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The 66th Rolex Sydney Hobart Yacht Race has gained the early support of an extremely high quality fleet of applicants. At the close of applications for entry 102 yachts were registered to compete in this year's bluewater classic.

All Australian states plus the ACT are represented, with seven international applications for entry received from the UK, USA, New Zealand, France, Italy and Russia.

This year the event is shaping up to be a magnificent battle for the overall win with the battle between Nikolas Zennstrom's JV72 *Rán* and Stephen Ainsworth's high-performing RP63 *Loki* taking centre stage.

Network Seven and Yahoo!7 will be broadcasting the start of the race live, with the program beginning at 12.30pm on Boxing Day and for the first time the start program will be broadcast on the Australian Network throughout South East Asia, including the troops serving in Afghanistan.

Two magnificent Rolex Yachtmaster timepieces will be waiting in Hobart for the Line Honours and Overall winners. The CYCA is extremely fortunate to have Rolex as naming rights sponsor for the Rolex Sydney Hobart Yacht Race and the Rolex Trophy Series. This year, Rolex renewed its commitment to this race and the club, and will continue to sponsor the Rolex Sydney Hobart up to and including the 2015 race. We thank Rolex for their ongoing support and positive involvement with this iconic ocean race.

The Royal Yacht Club of Tasmania has been our race finish partner since 1945. I would like to extend our warm appreciation to the RYCT Flag Officers, Committee, general membership and staff. The group of volunteers led by Bidy Badenach has provided a warm welcome to all. I am certain the welcome will again be a special part of this year's race. The tradition of starting the race with the involvement of veteran past competitors is growing stronger. This year we are marking the 50th anniversary of the 1960 event. Doug Paterson, a crew member of *Siandra*, the overall winner in 1960, will start the race this year. Alan Audley, a representative of the yacht *Kaleena*, which placed second, will fire the



five-minute warning signal. We have not managed to gain the acceptance of a representative from *Malohi* (3rd overall) so I have asked two other crew members from *Kaleena*, Graeme Burgess and Peter Kaill, to be involved in the start. Graeme will be firing the 10-minute warning signal. In addition, Lurline Newland, widow of Graham Newland owner of *Siandra* in the 1960 event, will be part of the official party.

The Rolex Trophy Series will commence with the One Design classes on 10 December. With the Farr 40 Class holding its World Championship in Sydney in February 2011, this year's Rolex Trophy Farr 40 Class will have an international flavor with some overseas visitors. We anticipate a competitive Sydney

It is with great pleasure that I announce that the CYCA Development Application received unanimous approval at the October meeting of the Joint Regional Planning Panel (Sydney East Region), subject to a number of conditions. This is a terrific result and allows us to move into the next stage of the redevelopment process.

38 fleet and will monitor the development of other suitable One Design classes.

The Rolex Trophy Rating series will again provide yacht owners the challenge of windward leeward courses and two passage races. The Rolex Trophy Passage Series is proving popular with many yacht owners. This racing is a perfect training and tuning ground for the Rolex Sydney Hobart as well as giving onlookers a hint of form from those chasing the coveted Tattersall's Cup on Boxing Day.

On Tuesday 14 December, between the Rolex Trophy One Design and the Rating Series we will again hold the SOLAS Big Boat Challenge. This event will raise money and awareness for the CYCA SOLAS Trusts and showcase many of the larger yachts bound for Hobart on Boxing Day.

In other SOLAS Trusts news, CYCA member David Goetz has been appointed to the Board of the CYCA SOLAS Trusts. David is a past Commodore of Royal Brighton Yacht Club and Past President of Yachting Victoria. He will bring a wealth of experience to the board with an interstate aspect.

The 2010 Australian Yachting Awards were presented on the evening of Friday 16 October at Woolwich. James Spithill was awarded the Male Sailor of the Year with the Australian Women's Match Racing Team skippered Nicky Souter and her crew of Rayshale Martin, Nina Curtis, Lucinda Whitty, Kat Stroinovsky and Amanda Scrivener being named Female Sailor of the Year following victory at the 2009 ISAF World Championship in Sweden. This reflects highly on our Youth Sailing Academy with most of the crew being YSA members.

I am looking forward to welcoming the many visitors we have leading up to the Rolex Sydney Hobart Yacht Race. The atmosphere at the club is fantastic and I ask all members to join in making both competitors and supporters feel welcome to our great club. I also look forward to seeing you all on the dock in Hobart.

To all members of the CYCA I wish you and your families a very happy Christmas and a prosperous New Year. Please remain safe in all your pursuits both on and off the water over the festive season.

GARRY LINACRE
Commodore CYCA

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The Rolex Sydney Hobart Yacht Race, an icon of Australian summer sport, will once again be played out in the sometimes stormy waters of the Tasman Sea, the game ending in the sometimes frustrating reaches of the River Derwent.

Again it will be a magnificent contest between yachts, large and small, new and old, and their crews from around Australia, but also this year from around the world.

As Commodore of the Royal Yacht Club of Tasmania, I would like to welcome all competing skippers and their crews to Hobart for this year's event. In particular, I look forward to greeting those who are sailing in their first 'Hobart', but also the old friends of our club who may be sailing in their 30th, and perhaps even their 40th race.

Since the first race in 1945, Tasmanians have opened their hearts to the sailors who battle the elements in the ultimate bluewater classic. We are proud of their achievements, but also proud that The Royal Yacht Club of Tasmania continues to partner the CYCA in finishing this famous ocean yacht race.

The Rolex Sydney Hobart is the flagship race of the CYCA and has achieved international status as one of the great ocean races in the world, if not the greatest.

To Tasmanians, it not only links the nations' two oldest cities, both seaports, but is an event that has been the catalyst for the annual Hobart Summer Festival and other public activities around Hobart's historic waterfront over the Christmas-New Year period. As a tourist event, it is second to none.

As spectacular as is the Boxing Day start on Sydney Harbour, the finish of the 628 nautical mile ocean race is arguably unique among any regular long ocean race in the world, with unprecedented crowds lining the foreshores to the city of Hobart to warmly greet the line honours winner. Nor is there any long ocean race finish where the fleet is berthed within a couple of blocks of the CBD and where the public has such total access to looking at the yachts and meeting their crews.

The finish of the Rolex Sydney Hobart Yacht Race is a complex



exercise in logistical planning involving not only the club, but also the ongoing support from Tasports and the Tasmanian Police, ashore and on the water, with Police Boats also patrolling the East Coast in case of any emergencies. It would not be possible without the dedicated team of volunteers from our club, undertaking such roles as staffing the finish box at Castray Esplanade 24 hours a day as the fleet finishes, crewing patrol boats, monitoring the fleet and broadcasting weather information from Tascoast Radio base at the club and, of course, staffing the 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.

Tasmania will be represented by five yachts this year: Tony and Rob Fisher's *Helsal III*, Tony Iyall's *Valheru* and Jarrod Ritchie's *Alchemy III* from the RYCT, Murray Wilkes' *Sassy* from the Derwent Sailing Squadron, and Todd Leary's *She's the Culprit* from Bellerive Yacht Club. Sean Langman is also entering his 100-foot maxi *Investec Loyal* under the flag of the Huon Yacht Club. In particular, we wish good sailing to the crew of *She's the Culprit*, who are returning after their heartbreaking start to last year's race, when they were holed and forced to retire before they even reached Sydney Heads.

With 102 boats nominated, this year's race has one of the highest quality IRC fleets in the world racing for the Tattersall's Cup. This year's race will also see a new trophy awarded, the Charleston Trophy for Overall Winner under the new ORCi rating system. This striking trophy has been gifted by the RYCT and the family of the late Charles Davies in memory of the crew of the Tasmanian yacht *Charleston* which disappeared without trace on a voyage to Sydney for the 1979 race.

The official prize-giving for the Rolex 66th Sydney Hobart Yacht Race will be held at the RYCT on Saturday, 1 January 2011. We look forward to seeing everyone at our wonderful club on the foreshores of Sandy Bay for that occasion, but may I also extend an open invitation to all crew, the families and friends to visit the club at any time during your stay in Hobart.

Good sailing from Sydney to Hobart, via the Tasman Sea.

GRAHAM TAPLIN

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They say the Rolex Sydney Hobart is all about the "races within the race." While the supermaxis do battle at the front of the fleet, way back up the coast the small boats will be in a different race entirely, sometimes even in a different weather system.

Some crews may spend as little as a day and a half at sea, holding on tight as their turbo-charged maxis hurtle them southward at high velocity, while others may bob about at sea for five or six days, battling the storms, riding the slightest currents and working every puff for an extra knot of speed. With an average Rolex Sydney Hobart race seeing everything from amateur crews on classic wooden yachts to pro sailors on million-dollar racers line up on Boxing Day, the truth is there is no one Rolex Sydney Hobart that all sailors see. There are races within the race.

In our Cover Story this issue, we explore four very different Rolex Sydney Hobart campaigns by speaking to four skippers about their attitudes, objectives and expectations coming into this race.

At the one extreme is the skipper with the fastest boat in the fleet, Mark Richards, while at the other end is Chis Dawe, whose boat is expected to be the slowest. Richards' high-powered supermaxi *Wild Oats XI* could see him first to the bar in Hobart for the fifth time, while Dawe's *Polaris of Belmont* may ring in the New Year off the coast of Tassie. In between, we have Stephen Ainsworth, coming into the race as hot favourite, and Tony Kirby, who will sail what you might call the "typical" Hobart. Ainsworth's *Loki* is one of the most expensive custom-built racers in the fleet, manned by a semi-pro crew, while Kirby's production 40-footer *Patrice Six* will be crewed with a group of dedicated amateur sailing mates as he goes south for his 26th shot at winning the race he loves.

They'll all see a different side of the Hobart, but in speaking to each skipper it's clear that they share a common passion for Australia's premiere bluewater yacht race.

As many Australians look forward to the Christmas break as a time



to put their feet up, go to the beach or plonk down in front of the TV to flick between the Rolex Sydney Hobart and the cricket, these guys will pack their seaboots and set off on one of the most dangerous and thrilling adventures in world sport. It's characters like them who make this race truly great. I hope you enjoy their stories (page 20) and all the other fantastic content in this Official Program for the 66th Rolex Sydney Hobart. Enjoy the read and have a great Christmas.

MATTHEW HENRY
Editor

PS. As big thank you is due Carl Crafoord and the team at Quantum Sails, who let us take over their sail loft and turn it into a photography studio for an afternoon for our covershoot. Not only is Carl a hospitable bloke, but a top sailor who will compete in his 25th race south this year onboard *Lahana*. If you need new sails, let me give him a shameless plug: email carl@quantumsails.com or visit www.quantumsails.com

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Official Program

66TH ROLEX SYDNEY HOBART YACHT RACE



SYDNEY TRAFFIC
A spinnaker start for the 2009 race on an overcast summer's day in Sydney.



When the starting cannon fires at 1pm on Boxing Day, Sydney Harbour will erupt in one of the great spectacles in world sport as a 90-plus fleet races down the Harbour for the Heads. Powering through the chop of a churning spectator fleet, a right turn sets them on a dangerous and unpredictable course to Hobart, traversing the notorious Bass Strait. It's no wonder the Rolex Sydney Hobart Yacht Race is considered bluewater yacht racing's ultimate challenge.



Last year's Rolex Sydney Hobart saw the clash of the seven giant-sized supermaxis, a confrontation that had the world's media salivating. The maxi fight reached its climax with an epic duel to Hobart, with Neville Crichton's *Alfa Romeo* finally scuppering *Wild Oats XI*'s domination and preventing them reaching a historic fifth straight line honours victory.

GAME ON

AN ARMADA OF CLOSE TO 95 YACHTS IS EXPECTED TO EXPLODE OFF THIS YEAR'S ROLEX SYDNEY HOBART START LINE ON BOXING DAY, AND AUDIENCES CAN EXPECT PLENTY MORE THAN A SUPERMAXI SMACKDOWN. LISA RATCLIFF REPORTS.

For the 66th edition of the race, it's all about one of the most coveted trophies in international yachting: the George Adams Tattersall Cup. Headlining the trophy hunt in the 60- to 70-foot range will be a youngish Swedish skipper who has made unfathomable amounts of money in the tech sector; the genial, unassuming winner of almost every major Australian race and regatta this side of the traditional New Year's hangover and finally, an eccentric West Australian businessman who is riding his state's economic trajectory and has just returned from almost 12 months competing on the US circuit. Niklas Zennstrom, Stephen Ainsworth and Alan Brierty are three very different personalities, but all share a common desire, and they aren't the only ones queuing up for the Cup. From the expected entries close to 80 per cent of the fleet will be in contention for the major silverware under IRC handicap rules. Zennstrom, used to winning both in business and sailing, wouldn't gamble on bringing his champion UK JV72 *Rán* and its highly experienced crew all the

way back to Sydney for the second year on the trot if he didn't think there was a good chance he'll be standing atop the podium at the finish. The Ainsworth-owned, Gordon Maguire-helmed RP63 *Loki* has enjoyed perfect preparation with success at every major regatta leading into yachting's definitive event, while near sister-ship *Limit* left Aussie shores after failing to reach Hobart last year and has been racking up the wins abroad. With four America's Cup sailors (Chris Dickson, Gavin Brady, Rodney Keenan and Jamie Gale) on the payroll, the media-shy owner is making a quiet play for the main trophy, preferring to let his RP62 and hard-hitting crew do the talking.

