Jon Sayer for the Melbourne to Osaka short-handed race for the previous Mooloolaba-based owner. Current owner Bruce McKay purchased *Wasabi* in June 2008 and has competed in a number of east coast races, including Airlie Beach and Hamilton Island race weeks as well as the summer offshore series at the Cronulla Sailing Club. Bruce sailed her in the Audi Sydney Offshore Newcastle Yacht Race 2009 finishing with a 1<sup>st</sup> in PHS Division.



**WICKED**  
**SAIL NO:** SM4  
**LOA:** 12.24m  
**CLASS:** IRC  
**DESIGNER:** Bruce Farr (USA)  
**YEAR BUILT:** 2009  
**TYPE:** Beneteau First 40  
**NO. OF HOBARTS:** 0  
**OWNER:** Mike Welsh  
**CLUB:** Sandringham Yacht Club, Vic

*Wicked* is one of the new generation Beneteau First 40s in Australia and this will be the boat's inaugural Rolex Sydney Hobart. Mike Welsh and his son Mark will lead a team of experienced sailors from Sandringham Yacht Club testing the offshore capabilities of their new boat.



**WILD OATS XI**  
**SAIL NO:** AUS 10001  
**LOA:** 30.48m  
**CLASS:** IRC  
**DESIGNER:** Reichel/Pugh (USA)  
**YEAR BUILT:** 2005  
**TYPE:** 100ft Maxi  
**NO. OF HOBARTS:** 4  
**OWNER:** Robert Oatley  
**CLUBS:** RPAYC, NSW, Hamilton Island Yacht, QLD, CYCA, NSW, Yacht Club Costa Smeralda (ITA).  
**CREW:** M Richards (5), I Murray (16), T Wiseman (4), S Jarvin (21), T Tindill (5), S Runow (20), R Naismith (14), J Hildebrand (5), A Henderson (12), R Daniel (8), J Whitaker (7), I Burns (13), R Goodrich (4), M Shillington (14), A Cahalan (17), M Mason (6), M Sanderson (1)

In her Rolex Sydney Hobart 2005 debut this maxi with canting ballast twin foil (CBTF) took line honours in record time and won the Tattersalls Cup – the only boat to take the trifecta since *Rani* in the first race in 1945. *Wild Oats XI* achieved an historic fourth consecutive line honours win last year, surpassing *Morna's* record of three in a row achieved in the 1946-1948 races. *Wild Oats XI* has undergone extensive modifications to increase her overall length to 100ft and could sail the race in under 24 hours if the weather conditions are right.





**WILD THING**  
**SAIL NO:** M10  
**LOA:** 30m  
**CLASS:** IRC  
**DESIGNER:** Don Jones (AUS)  
**YEAR BUILT:** 2003  
**TYPE:** 30m Maxi  
**NO. OF HOBARTS:** 6  
**OWNER:** Grant Wharington  
**CLUB:** Mornington Yacht Club, Victoria / CYCA  
**CREW:** G Wharington (22), G Taylor (15), I Johnson (13), P Cosman (11), G Durran (9), D Witt (15), T Ede (8), G Healy (7), D Haines (12), P Heyes (9), M Bartlett (4), M Pearce (12), J Rae (16), B Coventry (8), S Crafer (11), S Haines (10), W Finlay (8), B Morrison-Jack (5)

Grant Wharington's *Wild Thing* 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 2005 Sydney Gold Coast, Sydney Mooloolaba and Sydney Mackay races. Finished second to *Wild Oats XI* last year and nearly scored an upset in the line honours race. The design of this 30m maxi is an ongoing process with its configuration refined no less than five times since its launch in October 2003.



**YENDYS**  
**SAIL NO:** 1836  
**LOA:** 16.8m  
**CLASS:** IRC  
**DESIGNER:** Reichel/Pugh (USA)  
**YEAR BUILT:** 2006  
**TYPE:** Reichel/Pugh 55  
**NO. OF HOBARTS:** 3  
**OWNER:** Geoff Ross  
**CLUB:** Cruising Yacht Club of Australia, NSW

Geoff Ross' purpose-built Reichel Pugh 55 *Yendys* was the first grand prix yacht out of McConaghy International's boatyard in China, being launched just before the Rolex Trophy in 2006 in a bid to score a second overall win in the Rolex Sydney Hobart. Ross had claimed this honour with his previous *Yendys* in 1999. With his new boat he finished 6<sup>th</sup> IRC overall and 1<sup>st</sup> in Division B. 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. *Yendys* carries a sail number of 1836 - the year Geoff's ancestors first arrived in Hobart via convict transportation.



**YOUNG NICHOLSON**  
**SAIL NO:** 6163  
**LOA:** 10.99m  
**CLASS:** IRC  
**DESIGNER:** Jim Young  
**YEAR BUILT:** 1991  
**TYPE:** Young 11  
**NO. OF HOBARTS:** 0  
**OWNER:** Kim McMorran  
**CLUB:** Royal Port Nicholson Yacht Club, NZ  
**CREW:** K McMorran, J McSherry

These two intrepid Wellington sailors have been campaigning *Young Nicholson* in the Wellington region for eight years, predominantly in the Premier Offshore Series. Their combined sailing experience spans 65 years.



**ZEPHYR**  
**SAIL NO:** 8289  
**LOA:** 10.34m  
**CLASS:** IRC  
**DESIGNER:** Bruce Farr  
**YEAR BUILT:** 1984  
**TYPE:** Sea Nymph 33  
**OWNER:** James Connell and Alex Brandon  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** J Connell (2), A Brandon (1), A Mehaffey (3), T Petty (1), D Cutcliffe (3), S Thodey, I Fitzgerald

*Zephyr* returned to long offshore racing for the first time since their divisional win in the 2007 Rolex Sydney Hobart Race, making an appearance in the Audi Sydney Gold Coast Yacht Race 2009. A mixture of new and old crew will make the trip north with the aim of rebuilding form in the lead up to this year's Hobart race.



**ZORA 1**  
**SAIL NO:** 8975  
**LOA:** 13.55m  
**CLASS:** PHS  
**DESIGNER:** Jemej Jakopin  
**YEAR BUILT:** 2005  
**TYPE:** Salona 45  
**NO. OF HOBARTS:** 0  
**OWNER:** Phillip King  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** P King (8), K Horn, C Wightwick (2), R Blanch (3), C Flood (3), W Hus (3), K Griffiths (1), N Digges, D Mott (1), D Gastleton, C Davidson (1), K Saladine (1)

The first race for this boat was the Audi Sydney Gold Coast Yacht 2009. In Europe, sisterships have performed well in regattas although their cruising interior weight is a handicap. If it blows hard *Zora* can perform well. She does not like soft races





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## Plane sailing: BMW Oracle pilots jumbo wing

The US-based challenger for the America's Cup has revealed a radical new sail design it hopes will deliver an edge in its quest for sailing's oldest prize.

At 57 metres tall, BMW Oracle's new "wing sail" is 80 per cent larger than the wing of a 747 aeroplane (31 metres).

BMW Oracle revealed the new sail for BOR 90 in November but has not confirmed whether it will use the technology to contest the beleaguered 33<sup>rd</sup> America's Cup, which has been locked in a protracted court battle with seemingly no end in sight.

Already renamed "Wingzilla" in place of its former "DOGzilla" nickname (DOG referring to the America's Cup Deed of Gift), the BOR 90 trimaran has been reported to generate boat speeds in the realms of 2.5 times the wind speed and up to 32 knots in 10 knots of wind has been suggested.

The wing sail has been tested off the coast of San Diego but the team is building up to full speed runs, getting a feel for how the boat handles.

The primary advantage of the wing over a soft sail is that it is easier to control and does not distort. This makes it easier for the trimmers on board to maintain an optimum aerofoil shape in a wide range of conditions.

"This was a massive undertaking," said Tim Smyth, a New Zealander on the BMW Oracle team who, along with Kiwi compatriot Mark Turner, has been overseeing the wing construction team in Anacortes and in San Diego.

"Building a wing sail of this size was something new for all of us, and we're proud our guys were able to rise to the challenge."

Experimenting with new technologies could give Oracle the edge in the proposed February 2010 match up with Switzerland's Alinghi in the America's Cup match race, which at the time of print was likely to happen in Valencia, Spain, after a proposal for the east coast of Australia was disputed by BMW Oracle.

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



Photos: BMW / Gilles Martin-Reget

## Torben Grael and Anna Tunnicliffe named "sailors of the year"

Torben Grael and Anna Tunnicliffe joined the sailing world's most prestigious list of winners on 10 November when they were named winners of the 2009 ISAF Rolex



World Sailor of the Year Awards at a ceremony held in Busan, South Korea.

Torben Grael is a five-time Olympic gold medalist and skippered Ericsson 4 to victory in the 2008-2009 Volvo Ocean Race. Grael and his team were first home on five legs, finishing on the podium eight times out of 10 total legs in the race.

As if that were not enough, Ericsson 4 additionally entered the record books on 29 October after setting the 24-hour Monohull World Record, sailing a phenomenal 596.6nm, an average speed of 24.85 knots, during the race.

"It was a very special year for me," said the 49-year-old, who has been nominated for the World Sailor Award five times previously.

"This is a very difficult award to win as sailing is so varied and there are many good people out there, this year included, so I'm very happy."

Anna Tunnicliffe was named the female winner of this prestigious award.

"I think the key to my success may be that I come from a competitive family," said Tunnicliffe. "Not only in sailing, we just have a strong competitive drive so I always want to do better, I always want to learn. It's not always about winning, it's about learning and having fun while you're doing it."

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

## CYCA awards Musto exclusive rights to apparel

Musto Australasia has signed an exclusive three-year licensing deal with the Cruising Yacht Club of Australia (CYCA) which sees Musto granted exclusive rights to provide clothing and staff uniforms to club members.

Musto won the deal from six other apparel companies considered by the club. The now defunct Line 7 was the previous clothing sponsor for the CYCA.

The deal also results in Musto become naming rights sponsor of the Musto International Youth Match Racing Regatta, held in November each year, in addition to sponsoring an Elliot six-metre training yacht used by Youth Sailing Academy members.

Musto Australasia managing director Duncan Cumow said the range of lifestyle apparel on offer at the club had been specifically selected by club representatives to appeal to its broad membership base. Cumow said the brand was excited about having its apparel range permanently on display at the club and looked



forward to welcoming "a new legion of followers loyal to the Musto offering".

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





## International maxis in hot form coming into Sydney Hobart

Neville Crichton's Reichel Pugh designed 100-foot maxi, *Alfa Romeo*, will arrive in Sydney with a trail of broken records in her wake as she seeks to settle the score with Bob Oatley's *Wild Oats XI*, which beat *Alfa* in their last Sydney Hobart match up in 2005.

The Kiwi yacht broke the race record in New Zealand's HSBC Coastal Classic in late October, following the annihilation of the TransPac Race Record in July. *Alfa Romeo* set HSBC Premier Coastal Classic history when she crossed the finish line in Russell, in the Bay of Islands, to set a new race record of 6 hours, 43 minutes and 32 seconds.

Starting at Devonport Wharf in Auckland, and finishing at Russell Wharf in the romantic Bay of Islands township, the boat wiped more than 36 minutes off the 13-year old record held by the pink multihull *Split Enz*, achieving an average speed of 17.9 knots on the course.

"We are very happy and it's a nice homecoming to New

Zealand," said Crichton at the finish. "And it was a perfect preparation for the Rolex Sydney Hobart, our next major challenge!"

British 100-foot challenger *ICAP Leopard* is also coming Down Under with the momentum of a string of line honours victories, starting with triumph at the Rolex Fastnet and a recent win at the Rolex Middle Sea Race where she was just 24 minutes off record pace despite variable conditions.

Owner Mike Slade is hoping to clinch the "Rolex Triple" by taking out all three major Rolex races culminating in the Rolex Sydney Hobart.

As Bob Oatley's *Wild Oats XI* gears up for her fifth successive line honours win, the maxi fleet is going to be stronger than ever.

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



## Nicola Smith wins CYCA new member's promotion

Nicola Smith is Alaska bound after she was named the lucky winner of the CYCA "Member Get Member" promotion at the New Members' Cocktail party held on Tuesday evening 10 November.

Nicola has been a member of the CYCA since September and won the luxurious nine-night, all inclusive Silversea's *Silver Shadow* cruise along the Inside Passage to Alaska for two people including return economy class airfares from Sydney, supplied by Silversea Cruises and Mariner Boating Holidays.

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

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## CYCA launches medical management for mariners course

Sailors planning to cruise the world's oceans or race offshore can now undertake a specialised medical course to learn to treat serious injuries at sea. The CYCA Medical Management for Mariners (MMM) course was developed in conjunction with St Vincent's Hospital Darlinghurst, by sailors for sailors. It is a major initiative funded by the CYCA SOLAS Trust. The course is conducted at St Vincent's Hospital Don Harrison Patient Care Simulation Centre using the "Sim Man", a mannequin used to realistically simulate the various injuries and illnesses common at sea. During the eight three-hour sessions participants receive theoretical input from doctors and nurses from St Vincent's. Theory sessions focus on managing injuries and illnesses with the resources that are available in marine medical kits. The opportunity to practice, learn from experiences and gain confidence in techniques such as resuscitation, injections and communication through the use of scenario based learning, utilising role play

and Sim Man, is another key component. "Any serious ocean racer should consider undertaking the CYCA MMM course. It is essential given the numerous items required in medical kits when sailing in category one ocean races," said Rod Skellet, owner *Krakatoa II* and course participant. "The practical sessions of the course are very useful and I now feel comfortable in administering assistance should it be required by my crew or a fellow competitor." The last module of the course "Get Up & Go" is held at the CYCA and on board a yacht and is conducted by paramedics who have carried out numerous offshore rescues. A number of courses will be conducted in 2010 with the next course, commence on Tuesday 16th February for seven weeks every Tuesday evening (6pm-9pm) followed by the practical rescue night on board a yacht at the CYCA. — John Keelty

For further information contact CYCA Reception  
Tel 02 8292 7800



## 40 years of "Quite Little Drink"

It all started when Tony Cable and John Dawson strode into "Shippies" at the conclusion of the 1969 Sydney Hobart race and ordered 200 beers, and requested that they keep coming. The bar became so packed that beers were passed through windows to the overflow of yachties on the street. Now celebrating its 40<sup>th</sup> year, the CYCA's "Quiet Little Drink" is an institution and at its 40<sup>th</sup> celebration attracted some 180 attendees including many of the country's most renowned sailors and Hobart race veterans including Syd Fischer, Graeme Ainley, Colin Wildman, Richard 'Sightie' Hammond and Don Mickleborough. As the story goes, the crew of *Jisuma* was part of that crowd that year and sensing that a drinking contest was on, crew member David Hutchen wrote on the darts chalkboard "Cable & Dawson 200 beers" and underneath that "Jisuma 200 beers". The "Quiet Little Drink" became part of Hobart folklore with a record total of 20,197 beers having been drunk in 1980. The Hobart bash was to eventually lapse and has now been replaced by a cocktail party at the CYCA, with the aim of supporting young sailors from

the CYCA's Youth Sailing Academy. Organised annually by Tony Cable, the event also recognises significant milestones achieved by yachtsmen and women participating in the Rolex Sydney Hobart Yacht Race with an award ceremony. Three recipients of the 25 Hobart award were recognised: Graeme Ainley, Robert Green and John Walker. They were presented with Tasmanian made Huon Pine and King William Pine plaques and ties for reaching the 25 Sydney Hobart milestone. Many others were also honoured for various achievements on the night. The Breakfast Club led by Phil Grounds provided excellent food for the fun evening. A contingent of Royal Brighton "Birthday Boys" also joined in the celebrations of the Quiet Little Drink. The group comprises of a fraternity of sailors, many of whom have sailed in the Sydney Hobart Yacht Race, and conducts annual "keg" get-togethers which have taken place since the 1940s.