THE WINNER IS
Picking the overall winner (after corrected times based on race handicaps) of the 628-nautical mile Rolex Sydney Hobart Yacht Race is a bit like picking a Melbourne Cup winner, but with the odds much, much lower given that the field is four times larger and the course 500 times longer, with countless passing

lanes for the star gallopers. Since Australia's most successful supermaxi *Wild Oats XI* won in 2005, we've seen overall wins from the classic S&S 49 *Love & War*, the American STP65 *Rosebud*, the Sydney-based TP52 *Quest* and, last year, the South Australian Beneteau First 40 *Two True*. Poles apart in size and budget, each of the five sailed above their rating and struck a favourable weather window between Sydney and Hobart that delivered them the country's (some say the world's) ultimate yachting prize, rated alongside a Rolex Fastnet or a Newport Bermuda race win. While less impressive than last year's event in terms of supermaxi numbers (and international yachting heavyweights such as Mike Slade and Neville Crichton spruiking their chances), 2010's line honours contest has plenty to enthrall audiences. *Wild Oats XI*'s top crew has been whipped back into shape this year by skipper Mark Richards, with Bob Oatley's Reichel-Pugh-designed 100-footer entering every ocean race possible in the lead up to their shot at a fifth line honours victory. The boat already

Skipper Langman will lead a team of hard-core pros including Peter 'Billy' Merrington and Michael Coxon, as well as sporting celebrities such as Olympic swimmer Geoff Huegill, seven-time world surfing champ Layne Beachley and Australian cricketer Matthew Hayden.



ROLEX / FRANK BODENHORN





holds the fastest race time of 1 day, 18 hours 40 minutes and 10 seconds set in 2005. With that record secured, some on the crew with an interest in statistics will be aware the boat is inching towards *Morna/Kurreva*'s record seven line honours wins in the ocean classic.

Sean Langman and Anthony Bell's Greg Elliott-designed *Investec Loyal* has been in the shed for a good part of the year undergoing a make-over. Come Boxing Day the tricked-out 100-footer will take its place on the Nielsen Park start line with plenty of sporting and sailing glamour on deck. Skipper Langman will lead a team of hardcore pros including Peter 'Billy' Merrington and Michael Coxon, as well as sporting celebrities such as Olympic swimmer Geoff Huegill, seven-time world surfing champ Layne Beachley and Australian cricketer Matthew Hayden. No longer apprentices, rugby's Phil Waugh, Phil Kearns, boxer Danny Green and the host broadcaster's Larry Emdur have once again signed on for the passage south to raise funds for charity through the Loyal Foundation.

CHRISTOPHE LAUNAY



STAR POWER Anthony Bell, Phil Kearns and Phil Waugh will be back for their second Rolex Sydney Hobart this year with Sean Langman's maxi *Investec Loyal*.

The line honours contest will almost certainly be between *Investec Loyal* and *Wild Oats XI*, although Grant Wharington is planning another attempt with his 98-footer *Wild Thing*, having resurrected the former line honours winner after a pre-race dismasting in Bass Strait scuppered their entry last year.

Lahana's owners John Honan and Peter Millard have also been quietly slipping some money into their 30-metre Sydney maxi, strengthening and turbo charging the yacht to improve its IRC prospects. The yacht will be racing as *Lahana*

RMHC on behalf of Ronald McDonald House Charities, and will be poised to pounce should either of the 100-footers stumble.

RECORD BREAKERS

There are no crystal balls on hand when it comes to speculating about a race record: there's very little point prophesising until four days before the Boxing Day start, the earliest point at which weather modelling can reveal the likelihood of a decent blow with any reliability. Potentially the new breed of 60-footers could break the current record in a hard pressed close reaching and running race, so the supermaxis could knock time off effortlessly given they need only average just shy of 15 knots of boat speed. However, the vagarious nature of Bass Strait means the Rolex Sydney Hobart is usually punctuated by transitional lulls, which aren't conducive to record breaking.

Rejoining the TP52 ranks is Graeme Wood's former boat, renamed *Wot Eva*. Wood generously gifted his boat to the charity Sailors with disABILITIES this year, creating





WIND IN HER SAILS
Aussie boat *Loki* is one to watch this race after recording a string of victories in lead up races.

the opportunity for skipper David Pescud to politely elbow his way into contention for the Tattersall's Cup, having enjoyed great success with his Lyons 52 in the PHS class. While Pescud will run one boat south this year, he hopes the not-for-profit organisation he founded back in 1994 will eventually be able to support a two-boat campaign.

Sir Robin Knox-Johnston is a hero to many in the fleet. He was the first person to sail single-handed and non-stop around the world in 1968-69, and in 1994 he co-skippered *Enza New Zealand* with the late Sir Peter Blake to take the Jules Verne Trophy for the fastest circumnavigation. For his first attempt at Australia's ultimate blue water event, the 71-year-old will join club mate Richard Dobbs aboard the latter's breathtaking 68-foot Swan *Titania of Cowes* (formerly *Chippewa*) which was built in Finland in 2000 and has raced successfully in the USA, Caribbean and Europe. The Swan will sail 17,000 nautical miles to Sydney and her race crew will comprise Olympians, Whitbread round-the-world and America's Cup sailors.

Knox-Johnston won't be the oldest racing in this year's fleet. This honour

The last time the fleet hit the brick wall of a southerly front was in the 2006 race. This has left some speculating that competitors have had it too easy and are overdue for a wet and bumpy ride on the gunwale.

will once again fall to Australia's best-known ocean-going octogenarian, Syd Fischer. At the grand age of 83, the one-time overall and two-time line honours winner is contesting his 42nd Rolex Sydney Hobart as skipper of his high-tech TP52 *Ragamuffin*, a moniker synonymous with the event.

A Russian contingent headed up by Dragon sailor Mikhail Muratov will join forces with Australian blue water legend Roger Hickman, a two-time overall winner, and the Australian cohorts he will bring to the table. Muratov and Hickman will campaign the Corby 49 *Vamp*, which has previously gone by the names *Limit* and *Flirt*.

CLASSIC VS COMPOSITE

Thanks to the IRC regulations levelling the playing field, the favourably handicapped classics can match – or even beat – the costlier carbon-fibre creations, as was seen in the 2006 race when *Love & War* notched up a third Tattersall's Cup win. Queensland yachtsman Mike Freebairn's 1968-built S&S 49 *Spirit of Koomooloo* and Martin Power's 1978 built Peterson 44 *Bacardi* are both due to reach the 25-race milestone,

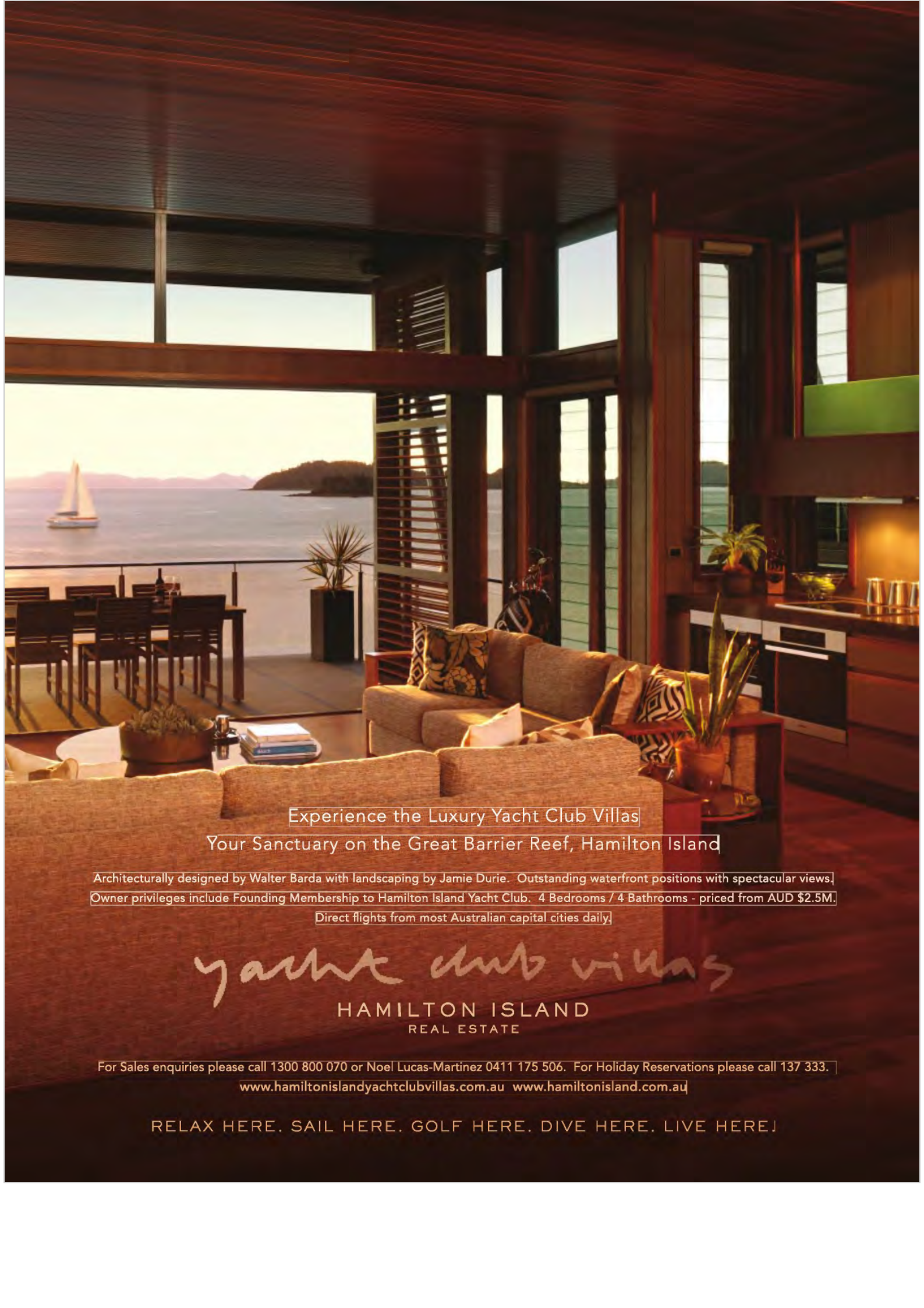
which will put them in an elite group which includes Chris Dawes' Cole 42 *Polaris of Belmont*. Once *Koomooloo* and *Bacardi* cross the finish line they will bring the total number of yachts that have sailed 25 or more Rolex Sydney Hobarts to six, with three of those still actively racing offshore. Also making the most of the handicap rules will be the smallest yacht in the fleet, Jonathon Stone's 10.3-metre Davidson 34 *Illusion*.

Every Australian state as well as the ACT is represented, with New South Wales once again fielding the strongest attack followed by a strong Victorian contingent of seasoned sailors including Bruce Taylor with his IRC 40 *Chutzpah*, Michael Hiatt's well-sailed Farr 55 *Living Doll* and Rob Date's RP52 *Scarlet Runner*. Other countries are putting in a good showing too, with the United Kingdom, USA, Italy, France and Russia all demonstrating that the Rolex Sydney Hobart is truly an international event.

RACING LINES

With the customary flutter of butterflies in the stomach, the 90-plus crews will rendezvous at 1pm





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The line honours contest will almost certainly to be between *Investec Loyal* and *Wild Oats XI*, although Grant Wharington is planning another attempt with his 98-footer *Wild Thing*.



phenomenon – was in the 2006 race. This has left some speculating that competitors have had it too easy and are overdue for a wet and bumpy ride on the gunwale, the sort of conditions that add to the allure of the race and reinforce its reputation as one of the world’s toughest ocean classics.

The Bureau of Meteorology’s Barry Hanstrum assures us that while there is seasonal predictability and the likelihood of wetter conditions this summer, the probability of a southerly buster doesn’t increase from year to year. As Hanstrum wisely put it, “It’s a game of chance. You are never too far away from the next one, but you don’t know when it will happen.”

Once they have traversed the New South Wales coastline to Green Cape, each skipper must assess their ability to make it safely across the notorious stretch of ocean from the Bass Strait springboard. Flinders Island marks the safe crossing of eastern Bass Strait or ‘the paddock’ and the approach to the finish line but not before the fleet has to navigate their way down the east Tasmanian coast past the towering cliffs of Tasman Island and the pillars of Cape Raoul on the Tasman peninsula.

From there it’s 30 nautical miles across Storm Bay to the Iron Pot, followed by an 11-nautical mile run up the Derwent River to the finish line off Hobart’s historic Battery Point and, as decreed by 1996 line honours-winning skipper Hasso Plattner, one of the world’s best welcomes.

The Rolex Sydney Hobart Yacht Race is one of sporting’s great contests. It’s a magnet to sailors and adventurers, from youngsters watching the live broadcast dreaming of one day taking their place, to sailing royalty such as Sir Knox-Johnston who has salt water in his veins after a lifetime at sea. Knox-Johnston, entering the race for the first time this year, explains his decision to take part with solid reasoning:

“The Rolex Sydney Hobart is seen as one of the world’s great classic yacht races. But how can you discuss it intelligently unless you have completed it?”

Here’s wishing Knox-Johnston and all the other skippers and crew taking part in the 2010 Rolex Sydney Hobart a fantastic race and a safe finish. Let the games begin. ⚓

www.rolexsydneyhobart.com

(1300hrs AEST) on a dual start line on Sydney Harbour on 26 December, and with the blast of cannon fire ringing in their ears the fleet will head north to the washing machine at the seaward turning mark then south, the helm swung in a clockwise direction.

Eventually the flotilla of chasing daredevil spectator craft will fall away and the dozen or so news helicopters will return to their helipads so the

snappers can send their images around the globe, leaving crews to settle into the first afternoon and evening at sea, while the rest of the world switches to Yacht Tracker to keep up with the ensuing game of snakes and ladders, with the possibility of rough weather adding to the drama. The last time the fleet hit the brick wall of a southerly front – a typical Australian summer

FRONT RUNNERS
Investec Loyal is in the running for a line honours win while *Rán* is one of the favourites for an overall victory on handicap.



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MARK RICHARDS

THE FRONT RUNNER

WILD OATS XI

THE COOL-HEADED SKIPPER OF AUSTRALIA'S MOST SUCCESSFUL SUPERMAXI RUNS HIS OWN RACE, NURSING HIS BOAT THROUGH ROUGH SEAS AS RIVALS BREAK UP AROUND HIM. WITH A GUN CREW AT HIS BACK, 2010 COULD SEE MARK RICHARDS TRIUMPH AGAIN.



When Sydney Harbour erupts in a swirling mass of racing yachts and spectator boats on Boxing Day, at the centre of the maelstrom will be Mark Richards at the helm of *Wild Oats XI*. “The start is surreal. There are thousands of spectator boats and they’re watching your every move. It’s a real adrenaline rush, and to be honest a bit of a blur because there’s so much happening. Being a skipper there’s a great responsibility to make sure you don’t have a collision. The five minutes up to the gun is a pretty nervous time.”

It’s one of summer sport’s most high profile jobs, but as the cameras train their lenses on the skipper this year he’ll be focused on one thing. “The goal is totally to throw this thing into position, to get in the best possible spot for a good start. We work hard and it’s going to be the same this year.”

Losing to *Alfa Romeo* in 2009 cost *Wild Oats XI* a fifth consecutive line honours win. “Last year was disappointing for us. The other guys did a better job on their boat. So that’s our job this year: to do a better job than them. We’ll see what happens.”

After being hot-rodded for last year’s race, the right weather could gift *Wild Oats XI* a new race record. “But people don’t understand how much of a challenge it is to actually get [a supermaxi] to Hobart; a lot of the big boats don’t make it. We work really hard at managing the boat well when it’s rough. Sometimes your biggest enemy can be yourself.”

The crew know how to pace themselves as well as the boat, but maxi racing is an addiction. “Once you’ve sailed a boat like *Wild Oats*, it’s pretty hard to go back.”



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STEPHEN AINSWORTH

THE FAVOURITE

LOKI

ARMED WITH HIS SMOKING HOT MINI-MAXI AND A TOP-FLIGHT CREW, AINSWORTH HAS BEEN RAIDING TROPHY CABINETS UP AND DOWN THE EAST COAST ALL YEAR. NO WONDER THE SMART MONEY IS ON *LOKI* TO MAKE MORE MISCHIEF WHEN BOXING DAY COMES.



Getting a high performance grand prix racer to the start line of the Rolex Sydney Hobart takes commitment. But for Stephen Ainsworth, sitting on the couch for Boxing Day doesn't cut it. "I'd get bored. The Hobart race is something that gets under your skin. It just wouldn't be the same."

Having sailed all over Europe in the glamorous Mediterranean scene, he keeps coming back for the Hobart. "It's a much more challenging race. A lot of the stuff in the Med is not nearly so physical and in the Hobart race, anything can happen. You really have to be self-sufficient and ready to take on anything."

With 12 Hobarts now under his belt, he's seen the best and the worst the race can throw at a skipper, including the stormy 1998 race. "I hadn't raced a Hobart since way back in 1985, and I'd come back to ocean racing after a long absence. 1998 was quite a welcome back. I was sitting there thinking, 'I don't remember it being this windy!' That was a pretty trying race. We got rolled and basically spent that night just running on bare poles before these huge waves. We survived."

Eleven years later, Ainsworth is in hot form and many pundits are tipping *Loki* as the favourite. It's a label he's happy to wear. "I can understand why we're favourites, we've been performing pretty well. But the Hobart is a funny race – you can have the best boat and sail the best race that you possibly can, and if the weather doesn't suit your boat you're not going to win. It's as simple as that. So there is that element of luck in actually winning the race."

If *Loki* is on song, she won't be far behind the supermaxis. The boat is a stripped out racer, so there are no hot showers until Hobart. "I know that I have lain in a bunk on a really cold night, wet and unable to get warm, thinking, 'Why am I doing this? This really isn't fun.' But maybe it's like women going back to give birth to another child: they know it hurts, but at the end of the day it's worth it, because you get something out of it. It's a funny thing."



THE CELEBRITY MAXIS MIGHT HOG THE LIMELIGHT, BUT THE BULK OF THE ROLEX SYDNEY HOBART FLEET IS MADE UP OF MID-SIZE PRODUCTION BOATS CREWED BY AMATEURS IN IT FOR THE LOVE OF THE RACE. AFTER 25 HOBARTS, TONY KIRBY HAS NEVER GIVEN UP HOPE OF WINNING IT.



Tony Kirby sailed to Hobart for the first time in 1984 and hardly missed a race since.

“In my early Hobart days, we were sailing some of the smallest boats in the fleet. When I got my first 40-footer I remember thinking, ‘Wow, this is a big boat.’ The race used to take a long time, four to five days. Over a five-day period the racecourse can change completely. But on today’s maxi yachts you can potentially do it in a day or two. The crews on those boats will never experience five days in rough conditions.”

In 25 races he has failed to finish only five times, one of which was in the 1998 Sydney Hobart when he sailed with Stephen Ainsworth.

“We went into Bass Strait and straight into survival mode. We got knocked over by a pretty big wave that broke a window and bent the mast, so we called time out and decided we’d head back to shore. The seas and the conditions were just atrocious, it was one of the most challenging moments I’ve ever experienced. We ran with the wind for the whole night and still averaged 7.5 knots with no sails up.”

After that kind of experience most people would prefer to keep their feet firmly planted on terra firma.

But Tony is still hungry to win. “The Sydney Hobart is one of the most challenging races I’ve sailed. You have to use the currents, survive the storms. The camaraderie you build up on a small boat like ours when you’re out there for about four days, that keeps me coming back for more.”

Patrice Six is racing in one of the most competitive parts of the fleet.

“Out of 30-odd boats in the class 10 to 15 are really good boats to race against, and then there’s the other 15 that are the unknowns. I’ve always been told that to win Hobart you have to have a really good boat, a really good crew, to go the right way, and the lucky last thing is if God says, ‘It’s your turn this time’.”

THE EVERYMAN
TONY KIRBY
PATRICE SIX





CHRIS DAWE

THE PURIST

POLARIS OF BELMONT

HIS BOAT IS EXPECTED TO FINISH LAST ACROSS THE LINE, BUT FOR AMATEUR SKIPPER CHRIS DAWE THE ROLEX SYDNEY HOBART IS LESS ABOUT LINE HONOURS AND MORE ABOUT A GOOD SAIL, GOOD MATES AND A GOOD FEED ALONG THE WAY.



As a kid growing up in New Zealand, Chris Dawe remembers being obsessed with the Sydney Hobart every Christmas. Sailing it for the first time in 2002 was an experience he'll never forget. "You can't explain the lead up to the race and the atmosphere on the water. It's just a stunner. There is nothing, not even in your wildest expectations, that comes even close."

Chris was hooked on the Hobart from day one. "I'm not good at sitting on beaches, not good at cricket. I've always wanted something to get me out there, something more of a physical challenge than sitting on a beach at Christmas."

Built in 1970, Polaris has already raced to Hobart 25 times. According to its handicap, the boat is expected to finish dead last. "You can buy a place on a maxi, sure, if that's the way you want to get to Hobart. There are plenty of people who want to do that and tick off the experience. But there's more to a Sydney Hobart than getting there quick. It's about getting involved in all facets of the race and just being part of it. I'm sure there are people who say we're crazy."

During the rough 2004 race, Polaris was still at sea for New Years Eve. As most sailors took in the Hobart fireworks, Dawe was still racing.

"At that stage we were just happy to be close to the finish. There wasn't a great deal of celebration, just 'Happy New Year', go to sleep now. But we all love being on the water. There's plenty to do, we're always trying to make the boat go at optimal speed and there's some good discussions on tactics going on. When it comes to the end of the race we're all still friends."

Chris prides himself on giving first-timers a ride to Hobart. "If they're really keen and they really want to do Hobart, I'll give them a chance. It's harder for people to do that and there are very few boats like us in the fleet that have a completely non-professional crew."

No matter how long it takes, arriving safely in Hobart is key. "The reception you get from the people, it's hard to explain. You always get a cheer as you come in no matter what time of night it is. That means a lot after you've been in sea for a long time." ↓
A special thanks to Quantum Sails in Brookvale for lending us their sail loft for the day to do this photoshoot.



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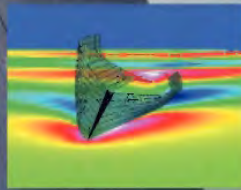
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© 2014 North Sails, LLC. Gran Prix winner at Audi Hamilton Island Race Week. *Loki* carried North 3DL headsails, V-Series Downwind sails and 3Di™ Radian™ 3D spinnaker for her regatta. Photo: Image by Howie's Wing IMAGE by Fossil Photo Agency



BRINDA
REBOOTED

AUSTRALIA'S BEST-LOVED MAXI IS BACK WITH A NEW OWNER, A NEW FIT-OUT AND A NEW CHANCE TO SHOW THE CARBON FIBRE CROWD HOW TO RACE A HOBART. SAM TINSON REPORTS.



SAM TUNSON



TAKE A BOW
Brindabella, back in top condition following an extensive refit at Sydney City Marine, tests her new Quantum headsail during Twilight sailing on Sydney Harbour.

In the pantheon of great Australian racing yachts, few boats evoke more feelings of nostalgia than the 79-foot maxi *Brindabella*. Drop her name at the bar of any yacht club this side of Cape York and you'll see hardened yachties reduced to dewy-eyed sops, whimsically recalling the times when boats were boats, men were men, keels didn't cant and Sydney-Hobart races had proper weather.

To any sailing fan over a certain age 'Brinda' represents the last of a dying breed: a medium to light displacement maxi (heavyweight by current standards) with outstanding all-round performance, elegant design and a sleek GRP hull that's virtually bombproof. It's a no frills formula, but very effective in its day. Designed by Scott Jutson and launched in 1993, *Brindabella* quickly became the darling of the racing scene, racking up a stack of record-breaking wins up and down the eastern seaboard under her original owner George Snow.

Many of those records still



stand today, including the fastest Sydney to Gold Coast time and the fastest Sydney to Hobart time for a conventionally ballasted yacht (set in 1999 and 1997 respectively). Not bad for a boat launched in the same year as the Spice Girls and the Ford Laser.

By the time the late Andrew Short purchased *Brindabella* in 2007, her star was beginning to fade. She placed 8th in that year's race to Hobart (as *Toyota Aurion V6*) and the year after that managed just 19th. These races belonged to the new class of lighter, faster, more technologically advanced supermaxis, and following Short's tragic death in the Flinder's Islet disaster in October 2009, many assumed *Brindabella* would go the way of most great racing yachts and be put out to pasture running charters in the Whitsundays.

But the gin & tonic set at Port Douglas will have to wait: *Brinda* is back on the ocean racing circuit, and she's in better shape than ever.

Under the auspices of new owner Jim Cooney, the 1997 Rolex Sydney Hobart-winning maxi has undergone a major nine-month refit at Sydney

"We all know she is older and heavier than other boats, but we like to think that helps her to retain the style and grace that well-proportioned yachts invariably display."

Jim Cooney

TWILIGHT YEARS
Brinda and her crew attracted many a friendly wave from onlookers as she made her first pre-Hobart shakedown twilight sail on Sydney Harbour.

City Marine to get her into peak condition for the 2010 race. No expense has been spared; Cooney has no interest in merely running an exhibition boat. *Brinda* will be raced, and raced hard.

"The boat is in great shape and ready to go," says Cooney, a successful engineer turned entrepreneur who now heads up renewable energy group TCI.

"It's an exhilarating experience every time I take the wheel, and I can't help but feel proud when she accelerates and finds the groove, especially when so many younger rivals don't behave nearly as well. *Brindabella* is a mighty boat, and I feel honoured to be her owner."

Cooney's intention at the beginning of the year was to renew only the parts on the yacht that were neglected or failing, but in the end the project snowballed, resulting in what he describes as "a pretty major overhaul". Safety gear has been a priority (almost every item has been renewed) and all the mechanicals have been stripped out, serviced and replaced where necessary.