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



## CYCA Life Member Richard Grubb wins Australian Yachting Award

Richard Grubb, an honorary life member of the Cruising Yacht Club of Australia, has been awarded the 2009 Australian Yachting Volunteer Award. This Award was presented to Richard in recognition of his 25-plus years of continuous race management service at the CYCA.

The CYCA Sydney Hobart Yacht Race Safety of Life at Sea (SOLAS) Trusts received the President's Award in recognition of the significant contribution made to search and rescue organisations Australia-wide and supporting families who have lost loved ones at sea in a Yachting Australia sanctioned race, since its inception ten years ago. This is only the second time the President's Award has been presented.

Richard Grubb started as a volunteer race officer in 1981 and spent 28 years as the Principal Race Officer for the CYCA sailing program. He was made an Honorary Life Member of the CYCA in 1997 in recognition of his then 16 years service.

Accepting the award on Richard's behalf at the ceremony in Sandringham Yacht Club in Victoria, Commodore Matt Allen said, "To be recognised by Yachting Australia for a lifetime of outstanding volunteer service is an honour for Richard. We thank him for his commitment and countless hours on duty as the Principal Race Officer of the Cruising Yacht Club of Australia. On behalf of all of the sailors who have competed in the CYCA Sailing Program over the years, we are grateful for the dedication Richard has shown our sport."

Matt Allen also accepted the President's Award, which he said "honours the unique position the SOLAS Trusts occupy in our sport and the wider community".

This year marks the tenth anniversary of the establishment of the CYCA SOLAS Trusts. Acting Sailing Manager John Hurley was also honoured at the 2009 Australian Yachting Awards receiving a Lifetime Achievement Award.

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



## Eight Bells – Arthur W Byrne 1923 – 2009

By Patrick Bollen

Well respected and much loved Cruising Yacht Club of Australia member, renowned yachtsman and my very dear friend Arthur William Byrne left our shores after prolonged declining health took him from us on September 29. He was 86. Arthur is remembered for many things not least as founder of the iconic garage door brand, the B&D Roll A Door and associated products.

One night, sitting in his car in the driveway of his home Byrne contemplated the notion of a door opening without having to get out of the vehicle. He worked on the idea of a light sensitive unit inserted in a pole that upon receiving a signal would activate the door to open. As a result the automatic door was invented. Born and raised in Bondi, Arthur and his brother Leo were always on the lookout for ways to make a bob. They caught fish and sold them on the buses. Buying a horse they sold rides to the kids in the neighbourhood. Not happy with the shillings collected from the rides Arthur would gather the horse manure, bag and then sell it to home owners as fertiliser. His nephew Eddie tells how as a young lad Arthur dismantled his tricycle and using the wheels created a golf buggy two years before an American patented the idea and how the young entrepreneur made a fibreglass swimming pool but couldn't convince the market place at the time that his pool invention would become a future success story.

Arthur Byrne's great passion was sailing, competing in seven Sydney Hobart races. In 1969 he commissioned Sydney shipwright Cec Quilkey to build a Sparkman & Stephens design 48-footer to rival Syd Fischer's famous *Ragamuffin* also an S&S 48. *Salacia II* was an exquisite example of marine craftsmanship. Along with *Ragamuffin* and Denis O'Neil's *Koomaaloo*, *Salacia II* represented Australia in the 1971 Admiral's Cup in England. The team finishing the series in second place after *Koomaaloo* lost its rudder in the long race.



*Salacia* beat *Ragamuffin* in four of the five races in the series however *Ragamuffin* won the Fastnet Race.

In 1970 Byrne set out to challenge Fischer in the Sydney Hobart Yacht Race finishing third in a wind swept event in which Sir Robert Chrichton Brown's *Pacha* took line honours ahead of *Ragamuffin*.

Arthur was a tireless charity worker creating many different events including founding the Sail for Cancer regatta in 1985, which has raised over \$3 million for cancer research. Asked if he would like to be nominated for his services to business, yachting and charity Byrne flatly refused stating that he didn't believe his efforts should ever be rewarded or recognised with a medal or a nations honour. Arthur Byrne will be sadly missed by his loving wife, Yvonne, his daughters Vickie and Diane and their partners and five grandchildren and the countless others whose lives he touched.

A tribute to Rolf Mische will follow in the next issue of *Offshore Yachting*.

## Own a silver bullet – Yoti lists *Ricochet*



Middle Harbour-based yacht brokerage firm Yoti currently has a unique offering on its books in the form of *Ricochet*, a one-of-a-kind carbon fibre performance sailing catamaran. Currently moored at MHYC and on sale for \$1.5 million, *Ricochet* is a one-off Farrier design which evolved to be a masterpiece of engineering and architectural design thanks to a "no expense spared" philosophy. Only the best instruments, winches and deck hardware adorn this unique silver bullet. From conception to launch the Sydney design house of Burley Katon Halliday have guided the aesthetics while naval architects Murray, Bums & Dovell have ensured the final specification and build deliver the highest levels of comfort, safety and performance. At 8.5 tonnes, this 47-foot fast catamaran is relatively light and nimble and sure to turn heads with its silver livery, distinctive round porthole windows in the cabin and ultra modern interior fitout. Accommodation is in four queen-size double cabins in the hulls and the saloon boasts a well-equipped galley, sofa with dining table and nav station.

For further information email [info@yoti.com.au](mailto:info@yoti.com.au) or contact John Cowpe +61 405 409 686



### Product Safety Recall

**BURKE DELUXE BOSUN CHAIR (BOS201N)  
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Colour red with black webbing.

Burke P/L is conducting a voluntary product recall of Burke Deluxe Bosun Chair and Burke Standard Bosun Chair purchased nationally after June 2007 that do not display either a production batch number or inspection label.

**Defect:** Burke Bosun Chairs manufactured between July and August 2007 may be fitted with a defective stainless steel lifting ring that if used could split or break causing injury or death.

Due to the potential danger to users and uncertainty on when these products may have been purchased this product recall applies to all Burke Bosun Chairs sold after June 2007.

**Urgent Action is required:** Cease using immediately and contact Burke P/L direct to organise for free inspection and load testing of the stainless steel lifting ring.



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See [www.recalls.gov.au](http://www.recalls.gov.au) for Australian Product Recall Information





## Bavaria Yachts expands Farr/BMW range with 45-footer

Bavaria's new range of contemporary cruising yachts, designed in conjunction with Farr Yacht Design and BMW DesignworksUSA, has added a third model – the Bavaria Cruiser 45, starting at \$411,159. The new model follows on from the flagship Cruiser 55 and Cruiser 32 announced earlier this year. Key features on the new Cruiser 45 will include twin rudder systems, large fold-down bathing platform with electric lifters, storage space behind the aft platform (enough for a deflated dinghy), large and sociable

cockpit, flush hatches, three interior wood colour options, additional sail options including self-tacking jib and Gennaker, keel draught options of 1.80m or 2.10m, big interior volume with 2.06 metres headroom in the saloon and many other options to choose from. The Cruiser 45 will be available in three or four cabin layouts.

With the twin rudder system, steering redundancy has been built-in for added safety while the space where the traditional rudder stock would be has been

optimised by creating a deep storage cavity in the aft section of the yacht.

Local distributor North South Yachting has already pre-sold the first Cruiser 45 and for those who would like to take a closer look, they will have the model on display at the Sanctuary Cove International Boat Show in late May 2010.

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

## McConaghy preparing Lutra 80 for launch

McConaghy Boats in Sydney is now applying what it calls its "go fast know how" to the luxury performance cruiser market with the development of the Lutra 80, a sleek sloop "combining super yacht luxury with high performance race technology".

McConaghy is coordinating the project with some of the systems and components being built off site and delivered just in time for installation. The project is expected to undergo a sea trial in early February 2010.

The project is taking form under the stewardship of owners and managing directors Jono Morris and Mark Evans, McConaghy Post sea trial the Lutra 80 is destined for the Mediterranean with a public debut scheduled at the 2010 Monaco International Boat Show.

For further information [www.mcconaghy-aus.com](http://www.mcconaghy-aus.com)





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# THE CHARLESTON TRAGEDY— 30 YEARS AGO

THIRTY YEARS AGO, IN EARLY DECEMBER 1979, THE HOBART YACHT *CHARLESTON* AND HER CREW OF FIVE DISAPPEARED WITHOUT TRACE IN THE TASMAN SEA ON ITS WAY NORTH FOR THE SOUTHERN CROSS CUP AND THE SYDNEY HOBART. PETER CAMPBELL LOOKS BACK ON THIS MYSTERIOUS YACHTING TRAGEDY.



Nick Corkhill with the painting of *Charleston* by Jack Earl.

It was the day of the Children's Christmas Party at The Royal Yacht Club of Tasmania. As the littlies played noisily with their new toys, a group of senior members gathered in the back bar with worried looks on their faces while outside, Pam Corkhill, tried to put on a brave face for her two children, Nick and Jane. Her husband Jeff Corkhill and her father-in-law Laurie Corkhill were in the crew of the newly-launched Tasmanian yacht *Charleston* on a delivery voyage from Hobart to Sydney for the Southern Cross Cup which included the Sydney Hobart Yacht Race. Also onboard were the boat's owner, prominent Hobart hotelier and businessman Charles Davies, Hobart yachtsman Ian McIndoe and David Symes, a Melbourne artist. The day before Pam Corkhill had been phoned by Davies' pregnant wife, Laura, in Sydney staying with her parents, expressing concern that *Charleston* had not arrived as scheduled at the Cruising Yacht Club of Australia (CYCA). The yacht had left Hobart the previous Saturday, 8 December, 1979. She finally set sail from Dunalley the next day after Pam had driven her father-in-law Laurie Corkhill, a retired Melbourne businessman, from Hobart airport to join the crew.

"It was a beautiful morning at Dunalley as Jeff's dad tossed his gear on board, with the usual banter from the crew and the promise 'we'll be back in Hobart for New Year'," recalled Pam in a wide-ranging interview with *Offshore Yachting*.

That was the last she was to see of her husband, her father-in-law, or any other members of the crew of *Charleston*. The yacht reported its position on Sunday evening as off Friendly Beaches on the Freycinet Peninsula. The final radio contact was 24 hours later, at 1829 hours on Monday, 10 December, when a crew member, believed to be Jeff Corkhill, reported in to a Hobart coastal radio station that the yacht was 30 nautical miles south-east of Babel Island in the Furneaux Group of Islands off the north-east tip of Tasmania. He gave no indication of any problems with the boat.

Despite a massive official sea, land and air search that extended down the New South Wales South coast, across Bass Strait and down the Tasmanian east coast, followed by a private air search across the Tasman Sea to New Zealand, not a trace was found of the yacht, her equipment or her crew.

Memories of the *Charleston* tragedy were awakened in October last year when RYCT Commodore Clive Simpson and CYCA Commodore Matt Allen joined other yachtsmen, naval personnel, fishermen and civic leaders in a moving commemorative service at the Seafarers Memorial at the fishing village of

Triabunna on the Tasmanian east coast.

On the walls of the Seafarers Memorial are many plaques commemorating those who have perished in Tasmanian waters along with Tasmanian members of the defence forces and merchant service who have died in armed combat. Among the plaques is one in memory of the six yachtsmen, two of them Tasmanians, who died in the storm-battered 1998 Sydney Hobart Yacht Race, another to the five members of the crew of *Charleston*, lost in 1979.

Older members of the RYCT and the CYCA, along with yachting journalists like me, remember the drama surrounding the disappearance of *Charleston*. Surprisingly, there is little in the archives of either club. The book *Sailing On... a history of the RYCT from 1880 to 1980*, records that the 1979-80 offshore racing season was "a sad one for the Club with the tragic loss of the yacht *Charleston* together with three well-known and popular Club members — owner-skipper Charles Davies and crew members Jeff Corkhill and Ian McIndoe." Ian's father was Vice Commodore of the Club at the time, while Jeff was an active committee member.

*Charleston* represented the latest in yacht design and light displacement construction, created by Ron Holland to then IOR and One Ton rule. Her wooden hull of triple diagonal planked cedar and King Billy pine was built by Bruce Keir Yachts in Melbourne.

After being sailed to Hobart, Charles Davies and his experienced racing crew began an intensive campaign of racing the new boat in preparation

for the 1979 Southern Cross Cup, including winning the 180 nautical mile Maria Island Race in record time.

With high hopes for a Tasmanian success in the Southern Cross Cup, a teams racing event ending with the Sydney Hobart Race, *Charleston* and her crew set sail for Sydney. Davies, Jeff Corkhill and Ian McIndoe were the three regular members of the yacht's racing crew to make the ill-fated delivery voyage to Sydney. Davies, an hotel owner and entrepreneur, and McIndoe, a veterinary surgeon, were members of long-established Tasmanian families. Corkhill, a civil engineer, had moved to Hobart from Melbourne as a young man after building up a friendship with the Batt family when sailing in Cadets at the Stonehaven Cup. He sailed Diamonds with Rae Batt and represented Tasmania on the Australian Yachting Federation (now Yachting Australia) youth sailing committee. His father Laurie was a retired Melbourne businessman and the fifth crew member, David Symes, was an artist from Melbourne.