"I think it's fair to say she's in the finest shape she's been in for seven or eight years," says Cooney. "We all know she is older and heavier than the other big boats, but we like to think that helps her retain the style and grace that well-proportioned yachts invariably display. In balancing power, robustness and agility Scott Jutson produced a lasting icon."

Cooney has recruited an experienced crew for *Brindabella*'s big comeback, including Rolex Sydney Hobart veterans such as skipper Justin 'Bluey' Sutherland (who captained *Brinda* to second place over the line in the Port Hacking Race this October) and navigator Lindsay May, a legend of the race who is on his 38th Hobart.

Like many Hobart entrants, Sutherland and his crew have been limbering up with some Twilight Series racing on Sydney Harbour, and this writer was invited aboard for *Brindabella*'s first shakedown sail since her refit. Inevitably there were a few teething problems (the main halyard shackle failed on first hoist, sending the sail crashing deckward) but even running under just her



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“While the lighter boats get battered around in big seas, *Brinda* just punches through it.”

Justin ‘Bluey’ Sutherland

first. Those were bad years. While the lighter boats get battered around in big seas, *Brinda* just punches through it.”

Sutherland’s confidence in the boat is heightened by the fact that it holds very little potential for nasty surprises. With no fancy systems or untested technology onboard, the likelihood of a serious mid-race malfunction is slim.

“We’re not reinventing the wheel here,” he says. “Pretty much everything that we’ve done [during the refit] is just replacing and renewing. Jim’s stoked with how the renovation has gone, and we have a crew that knows the boat well. There’s nothing we can put this boat through that she hasn’t been through already.”

Cooney, Sutherland and the crew won’t be the only ones rooting for *Brinda* when the big race begins on Boxing Day. *Brindabella* is still a househome name for yachties and laymen alike, and judging from the number of friendly waves and nods we receive as we tack around the harbour her fanbase hasn’t diminished since her 1990s heyday.

“We have so many people come and ask if they can get a photo when we’re working on the boat,” says Sutherland. “Everyone loves her.”

Brindabella is a celebrity in her own right, and already has a schedule to match. Cooney has signed her up for every event going in the run up to the Rolex Sydney Hobart, and has even bigger plans for her in 2011 – including a shot at the Around Australia record.

THE DAILY GRIND

Left: A great boat needs a great navigator, and *Brindabella* has just that in multiple Hobart veteran Lindsay May. Below: *Brinda*’s experienced crew put their backs into their work.

headsail in a few knots of wind *Brinda* quivered with latent power.

Some of her crew were a little dusty from Melbourne Cup celebrations the previous day (nothing like a spell on the grinders to cure a hangover), but once underway the excitement about the upcoming run to Hobart was clear.

“*Brindabella* is built like a tank, so ideally if it’s heavy conditions that will stand us in pretty good stead,” said Sutherland. “Jim [Cooney] has been willing to spend some money to bring the boat right up to her true racing capacity, so she’s as good as she’s ever going to be.”

Sutherland agrees with Cooney that *Brindabella*’s best chance for a top-tier finish will come if the Bass Strait serves up some serious weather.

“If things get a bit rough that will be to our advantage. In the ‘98 Hobart she came second, in ‘97 she came





“We are not reinventing the wheel here ... there is nothing we can put this boat through that she hasn’t been through already.”

Justin ‘Bluey’ Sutherland

“Next year will be a big one,” Cooney says. “I’ve agreed to enter *Brindabella* for an attempt on the Around Australia, currently set at 37 days by David Pescud’s *Sailors with Disabilities*. The attempt is part of the Save Our Seas Australia campaign to raise awareness of the damage caused to the oceans by plastic waste. SOSA is founded and run by Ian Thompson, and I fully support his goals, having seen first hand the threats posed by the packaging we throw away.”

Cooney is confident in his yacht’s ability to break the Around Australia record, and is hoping to get under the 30-day barrier. As a lead-up to the attempt *Brinda* will also take part in the 2011 Brisbane to Gladstone race, before returning to Sydney to begin her circumnavigation in May. Following that, says Cooney, the boat will be ready to get back into the Winter Series, the summer 2011 programme and yet another Hobart.

She is already an icon with one of the most enviable records in Australian yachting and a reputation to match. But it seems *Brindabella* is only just getting started. ⚓

For more information about *Save Our Seas Australia* or to make a donation please visit www.sosooceanracing.com

COMEBACK KID
Bluey Sutherland (above) is relishing the chance to take *Brindabella* south again, and hoping for the big seas that suit her best.

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AUDI VICTORIA WEEK 20 – 26 JANUARY 2011



A sculpture known as 'North' – consisting of seven 2.2- to 3.5-metre-high, monolithic concrete sails – rises up from the promenade on the foreshore of Victorian regional port, Geelong. It's hard to miss these sails as you come tumbling down the major thoroughfare of Moorabool Street heading for Corio Bay. Of course, art is always up for interpretation – some people see these forms as fins – but artist Mark Stoner's work could be considered a permanent tribute to a sailing event as old as the township itself: Audi Victoria Week.

Each year over the Australia Day long weekend, 'North' gets swamped by the 100,000 visitors that converge on the sculpture's normally tranquil waterfront position from all points of Australia and the world. Considering Geelong's current population sits at 200,000, this sees the town eclipsed in a festival-like atmosphere, one where families and enthusiasts alike get to share in the spirit of summer outdoor fun against the breathtaking backdrop of a yachting regatta. And not just any regatta.

Audi Victoria Week is the largest yachting regatta in the Southern



Above top: 'North' by Mark Stoner, Geelong Waterfront photograph by Mark Chew. Above: Audi Victoria Week 2010 photograph by Andrea Francolini.

Hemisphere, boasting in excess of 450 yachts and 4,500 competitors, as well as an exhaustive program of land-bound entertainment culminating in Australia Day eve fireworks. This event takes the auspicious honour of being the oldest sporting event in Victoria – outdating even the Melbourne Cup, the beginnings of Aussie Rules Football and its famous interstate compadre, the Sydney Hobart Yacht Race – although it has taken on many guises since debuting in 1844.

"Audi Victoria Week is a massive event for Geelong," admits Mayor John Mitchell. "Last year, we had more

entries than we've ever had before. It's now one of the biggest yachting regattas in the world."

Such grand statements belie much humbler beginnings, with records recalling the inaugural event, cooked up by the Royal Geelong Yacht Club 167 years ago, as "a modest affair". Nowadays, organisers feel comfortable touting this yachting regatta as "the Melbourne Cup of the sailing world", such an analogy extending to the Cup's wide-ranging appeal to a general public who may never otherwise attend such events.

"It's very important to our sport to have people come see it," said USA Olympic Coach and five-times World Champion David Ullman at last year's event. "There is nothing in the United States like this. The most impressive part is the number of outsiders – non-sailors – who are participating."

Audi Victoria Week's free entertainment program comes pitched at everyone of all ages, regardless of whether they know 'port' from 'starboard'. The program includes a main-stage of concerts, roving buskers and street theatre, local food and wine exhibits, art and crafts markets, a 'come

try sailing' initiative, and the opportunity to join the celebratory atmosphere as crowds of people gather on the foreshore to watch the first yachts appear on the horizon from Melbourne.

For visitors to the region, the event also provides the perfect excuse for exploring the seaside attractions of Greater Geelong, including historic Queenscliff and further down the Bellarine Peninsula. Sea-All Dolphin Swims departs daily from Queenscliff during the warmer months offering 'sightseeing only' or the chance to don snorkel and wet-suit for closer encounters with dolphins and 'the Labradors of the sea' – seals. Diving, fishing charters and other scenic boat tours provide further idyllic ways to enjoy the marine life of these waters.

In 2009, Audi Victoria Week stretched its influence up the bay to Melbourne's Docklands area, with the regatta thrown in amongst other major annual sporting events – Australian Open Tennis, Twenty20 Cricket and Ashes Test – all taking place in Melbourne across the summer months.

This year's Audi Victoria Week commences on Thursday 20 January with an Audi King of the Docklands competition, which could be considered the sailing version of 20/20 cricket. Invited skippers and crews come together for an exciting knock-out competition, staged on a micro course within the confines of Victoria Harbour (Melbourne Docklands).

On Friday 21 January, the 'Audi Docklands Invitational' sees 20 of Australia's best-performed IRC yachts battle it out for the crown of this prestigious invitation-only event.

"To have these great yachts racing in Geelong and in Melbourne at Docklands is so Victorian and a wonderful sporting event to tie together our two great cities," commented Melbourne's Lord Mayor on the decision to expand.

The inclusion of the yachting around Docklands means visitors are just a whisker away from the CBD. Visitors are encouraged to indulge in the best Melbourne has to offer – world-famous shopping, hidden laneways harbouring a multitude of cafes, bars, boutiques and galleries, a flourishing culture scene and arts precinct and a smorgasbord of global dining options. Families are amply accommodated with the likes of the Australian Centre for the Moving Image (ACMI), NGV Kids Corner and ArtPlay at Federation Square, Queen Victoria Market, Icehouse at Docklands,



Melbourne Aquarium and Melbourne Museum all dotted across the city grid and its fringes.

On Saturday 22 January, the fleet sets sail for Corio Bay in the classic Melbourne to Geelong passage race. This is where Audi Victoria Week really comes alive as the competition hits the open-sea and takes flight towards the massing hoards that will be welcoming them in Geelong. To call the vibe 'palpable' is something of an understatement.

"It's such a big part of Geelong," remarks Audi Victoria Week Chairman, Andrew Neilson. "The community comes down and they really endorse the event. The foreshore is just a buzz with people. You get massive crowds up on the hills watching the fireworks." Neilson pauses to reminisce. "And somehow it just keeps getting better."

If anyone needed a reason to visit Victoria over summer, this has to be it.

For more information on things to do in Melbourne and Victoria visit:

www.visitvictoria.com



Above from top: Federation Square, Melbourne, Victoria photograph by David Hannah. Geelong Waterfront photograph by Mark Chew. Dive, Queenscliff, Victoria photograph by Mark Chew. MoVida Dining, Melbourne Victoria photograph by Robyn Lea.



HOT SHOTS
Rolex snapper Carlo Borlenghi captured this shot of *Loki* storming through the chop in the 2006 Rolex Trophy.





.....

CAMERA CREW

FEW SAILING EVENTS PRODUCE SUCH
MEMORABLE IMAGES AS THE ROLEX
SYDNEY HOBART. OFFICIAL ROLEX SAILING
PHOTOGRAPHERS DANIEL FORSTER AND
CARLO BORLENGHI GIVE THEIR VIEW
FROM BEHIND THE LENS.

.....



DANIEL FORSTER

Daniel Forster was born in Murten, Switzerland. After working as an apprentice in a photo studio in Berne, he turned freelance and made a living covering major sailing regattas in Europe, USA, Australia and New Zealand. Forster has photographed no less than 11 America's Cups and 10 Olympic Games.

In 1986 Forster sailed the Uruguay-England leg of the Whitbread Race onboard the winning yacht *UBS Switzerland*, and in 1987 he spent five months in Perth photographing that year's America's Cup competition. *TIME* magazine used his picture of the winning skipper Dennis Connor for the cover of their February issue.

Forster continued to follow the America's Cup in subsequent years, working as official photographer for Bill Koch's *America3* team in 1992 and in 1995, and reporting from Auckland, New Zealand during the 2000 and 2003 competitions.

Now employed as an official Rolex photographer, Forster's duties include photographing races like the Rolex Big Boat Series in San



"My favorite shot is the one of *Wild Oats XI* in the low evening light. I shot it with a low shutter speed technique, which helps to demonstrate the power and speed of this 100-foot yacht, sailing under spinnaker".

Daniel Forster

Francisco, the Rolex Fastnet Race in the UK, the Rolex Farr 40 Worlds and the Rolex Sydney Hobart Race. Despite this hectic schedule, he still finds time for a Cape Horn rounding or a cruise through the Galapagos Islands. Daniel now lives in Jamestown, Rhode Island, and during his time off he likes to go fishing with his daughter Daphne.

What's your favourite part of the Rolex Sydney Hobart?

The rounding of Tasman Island. There are almost always strong winds and big seas there, and the background of Cape Raoul (the Organ Pipes) is unique.

How do you find the race start, with all the other air traffic?

There is a lot of helicopter traffic at the start, but the pilots we use are exceptional, the best in the field. All the pilots constantly talk to each other to make sure they know where they are.

What specialist gear do you use, and what challenges do you face?

The Rolex Sydney Hobart is one of

the most difficult events to cover. I spend three to four days from sunrise to sunset in a noisy helicopter or on a humid boat battling the waves. My Canon cameras are rainproof, but I use underwater housings too, to shoot at water level. Thanks to my laptop computer with internet cards I can send photos back to the base directly from the helicopter or from the photo boat far out at sea.

What's your favourite shot of the Rolex Sydney Hobart, and why?

My favorite shot is the one of *Wild Oats XI* in the low evening light. I shot it with a low shutter speed technique, which helps to demonstrate the power and speed of this 100-foot yacht sailing under spinnaker.

Is yours the best job in the world?

Of course! I do what I love doing and I can make a living from it. It is well worth the stress of being a freelance photographer.

www.danielforster.com




CARLO BORLENGHI

Carlo Borlenghi was born in 1956 in Bellano, Italy. When he was young, thanks to a collaboration with the magazine *Uomo Mare Vogue*, he travelled around the world covering the most important nautical events. He has photographed every America's Cup regatta since 1983, following the endeavours of the Azzurra, Italia, Moro di Venezia, Luna Rossa and Alinghi teams. He was the official photographer of the 32nd America's Cup in 2007.

Since 1994, Borlenghi has documented the adventures of top Italian yachtsman Giovanni Soldini, accompanying him on round-the-world races and other major sailing events. He has also been official photographer during several editions of the Whitbread round-the-world Race and Volvo Ocean Race.

What's your favourite part of the Rolex Sydney Hobart?

The Organ Pipes passage is amazing. Here nature gives its best: whales, dolphins, seals and majestic reefs make this one of the most beautiful



"If I had to choose just one picture it would probably be a photograph from the 2006 race of *Wild Oats XI* passing in front of the Organ Pipes at sunset"

Carlo Borlenghi

places I've ever seen. If you're lucky enough to catch a boat passing in front of the Pipes during the sunrise or the sunset hours, you're going to see the most extraordinary light in the world. With that light the rocks catch fire and become the perfect background for a sailing boat.

How do you find the race start, with all the other air traffic?

The air traffic has never been an issue, it's much worse on the water. The start is tremendously exciting with all the boats, spectators and media covering it. It's just the perfect place in the world to be in that particular moment and everybody wants to be there.

What specialist gear do you use, and what challenges do you face?

In the Rolex Sydney Hobart you have to cover all angles, from wide landscape shots of the start to the little details of a crewmember in action during the race, so gear spanning from wide angle to very long telephoto lenses are mandatory both from the water and the chopper. In a

race like this a helicopter is the only way to follow it during the crossing of Bass Strait. Even with the chopper it's not easy; finding the boats in big seas can be like looking for a needle in a haystack, and you have to work fast before returning to Flinders Island to refuel.

What's your favourite shot of the Rolex Sydney Hobart, and why?

It is probably my favourite regatta, and I can remember a lot of wonderful moments. If I had to choose just one picture it would probably be a photograph from the 2006 race of *Wild Oats XI* passing in front of the Organ Pipes at sunset.

Is yours the best job in the world?

For sure, it's the best for me! When I get onboard a RIB or a helicopter, all the problems and worries stay on land and I feel free, doing what I like doing the most and what I do best. ⚓

www.carloborlenghi.com





FISH OUT OF WATER

AUSSIE SWIMMING LEGEND GEOFF 'SKIPPY' HUEGILL IS TAKING ON HIS GREATEST CHALLENGE YET – CREWING ON A ROLEX SYDNEY HOBART RACING YACHT. SAM TINSON FOUND THE FIVE-TIME WORLD CHAMPION AND DUAL OLYMPIC MEDALIST PREPARED FOR ANYTHING WHEN HE STEPS ABOARD INVESTEC LOYAL ON BOXING DAY – AS LONG AS IT DOESN'T INVOLVE SWIMMING.

The Tasman Sea is a slightly bigger pool than you're used to. Are you nervous?
It's natural to have a bit of nerves, that's part of the excitement of competition. But I have confidence

in the boat and the crew. I've just done my sea survival course, so I'm as prepared as I can be if things get rough. The fact is I don't have 20 Hobarts under my belt but Sean [Langman] does, so I'll be listening

"I've done a few shoulder rotations in my day so I should be OK on the grinders."

STAR RECRUIT
Commonwealth Games gold medalist Geoff Huegill has snagged a ride to Hobart with Sean Langman's 100-foot maxi *Investec Loyal*.

carefully to him and the other experienced sailors onboard.
Have you any previous sailing experience?

I've not really sailed before, and compared to everyone else onboard I'll be the rookie of the boat. But I've lived on boats, and I grew up in the Whitsundays so I'm familiar with the sailing environment.

How do you feel about working alongside the rest of the crew?

It's like being in a swim team. That's one of the things that really attracted me to the race, you work together as a unit. Sean will be giving the orders and we all have our jobs to do. You just have to be willing to listen and do the best you can.

Skipper Sean Langman is known for being a hard taskmaster. Are you good at being bossed around?

I grew up in a swimming squad and lived in a world of 4am starts and 7km sessions for 16 years, so I reckon dealing with Sean for a couple of days should be pretty easy!

Were you impressed with your first view of *Investec Loyal*?

Oh mate, I just love that boat. I'm so excited to get on board. For me it's another one of those ticks, a great thing to do. It's an adventure and I'll enjoy it, regardless of what the weather brings. It's a great opportunity.

It's always useful to have a bit of muscle on board. Are you ready for some hard yakka?

I'll be doing a lot of grinding and lifting sails, definitely. I've done a few shoulder rotations in my day so I should be ok on the grinders! Everyone's got an important role to play, and if the team wants to win the race then that's what we'll go for. But if we get to the point where everyone wants to take their shirts off and work on their tans then mate, I'm always the first one to put my hand up for that too!

Has your skipper given you any good tips for the race?

Bring plenty of sunscreen, and baby powder to prevent gunwale rash. And definitely no swimming! ⚓

Huegill and other sporting greats such as cricketer Matthew Hayden and champion surfer Layne Beachley will be crewing aboard Investec Loyal to raise money for the Loyal Foundation, which supports charities hit by the financial crisis. www.loyalfoundation.com.au



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BENTLEY



Whatever the result of the Rolex Sydney Hobart 2010, one thing is certain – when the race starts at 1pm on Boxing Day it will capture the imagination of sailors and spectators worldwide, as some 500,000 people converge on Sydney Harbour foreshore and millions more tune into the action on TV and online.

When the fleet of close to 100 yachts jostles for position on twin start lines just north of Shark Island, you'll want to be in prime position yourself. To get the full dose of race atmosphere you need to snag a spot on North or South Head, or even join the action on the water among the colourful spectator fleet (which includes craft of all shapes and sizes from ferries to kayaks and even the odd water taxi). But if you're not lucky enough to be there in person when the starting cannons fire, don't worry – there are plenty of ways to follow the race, no matter where you are.

ON THE WATER

If you've got access to a boat then you can be on the water with the fleet for the start of race start. Spectator craft positioned in the eastern channel can



VIEW TO A THRILL

WHETHER YOU'RE OUT ON THE WATER, JOINING THE CROWDS ON THE FORESHORE OR WATCHING THE ACTION FROM HOME, THERE ARE MORE WAYS THAN EVER TO FOLLOW THE 2010 ROLEX SYDNEY HOBART, WRITES JENNIFER CROOKS.



watch the race begin and then follow the fleet down the harbour to the Heads and out to sea (when you turn back is up to you, but best not to try and brave Bass Strait in a tinny). Once

VANTAGE POINT
South Head is the perfect spot to watch the race sail out of the Heads.

underway the fleet can move fast, so if you want to watch the leaders sail through the Heads it's advisable to get well down the harbour towards Middle Head before the start. At the Heads keep well clear of the rounding marks. If you only plan on watching the start, and don't wish to follow the fleet, then stick to the western side of the harbour. Good vantage points for spectator boats include Taylors Bay, Chowder Bay, Obelisk Bay and North Head on the west, and Rose Bay, Watsons Bay, Camp Cove and South Head to the east. The harbour will be very crowded and traffic can be chaotic so stay alert, follow the advice of race officials and remember to keep well clear of the exclusion zone between 12pm and 2pm.

ON LAND

The foreshores around Sydney Harbour provide a natural auditorium from which to watch the race start, so all you need to do is grab sunscreen and a picnic and choose your spot. For those on the western shore the best vantage points are Bradleys Head, Chowder Bay, Georges Heights and Middle Head, while those on the east can head for Shark Island, Steele Point, Vaucluse Point, South Head and The Gap. North Head, which is where the official race commentators make



camp, offers a magnificent panoramic view back up the harbour and also to sea and down the coast. If you're heading for the popular vantage points on North and South Head, plan to make a day of it. Be sure to set out early to secure a good spot.

ON TELEVISION

Seven Network will once again broadcast the start of the race live around Australia. The 90-minute program is scheduled to begin at 12:30 AEST, with commentary by race stalwarts Gordon Bray and Rob Brown. Over 80 production and technical personnel are busy finalising preparations for the race start coverage.

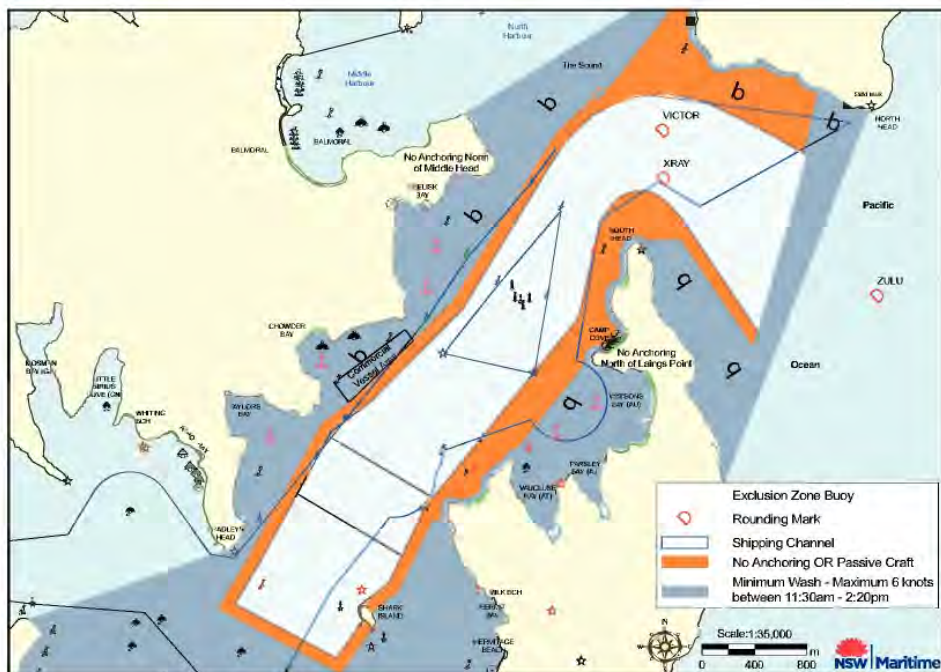
Covering the race is tricky, and relies on numerous specialty cameras that are linked back to the main production facility using digital radio links. Three helicopters and two chase boats track alongside the fleet. Two of the helicopters supply aerial footage while the third acts as a link platform, relaying onboard footage as the crews race south. Completing the coverage will be two land-based cameras on North Head and South Head. Stay tuned to Seven for daily Rolex Sydney Hobart Yacht Race updates, along with reports on Sunrise, Weekend Sunrise and 7 News. ABC TV will also be following the fleet down the eastern seaboard. This year for the first time viewers across the Asia Pacific region will be able to watch the race on the



KEEPING TRACK
Above: the CYCA's Yacht Tracker webpage gives realtime updates on boat positions. It's so good the onboard navigators use it too.



LIVE ACTION
There are plenty of ways to catch the race start. Above: vantage points on North Head. Right: Seven's TV coverage. Below: NSW Maritime's map for spectator craft on the water.



Australian Network. Thanks to this new feature, Australian soldiers serving in Afghanistan have the opportunity to enjoy this great Boxing Day tradition along with the rest of us.

ON THE WEB

The official race website, www.rolexsydneyhobart.com provides everything there is to know about the race. Included on the website is the complete list of yachts entered, along with a photograph and description of each boat, a rundown on the crew and the boat's past racing record. There's archival data too, including the results of the past 65 races since the first in 1945, the weather they encountered, a summary of line and overall handicap winners, plus profiles of race luminaries over the years. You can even follow the race on twitter—for updates log onto www.twitter.com/rshyr.

YACHT TRACKER

By far the most visited page of the website is the Yacht Tracker page, which allows viewers to track the entire fleet or a particular boat from start to finish. Yacht Tracker incorporates a specially designed tool that calculates the predicted results for every boat in the fleet, so you can see how each is performing. To do this the CYCA equips each boat with an Inmarsat D+ transmitter that automatically updates the yacht's latitude, longitude, course and speed over ground, transmitting the information to the web via satellite. You have the option of viewing the yachts on a chart through Yacht Tracker or against satellite pictures on Google Earth. Progressive corrected times and line honours positions under the IRC, PHS and ORCi handicap categories are updated every 10 minutes.

ON YOUR MOBILE

Introduced last year, the CYCA in collaboration with Blue Central Hosting and Mobility Services is running an SMS subscription service for those who wish to receive regular race updates on their mobile phone. For a small fee users can subscribe to the service via the race website or via SMS, choosing which race division to follow and intervals between SMS alerts. So wherever you are this summer, you'll be able to keep track of the Rolex Sydney Hobart from start to finish. ⚓





The 66th Rolex Sydney Hobart Yacht Race will start at 1pm on Boxing Day with the traditional blast from one of the CYCA's historic cannons, replicas of those aboard Captain Cook's *Endeavour*.