"I did not realise they were overdue until Laura Davies phoned me from her

**"NO ONE WILL KNOW WHAT SENT THE CHARLESTON TO THE BOTTOM OF BASS STRAIT OR THE TASMAN SEA THAT STORMY NIGHT IN DECEMBER 1979. BUT ONE THING IS CLEAR, WHATEVER HAPPENED WAS DEVASTATING AND SUDDEN."**



parents' home in Sydney, saying that nothing had been heard from the yacht, but the CYCA felt they were probably sheltering somewhere along the NSW South Coast," Pam Corkhill recalled. *Charleston* had by then been at sea seven days since leaving Dunalley.

"By next day... I remember taking Nick, then 2 ½, and Jane, who was seven months old, down to the yacht club for the Children's Christmas Party... people like Don McIndoe were beginning to get worried."

The RYCT and the CYCA officially raised their concern with the Australian Coastal Surveillance Centre in Canberra and on 16 December 1979 a massive air search got underway. Search aircraft included RAAF Orion and C130 Hercules, two Department of Transport aircraft and 18 aircraft chartered by the Department. They initially covered a 480-kilometre-wide corridor down the Tasmanian east coast without any positive sighting, but the search was suspended on 20 December.

At the direction of the Prime Minister Malcolm Fraser the search was extended by another day. By the end of the official search, these aircraft had covered 130,000 square miles of the Tasman Sea. Again nothing was sighted.

The family, and many yacht club members, would not give up hope. They felt the yacht may have been dismasted or rendered rudderless and was drifting helplessly across the Tasman Sea towards New Zealand along latitude 42 degrees south, which passes through Tasmania at about Eddystone Point. The family and friends financed a private search across the Tasman and, through the efforts of Michael Hodgman, had the New Zealand Air Force join the search along the NZ west coast through until 5 January 1980.

Nothing was ever found, no yacht wreckage, no liferaft, no life buoys. Not even an oil slick.

Respected Tasmanian journalist and yachtsman Neville Heydon reviewed the *Charleston* mystery in a feature article published in *The Saturday Evening Mercury* of 13 December 1980 – just over 12 months after the ill-fated Hobart yacht and

her crew set sail for Sydney.

Heydon wrote then, "no one will know what sent the *Charleston* to the bottom of Bass Strait or the Tasman Sea that stormy night in December 1979. But one thing is clear, whatever happened was devastating and sudden. The crew of five had no time to scramble off a Mayday and they probably didn't get a chance to launch the liferaft." Many theories have been advanced on what happened to Tasmania's then newest and fastest ocean racing yacht. Most yachtsmen believe the *Charleston* hit a massive object in the sea which split her half-inch thick wooden hull open and sent her straight to the bottom.

The "massive object" could have been a whale, a partly submerged log, an abandoned shipping container, or it could have been a freighter, the small crew on the bridge unaware of any impact. Whales and a large log were reported in the area which was also a shipping lane. Another theory was that *Charleston's* internal lead ballast might have broken loose in the heavy seas, smashing open the hull. Yet the mystery remains that not one thing that could be linked to the yacht or its crew has ever been found.

In an interview with Neville Heydon, yacht designer Ron Holland is reported as saying: "You could never design and build a yacht to withstand everything," adding that while many up-to-the-minute yachts were "on the fine line" between being stable and unstable, by modern standards "*Charleston* was a conservative design". The *Charleston* mystery remains unsolved, a seagoing tragedy that left four women without their husbands, five children (one yet unborn) without their fathers. Sadly, none of those children has any living memory of their fathers, only the stories passed on to them by their mothers, other relatives and members of the Club. At The Royal Yacht Club of Tasmania, the Jack Earl painting of *Charleston* running fast downwind to win the 1979 Maria Island Race, the Charleston Trophy and the Jeff Corkhill Memorial Trophy are reminders of the ever present perils of the sea. ○

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# CYCA

## Melbourne Cup Luncheon

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### scene





## NEW CYCA MEMBERS' COCKTAIL PARTY

New members were welcomed to the club at a cocktail party in early November. This year's 'Member Get Member' promotion, whereby CYCA members who brought in new members (and their nominee) went into the running to win a cruise through Canada and Alaska with Silversea Cruises, was a success with over 80 new members signed up. The winner of this terrific prize was Nicola Smith.



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# SAFETY & SEA SURVIVAL

OFFSHORE YACHT RACING CAN BE A DANGEROUS SPORT, SO HOW DO SAILORS PREPARE THEMSELVES FOR THE RISKS OF GOING SEA? *OFFSHORE YACHTING* ATTENDED A SAFETY & SEA SURVIVAL COURSE AT PACIFIC SAILING SCHOOL TO SEE WHAT SKIPPERS AND CREWS LEARN ABOUT SAFETY.

By Matthew Henry

The 1998 Sydney Hobart will be long remembered for the colossal storm system which bore down on Bass Strait, whipping up mountainous seas and violent winds and, tragically, claiming six lives. At the peak of the storm's cruel strength, crews were subjected to tempests of truly unimaginable proportions. With yachts broken, many sailors were forced to abandon ship, taking their chances afloat in the raging ocean, a long way from land and many hours from rescue.

The remarkable tales of survival from the '98 disaster are both inspiring and frightening. Today, they serve to remind us of the real dangers inherent in the sport of ocean racing and should cause ocean racers to pause and ask: am I prepared? What would I do in the case of an emergency?

Yachting Australia's Safety & Sea Survival Course is designed to answer these questions for skippers and crews who intend to leave safety of protected waters for the thrill of offshore ocean racing.

For the yachting community, a decade later and the ill fated '98 race continues to resonate, not just in the memories of those touched by the events but in the sport's growing safety culture. The SSSC was developed in direct response to the 1998 Sydney Hobart and it's now mandatory for at least 50 per cent of crewmembers participating in a Category 1 ocean race (such as the Rolex Sydney Hobart) and 30 per cent for Category 2 races to have completed the course before a yacht qualifies to line up for the start.

I recently attended the course for *Offshore Yachting* courtesy of Pacific Sailing School, which operates out of the RANSA building a minute's walk

up the road from the CYCA in Ruschcutters Bay. The course was conducted over two consecutive Saturdays for a total of 16 hours face time, which includes theory and a multiple choice exam as well as practical components such as learning how to use flares and a the notorious "wet drill".

## THEORY AND THE EXAM

The theory component, held for the entire first day and for half of the second day of the course, is great for getting skippers and crews to think carefully about their own safety procedures, from pre-race preparations and planning through to responding effectively in emergency situations. Above all, the course serves as a reminder that there is so much to consider before heading offshore and none of it can be taken for granted. Habits as simple as making lists of responsibilities so everyone is clear on their role, and briefing all crew on the location of essential safety gear can save lives.

Among the subjects studied are helicopter rescues, rough weather, boat handling, emergency communications, abandoning ship, fire prevention and an introduction to safety gear.

The instructors keep the course interactive, throwing out some 'what if' scenarios to get the group thinking. For example: "what would you do if you were racing offshore and your rudder broke off?" Most the class assumed that streaming sheets over the transom would restore some steerage; or removing a floorboard and strapping it to a spinnaker pole to create a rudder. But had anyone in the room actually tried or practiced these methods? Nope. Examples like this show the course is fantastic at



dispelling myths and encouraging crews to incorporate emergency drills into their regular training to see what works and what doesn't before it's a life threatening situation.

At the end of the practical course there's a multiple choice exam requiring an 80 per cent mark to pass with around 40 questions.

### FLARES AND THE WET DRILL

The practical aspect of the course firstly gets you accustomed to the variety of flares available and how and when to use them. The second part, the "wet drill", is conducted by Pacific Sailing School at the Sydney University pool.

If you've never been in the drink in full wet weather sailing gear, prepare to be shocked. The additional weight of wet gear, which can hold up to 20-30kgs of water, makes even the most simple tasks difficult. Swimming and even climbing the ladder out of the pool are immeasurably harder – it's difficult to imagine the effort of throwing raging seas, cold water and fear into the equation.

Apart from doing plenty of swimming and floating around for three hours, the wet drill gets crews to practice deploying and using the liferaft safely, strategies to keep together and stay warm in the absence of a liferaft and perhaps above all, clearly impresses on you how much you do not want to go overboard.

In fact, one of the lasting impressions of the course for me was this very point – prevention is the key to safety and preparing all crews members to avoid dangerous situations is paramount. When you consider that serious accidents are likely to happen in heavy seas and bad weather, where visibility and boat handling could be serious problems, one of the best



outcomes of this course is to impress just how critical situations can get while ocean racing.

The key it would seem is to walk away not just with a head full of new ideas about safety and a certificate which lets you go ocean racing, but add to that a commitment to work together as a crew to implement and practice the skills. There's no question they could save lives if disaster ever strikes your boat. ○

### FAST FACTS

- The SSSC certificate is valid for five years
- Refresher courses are available for expired certificates
- Cost: \$535 (full course), \$390 (update)
- Dates for upcoming two-day courses are: 5-6 and 12-13 December, 23-24 January, April 17-18
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Photo: Rolex / Andrea Francolini

Loki took line honours and the race record.

## QUEST'S CABBAGE TREE ISLAND WIN SPOILS LOKI'S TRIFECTA

DESPITE *LOKI'S* RECORD BREAKING RUN IN THE CABBAGE TREE ISLAND RACE, BOB STEEL'S *QUEST* ARRIVED AT THE SYDNEY HARBOUR FINISH LINE IN TIME TO TAKE OVERALL HONOURS IN THE RACE, DENYING STEPHEN AINSWORTH HIS WISHED-FOR RACE TRIFECTA.

Bob Steel's TP52 *Quest*, last year's Rolex Sydney Hobart overall winner, finished the Cruising Yacht Club of Australia's (CYCA) 180 nautical mile Cabbage Tree Island race second over the line, 1 hour 37 min 47 sec behind *Loki*, which translated to a corrected finish time of just over 21 minutes in front Stephen Ainsworth's Reichel/Pugh 63.

The Geoff Ross owned and skippered *Yendys*, a Reichel/Pugh 55, finished third over the line and overall. Ross and crew had a close battle with *Quest* throughout the race and finished 3 minutes 10 seconds behind the overall winner.

"The first three hours weather was totally opposite to what the forecast said (easterlies were forecast), and it was very up and down in pressure," Steel's sailing master Mike Green said.

"*Yendys* and *Quest* sailed straight up to *Loki* going to the island, but when the gradient breeze came through, *Loki* took off," said Green, going on to explain, "waterline length always comes into play when you're reaching and in those conditions the small boats don't stand a chance."

Green said *Yendys* beat *Quest* around the island by 10 minutes, but they overcame Ross's yacht off Stockton on the way back to the Sydney Harbour finish line: "We were fortunate, we had worked our way out to seaward and that was the end of the race between us. Carl Crafoord did a great job calling the weather for us. It's nice when it happens right."

A race veteran of 30 Rolex Sydney Hobart races, Green said: "Our result

tells us the boat is on track for Hobart. We're confident in ourselves and the boat. Having said that, this will be the hardest Hobart race in 10 years; look at the talent, and not all of us have sailed at the same regattas. It's not going to be easy."

The races for the prestigious Blue Water Pointscore (BWPS) and the Tasman Series are well and truly on, with the Rolex Sydney Hobart Yacht Race the penultimate event, for which BWPS points awarded may not be discarded and first place shall receive zero points, the series working on the low point scoring system.

Sixth in the BWPS going into the Cabbage Tree Island Race, Stephen Ainsworth pointed out, "there are still two events left and a drop to come in. The scores are close and we could still win it. When we drop our 14<sup>th</sup> from Race 1, we are in really good shape and it would be an honour to win it."

The two series winners will be decided at the end of the Audi Sydney Offshore Newcastle Race in March 2010 and following the Cabbage Tree Island Race, Ed Psaltis and Bob Thomas' *AFR Midnight Rambler* leads the BWPS by four points from Geoff Ross's *Yendys*, with a three-way tie for third between Syd Fischer's *Ragamuffin*, Stephen Ainsworth's *Loki* and Anthony Paterson's *Tow Truck*. A drop is yet to be applied.

*AFR Midnight Rambler* currently has a commanding lead of 19.7 points in the Tasman Pointscore Series, from Anthony Paterson's *Tow Truck* and Steven Proud's *Swish* with a drop yet to be applied. – Di Pearson





Photo: Jeremy Hancock

*Sanyo Maris*, picture here in last year's Lord Howe Island Race, has won again.

## VINTAGE YAWL SANYO MARIS WINS LORD HOWE ISLAND RACE – AGAIN!

**C**lean Up Australia founder and round-the-world yachtsman Ian Kiernan has cleaned up again in the Hempel Paints 36<sup>th</sup> Gosford to Lord Howe Island Yacht Race, steering his classic yawl *Sanyo Maris* to its second successive IRC handicap victory in the ocean race across the northern Tasman Sea.

*Sanyo Maris* had 12 and a half hours to sail the final 68 nautical miles of the 414 nm race to take IRC honours and she did it with just under three hours to spare, crossing the finish line off Lord Howe's pristine coral lagoon at 16:09:43.

The 9.27-metre yawl, built of Huon pine in Hobart 51 years ago by the legendary Jock Muir for the equally legendary marine artist Jack Earl, appeared from the south, sailing to windward below towering Mount Lidgard and Mount Gower in a light northerly breeze.

The crew were so confident of victory they dropped the headsail before they even crossed the finish line.

Kiernan, who owns the classic yacht in partnership with Lord Howe Island identity John Green and two grandchildren of Jack Earl, this year sailed the race with a crew of New Zealanders and a "secret weapon" in the form of the New Zealand-built reaching headsail.

His next objective is to take on the million dollar maxis with a boat he bought for \$19,000 from Jack Earl in this month's Rolex Sydney Hobart Yacht Race.

Once ashore, two-times past winning skipper Ed Psaltis, who had to be content with fourth place in the IRC division with his state-of-the-art ocean racer *AFR Midnight Rambler*, told Kiernan "I think I'll have to buy a boat like *Maris* to win this race again."

Sailing conditions were ideal for the little yawl, the oldest, smallest and lowest rating (handicapped) boat in the fleet of 14 yachts that set sail from Broken Bay, north of Sydney last Saturday 31 October – close reaching with some spinnaker runs in moderate northerly breezes all the way. She maintained a near constant 5.5 knots through the voyage.

"I've never sailed in a race quite like this one... it was such a pleasant sail across to this magnificent island," an elated Kiernan said as he and part-owner John Green greeted each other as the veteran yachtsman came ashore. "Unfortunately I could not get time away from Lord Howe Island to sail in the race," a slightly disappointed Green said, "but Ian had an excellent crew of Kiwis."