The fleet is expected to number between 90 and 100 yachts, and due to the number of large boats (19 metres and over) it will position across two start lines. The bigger boats will start off the front line with the slower, smaller yachts behind.

In order to negate their advantage, yachts on the front line are required to sail an extra 0.2 nautical miles to rounding mark Victor, off North Head, while the back line will round mark X-Ray, just north of South Head. On leaving those marks to starboard the entire fleet will head for seamark Zulu, one nautical mile east of Sydney Heads, before turning south and setting course for Tasmania.

An excellent start is considered an important psychological advantage for any yachtsman, and competing boats will jostle for an advantageous position along the start lines before the cannon fires. If the wind is from the south, southeast or southwest,

STARTER'S ORDERS

ALL YOU NEED TO KNOW ABOUT THE STARTLINE.

the fleet will put their spinnakers up for a run to the Heads, while an easterly breeze will see a close reach down the harbour under working sails. If the wind is from the north or northeast, the fleet will have to tack (beat to windward) up the harbour to the turning marks at the Heads; this could see some close encounters between competing yachts as they cross tacks, with some sailing right to the edge of the exclusion zone to gain

a tactical advantage.

To give yachts a clear area in which to manoeuvre before the start and ample room to tack or gybe once the race begins, NSW Maritime has declared an exclusion zone around the start lines, clearly marked by yellow buoys. From 12pm to 2pm on race day spectator craft are prohibited from entering this zone, and competing yachts must sail within the zone until clear of the Heads. From there it's every yacht for itself as they battle each other, and the elements, to be first over the finish line at Hobart.

RACE SIGNALS

12.50pm: 10-minute warning signal. Code flag W hoisted and cannon fired.

12.55pm: Five-minute preparatory signal. Code flag P hoisted and cannon fired.

1.00pm: Starting signal. Code flag W and code flag P dropped and cannon fired.

In the event of a premature start a sound signal and code flag X will instruct offending boats to return and re-start. Yachts that have broken the start will be advised by radio within five minutes after the start (there will be no general recall).

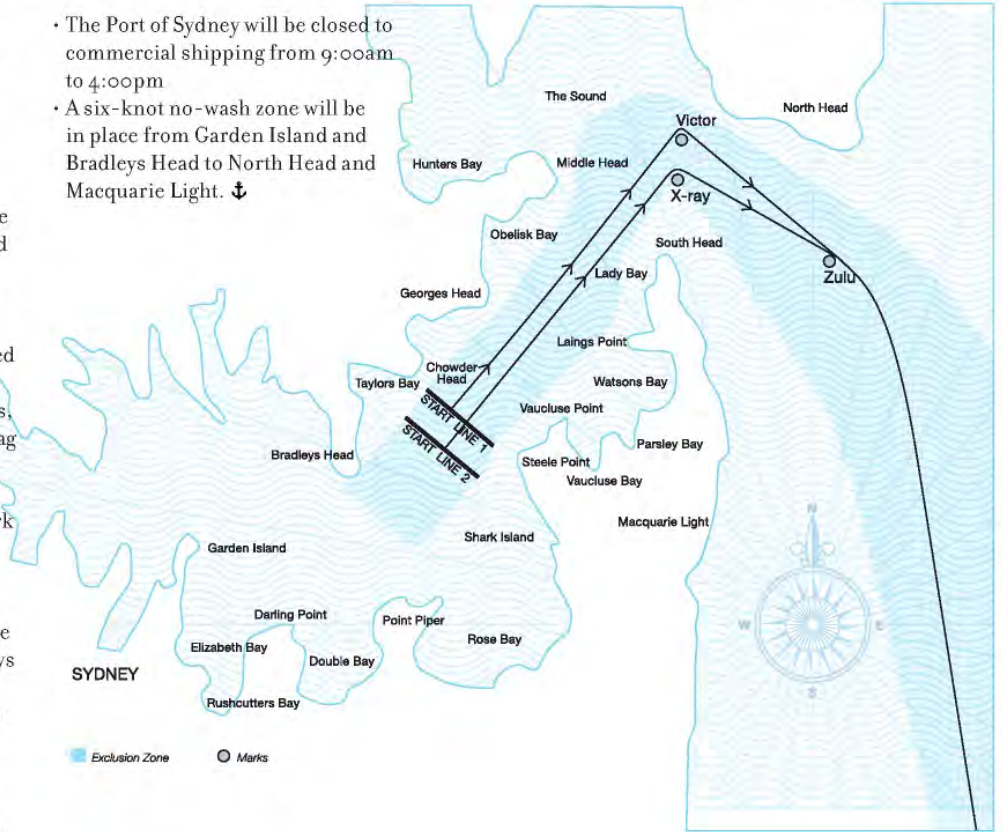
FAST FACTS
 + Race starts at 1pm, Sunday 26 December 2010
 + Exclusion zone on Sydney Harbour enforced for spectator craft from 12pm til 2pm
 + Two start lines on the Harbour with big boats up front



ADVICE FOR SPECTATOR CRAFT

- The exclusion zone will be in force from 12pm to 2pm, marked with yellow buoys.
- No spectator craft is permitted to anchor within 100 metres of the exclusion zone.
- Boats may only proceed through the no anchoring zone near South Head if going out to sea.
- Spectator craft should not operate under sail near the exclusion zone from noon until the fleet has cleared the Heads.
- Keep well clear of competing yachts, which will display the Rolex race flag on their backstays.
- The Victor and X-ray rounding marks at Sydney Heads and seamark Zulu will be large Rolex conical inflatable buoys.
- Volunteer Coastal Patrol and Coast Guard vessels will display an orange banner with the wording 'Waterways Control'. Please obey instructions from these and NSW Maritime and Water Police vessels.
- General safety messages will be broadcast on marine radio bands 27.88 and VHF Channels 13 and 17.

- The Port of Sydney will be closed to commercial shipping from 9:00am to 4:00pm
- A six-knot no-wash zone will be in place from Garden Island and Bradleys Head to North Head and Macquarie Light. ⚓



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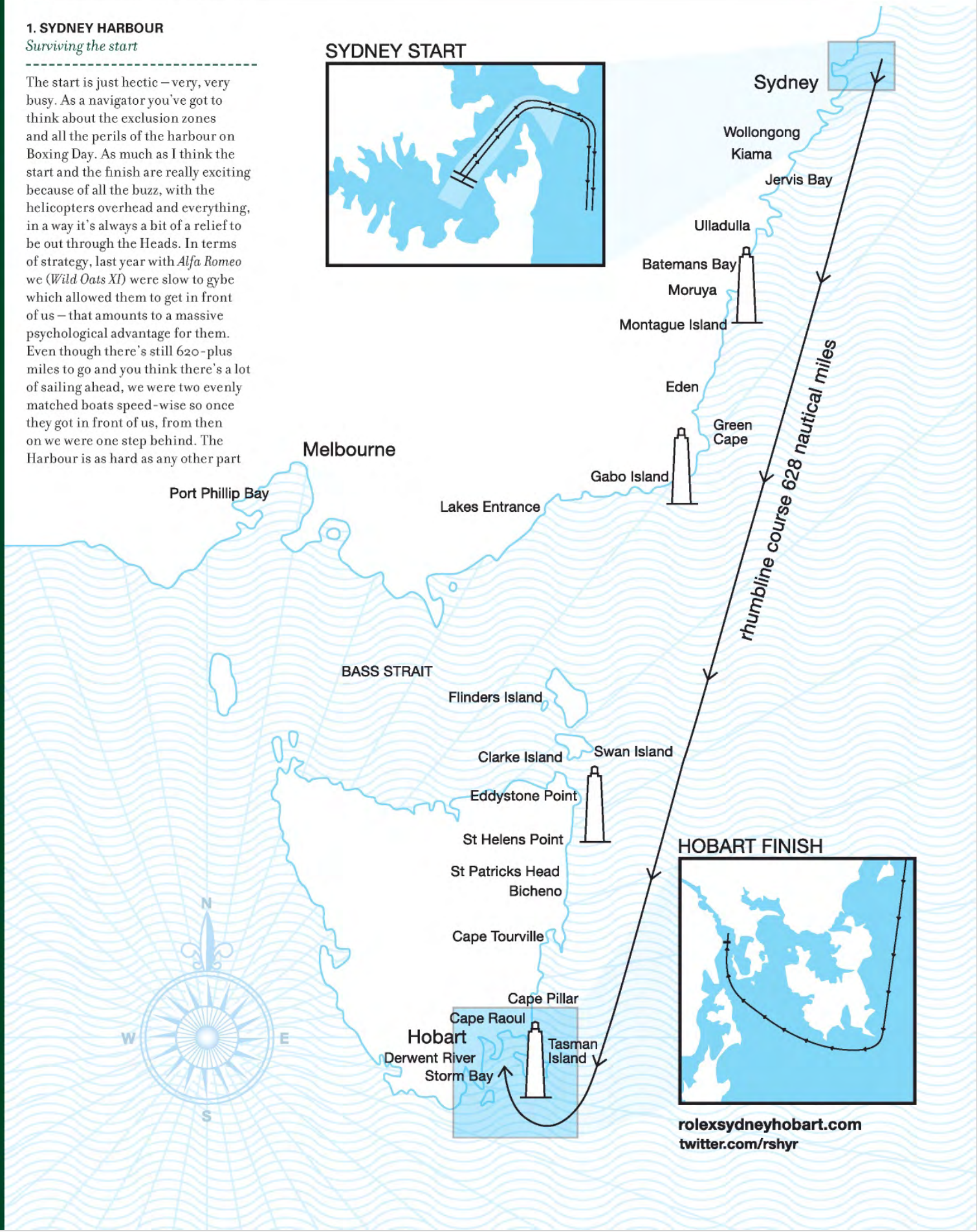
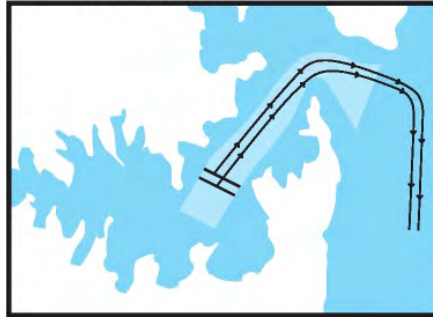


1. SYDNEY HARBOUR

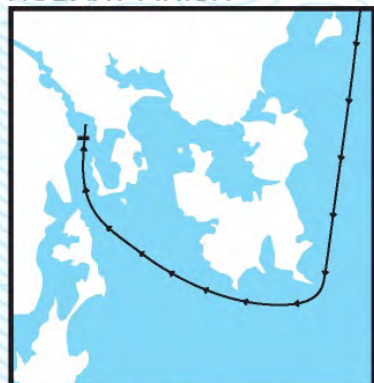
Surviving the start

The start is just hectic – very, very busy. As a navigator you've got to think about the exclusion zones and all the perils of the harbour on Boxing Day. As much as I think the start and the finish are really exciting because of all the buzz, with the helicopters overhead and everything, in a way it's always a bit of a relief to be out through the Heads. In terms of strategy, last year with *Alfa Romeo* we (*Wild Oats XI*) were slow to gybe which allowed them to get in front of us – that amounts to a massive psychological advantage for them. Even though there's still 620-plus miles to go and you think there's a lot of sailing ahead, we were two evenly matched boats speed-wise so once they got in front of us, from then on we were one step behind. The Harbour is as hard as any other part

SYDNEY START



HOBBART FINISH



rolexsydneyhobart.com
twitter.com/rshyr





of the race, and as I always say, every mile you've lost is one you need to catch up, so you want to be sure to put your best foot forward from the very start.

2. NSW SOUTH COAST

Current affairs

Once you have left the start behind, what most boats will start to think about is how to set yourself up to use the East Australian Current, a favourable flow which runs down the coast at this time of year. For little boats especially it can make a big difference because it runs at two or even up to four knots in places. For a boat like *Wild Oats XI*, where you might be doing something between 15 to 20 knots anyway, it's not as critical and often you are better off pointing straight at Tasman Island if you can. The smaller boats might make a strategy where they go offshore to get out into that current. But if you elect to go out in the current, remember it's a south flowing current and if you get an opposing southerly wind it can cause steep, messy swells – boat-breaking conditions. Many boats have come apart out there, so it's always necessary to consider what type of crew have you got onboard and how solid is the boat. It's always a big factor in any strategist's mind, how the boat would cope with that sort of pounding.

3. GABO ISLAND

Winds of change

Running down the coast the next point you are thinking about is Gabo Island, on the border of New South Wales and Victoria, because that's a big weather point. It's where you cross between the sea breezes and the northerlies of the NSW coast and into the cold fronts of the Southern Ocean and Bass Strait. It's here that you need to decide how you want to cross Bass Strait. Do you want to be a bit further out to sea or close in? It depends on the weather. You've got to be careful how close you get to Gabo Island because quite often people who sail further out to sea get more wind.