Royal Sydney Yacht Squadron rear commodore Richard Chapman, who sailed with 82-year-old Bill Gilbert on his Jutson 45 *Southern Cross* said the race had been a "one tack race once we rounded the mark off Terrigal... no headsail changes, just the occasional spinnaker hoist... all on port tack or gybe."

On IRC corrected times, *Sanyo Maris* won from CYCA member Dennis Cooper's Murray Burns Dovell 36 *Amante* and Greg Zyner's Radford 12 *Copernicus* from Manly Yacht Club. *AFR Midnight Rambler* placed fourth and line honours winner, *Ocean Affinity*, a Martens 49 skippered by Stewart Lewis from the Royal Queensland Yacht Squadron, placed fifth.

In the PHS division, another Queensland yacht, Peter Lewis' Holland/Cole-designed 40-footer *Charlie's Dream*, took out top handicap honours from the Royal Prince Alfred Yacht Club entrant *Reflection*, a 10.4-metre Groupe Finet design, and the veteran Gosford Sailing Club's *Polaris of Belmont*, Chris Dawe's Cole 43 which won this division in 2008. – Peter Campbell



## 101<sup>ST</sup> GASCOIGNE CUP TO SOUNDTRACK

The Royal Sydney Yacht Squadron's historic Gascoigne Cup sailed into its second century in late October with victory going to prominent Squadron member and yachting administrator Tim Cox in his J35 *Soundtrack*, with son Edward on the helm.

Tim Cox, a retired senior RAN officer, is well known as the long-serving chairman of the Race Committee for the Cruising Yacht Club of Australia's Rolex Sydney Hobart Yacht Race. He is also a member of the Sailing Committee of the RSYS.

This was the 101<sup>st</sup> Gascoigne Cup conducted by the RSYS, although the 2009 race marked 124 years since it was first presented to the RSYS in 1886, as it was not contested during the war years.

Many famous yachts have won this iconic short ocean race off Sydney Heads, including *Norn*, *Caprice of Huon*, *Apollo* and *Margaret Rintoul II*. The first winner in 1886 was Sir James Fairfax's *Magic*, one of the crack gaff-riggers sailing with the Squadron in the 1880s.

The winner of the Gascoigne Cup is the yacht in the combined Divisions 1 and 3 with the lowest corrected time under Performance Handicaps, with *Soundtrack* winning by a comfortable 2 minutes 39 seconds on corrected time from two other Division 3 boats, the Nymph 33 *Zephyr* (James Connell and Alex Brandron) from Balmain Sailing Club, and the RP36 *Lis Dillon* (Desmond Fagan). Only 21 seconds separated second and third.

The race started in a light but steady south-easterly breeze of 8-10 knots, with RSYS race officer David Reid setting a short course of 14 nautical miles in view of the expected continuation of light winds during the afternoon.

Leslie Green's Swan 60 *Ginger* led the fleet throughout the race to take line honours from Matthew Short's TP52 *Shortwave*, Michael Cranitch's Open 60 *Broomstick* and Jeff Carter's Farr 40 *Edake*. *Soundtrack* finished 17<sup>th</sup> in the fleet of 28 yachts.

Under IRC ratings for Divisions 1 and 3, provisional first place went to Ray Entwistle's consistent J/122 *Jackpot* from Jeff Carter's Farr 40 *Edake*



Tim Cox's *Soundtrack*.

with *Ginger* third and *Soundtrack* fourth.

The Gascoigne Cup was also the third race in the CYCA's Grant Thornton Short Ocean Pointscore, with *Jackpot* winning IRC Division 1 from *Edake* and *Ginger*. *Soundtrack* won IRC Division 3 from *Zephyr* and John Taylor's *Allegro*, which also lifts the J35 to equal first in the SOPS pointscore with *Crosshaven* (S Rahilly and J Pelly).

Under PHS results for the Grant Thornton SOPS, *Edake* won Division 1 from *Jackpot* from Ian MacDiarmid's *Hell Razor* while Division 3 saw another victory for *Soundtrack*. *Zephyr* again took second place, third going to *Lis Dillon*. – Peter Campbell

## SUMMER FUN AT THE CYCA TWILIGHTS

The Summer twilight races are in full swing, with the St Arnou Wednesday Series offering fun non-spinnaker harbour racing, and the Mount Gay Monday Series the more serious stuff with spinnaker courses which provide lots of hoists and drops.

The St Arnou Wednesday series sees regular fleet numbers in the high 70s across four divisions, and the Mount Gay Monday Twilights see a regular turnout of some 30 competitors.

Prizes this year are St Arnou caps and cases of St Arnou Premium Blonde for the place getters on Wednesdays, and Mount Gay Caps, Mount Gay red beach towels and much prized bottles of Mount Gay Rum for the winners on Monday. The Monday races are also part of a pointscore series in which trophies will be presented at the end of the season for the winners of one IRC and two PHS divisions.

In the Mount Gay Monday twilight series Mike Selby and Elena Wise's *Cyrene 3* is leading the PHS Div 1 pointscore, from Geoff Morgan and Andrew Banks regular line honours winner *You're Hired*, and Michael McMahon's Sydney 38 *X<sup>3</sup>*. Late entry Dick Cawse's *Vanguard* is now

giving *You're Hired* some competition at the front of the fleet.

The St Amou Series is non-pointscore but there have been notable performances in the big boat division from *Sailors with disabilities*, *You're Hired* and *Vanguard*, and in the lower divisions wins from Tim Atkin's *Soindika*, Ian Portek's *Enbeedee*, Robert Skol's *Scarlett O'Hara* and Grant Pollock's *LEau Co*.

Twilight racing takes a break during December as the Club gears up for the Rolex Sydney Hobart Yacht Race, finishing with the St Arnou Wednesday Twilight on 2 December and re-commencing with the first Mount Gay Monday Twilight race of 2010 on 11 January. – Jennifer Crooks



Photo: Rolex / Carlo Borlenghi



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# HEAVY HITTERS LINE UP FOR HARBOUR DUEL

Photo: Rolex / Andrea Francolini

A SPECTACULAR FLEET OF MAXI AND GRAND PRIX YACHTS, IN TOWN FOR THE ROLEX SYDNEY HOBART, WILL SQUARE OFF FOR THE SOLAS BIG BOAT CHALLENGE.

**T**he Cruising Yacht Club of Australia's SOLAS Big Boat Challenge, the annual maxi race on Sydney Harbour, is shaping up as the most explosive in the event's 16-year history.

An awesome line-up of yachts adorned with TV and sports celebrities will take to the waters of Sydney Harbour on Tuesday 15 December, offering the public the one and only chance to see the line honours form guide for the 65<sup>th</sup> Rolex Sydney Hobart Yacht Race up close and personal.

The bulk of the Rolex Sydney Hobart line honours challengers will be put through their paces around the tight harbour course. Regulars such as Bob Oatley's *Wild Oats XI* and Grant Wharington's *Wild Thing* will be joined this year by maxi debutants Peter Millard and John Honan's *Labana* and Sean Langman's 100-footer *LOYAL*.

Like last year, the SOLAS Big Boat Challenge will be *Wild Oats XI*'s only official race outing pre-Hobart as Oatley and skipper Mark Richards choose to save the boat for the big race on Boxing Day.

The SOLAS Big Boat Challenge will mark the official return to Sydney of Neville Crichton's Reichel Pugh 100 *Alfa Romeo*. Since leaving Australian shores in early 2006 it has cut a swathe through all the major European and the Mediterranean regattas, collecting a swag of line honours wins and race records along the way.

The snappers will have plenty of fodder this year with an all-star cast aboard *LOYAL* for both the SOLAS Big Boat Challenge and Rolex Sydney Hobart. Olympic gold medallist Grant Hackett, boxing sensation Danny Green, HSBC Waratahs captain Phil Waugh, Phil Kearns, who led the Wallabies in 10 Tests, and TV personality Larry Emdur will get an early taste for the start of the great race south as the big boats jostle for pole position, the news choppers buzz overhead and the spectator craft close in.

Due to late international crew arrivals, both Mike Slade's British 100

footer *ICAP Leopard* and Brook Lenfest's American Farr 100 *Rapture* are unlikely to contest the SOLAS race, the line honours trophy set to remain safe in Aussie hands for another year.

In the 70-foot range, Commodore Matt Allen's Jones 70 *Ichi Ban* will go head to head around the cans with Niklas Zennstrom's UK JV72 *Ran*, while in the grand prix 60-foot range, Stephen Ainsworth's in-form *Loki*, Alan Brierty's near sistership *Limit* and Steven David's *Wild Joe* are anticipated on the start line.

In the 50-foot range many of the strong fleet of TP52s heading to Hobart will use the spectacular harbour outing to shakedown the crew, while adding plenty of colour and action to the spectacle.

The tight 14-mile course, which takes the fleet around the Harbour two and a half times before finishing off the steps of 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 front and centre stage before lining up on the 26<sup>th</sup> of December for the serious business of trying to be the first to Hobart.

Two years ago the CYCA renamed its annual invitation-only big boat race after the SOLAS Trusts it established following the stormy 1998 Sydney Hobart Yacht Race (SOLAS stands for "safety of life at sea").

The second initiative was offering places aboard some of the highest profile boats via a unique eBay auction. Given the pedigree of this year's line up, expectations are that bidding will once again be strong.

Entries for the SOLAS Big Boat Challenge must be lodged at the CYCA sailing office by midday on Monday 14<sup>th</sup> December. - Lisa Ratcliff

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



# ROLEX TROPHY SERIES

Following changes to the structure of the Rolex Trophy Rating Series the Cruising Yacht Club anticipates an increase level of entries for the 2009 regatta. Based on competitor feedback, the CYCA elected to change the format for the Rolex Trophy Rating Series to a combination of windward/leeward and passage races from the more traditional format of four days of windward/leeward racing.

The Rolex Trophy Series is a significant lead-up event to the Rolex Sydney Hobart Yacht Race, and a prestigious regatta involving three key events - One Design Series, Rating Series and the Passage Series.

The Rolex Trophy Rating Series will be conducted from Thursday 17 December to Sunday 20 December. The first two days will see up to four windward-leeward races sailed off Sydney Heads over two days; with one ocean passage race conducted per day on Saturday and Sunday.

Rear Commodore Garry Linacre and chairman of the Sailing Committee sought the opinions of previous entrants of the Rolex Trophy Rating Series prior to making the changes. "We received unanimous support from yacht owners and previous entrants when the change was suggested. It is important for competitors, such as the grand prix yachts to race against each other on the same race track to test each other out prior to Rolex Sydney Hobart."

Geoff Ross, owner of *Yendys*, supported the change. "We believe that this will deliver a more interesting and inclusive event for sailors, yachts and the media. The Rolex Trophy Rating Series is useful final preparation for both boats and sailors in the last week prior to the start of the Rolex Sydney Hobart.



This change will also allow a greater range of boats to compete in the series."

Yacht owners can also enter the Rolex Trophy Passage Series should they not want to sail the traditional windward/leeward courses. The Passage Series will run over two days, Saturday 19 and Sunday 20 December, and will consist of two offshore passage races – one race per day.

Boats cannot enter in both the Ratings Series and the Passage Series.

The Rolex Trophy Rating Series will be preceded by the Rolex Trophy - One Design Series for one design classes including Farr 40s and Sydney 38s. Racing commences on Friday 11 December for the Farr 40 class with the remaining one design classes beginning their two-day regatta on the Saturday. Races for all classes will conclude on Sunday 13 December.

The Notice of Race is now available for the Rolex Trophy Series  
– [www.cyca.com.au](http://www.cyca.com.au) - Jennifer Crooks

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# BIGGER AND BETTER: AUDI VICTORIA WEEK 2010

Photo: Rolex / Andrea Francolini

A partnership with German luxury carmaker Audi has given a shot in the arm to Australia's largest sailing event and Victoria's oldest sporting event, formerly known as Skandia Geelong Week.

The six day Audi Victoria Week 2010 is set to host more divisions, more race courses, and for the 15<sup>th</sup> consecutive year, yet another record fleet when it gets underway in January.

"Given the nature and level of enquiries we are expecting an influx of first time visitors and potentially another record fleet," event coordinator Doug Jarvis said.

The program will commence in Melbourne with the Docklands Invitational and the King of the Docklands being staged on Thursday 21 and Friday 22 January. The traditional passage race from Melbourne to Geelong is scheduled for Saturday 23 January and the program will conclude on Australia Day, Tuesday 26 January.

The first leg of the Audi IRC Australian Championship will take on a different look to 2009. Jarvis said the market is forever changing.

"In the Audi IRC Series we will see a few less mini maxis, but that should be balanced by an increase in the 10-14m production range. This is now a highly competitive slot featuring purpose built IRC yachts crewed by some of the best sailors going around."

The emerging trend in IRC has brought about a late change to the format of the Invitational. Royal Geelong Yacht Club has extended invitations to owners of better performed production boats. "We look

closely at club racing around Australia and early aggregate results clearly indicate a need to include a second division," Jarvis added.

Reigning Audi IRC Australian Champion Rod Jones agrees with the changes. "When you look at IRC globally you can see the strength and growth in the class is centred on boats 10 metres to 14 metres in length. While these boats may not be as glamorous as the grand prix variety, the racing is nonetheless intense. In my opinion boats this size range is the essence of the IRC rule".

The ever-popular cruising divisions are also expected to swell with four races programmed. "The cruising series offers less stress, the advantage of smaller crews, which are mostly family and friends, and a little more time to enjoy the social scene," Jarvis said.

Off the beach Audi Victoria Week will host the Formula 18 Australian Championship for the first time and the International Moths will return for their Victorian Championship.

Not all the festivities are confined to the water, with a free entertainment program featuring numerous acts of varying musical styles, including well known artists such as Wendy Matthews and Daryl Braithwaite. The line up has an impressive 60 plus artists over three waterfront stages with something to suit all musical tastes. There will also be gourmet food & wine, art & craft markets, a free 'Go Sailing' activity, beach volleyball, a fireworks display and lots more.

For more information visit [www.victoriaweek.com](http://www.victoriaweek.com)

## 100-STRONG FLEET FOR PORT STEPHENS

Sail Port Stephens has proven itself one of the fastest growing regattas in Australia. Just 25 boats competed in the inaugural regatta in 2008, then the fleet almost tripled to 64 in 2009 – organisers are now expecting another increase to swell the numbers to around 100 boats next year.

"It really has great potential, and there's no doubt in my mind it will be one of the best regattas in Australia in the next five years," said *Quest* owner Bob Steel, who participated in the event last year.

Principal Race Officer Denis Thompson and the Corlette Point Sailing Club Race Management team have listened to competitor feedback and established a PHS division for 2010 to be contested in the Port Stephens Trophy from April 16 to 18.

PHS Racing will feature some windward leeward legs across the three days of racing, while PHS Cruising will be just that – cruising and enjoying the Bay with a bit of racing thrown in.

As numbers grow in 2010 and beyond, there'll also be a Sports Boat division.

In keeping with the family friendly nature of the regatta, 2010 will also see

the introduction of a Kids Program running from 10am until 3pm daily.

There's also an extensive off-water social calendar planned for families and crews to take advantage of the holiday atmospheres of Port Stephens and the fun spirit of the regatta.

And in 2010, every race that every boat enters scores that boat an entry in the draw for a fantastic Mariner Boating Holiday in Croatia worth \$15,000.

The prize includes international and domestic flights for two people, accommodation on one of the participating yachts in a Mariner Boating Holidays Yacht Rally for 2 glorious weeks of cruising and racing – beautifully complimented by the now famous social program that goes hand in hand with a Mariner Boating Rally.

Sail Solutions have joined Sail Port Stephens as a prize partner for 2010, and business owners Greg and Sam Newton will be presenting some gorgeous Fender Covers and discounts on Rolly Tasker Sails as prizes each night.

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



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# OFFSHORE RACING CALENDAR

AUSTRALIAN RACES AND REGATTAS	DATE	YACHT CLUB	AUSTRALIAN RACES AND REGATTAS	DATE	YACHT CLUB
<b>DECEMBER 2009</b>			<b>JUNE 2010</b>		
David Burke Memorial	5 December	CYCA	Audi Winter Series continues	June 2010	CYCA
Rolex Trophy - One Design	11-13 December	CYCA	Interclub Challenge	21 June 2010	RSYS
SOLAS Big Boat Challenge	15 December	CYCA	<b>JULY 2010</b>		
Rolex Trophy Rating & Passage Series	17-20 December	CYCA	Audi Winter Series prizegiving	23 July 2010	CYCA
Rolex Sydney Hobart Yacht Race	26-31 December	CYCA	Audi Winter Series Closing Ladies Day race	25 July 2010	CYCA
<b>JANUARY 2010</b>			<b>AUGUST 2010</b>		
Pittwater Coffs Harbour Race	2 January	RPAYC	Meridien Marinas Airlie Beach Race Week	August	WSC
International Contender World Championships	7-12 January	RCYS	Audi Hamilton Island Race Week	20-28 August	HIYC
St Arnou Wednesday Twilights resume	13 January	CYCA	Australian Women's Match Racing Champs	30 August to 3 September	CYCA
Mount Gay Monday Twilights resume			<b>SEPTEMBER 2010</b>		
Audi Victoria Week	23-26 January	RGYC	Magnetic Island Race Week	2-7 September	TCYC
174th Australia Day Regatta	26 January		Lion Island Race	September	SASC
Short Ocean Race	30 January	CYCA	Sydney Harbour Islands Race	September	CYCA
<b>FEBRUARY 2010</b>			Bird Island Race	September	CYCA
Hardy Cup	1-5 February	CYCA	<b>OCTOBER 2010</b>		
Flinders Island Race	5 February	CYCA	Flinders Islet Race	October	CYCA
Sydney Newcastle Race	6 February	CYCA	Peppers Anchorage F40 Port Stephens Regatta	October	
Milson Memorial Cup	13 February	CYCA	Two Islands Race	October	SSAA
Pittwater to Sydney	14 February	CYCA	X Yachts & Bavaria Sydney Harbour Regatta	October	CYCA
Short Ocean Race	20 February	MHYC	Gascoigne Cup	October	RSYS
Farr 40 Sprint Series	20-21 February	CYCA	Gosford Lord Howe Island Race	October	
RANSA Regatta	21 February	RANSA	<b>NOVEMBER 2010</b>		
Italian Cup	23 February	CYCA	Beneteau Cup - Peugeot Regatta	November	CYCA
Marinassess Women's Match Racing Regatta	27-28 February	YSA	Cabbage Tree Island Race	November	CYCA
<b>MARCH 2010</b>			Rotary Charity Regatta	November	CYCA
Stepping Stone House Charity Regatta	4 March	RSYS	Morna Cup	November	RSYS
Audi Sydney Harbour Regatta	6-7 March	MHYC	Pittwater to Sydney	November	CYCA
Hamilton Island Farr 40			Musto - Int. Youth Match Racing Champs	November	CYCA
Australian Championships	12-14 March	HIYC	Sail Brisbane	November	
Mount Gay Rum Top			<b>DECEMBER 2010</b>		
Jocks Regatta (invitation only)	14 March	CYCA	David Burke Memorial	December	CYCA
Audi Sydney Offshore Newcastle Race	19 March	CYCA	Rolex Trophy	12-21 December	CYCA
Property Industry Regatta	26 March	MHYC	SOLAS Big Boat Challenge	December	CYCA
Harken International Women's Match Racing Regatta	9-13 March 2010	CYCA	Rolex Sydney Hobart Yacht Race	26-31 December	CYCA
<b>APRIL 2010</b>					
Brisbane Gladstone Race	2 April 2010	QCYC			
Sail Port Stephens	12-18 April 2010	CYCA			
Summer Prizegiving	16 April 2010	CYCA			
Audi Winter Series Opening Day	18 April 2010	CYCA			
<b>MAY 2010</b>					
Audi Winter Series continues	May 2010	CYCA			



**INTERNATIONAL RACES AND REGATTAS DATE COUNTRY**

**DECEMBER 2009**

Monsoon Cup World Match Racing December 1-6 Kuala Terengganu, MAS

**JANUARY 2010**

49er and 29er World Championships 2-9 January Freeport, BAH  
 Leukemia Cup Regatta 15 January Phoenix, USA  
 Key West Race Week 18-22 January Key West, USA  
 Superyacht Cup 27-30 January Antigua, ANT

**FEBRUARY 2010**

33<sup>rd</sup> America's Cup 8-12 February  
 RORC Caribbean 600 Race 22 February English Harbour, ANT

**MARCH 2010**

New Zealand Women's Match Racing Championship 3-7 March Auckland, NZL  
 14<sup>th</sup> Asian Sailing Championships 20-29 March Guangzhou, CHN  
 Congressional Cup 24-27 March Long Beach, USA  
 International Rolex Regatta 26-28 March Virgin Islands, USA

**APRIL 2010**

Antigua Classic Yacht Regatta 15-20 April English Harbour, ANT  
 Rolex Farr 40 World Championships 21 April to 24 July Casa de Campo, DOM  
 Antigua Sailing Week 24-30 April Antigua, ANT

**MAY 2010**

Rolex Capri Sailing Week 26-29 May Caipri, ITA  
 Portofino Rolex Trophy 13-16 May Portofino, ITA  
 Tahiti Pearl Regatta May Tahiti, PYF

**JUNE 2010**

Giraglia Rolex Cup 12-19 June St Tropez, FRA / Genoa, ITA  
 Rolex Baltic Week 30 June to 4 July Kiel, DEU  
 Dubois Cup 6-8 June Porto Cervo, ITA  
 Audi Invitational 18-21 June Porto Cervo, ITA  
 Horus Superyacht Cup 23-26 June Palma, SPA

**JULY 2010**

Volvo Youth Sailing ISAF World Championship 8-17 July Istanbul, TUR  
 Cowes Week 31 July to 10 Aug. Cowes, GBR  
 Six Senses Phuket Race Week July Phuket, THA  
 Marina Del Rey to San Diego Race July Los Angeles, USA

**AUGUST 2010**

Etchells World Championships 19-28 August Dublin, IRL

**INTERNATIONAL RACES AND REGATTAS DATE COUNTRY**

**SEPTEMBER 2010**

Maxi Yacht Rolex Cup 5-11 September, Porto Cervo, ITA  
 Rolex Swan Cup 13-19 September, Porto Cervo, ITA  
 Les Voiles de Saint-Tropez 26 Sep. to 3 Oct. Saint-Tropez, FRA

**OCTOBER 2010**

Rolex Middle Sea Race 23-30 October Valletta, MLT  
 Velux 5 Oceans Race 17 October La Rochelle, FRA

**NOVEMBER 2010**

ISAF Rolex World Sailor of the Year Awards 9 November Athens, GRE  
 Transatlantic Maxi Yacht Cup 23 November to 12 December Porto Cervo, ITA  
 Loro Piana Round the Island Race November Hong Kong, CHI

**KEY**

- |       |  |
|-------|--|
| CYCA  | Cruising Yacht Club of Australia             |
| DSS   | Derwent Sailing Squadron                     |
| GSC   | Gosford Sailing Club                         |
| HIYC  | Hamilton Island Yacht Club                   |
| MHYC  | Middle Harbour Yacht Club                    |
| MYC   | Mackay Yacht Club                            |
| ORCV  | Ocean Racing Club of Victoria                |
| QCYC  | Queensland Cruising Yacht Club               |
| RANSA | Royal Australian Navy Sailing Association    |
| RBYC  | Royal Brighton Yacht Club                    |
| RMYS  | Royal Melbourne Yacht Squadron               |
| RPAYC | Royal Prince Alfred Yacht Club               |
| RFBYC | Royal Freshwater Bay Yacht Club              |
| RPYC  | Royal Perth Yacht Club                       |
| RPEYC | Royal Prince Edward Yacht Club               |
| RGYC  | Royal Geelong Yacht Club                     |
| RSAYS | Royal South Australian Yacht Squadron        |
| RSYS  | Royal Sydney Yacht Squadron                  |
| RYCT  | Royal Yacht Club of Tasmania                 |
| FSC   | Fremantle Sailing Club                       |
| TYC   | Tamar Yacht Club                             |
| SASC  | Sydney Amateur Sailing Club                  |
| SSAA  | Shorthanded Sailing Association of Australia |
| WSC   | Whitsunday Sailing Club                      |
| YNSW  | Yachting NSW                                 |

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# MANNERS AT THE MARK

THE FINAL ARTICLE IN *OFFSHORE YACHTING'S* THREE-PART INTRODUCTION TO THE REVISED RACING RULES OF SAILING EXAMINES RULES 18, 19 AND 20 AND WHAT THEY HAVE TO SAY ON YOUR RIGHTS AND RESPONSIBILITIES ROUNDING THE MARK.

By Mark Pryke, ISAF International Race Officer and Instructor

As discussed in an earlier article, there are times when a *right of way* boat must give room to a *keep clear* boat. If we stuck strictly to “right of way” rules then we would not get an orderly procession of boats around marks. Those on starboard would always be able to push in ahead of port tack boats that arrived earlier. To express the concept in simple terms: when boats are approaching a leeward mark on opposite tacks we can say that the inside boat is always entitled to at least mark-room. If the inside boat is also the *right of way* boat then she is entitled to more room. That is a product of the outside boat being the *keep clear* boat and simply keeping clear. This scenario would apply at a port rounding.

So what stops the starboard boat from continuing on starboard past the mark? RRS 18.4 stops her if she needs to gybe to sail to her proper course to the next mark. This is usually the case at a leeward mark. Look at what RRS 18.4 says. That translates as requiring an inside *overlapped boat* to gybe more or less in the zone. Of course if she is on starboard tack and boats are simply passing the mark as part of a proper course then she can continue on

her course. But that is an unusual course for a race committee to set.

The inside *right of way* boat is entitled to mark-room for a seamanlike rounding plus enough room for a tactical rounding. That may include mark-room to gybe when that is part of the rounding requirement. At a starboard rounding, the port tack boat would be the inside boat and the *right of way* boat would give room, but only enough room for the *keep clear* boat to round in a seamanlike manner. Again that may include room to gybe when that is part of the rounding requirement.

RRS 18.3 is only likely to apply at windward marks. It has a few words changed but these were only to eliminate some unintended loopholes. The new rule specifically states “is subject to rule 13 in the zone” instead of “tacks”. The principals remained unchanged. This is a safety rule designed to stop boats tacking inside the zone at the windward mark. It is understood by most sailors and has worked well. Although there may be enough room for a boat to tack in front of another on the open course, she runs a very real risk when completing the same tack in the new enlarged zone.

At a port rounding, if a port tack boat thinks she has room to tack in



**“WHEN BOATS ARE APPROACHING A  
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MORE ROOM.”**

front of an approaching starboard boat then she surely has enough room to sail across her and tack to windward and avoid risking a breach of RRS 18.3. At a starboard rounding, if a *starboard tack* boat thinks she has room to tack in front of an approaching *port tack* boat then she equally has enough room to sail across her and tack to windward. Not only that, but a *starboard tack* boat approaching a *port tack* boat at a windward starboard rounding, she has Rule 10 right of way and could easily forced the port tack boat to tack and then tack and round the mark ahead.

That almost completes RRS 18 except for the question of when do the requirements of giving mark-room cease. When the boat entitled to mark-room no longer requires it. That sounds simple, and it is; if you look at any scenario you can easily decide if the inside boat still needs mark-room.

### ROOM TO PASS AND OBSTRUCTION

To address RRS 19 and 20 we need to first understand, what is an obstruction?

**Obstruction:** An object that a boat could not pass without changing course substantially, if she were sailing directly towards it and one of her hull lengths from it. An object that can be safely passed on only one side and an area so designated by the sailing instructions are also *obstructions*. However, a boat *racing* is not an *obstruction* to other boats unless they are required to *keep clear* of her, give her *room* or *mark-room* or, if rule 22 applies, avoid her. A vessel underway, including a boat *racing*, is never a continuing *obstruction*.

The last sentence of this definition is most interesting. If the *Queen Mary* is moored in Sydney Harbour, she is an obstruction and being so long, we can call her a continuing obstruction. ISAF does not define continuing but one way to think of it is as an obstruction that you can sail alongside. Now for the interesting bit, as soon as she lifts her anchor and gets under way, she is not a continuing obstruction. Try explaining that to a non-sailor. Note also that when two boats are each obliged to give mark-room to another boat then the other boat is an obstruction

The first thing to establish is whether or not the obstruction is nominated as a mark of the course. If it is a mark then RRS 18 applies. If it is an obstruction but not a mark then it is governed by RRS 19. Continuing obstructions are also covered by RRS 19. When two boats are approaching an obstruction, the *right of way* boat gets to choose which side she will pass. Imagine two overlapped boats approaching an obstruction. Whether they are both on port or both on starboard makes no difference. If the leeward *right of way* boat choose to pass to windward of the obstruction, then the windward boat simply keeps clear. If the leeward *right of way* boat chooses to pass to leeward of the obstruction, she has an obligation to give the inside *keep clear* boat room to pass the obstruction with her.