4. BASS STRAIT

A sailor's worst fear

Bass Strait is about 100 miles across and the sea can be really uncomfortable. I've seen people get



POINTS OF INTEREST

WILD OATS XI NAVIGATOR ADRIENNE CAHALAN HIGHLIGHTS THE MOST CHALLENGING PARTS OF THE 628 NAUTICAL MILE ROLEX SYDNEY HOBART RACECOURSE.

seasick here who never get seasick. But once you get behind Flinders Island it's amazing; it's a real turning point in the race. Psychologically, once you are over the Strait you just know that you won't get anything as bad as what's behind you. That's when you think about how close to the Tasmanian coast you want to go. Sailing the big boats, we tend to arrive in Bass Strait at anywhere from 10pm Boxing Day to the early hours of the 27th, whereas the little boats might get there on the afternoon of the 27th. Before crossing, you need to work out a strategy. If you're looking at a big wind, such as 30 or 35 knots, you've got to decide what angle you

FASTTRACK
Adrienne Cahalan has raced to Hobart 18 times and is the navigator for *Wild Oats XI*. Describing the job of navigator, she says: "The rhumbline is the shortest distance to Hobart, but navigation involves deciding on which side to sail at various points down the course. Yachts can't sail straight down the line the whole way, so the job is to find the fastest and safest route."

are going to sail. If heading straight for Tasman Light means you're going to have to pound upwind, well maybe you are better off easing the boat at a more comfortable angle and going a bit more off course.

5. SOUTH OF THE STRAIT

The cliffhanger coast

The Tasmanian coast is very, very tricky. There's not really any current considerations by then, but you've got high cliffs on the coast so if it's blowing west you don't want to be in too close or you'll get a lee. If there's going to be sea breezes you might want to set yourself up to be in close to pick up the afternoon wind. I've always seen the Tasmanian coast as one of the most difficult parts of the race. One of the tough things to work out at this part is the transition between the sea breezes and the gradient wind. You can have people on the inside of you powering down the coast in the sea breeze and people passing by in the gradient wind, and you're sitting in this meteorological transition zone. I've had it happen to me before and it's very frustrating. The next thing you are thinking of is your approach to Tasman Island and into the Storm Bay, where the race can be won or lost.

6. STORM BAY AND THE DERWENT

Timing is everything

Often when you turn around Tasman Island it can be blowing 15 knots and then ... nothing. The time of arrival in Storm Bay is critical – if you get there at night time when the wind is shutting down it can be trouble. Often we've snuck through and been on the dock and people who were only an hour behind us lost the wind and didn't get in until dawn. It's not for the feint hearted. You can have worked really hard the whole race, got 15 or 20 miles ahead of your competitor just to see them come roaring up behind you. You've just got to steel yourself, keep focused and just look ahead. It can be a heartbreaker – just don't look behind! Once you get to the Derwent, you've got to know the tides and there's a bit of luck involved here. When you enter the race you know that there's an element of luck involved in winning, but for any navigator, being prepared well in advance is the key. ⚓





HOT YACHTS

YACHTING JOURNALIST PETER CAMPBELL HIGHLIGHTS THE FORM BOATS IN THE RUNNING FOR THE OVERALL WIN COMING INTO THIS YEAR'S ROLEX SYDNEY HOBART.



100-FOOTERS

Wild Oats XI

AUS10001

One of the few maxi yachts to have won line and handicap honours in the same year, this annually-updated Reichel/Pugh 100 can never be discounted as a strong chance to repeat her remarkable triple (line/record/handicap) victory of 2005.



70-FOOTERS +

Brindabella

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While not in contention for an

IRC win, the comeback race of Australia's most famous maxi will be well worth watching. Under new owner Jim Cooney her experienced crew includes Hobart vets Bluey Sutherland and navigator Lindsay May. A tough old battler, she's hard to beat in heavy weather.



Ichi Ban

AUS03

CYCA Immediate Past Commodore Matt Allen's Jones 70 is always well sailed in this race by her widely experienced skipper and crew. If conditions favour the bigger boats she could do well on handicap, certainly in Division 0 as she did last year.

Rán

GBR7236R

Like last year, the British owned JV72 is again our number one pick as overall winner. Last year

she placed sixth overall and won IRC Division 1 against an outstanding line-up. Since then she has won her class in the Newport to Bermuda Race in the USA and in September won the Mini Maxi world championship in Sardinia. The boat to beat!



60-FOOTERS +

Limit

98888

After retiring with rigging problems in last year's race, *Limit* has been quietly prepared by West Australian owner Alan Brierty and his crew for this year's race, including contesting and winning New Zealand's famous Coastal Classic, taking line and IRC honours. Has the pedigree to win this race on IRC.



Loki

AUS60000

Named for the Norse god of mischief, *Loki* has been the ruler of seas in Australia this year with overall victories at all the big events, including the Audi Sydney Gold Coast Race, Audi Sydney Harbour Regatta, Audi Hamilton Island Race Week, also winning the Audi IRC Australian championship. Should start equal favourite with *Rán*.

Titania of Cowes

GBR6821R

Although not really a major contender for top IRC honours, this Swan 68 will certainly attract interest as her crew includes British sailing royalty in Sir Robin Knox-Johnston, the first person to sail single-handed and non-stop around the world back in 1968-69.

In 1994 he co-skippered *Enza New Zealand* with the late Sir Peter Blake to take the Jules Verne Trophy for the fastest circumnavigation of the world. This will be Sir Robin's first Sydney Hobart.

50-FOOTERS +

Calm

Sm5252

This fourth generation Farr TP52 ran up a raft of good wins in the Mediterranean and in the Caribbean before being bought by Victorians Graeme Ainley, John Williams and Jason Van Der Slot to replace *Georgia*, which foundered in this race in 2008. Has yet to reach its potential among an exceptionally strong line-up of 50-footers.

Jazz

5299

Chris Bull, the former Commodore of the Royal Ocean Racing Club (RORC) in England is back again, this time sailing a new boat, the canting keel Cookson 50 which did so well as *Evolution Sailing* for Ray Roberts, including placing second to the maxi *Alfa Romeo* in Division 0 last year. Bull could do well in this race.



Living Doll

R55

Michael Hiatt's latest boat of this name was built for speed and a clear air advantage over the current batch of 50- to 55-footers, and she has shown this with top performances at Geelong, Airlie Beach and Hamilton Island regattas. Will be among the front-runners in this group heading for Hobart.

Ragamuffin

AUS70

Placed third in IRC Division 1 against a crack fleet in last year's Rolex Sydney Hobart, this TP52





has been only lightly raced. Now in his fourth decade of ocean racing, another Hobart victory would be a wonderful result for Syd Fischer, now 84. He won the race overall in 1992 and has twice taken line honours, all with yachts named *Ragamuffin*.



Scarlet Runner

SM11

Victorian Robert Date has stepped up from a Sydney 38 to a Reichel/Pugh 52 and has already posted some impressive results in local racing with a boat that seems certain to be competitive in this race.



Shogun

6952

Geelong yachtsman Rob Hanna had excellent race to Hobart last year with this JV52, placing 2nd in IRC Division 1 to *Rán* and outsailing all the other 50- to 55-footers in the fleet. Always well sailed in long ocean races.

Rodd & Gunn Wedgetail

AUS11888

Queenslander Bill Wild has had consistently good results in this race with his previous boat *Wedgetail*, and this year he's back with a new boat, the former *Yendys*. The well-performed Reichel/Pugh 55 is certainly a yacht to watch in this race, being capable in all conditions.



40-FOOTERS+

Two True

YC400

Over the years, well-designed and well-sailed 40-footers have achieved considerable success as overall winners of the Rolex Sydney Hobart, and last year saw another win by Andrew Saies' new-generation Beneteau First 40 *Two True* from South Australia. Just to prove the point *Two True's* sistership, *Wicked* from Victoria, placed a close second. This year *Two True* will sail with mostly the same crew as last year and with another year of sailing their relatively new boat, they'll be stronger than ever.



AFR Midnight Rambler

8338

Always well sailed, this modified Farr 40OD finished a close second in IRC Division 2 in last year's Sydney Hobart, and one would expect Ed Psaltis and Rob Thomas to again be in the top group on corrected time when they reach Hobart, Psaltis for his 30th, Thomas for his 23rd race.

Exile

46

This DK46 was previously raced with success in Victoria as *Shogun*. New owner Rob Reynolds, former Commodore of Middle Harbour Yacht Club, was attracted to three design criteria that together offer high performance for an IRC cruiser-racer: a hull and foils optimised for racing; a specification that provides a competitive IRC rating; and a spacious and comfortable interior. Certainly a contender among the 40s.



Chutzpah

R33

This state-of-the-art IRC 40, skippered by Victorian yachtsman Bruce Taylor, was the top-placed 40-footer in the 2007 and 2008 Sydney Hobart but had to give way to the new Beneteau First 40s in last year's race. Nevertheless, she still finished third in the very competitive IRC Division 2 and could give Taylor a long-awaited Overall win in his 30th Hobart.



Vamp

43218

Owned by CYCA Commodore Garry Linacre and former Commodore David Fuller, this Corby 49 has been loaned to champion ocean racer Roger 'Hicko' Hickman, who has joined forces with well-known International Dragon class sailor Mickhail Muratov to bring a Russian entry to the Rolex Sydney Hobart Race. Hickman knows the boat well, having been sailing master when she raced as *Limit* and *Flirt*. After the race, 'Hicko' and Muratov will compete against each other at the Dragon worlds in Melbourne in January. This could see a unique yachting double!

30-FOOTERS +

Obsession

2999

Sydney 38s have an excellent record in the Rolex Sydney Hobart, among them *Obsession* which has been chartered by a syndicate of Russian sailors from St Petersburg. Skipper Nikita Brilliantov recently sailed across the Atlantic and races an

X412 in Europe. Joins *Vamp* in bringing a Russian contingent to this year's Hobart race.

Illusion

5356

One of the smaller boats to have won the Sydney Hobart, *Illusion* had her name engraved on the Tattersalls Cup in 1988, but has done little ocean racing since then. However, Double Bay Sailing Club member Jonathan Stone is confident the Davidson 34 could go well this year.



Next

6081

Heading a strong line-up of Sydney 38s, *Next* finished third overall in last year's race after an extraordinary duel with sistership *Swish* which saw them cross the line just four seconds apart. *Swish* finished ahead, winning the Sydney 38 division, but with a slightly more favourable IRC rating *Next* placed third overall, one position ahead of *Swish*.



Swish

6073

As mentioned above, *Swish* won the Sydney 38 division last year but had to be content with a fourth in IRC Overall results. Steven Proud will be looking for another good race under one-design and IRC, with the Sydney 38s proving themselves excellent yachts for this long ocean race. They'll be keen to win their division again and hoping for the right weather. ⚓





The 100-plus fleet of ocean racing yachts lining up to contest this year's Rolex Sydney Hobart will vary wildly in size, from 9.5 metres to more than 30 metres in length.

HANDICAPPING THE HOBART

HOW CAN THE NAUTICAL EQUIVALENT OF A BUGATTI VEYRON RACE YACHTING'S ANSWER TO THE GOGGOMOBIL AND LOSE? PETER CAMPBELL DELVES INTO THE BLACK ART THAT IS IRC HANDICAPPING.

The oldest yacht in the fleet was built before mankind had put a man on the moon and will battle maxis made of space-age composite fibres and built some 40 years across the technology divide. So, you might ask, how can there ever be a fair race between such diverse sail craft?

Since its inception in 1945, the focus of the Rolex Sydney Hobart has always been on achieving a level playing field for the fleet by using a rating system. Over the past 65 years, the rating system has changed with names like RORC, IOR, IMS, IRC and now ORCi, but the end result is a time correction calculation, or handicap. For the 65th race, the overall winner will again be decided by the IRC (International Club Rule) rating system, one of the most widely used rating systems in modern yachting.

THE REAL PRIZE

The race for line honours is easy to understand – the first boat to cross the finish line in Hobart is declared the line honours winner and walks away with a trophy, a big share of the adulation and, some would say, more than their fair share of the media attention.

But very few yachts in this year's fleet stand any chance of beating the maxis to Hobart, so the line honours contest will be left for the big boats to slug it out while the others will compete for the overall win – the real prize as far as most yachties are concerned. The overall winner

joins the venerable list of Hobart champions and takes home the coveted Tattersall's Cup, awarded each year to the yacht with the lowest corrected time according to IRC handicap.

IRC is a time correction rating system used extensively in yacht racing around the world. Under this system, a yacht's finishing time (elapsed time from start to finish) is multiplied by its IRC rating number to determine a corrected time. A boat's rating number is calculated by an independent body using a highly sophisticated, computer-assisted process which takes into account a yacht's age, construction and materials, sail area, hull and keel designs and many other performance enhancing features such as powered winches. When the last boat arrives in Hobart, the corrected times of every boat in IRC fleet will be compared and the one with the lowest time after correction will be declared the overall winner.

In theory at least, this system ensures that any well-sailed boat, regardless of its age or level of



HANDICAP HEAVEN
The Tattersall's Cup will go to the boat best sailed, not necessarily the first over the line.

technology, can win the Rolex Sydney Hobart. The 1968-built *Spirit of Koomooloo* can beat the 2005-built (and considerably faster) *Wild Oats XI* on corrected time and win the Hobart.

IRC IN ACTION

Let me give you an example based on two very different results under IRC, from the 2005 and 2006 races.