RRS 19.2 (b) requires an outside boat to give room. Note that is “room”



Photo: Rolex/Kurt Arrigo

Onboard a Farr 40 – sure to produce some exciting mark roundings.

and not “mark-room”. That is the fundamental we discussed in Rule 18, give the inside boat *room*. It makes sense to do so; it is the safest option and it is the rule. Note also that there is no zone of two or three lengths.

RRS 19 (c) says that while boats are passing a continuing obstruction, if a boat that was clear astern and required to keep clear becomes overlapped between the other boat and the obstruction and, at the moment the overlap begins, there is not room for her to pass between them, she is not entitled to room under rule 19.2 (b). In other words, under those circumstances the *clear astern* boat can't go between the other boat and the obstruction. However if at the time there was room, she is entitled to sail between the other boat and the obstruction.

After the old rule 18 was split into 18 and 19, the old rule 19 was renumbered as RRS 20. This rule is a safety rule and provided the hailing boat is entitled to hail and does so correctly, then most juries will take a dim view of infringements by the hailed boat. RRS 20.1 (b) is clear as to the options available to the hailed boat. If the hailed boat replies with “you tack” she is effectively taking responsibility for the manoeuvre. Often it is safer for the hailed to tack and of course the hailing boat must immediately tack also. If the hailed boat believes the hail was unnecessary she still needs to respond and can then protest. RRS 20.3 says that when the obstruction is also a mark, the boat wanting to hail is not entitled to hail if the other boat is fetching it.

RRS 18.5 and 20.2 both refer to exoneration and when a boat is exonerated in this way, it is almost as though she didn't break the rule in the first place.

As we work our way through the balance of the Rule Book, as we surely must, there are many little changes worth noting. The line in the right margin should at least entice us to read the rule. One could write endlessly about the Racing Rules of Sailing and create a whole book. In fact some rules gurus have done just that and if you are seriously keen on your rules, I recommend you read them all.

This is the last in three articles on rule changes but I would like to add one little comment on protests. Too often clubs set up protest rooms, the other party and jury volunteers come to the club at the appointed hour, only to find in the first few minutes that a protest is not valid. If you are aggrieved about an incident during a race, hoist your protest flag and hail protest immediately. The Rule Book may well say “at first reasonable opportunity” but many interpret that as immediately, so why not do it immediately? Your decision to proceed with the protest or not, can be made later or even after the race. Hail the words protest (nothing else) and raise your flag immediately. You may even find that the other boat does a penalty and the incident can be forgotten. ○

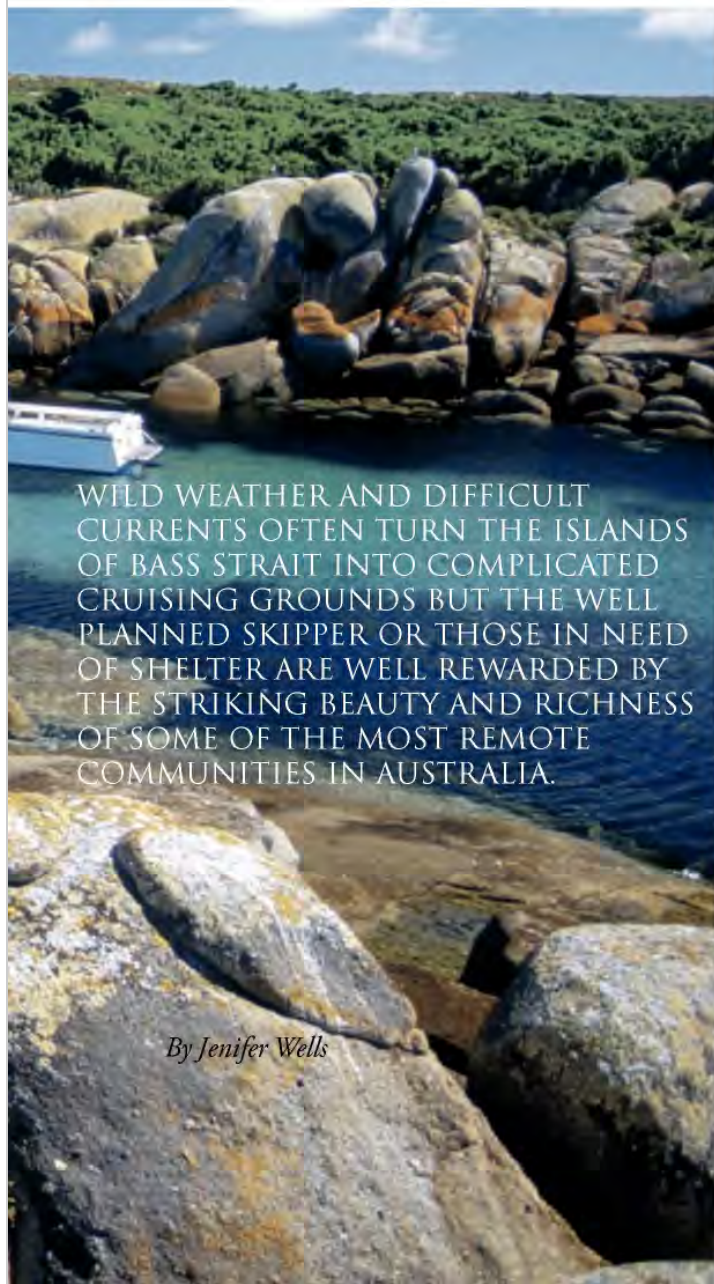




# THE *Sumptuous* STRAIT







WILD WEATHER AND DIFFICULT CURRENTS OFTEN TURN THE ISLANDS OF BASS STRAIT INTO COMPLICATED CRUISING GROUNDS BUT THE WELL PLANNED SKIPPER OR THOSE IN NEED OF SHELTER ARE WELL REWARDED BY THE STRIKING BEAUTY AND RICHNESS OF SOME OF THE MOST REMOTE COMMUNITIES IN AUSTRALIA.

*By Jenifer Wells*

When talking to Bass Strait islanders a few themes quickly emerge. The island residents are proud of their heritage, the islands' striking geographical beauty, luscious produce, isolation and overall, the friendliness and closeness of community.

Most yachties sailing across the notorious stretch of water may be lucky to catch a glimpse of some of the 80 islands in the Strait. The more fortunate call into good anchorages while cruising across the Strait. The islands have also served many distressed boats either as safe havens or bases for emergency repairs. With more than 200 shipwrecks the waters, rocks and reefs around the islands must be treated with respect.

If time is a limiting factor it is possible to fly to a number of the larger islands to experience a unique slice of laidback life. Alternatively, according to some, it is possible to sail from Hobart to Victoria without losing sight of land: island hopping between the Furneaux, Kent, Hogan and Moncoeur Groups and finally Rodondo Island five nautical miles off Wilsons Promontory. These islands once formed a land belt between Tasmania and the mainland (that is Victoria, as many islanders call Tasmania the mainland) around 12,000-14,000 years ago. As a result there is a vast and diverse range of flora and fauna as well as dramatic peaks and beautiful beaches.

For the more competitive there is a big choice of races to choose which may take you past or through the islands. Apart from the Rolex Sydney Hobart, two more fleets head towards the Derwent after Christmas. In its second year, the popular Melbourne-Hobart Eastcoaster will track past Deal and Flinders Islands before heading down the East coast of Tasmania. The traditional Westcoaster may provide the opportunity to spy King Island before the fleet heads down the rough West coast and then on to Hobart. Easter heralds two more races: the gruelling Three Peaks Race where two runners on board scale the mountains upon arrival at each designated port and the race from Queenscliff to Grassy on King Island.

Whether you arrive by sea or air there is sure to be a friendly welcome from the locals who are only too pleased to provide plenty of advice on how to enjoy the best of their beloved island homes. Fishing, bushwalking, rock climbing and walking spectacular trails are all on offer.

#### FURNEAUX GROUP – FLINDERS ISLAND

Comprising 52 islands, the Furneaux group is named after Captain Tobias Furneaux who was the first European to discover this cluster located to the Northeast of Tasmania. While sailing aboard *HMS Adventure*, Furneaux became separated from the *Resolution* where he skirted the islands in 1773 before rendezvousing with Captain Cook in New Zealand. Furneaux thought that a navigable strait did not exist between Van Diemens Land and the mainland. In 1797 George Bass came close to discovering the open water passage but bad weather and short provisions forced his return.

In 1797 Matthew Flinders was sent to rescue the survivors of Sydney Cove, which had run aground between an island named for saving their lives – Preservation Island – and Rum Island where 7,000 gallons of the ships' cargo was stowed. Eighteen of the crew set out in a long boat that was wrecked between Gabo Island and Cape Howe. Only three survived the 10-week overland trek to Sydney to alert the authorities. On a later voyage in Norfolk Matthew Flinders subsequently confirmed the navigable passage and recommended that the strait be named after Bass who accompanied him.

Flinders Island, often reckoned as one of the prettiest in the Strait, has the distinction of being the largest island of the largest island (Tasmania) of the world's largest island (Australia). It's own largest island, Cape Barren, is home to Australia's only native goose, the second rarest species of geese in the world.





Mount Strzeleckie, with its striking granite cliffs, is the first summit ascended by the runners in the Three Peaks' race (the others being Mount Freycinet in Coles Bay and Mount Wellington in Hobart). Strzeleckie offers a number of walks of various grades as well as plenty of challenges for rock climbers. For visiting yachties the main anchorages on the island are Whitemark, Lady Barron and Killiecrankie which all have good facilities. If the local crayfish do not crawl up your keel and onto the deck, then the Killiecrankie general store specialises in take-away crustaceans.

When asked what is special about the island, Megan Boyes from the Flinders Island Visitor Information Centre does not hesitate to shout, "All of it! Absolutely everything!" Boyes is right to be enthusiastic. The beaches are absolutely amazing with spectacular views over the mountains and that humpback whales had recently been spotted in Marshall and Killiecrankie Bay. She also noted how some of the 900 permanent residents would "adopt a runner" during the Three Peaks Race and make sure they were adequately fed and watered while making and descending the Strzeleckie peak.

### KENT GROUP – DEAL ISLAND

Further north towards the mainland, the six islands making up the Kent Group have the highest diversity of fish in Tasmania. Deal Island is especially spectacular and has been described as "the Lord Howe of Bass Strait". Mathew Flinders sought refuge here en route to rescuing the Sydney Cove survivors. Magnificent cliffs plunge into the sea and provide a good walk for those needing respite from the sea.

The Deal Island lighthouse, the highest in Australia at 305 metres above sea level, used to be one of the "street of lights", formed by lights on Wilsons Promontory, Deal, Goose and Swan Islands, which would guide shipping traffic through the middle of the Strait. Deal light was deactivated in 1992 – many say it was due to cloud obscuring the light about 40 per cent of the time. Now staffed by volunteer caretakers, Deal Island is Tasmania's most northern and remote national park and houses an interesting museum. The wrecks of *Bulli* and *Karitane* provide good diving sites.

### NEW YEAR GROUP – KING ISLAND

Lying directly in the prevailing Roaring Forties, King Island is well known for its fine gourmet produce but less known as the scene of over 70 shipwrecks. King is the largest island in the New Year Group and the "Shipwreck Trail and Safe Havens" provides an informative and scenic walk around the island.

In 1802, NSW Governor King heard that Baudin was heading towards the island, so he sent the *HMS Cumberland* to claim it for the British, barely beating the French. Situated in the Northwest of the Strait, it may be easier to fly to the island as a side-trip while visiting Tasmania rather than sailing the difficult waters.

The wide range of King Island cheeses are a luxury brand sold around the world. However after tucking into the luscious cheese and cream visitors can turn to the famous grass fed beef that is apparently rich in B12, zinc, iron, and according to publicity, long-chain omega-3 fatty acids is credited with reducing cholesterol and helping protect against heart disease. If visiting around Christmas, boats may be lucky enough to score a handmade traditional pudding from the King Island Bakery made with a 200-year-old recipe. Gourmands also keenly seek after the island's honey and pepper.

Donna Summers from King Island Seaproducts notes that many yachties pass through the island, often taking refuge from a gale and enjoying the fine food while holed up. The main crayfish season lasts from November to April while a male-only season extends to September – in order to ensure the sustainability of the industry. Summers has spent her whole life on the island and can't imagine living somewhere else. "We are a close knit island of around 1,200 people and we have managed to retain the community stability that has been lost elsewhere."

Maybe this is summed up or visitors by the Boathouse, a restaurant with no food which overlooks Currie Harbour. For a donation to the "Honour Duck" by the door, patrons can use plates, cutlery and glasses while cooking their own BYO food.

Summers offers a standing invitation: "Please drop in and visit us to learn of our proud history and find out who we are."

No doubt some succulent crayfish and a warm welcome awaits yachties visiting any of these remarkable communities. ○





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# POCKET IRC RACER

IF THE RECENT IRC RACE AND REGATTA SUCCESSES OF ITS LARGER SIBLINGS - THE A 40 RC AND A 35 - CONTINUE DOWN THE LINE, THIS 31-FOOT POCKET ROCKET FROM ARCHAMBAULT COULD BE AS LETHAL ON THE WATER AS ITS PROJECTILE APPEARANCE SUGGESTS.

*By Anthony Twibill*







**A**rchambault is a racing focused French yacht builder that is certainly making waves on the competitive IRC yachting circuit in Australia. The small, family company only builds around 200 boats a year exported around the world but mostly used racing and cruising in the Mediterranean. The yard has more recently focused on the “IRC racing” niche by optimising the design and lightweight specifications of its three production racing yachts for competing extremely well under the increasingly popular IRC rating handicap system. With the major growth in IRC-rated racing occurring in the production boat sector - particularly from 10 to 14 metres – rather than the rarefied air of more expensive custom IRC yachts and GP maxis it makes a lot of sense. The new arrival in Australian waters of the comparatively little A 31 (9.55 metres LOA) will be welcomed as a great alternative to consider for those wanting to try racing under IRC on an affordable budget.

The flag carrier in Australia for the relatively unknown Archambault brand has been Rod Jones, the current Audi IRC National Champion in his well sailed and well rated A 40 *Alegria* in which he has successfully competed and won a swathe of races and regattas around the country. Tasmanian Sally Rattle has also had recent IRC winning success in her A 35, being the first woman to win the Maria Island race, and going on to win the Melbourne to Hobart Easter Coaster race last year.

The “baby” A 31 has been already competing most successfully in the Med, winning six major regattas including Spi Quest since its launch. So, it is now attracting the attention of many Australian yachties interested in a smaller, easier to handle racing yacht with swift sailing performance. Simply being much smaller overall means that all rating dimensions of the A 31 are much less than her larger and heavier competitors out on the racecourse, so the new little Archambault rates, well ... bloody well! The lowest rated A 31 currently racing in the Med has a TCC (time correction calculation) of only .984, with the standard alloy rig. But it is not simply

its relatively smaller dimensions overall that brings about such a rating. Every detail of the A 31 has been designed and built for boat speed and to rate as well as possible under the IRC rulebook – not only the hull, keel and sail plan, but even the relatively spartan interior of the A 31 (compared to typical European cruiser/racer standards) is optimised to be as light as possible providing only what is required to rate well.

For the smallest Archambault, designers Joubert / Nivelte have delivered a performance hull that’s optimised for IRC, while still having a useable cabin with six-foot headroom, cockpit space and good stability when used for cruising. The hull is constructed to the most contemporary standards being vacuum-bagged foam sandwich while the deck is fully resin-infused, with vinyl ester resin used throughout the yacht. A simple plan form lead keel is extra thick at the bottom for the lowest possible centre of gravity, drawing 1.9 metres and conferring a 40 per cent ballast ratio for the A 31’s small total displacement of 3,050 kg.

The hull is distinctly bullet-shaped carrying the maximum 3.23-metre beam well aft to enhance form stability and to provide a long waterline when heeled. It also affords a really huge working cockpit (which pleasingly dominates first impressions) and when the day’s over the large beam of the A 31 provides plenty of room down below for an aft double bunk for a kip, or no doubt more often used to store sail bags in this yacht. All joinery work below decks is in a pleasing moabi mahogany, complemented by serviceable, long life microfibre upholstery. While there’s no teak, ultraleather, or granite bench tops in sight (or on the options list), that’s not surprising as such luxuries are not in the design brief or typical use of this lightweight performance yacht. But there is all you need for a few nights away racing or cruising, with the aft double, another forward double vee berth, basic galley, head compartment and nav station.

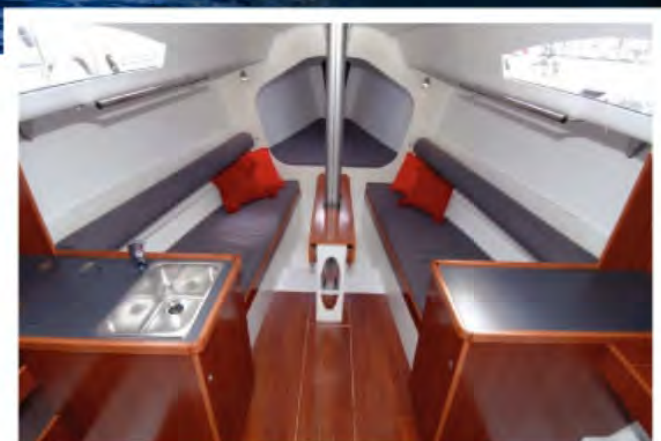
For a 31-footer the A 31 manages a swift upwind working speed in the six-to eight-knot range, even in light breezes of around 10 to 12 knots, and with a beamy sled-type aft section it can top 15 knots downwind under spinnaker when it’s really blowing. The bullet-like sailing performance for its length, together with a kick-ass IRC rating below par for TCC, makes the potential of the A 31 a one-two knockout if sailed well in IRC regatta racing.

Given the low price of entry the A 31 provides to “the IRC Club”, with a fully equipped yacht at under \$250,000, I have no doubt about the appeal of the new A 31 for club and regatta racing throughout the country. The bigger question for many potential ocean racing skippers is although the A 31 is quite capable of long ocean racing passages in open waters, would you want to sail, for instance, 628 nautical miles from Sydney to Hobart in 31 feet of fibreglass? Maybe not, but shorter IRC ocean races and regattas on protected waters are well suited and exactly what the A 31 is designed for.

The base price is only \$199,000 on water (plus owners choice of sails and electronics). An optional (but recommended) A 31 “Racing Pack”\* adds \$9,970 to the base price and an upgraded, more powerful 21-horsepower Nanni diesel auxiliary is an extra \$1,870. With a complete set of racing sails from a major loft (locally made to international A 31 specifications) and quality mast-mounted racing instruments, an A 31 can be fully IRC race ready for \$240,000.

The first A 31 into Australia has just arrived, with more orders on the way. The Australian importer Newcastle Yachting now has four state dealers in place and is supporting the yachts under the Archambault Australia brand. Although not a generally recognised yachting brand in Australia until the





recent IRC racing successes of the last two years, Newcastle Yachting has been consistently working on getting more Archies out racing, having now imported around 20 yachts over the last four years in business.

I sailed the first sparkling new A 31 on a perfectly sunny day on Sydney Harbour, ideally suited for getting out on the water. Departing Middle Harbour Yacht Club, *Aroona* (so named after the natural spring water company of the new owner Harvey Milne) was a delight to sail by tiller in the light afternoon breeze of 10 knots or so. Working upwind the yacht is light and responsive to the helm and exhibits stability characteristic of a much larger yacht. As the pressure builds and the puffs arrive, the lightweight 31-footer accelerates much more quickly than customary for an IRC racing yacht, reminding you more of sailing a skiff, with little apparent sign other than the numbers rapidly escalating: five – six– seven knots on the large panel Nexus instruments.

Being tiller steering, the helm position is forward of the traveller and mainsheet, so the trimmer can sit aft of the skipper to trim the main, and to adjust the full beam traveller and adjustable backstay. It's a good arrangement, providing a clear line of sight forward for the skipper, and the seating position on the moulded coaming of the wide cockpit is near perfect.

Like some larger yachts designed for optimal rating under the IRC rule, the A 31 does not have a large sail plan for its length. The total sail area of its working sails is only 51.5 m<sup>2</sup> (28.5 m<sup>2</sup> main and 23 m<sup>2</sup> Genoa). The standard spinnaker is 72 m<sup>2</sup>, although the owner of *Aroona* decided to carry a slightly larger spinnaker, offset by a very small TCC penalty, deciding in consultation with North Sails that the additional downwind performance of the larger kite would more than compensate for the slight rating penalty. Consequently *Aroona* has a TCC of .988.

The sail wardrobe by North's Sydney Loft is fairly straightforward with





a single 3DL main, a light #1 Genoa (up to 10 knots), a medium/heavy Genoa (up to 10 to 20 knots) and a small headsail for 20-plus knots. *Aroona* also carries two masthead spinnakers (one med/light and one med/heavy) mast set from a carbon pole. Although setting asymmetric spinnakers are a possible alternative, and a removable carbon bowsprit is an option, *Aroona* has been optimised to compete in the Audi National IRC circuit, where symmetric spinnakers are far more effective for the predominantly windward/leeward courses. So, although asymmetrics are easy to set and suited for passage races, it's generally considered that they don't generate enough apparent wind angle to suit the current IRC circuit in Australia.

That's it for A 31 sails and as they are comparatively small and light, sail handling is a literally a breeze compared to the demands on crew handling the larger, heavier sail plans of 40-foot-plus IRC racing yachts. As such, the little A 31 can comfortably race with a crew as few as four, although you would more likely race with six or more if racing offshore.

So, if you're still racing under the PHS system and are tired of the discretionary powers of the club's race handicapper, why not go for the certainty of a given TCC and try racing under IRC? Newly affordable yachts such as the Archambault 31, designed from the outset to be optimised for the very best possible IRC rating, means that the racing out there on the course can be less about how your yacht might be handicapped on the day, rather all about you and your crew sailing your yacht all well as you possibly can. Sail well, and even David may bring down a Goliath of the yachting world on the level playing field of IRC rated racing. ○

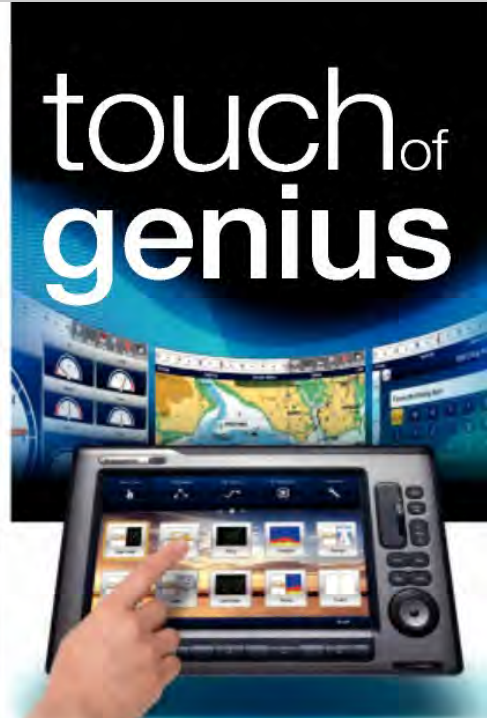
For further information contact Archambault Australia / Newcastle Yachting on (02) 4962 5288 or visit [www.newcastle-yachting.com.au](http://www.newcastle-yachting.com.au)

\*The A 31 "Racing Pack" comprises an upgrade on all running rigging to dyneema sheets/vectran halyards with tylaska clips and dyneema backstay; additional spinnaker and genoa halyard; genoa in-hauler system; spinnaker sheets, tweekers, kicker; turning blocks and take off points for blocks for the spinnaker system; carbon spinnaker pole; cunningham eye system; and an upgraded 12 / 1 outhaul system.

## TECHNICAL SPECIFICATIONS



Joubert / Nivelt / Mercier	DESIGNERS
9.55m	LOA
3.23m	BEAM
1.90m	DRAFT
Lead plan form	KEEL
3050kg	DISPLACEMENT
123.5 m <sup>2</sup>	TOTAL SAIL AREA
14hp (21hp optional)	AUXILIARY DIESEL
6	ACCOMMODATION
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# FIRST FOR FUN!

WHOEVER SAID “GOOD THINGS COME IN SMALL PACKAGES” WILL BE PLEASED WITH WHAT BENETEAU HAS PACKED INTO ITS NEWEST ADDITION TO THE RACING FOCUSED “FIRST” RANGE.

Arriving on the heels of the First 50, First 45 and more recently the First 40, Beneteau’s new First 35 scales the sailing performance and features of its larger family members to the more modest budgets of a broader market – those yachtsmen who enjoy the satisfaction of club and regatta racing in a competitive yacht, but who want that combined with an easily affordable, family-friendly boat for cruising and weekend escapes.

At 1.7 metres shorter overall than the benchmark First 40, the profile of the newest First 35 model is considerably less svelte in comparison. Commendably though the beam of the First 35 is only 25cm narrower at the widest point and the yacht carries much of that beam a long way aft, for a roomy cockpit. This layout provides for a large owner’s double cabin on the port side to the rear of the main saloon, plus a comfortable head and large storage space in the aft starboard quarter. A second double bed is located in the vee of the bow through a very cool set of double doors, making the new 35 a most comfortable cruising yacht for two couples or

a young family with a couple of ankle biters.

The light-hued interior décor by Nautor Design is of a most contemporary style, similar to the other Beneteau First yachts. There is a roomy galley to port, chart table and nav station to starboard, and a surprisingly large saloon forward, with two facing lounges surrounding a dining table with pop-up leaves. So, there’s plenty of room and creature comforts below deck for several nights away from your home port.

Beneteau’s demographic market sector is very “centre of the course”, and as with their other yachts the 35-foot “baby” cruiser/racer had to be competitive under both IRC or handicap and able to sail fast with a small crew when racing. But it also had to be attractive to mum, dad and the kids as a cruising yacht for leisure time, and maintain resale value on the secondary market.

The First 35 carries through some of the distinctive design characteristics of the larger 40, 45 and 50, with the signature *eyebrow* covers above the windows and similar deck plans. The new boat features



a large cockpit dominated by a single helm wheel recessed into the deck just like the larger Firsts. 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 teak seats topping large lockers. Teak toe-rails are thoughtfully provided for support when heeling. All lines lead back to jammers and winches on the coach house roof and the cockpit has an additional four winches for headsail and spinnaker trimming.

One of the design aims of Beneteau was to create a totally modern yacht that improved on the performance of their previous designs, whilst sailing a course to stay under the radar of IRC. Although certainly not as racing focused as its larger stablemates in the First family, the First 35 is agile and fast for a 35-footer, and comes fully equipped for club racing under PHS or IRC. Although 134cm less in the waterline than the larger 40, the relatively lighter displacement of only 6,060 kg (compared to the 40's 7,210 kg) has the smaller yacht accelerating away in the lightest of airs. The sail area totals around 175 square metres comprising a 41.47m<sup>2</sup> main, 31m<sup>2</sup> 108 per cent overlapping genoa, and flying a 103m<sup>2</sup> symmetric spinnaker from a mast-set pole. For the record, this is around 20 per cent less area than carried aloft by the larger 40, commensurate with the First 35's smaller length and displacement.

There are two choices of cast iron keel, either short and long draft, but as most Australian owners will buy a First 35 for its competitive spirit, the longer 2,20 m, 1,670 kg deep fin keel is likely to be the most common keel specification for the Aussie boats delivered.

The First 35 is a very stylish design in the looks department. It offers as much of that unmistakably French panache as the larger racing yachts in Beneteau's First fleet and Farr Yacht Design's respected sailing performance is built into this new model. So, if you're after a fresh new yacht design with spirited performance, head-turning looks and cruising comforts that won't break your bank account, then this more modest cruiser/racer could be your next winning decision. ○

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10.85 metres	L.O.A
9.33 metres	L.W.L.
3.64 metres	BEAM
Short draft shoal keel 1.80m (2010kg) / Long draught fin keel 2.20m (1670kg)	DRAFT
6,060kg	DISPLACEMENT (LIGHT)
175 m <sup>2</sup>	SAIL AREA
4	BERTHS
29 horsepower's	ENGINE
75 litres	FUEL
200 litres	FRESH WATER
\$310,000 base price, plus sails	PRICE



# LOOKING BACK SIX DECADES

**"CONTROVERSY RAGED BEFORE THE RACE AS TO WHETHER THE FORMER VOLVO 60 NOKIA SHOULD BE ALLOWED TO USE HER WATER BALLAST."**

By Peter Campbell

The most useful, comprehensive reference about the history of the Rolex Sydney Hobart Yacht Race is Michael Ludeke's book, *The Sydney to Hobart Yacht Race*, the second edition being published this year.

The book contains the detailed results of each of the 64 races sailed since 1945, descriptions and an analysis of each race, a plethora of historical facts and figures, and several interesting stories about the famous yachts and the legends of yachting who have taken sailed to Hobart over the past six and a half decades.

The Rolex Sydney Hobart 2009 will be the final race in the first decade of the 21<sup>st</sup> century and reading through Michael's book I reflected on the ever-changing history of this great ocean race, particularly those races at the end of each of the past six decades.

The 1949 Sydney Hobart was only the fifth since the inaugural race in 1945, yet the 15-boat fleet was already setting new standards in yacht design and construction. Line honours winner *Waltzing Matilda*, skippered jointly by owner Phil Davenport of Sydney and famous Hobart designer/builder Jock Muir, went on to circumnavigate the world, a voyage immortalised in a book written later by Davenport. One of the founders of the CYCA and the Sydney Hobart, Merv Davies won handicap honours with *Trade Winds*, an innovative 41-footer he designed and built himself.

The 1959 race was particularly significant for Australian yacht design as Alan Payne, who later went on to design *Gretel*, Australia's first challenger for the America's Cup, designed both the line honours and handicap winner in a fleet that had now reached 30 boats. For Vic Meyer and the steel-hulled 57-footer *Solo* this was the second successive line honours victory. A couple of years later she also added an overall victory to her record. *Cherana* was a Tasman Seabird 36-footer skippered by Russ Williams who, 50 years later, will be the official starter of the Rolex Sydney Hobart 2009.

The 1969 race also has an historical association with the 2009 race. That was the last time British yachts won both line and handicap honours. The Southern Cross Cup was at the height of its international popularity and the Hobart Race attracted 17 overseas entrants. Sir Max Aitken's 62-footer *Crusade* won a close battle for line honours while the overall winner was the S&S 34 *Morning Cloud*, skippered by Ted Heath, then Leader of the Opposition in the UK and destined to become Prime Minister of England. That performance could be emulated in the 2009 race by Mike Slade's 100-footer *ICAP Leopard* and Nicklas Zennstrom's 72-footer *Ran 2* which took out line and overall handicap honours respectively in this year's Rolex Fastnet Race and will start among the favourites for the Rolex Sydney Hobart.

Sadness surrounded the 1979 Sydney Hobart. It was the first race since the tragic Fastnet Race in August that year and also followed the total



disappearance of the Tasmanian yacht *Charleston* and her crew of five on the delivery voyage from Hobart in early December. Nevertheless, a huge fleet of 179 yachts started, with the newly launched *Bumblebee IV*, John Kahlbetzer's Frers-designed 77-footer, leading the fleet home. Tasmania had its first handicap winner in 31 years when Robert Cumming's 30-footer *Screw Loose* was awarded the Tattersalls Trophy.

Many prominent business leaders/turned yacht owners have seen their maxi yachts sailed to a line honours victory in the Rolex Sydney Hobart. In 1989, Alan Bond steered his 83-footer *Drumbeat* across the finish line off Hobart's historic Battery Point and shortly afterwards invited me to jump aboard *Drumbeat* from an inflatable for an exclusive victory interview. His elation at winning the yacht race quickly deflated, however, when I told him that news had just come through that his Bond Corporation had been placed in the hands of the receivers. This was the beginning of a saga that ultimately would see Bond jailed.

Victorian Lou Abrahams scored his second overall handicap win in the 1989 race, skippering his Admiral's Cup yacht *RFD Ultimate Challenge* to a fine victory in a fleet of 126 boats.

After the tragedy of the 1998 race, the 1999 Sydney Hobart saw many new safety measures introduced and the fleet fall away in size to 79 starters. While nowhere near the intensity of the storm conditions of 1998, this race was sailed in north-wester and westerly winds reaching gale force. Controversy raged before the race as to whether the former Volvo 60 *Nokia*, a joint Australian/Danish entry with Stefan Myralf and Michael Spies as co-skippers, should be allowed to use her water ballast. Eventually, she did and just a decade ago saw the first time a yacht had used water ballast in the Sydney Hobart. Today, water ballast has been superseded by canting keels and other technology.

Revelling in the largely two-sail running and reaching conditions, *Nokia* surfed down the NSW South Coast averaging 16.72 knots, continuing this pace across Bass Strait to slash 18 hours 19 minutes and 8 seconds off *Morning Glory's* record of 1996 which had then only narrowly bettered the 21-year record the famous US maxi ketch *Kialoa*. *Nokia's* record time was 1 day 19 hours 48 minutes and 2 seconds while overall handicap winner, Geoff Ross' *Yendys* also set a record for corrected time. *Nokia's* record was beaten by *Wild Oats XI* with her canting keel in 2005, but *Brindabella*, the second boat to finish in the 1999 race, still holds the record elapsed time for a conventionally ballasted yacht.

The Rolex Sydney Hobart Yacht Race 2009 promises to provide another fascinating end to another decade of racing in the 628 nautical mile bluewater classic. ○



# VALE ANDREW SHORT AND SALLY GORDON

THE YACHTING COMMUNITY IS MOURNING THE LOSS OF TWO GREAT SAILORS AND DEAR FRIENDS, ANDREW SHORT AND SALLY GORDON, WHO WERE TAKEN BY THE SEA IN A TRAGIC ACCIDENT DURING THE FLINDERS ISLET RACE IN OCTOBER. LISA RATCLIFF PREPARED THE FOLLOWING TRIBUTES.

## ANDREW SHORT 10/1/ 61 – 10/10/09

Andrew Short was born in Williamstown, Melbourne, on 10 January 1961, the third of four sons to Fred and Joan Short. He was born into a fervent sailing family, commencing a 32-year affinity with the ocean racing International Cadets out of the Royal Yacht Club of Victoria at age nine. He moved into OK dinghies before his first offshore race at the tender age of 14 crewing on the family's 30-foot half-tonner *Pajen*.



Andrew went to school at Essendon Grammar and while he was a student cut his ocean racing teeth contesting all the long passage races out of Melbourne. In 1978 the family packed up and headed north to Sydney, sending their furniture by truck while they sailed into Port Hacking aboard their ocean racer *Mary Blair*, a Hood 42. Three years later Fred opened a boat building business called SeaAluminium at Taren Point where Andrew worked for two years before branching out into retail, his dad's boats the first product line he sold.

At 19 and with five years experience already behind him Andrew slipped easily into Sydney's ocean-going ranks, joining his two older brothers Matthew and Ian aboard David and Michael Braham's Kaufman 42 *Mercedes IV* for the 1980 Sydney Hobart Yacht Race. This was the first of 15 bluewater classics he would contest both as the hired gun (although he'd never accept payment) and for the past six years as owner of the Volvo 60 *djuice dragon*, the Jutson 79 *Brindabella* and most recently, the Reichel Pugh 80 *Price Waterhouse Coopers (Shockwave 5)*.

Regarded as one of the best big boat helmsmen in fresh downwind conditions Andrew took the wheel of some of the country's fastest yachts-come-sleighs including *Innkeeper*, *Bobsled* and *Amazon*, scoring line honours wins in the Sydney Mooloolaba, Pittwater to Coffs Harbour, Melbourne to Vanuatu, Brisbane to Gladstone and Gosford to Lord Howe Island races. While he largely sailed for fun, Andrew, like most with salt water heritage, was highly competitive.

An accomplished J24 sailor, Andrew won four Australian Championships and three New South Wales Championships in the 1980s and for a time ventured into Sydney 38 and Farr 40 class racing.

The consummate family man, he had three sons with his first wife Karen; Ryan, now 20, Nicholas, 19, and Sam, 17. Andrew married Kylie on New Year's Day in 2000 (Ian vividly remembers the date because the brothers missed the Sydney Hobart that year). Their two children are Mitchell, 14, and Maddison, 8.

From 1982 and later with Kylie by his side, Andrew built Andrew Short Marine into one of the country's largest marine retailers.

Andrew always freely gave encouragement and advice. He had a huge smile that would light up the bar and he was an unending contributor to the sport and to the Cruising Yacht Club of Australia, his yacht club since 1990.

"Shorty", as he was best known, was dynamic, cool as ice under pressure, g0less, cheeky as they come and a good mate to so many.

He will be sorely missed.

## SALLY LOUISE GORDON 15/3/62 – 10/10/09

Sally Louise Gordon was born in Malvern in Melbourne on 15 March 1962, the younger of Bill and Mary Rose Gordon's two daughters. The family moved from Victoria to Sydney's eastern suburbs in 1963 where she and older sister Anne enjoyed a happy childhood moving around but never far away from the harbour foreshore suburbs.



Both girls followed in their mother's and grandmother's footsteps, studying at Ascham where Sally showed plenty of sporting flair. But it wasn't until she reached 30 that she discovered and ultimately grabbed sailing with both hands.

Fresh out of an EastSail learn to sail course in 1992 Sally embarked on a long and colourful sailing career that would eventually take her around the world and to dizzy heights, including the pinnacle, a Rolex Sydney Hobart overall win in 2000 on Kevan Pearce's *SAP Ausmaid*, contesting numerous Farr 40 World Championships in the Bahamas and Europe as well as the CYCA hosted Worlds in 2005, and delivering boats across the Mediterranean, Tasman Sea, North Sea and the notorious Bay of Biscay.

In 2000 Sally was named the Cruising Yacht Club of Australia's Ocean Racing Crew Person of the Year and she was part of Matt Allen's top *Ichi Ban* crew when they were crowned CYCA Blue Water Champions for the 2004-05 series.

Sally's first Sydney Hobart was in 1994 as the cook aboard Martin James's Farr 65 *Infinity III*. Each Christmas for the next 14 years she contested Australia's most coveted yacht race, putting her equal second as far as the most number of Sydney Hobart races contested by a woman and elevating her to leading offshore sailor.

Sally in fact mastered many sports. She excelled at tennis at school and played at state level for the NSW women's cricket side in the late 1980s. At the end of the cricket season her devotion switched to AFL and the Sydney Swans, rarely missing a home game. Recently she took up competitive golf, scoring a Royal Sydney Golf Club championship win and playing off a handicap in the low twenties.

Recently Sally complemented her offshore sailing with dinghies, her first big step into the Laser Radial Olympic class taken at last year's World Championship at Terrigal.

Away from sailing Sally enjoyed spending any spare weekend time with family at Avoca Beach or in the swimming pool with Anne and her nieces Lucy and Phoebe. Sally and Anne's mother Mary Rose passed away last December.

While diminutive in size, "Sal's" strength of character and serious attitude towards the sport made her a valuable asset to the many owners and crew she sailed with.

Friendly, reliable, effervescent and happy-go-lucky is how Sally will be remembered by family and her many friends at the CYCA, which she joined in 1993 as a fresh-faced rookie, and the Double Bay Sailing Club.

A friend to all who knew her, the sailing community is grieving the tragic loss of Sally Gordon.



## SAILING INTO TWILIGHT

Photo: Rolex / Carlo Borlenghi

A TIRED OLD LASER DINGHY RAISES QUESTIONS ABOUT SAILING INTO ONE'S LATTER YEARS FOR *OFFSHORE* COLUMNIST CHRIS CASWELL.

By *Chris Caswell*

I was standing next to our newest acquisition – a home on a small lake – when I heard steps in the grass.

She Who Must Be Obeyed stopped and joined me, and we companionably considered the small sailboat that had been left by the previous homeowner.

After a respectable silence, she spoke. “No way.”

Years of togetherness can shorten long-winded discussions to a verbal shorthand but, for those who can't decipher her comment, here's the long version: “Caswell, I've heard for years from you and your sailing buddies, who smell faintly of alcohol, about your exploits racing small boats to glorious victories. But the years have passed, your beam is beamier and your ballast has increased. There is no way that you can get in that boat and sail across this lake.”

I wasn't surprised the previous owner had left the boat – it was a Laser knock-off, oxidised and dirty, and the varnished rudder was peeling. But it was, by its very existence, a challenge.

After a moment, I replied. “Way.”

Which, of course, translated to, “An uncomplicated dinghy such as this is the merest child's play to someone of my sailing skills. One day soon, I shall show you.” With that scathing reply, I turned to more pressing matters like mowing the lawn.

But the dinghy kept nagging at me, and I considered the age factor. I'm middle-aged if you accept that I'll live to almost 120 years old, but the fact is that I already have 100-year-old knees. I have a long zipper of stitches on one knee from surgery, and I'm looking good to have the more modern version on the other. Those knees are the result of throwing myself into the hiking straps of racing dinghies for decades.

But it wasn't just my knees that might keep me out of the dinghy – it was some sense of feeling too old for it. And that really bothered me, because I don't feel old. When it comes to putting up drywall or moving a household of furniture, I can humiliate kids a third my age. But there have been times when I realise my mind is writing checks that my body can't cash.

I decided, at that moment, that age is a state of mind. If I wanted to sail a teensy dinghy across a lake, I could damn well do it whatever my “real” age. The boat doesn't know how old I am. The wind doesn't know how many summers I've seen. You are only as old as you want to be.

I remember over 40 years ago when, at the 1968 Olympics in Acapulco, Louis Noverraz of Switzerland won the Bronze medal in the 5.5 Metre

class. He was 66 years old when they put the medal around his neck but, in the wisdom of my youth, I thought he was truly ancient.

Twenty years later, I was impressed when Durward Knowles of the Bahamas competed in the 1988 Olympics in Seoul. At the age of 70, he was the third oldest competitor to participate in any sport in the history of the Olympics but, unlike those older competitors in rifle shooting, he was in the highly athletic Star Class. He didn't win a medal, but he earned my admiration.

And then I remembered the American gent in the sailboat that was Med-moored next to our boat in the harbor at Hydra in the Greek islands. He'd been there for a couple of weeks waiting for his son to join him. His boat was a 1960s-vintage sloop but he was, by his own admission, something beyond 88 years old.

His son was arriving to take the boat off his hands and help him move into certainly safer and arguably saner accommodations ashore. But we were party to an interesting confrontation when the son arrived.

The old boy had changed his mind.

He'd decided that he wasn't too old to continue cruising. After all, he had friends in all the harbours around the Med who would help him if necessary, and we saw that when a meltemi blew in that afternoon and pushed his boat toward the jetty. People appeared as if by magic to shorten up his anchor rope and tighten up his mooring lines for safety.

The son took it well, and shrugged philosophically. “Ah, what the hell”, he said over a glass of retsina that evening. “It's his life, and I just want him to be happy.”

I thought the old man was lucky to have such an understanding son, when many might have forced him to move ashore into a place he would hate.

That reminded me of the dinghy down on the lake. I was done trimming the lawn, so I was free. I gathered up all the pieces and was standing knee deep in the lake figuring out how Part A fitted into Part B when I heard a snort behind me.

I knew that snort. It was the same snort she gave when she caught me gazing into a showroom window at a Ferrari. That snort said everything there was to say about mid-life crises, damnfool ideas, and even the status of our checkbook.

Without a word, I stepped lightly into the dinghy, popped the board down, sheeted in, and sailed off into the dusk.

Others can take the wind out of your sails, but they can't take the sailing out of the sailor. ○





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