In 2005, *Wild Oats XI*, then a brand new Reichel/Pugh 98-footer and one of the fastest boats in the world (she has since been lengthened to 100 feet) won both line honours and the overall victory in a rare double win. In fact, make that a triple – she simultaneously set a new race record for the 628-nautical mile course too.

The next year in 2006, the 33-year-old classic timber yacht *Love & War* was the overall winner, despite finishing 32nd across the line. *Love & War* is a perfect example of the IRC rule in effect. A two-time former winner (1974 and 1978), she was a well-maintained boat with a low rating, which that year sailed an excellent race with matchless navigation. Her crew took full advantage of the weather conditions, which suited her style of sailing – mostly beating to windward in moderate to fresh conditions.

As in 2005, *Wild Oats XI* was the first boat across the line that year, but after times were corrected she placed 12th overall. *Wild Oats XI* sailed the race in 2 days 8 hours 52 minutes 33 seconds, but with the highest IRC rating in the fleet (1.776) she ended up with a corrected time of 4 days 5 hours and 41 seconds.

Love & War on the other hand took almost 35.5 hours longer to sail the course for an elapsed time of 3 days 20 hours 17 minutes 24 seconds. When multiplied by her relatively small IRC rating of just 1.019, her corrected time was 3 days 22 hours 5 minutes and 37 seconds – a winning margin over *Wild Oats XI* of almost 42 hours.

In last year's 65th Rolex Sydney Hobart, a new line honours champion emerged in Neville Crichton's 100-footer *Alfa Romeo* – the first boat to beat *Wild Oats XI* to Hobart in four years. She sailed the course in 2 days 9 hours 2 minutes and 10 seconds, winning IRC Division 0 on corrected time but dropping to 12th overall with a corrected time of 4 days 12 hours 11 minutes 51 seconds, largely because



of her whopping IRC rating of 1.897.

Overall victory went to a brand new Farr-designed Beneteau First 40 *Two True*, a highly optimised boat from the French production yacht builder. Skipped by South Australian Andrew Saies, she sailed the course in 3 days 23 hours 49 minutes and 3 seconds and was the 41st boat to finish in the 100-boat fleet. However, her good rating, coupled with being exceptionally well sailed in the prevailing conditions, gave her a winning corrected time of 4 days 7 hours 57 minutes and 43 seconds.

THE WEATHER FACTOR

In the end, winning the tough Rolex Sydney Hobart Yacht Race depends on many factors. Having a well-designed and built, well-maintained and expertly sailed yacht is a must; having a good IRC rating helps too, but ultimately the weather also plays a major role.

Boats need to be sailed to their optimum potential in the prevailing conditions. Some years the weather simply favours big boats running at the front of the fleet, while in other years the best of the weather comes late in the race when the big boats are already in the dock in Hobart, which plays into the hands of the smaller or older boats with the lowest ratings.

We should know the line honours winner of the 2010 Rolex Sydney Hobart Yacht Race within two days of the start from Sydney Harbour on Boxing Day, but it may be another two, perhaps even three days, before the CYCA can announce the overall winner, and even then it is a provisional result until the last boat crosses the finish line off Hobart's Castray Esplanade. ⚓

ORCi Trial

While IRC will still be used to determine the overall winner of this year's Rolex Sydney Hobart, a division for yachts rated under ORCi will also be officially recognised by the CYCA this year. Seen by its advocates among grand prix yacht owners as a more transparent rule and a truer reflection of a boat's performance based on the old IMS system, ORCi will be run in tandem with IRC. The overall ORCi winner will receive the Charleston Trophy and eligible yachts may enter both the IRC and ORCi categories.

Results for IRC (overall and all divisions) will be calculated by the application of the IRC Time Corrector (TCC) as a multiplier of elapsed time. The boat with the lowest corrected time (after application of scoring penalties, if any) will be scored first. Results for ORCi (overall and all divisions) will be decided by the application of the Time-on-Time Simplified Scoring System, using the ToT Offshore racing as printed on each boat's ORCi Certificate, as a multiplier of elapsed time. The boat with the lowest corrected time (after application of scoring penalties, if any) will be scored first.

There is also a third, non-rating handicap system, PHS, with yachts being allocated a performance or arbitrary handicap. Results will be calculated by the application of Time Correction Factors (TCFs) as a multiplier of elapsed time. Yachts entering the IRC or ORCi handicap categories may not enter the PHS category.



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Christmas is the season of feasting, but for the crews heading south for the big race it's not as easy as rolling off the couch for another slab of carved ham. The perils of rough weather, tiny galley spaces and the need to keep the boat sailing as fast as possible make the role of cook one of the toughest crew positions in the race.

With anywhere from two to seven days at sea, each crew will have its own food formula for the trip. While the lucky ones will be dining on gourmet banquets fresh from the yacht's oven, others will be spooning out the contents out of tin cans or reheating leftovers.

A veteran of 34 Sydney Hobarts, *Southerley* skipper Don Mickelborough has learned the importance of a good feed while at sea. In the 1963 race while sailing on *Cross Bow*, the mischievous Mickelborough is said to have called to the helmsman David Stenhaus to "stand the boat up" so he could finish his corned beef with white onion and parsley sauce. On this occasion he was given only small leeway due to the extreme weather (to give you some idea of the conditions, it took *Cross Bow* 12 hours to get from Tasman Light to Cape Raoul, a distance of just 11 miles).

In spite of the difficulties of cooking at sea Mickelborough, now 86 and no longer racing to Hobart, always ensured his crew had a well-balanced meal, which he says builds camaraderie and enhances



MEALS ON KEELS

WHILE THE REST OF US ARE PICKING THROUGH THE LEFTOVERS OF THE CHRISTMAS TURKEY, ROLEX SYDNEY HOBART SAILORS WILL BE PACKING ESKIES FOR UP TO A WEEK AT SEA. ALISON DROVER DELVED INTO THE FLEET'S GALLEYS TO FIND SOME MASTERCHEF MARINERS, BAD LUCK BANANAS AND THE FUEL THAT POWERS *WILD OATS XI*.



morale. The skipper is one of the rare advocates of cooking fresh meals from scratch while racing. Legend has it he even whipped up a roast during the storm ravaged 1998 Sydney Hobart, a genuine feast with two types of meat and seven vegetables cooked in

PIE-EYED
Above: Forget canting keels and carbon, *Wild Oats XI's* secret weapon is Nicky Oatley's homemade pies.

a gimbaled stove: carrot, broccoli, sweet potatoes, parsnips, peas, onion and cauliflower. Don even makes his own tomato relish. Asked whether he serves wine with dinner, he says "yes, one bottle." I venture to ask, "red or white?" to which he replies, "One of each of course!"

Phil King, owner and skipper of *Salona II*, is a committed foodie who will be setting off for Hobart this Boxing Day. King's boat will be packed to the gunwales with pre-cooked meals placed in aluminium containers, labelled, frozen and stored in the boat's freezer to be reheated when needed. King's favourites for cooking onboard are breakfast omelettes with sausages, chicken cacciatore, braised beef and seasonal vegetables. When the going gets rough, the crew turns to snack bars, dried fruits, nuts and warm milk-based drinks.

"Traditionally we take along a balanced diet of rum and Coke," laughs King. "Seriously though, we have three square meals a day plus supper. Fresh fruit is problematic - it gets battered, so I bring dried apricots."

Yachties are a superstitious bunch and when it comes to fruit, bananas are viewed with suspicion. The idea of the "bad luck banana" goes back to the days of transatlantic crossings in the 17th and 18th centuries when vessels would often visit tropical islands for provisions, sometimes purchasing crates of bananas which might contain bugs and vermin or even snakes. Bananas also release a gas as they ripen, which affects other perishable foodstuffs causing them to spoil more quickly, hence their bad rap.

The *Tow Truck* crew seems to laugh in the face of this superstition, not only taking bananas on board but also painting their boat green, which is apparently equally bad luck. But according to King, bananas are a no-go fruit. "They are universally considered bad luck among boaties," he says.

Fruity superstitions aside, it's inspiring to see the tradition of quality cooking is still alive and well on our racing decks. Who knows, there might even be a future Masterchef sail-off: how many dishes can you prepare in 60 knots of wind using a gimbaled oven?

For many crews though, it's more what you would expect when a bunch of blokes find themselves on the cooking roster. Brett Filby is the navigator-cum-cook onboard *Tow Truck* and says the crew's food is generally of the tinned variety, fondly referred to onboard as 'chum'. "Often



there is only a few bowls so you take turns," says Filby. The longer the boat is at sea, the more it becomes a lucky dip as the labels tend to peel off with the wet and "each tin's contents look the same."

Many crews cook lasagna, casserole dishes and pasta sauce dishes as they are easily digested, high in carbohydrates, low in acidity and easy to eat while at sea.

"We stay away from acidic foods and diuretics such as tea and coffee – the last thing we want is everyone busting for a pee," says Mickelborough. "Grog is at a minimum although we try and have a Happy Hour each day when a beer is handed around with some cheese and olives – all weather dependant."

While the slower boats in the fleet must plan to enjoy their time at sea with a few tasty morsels, the maxi yachts are in a sprint to Hobart which could be all but over within less than 48 hours. In his day job, John 'Flanno' Flannery is the manager of *Kokomo*, a superyacht with its very own live-aboard chef. This year Flanno will sail as a guest crew on the 100-foot supermaxi *Wild Oats XI* and he's not expecting an epicurean experience to

"You can't top it when someone hands you a ziplock bag filled with bangers and creamy mash in the middle of a storm. The best thing is the bag acts as a hand warmer!"

rival *Kokomo* in the dash across Bass Strait. "I'll eat what you give me and it's lucky if you're seasick because that means more food for me," he laughs.

Flanno seems more concerned with the practicalities of winning the race than on eating well.

"You can't quite top it when someone hands you a ziplock bag filled with bangers and creamy mash in the middle of a storm. The best thing is that the bag acts as a hand warmer!"

Wild Oats XI's secret weapon is said to be its legendary chicken and pea pies cooked by Nicky Oatley, the granddaughter of the boat's owner and winemaker Bob Oatley. Nicky's pies are quoted as being "awesome" by more than just the crew. According to a caterer Sarah Wilmot, chocolate brownies are also a staple for the crew. In fact, brownies were just about all that was onboard (give or take some dry pasta and sauce) to power the crew during their the 2007 line honours victory.

Whether crews are eating roast dinners or chum, there's no doubt all sailors share one thing in common – the desire to be the first in line for a warm scallop pie on the dock in Hobart, maybe washed down by a beer or a rum as well. ⚓

Top tucker tips from the fleet

John Hildebrand, *Wild Oats XI* engineer and food master

Buy a sandwich maker. Awesome hot ham and cheese toasties will keep your hands warm and keep everything neatly held together.

Paul Williams, *Dump Truck*

Gingerbread men are easy to manage and the ginger wards off any sign of sea sickness. And unlike biscuits, you don't have to deal with the messy crumbs.

Ed Psaltis, skipper and owner of *AFR Midnight Rambler*

Go for speed and leave the stove behind. Prepare all meals and rolls then freeze. Follow the thaw-and-eat-principle, make sure you use high quality ingredients, plan well and start the race with homemade muffins and croissants.



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LET'S MAKE A RACE OF IT!

FROM LARRIKIN CHALLENGE TO INTERNATIONALLY RENOWNED YACHT RACE, THE SYDNEY HOBART HAS BEEN PURE DRAMA FROM DAY ONE. BY SAM TINSON.

When a shot from the CYCA cannon starts the 66th Rolex Sydney Hobart this Boxing Day, spare a moment to reflect that the whole event – racing yachts, crowds, international media and all – owes its existence to a spontaneous exchange between a few sailing mates 65 years ago.

It all began in Sydney in April 1945, when a trio of early CYCA members, local artist Jack Earl and Tasmanian yachtsmen Bert and Russ Walker, were discussing a cruise that Earl planned to make to Hobart with his family. Peter Luke, another CYCA member, got wind of it, and soon it was agreed that their three yachts – Earl's *Kathleen*, the Walkers' *Saltair*

and Luke's *Wayfarer* – would make the leisurely trip to Tasmania together.

Things began to take a more competitive turn in May that year, when the well-known British ocean-racing yachtsman, Commander John Illingworth, who was stationed at Sydney's Garden Island, was invited to address a meeting of the CYCA. Luke asked Illingworth to join the

Hobart cruise in his 35-foot cutter, *Rani*. Illingworth's gung-ho response has gone down in yachting folklore:

"Cruise? Who the hell wants to cruise? Let's make a race of it!"

With Illingworth's competitive spirit added to the mix the idea snowballed, and on 26 December 1945, with no crowds or media to see them off, nine yachts set sail from Sydney Heads.

Famously it was *Rani* who won that inaugural race, after being declared missing for four days when a typical southerly buster scattered the little fleet. When *Rani* finally sailed up the Derwent no one was more surprised at her victory than her own crew, who had assumed they were last in. When a launch came alongside to meet them, Illingworth's innocent enquiry of "how are we doing?" was met with raucous laughter.

Rani's winning time of 6 days, 14 hours and 22 minutes now looks tame by modern standards, but in one sense it will never be bettered. If not for *Rani*'s dramatic vanishing act and the press coverage it generated at the time, that first race might have been forgotten. But the turbulent Bass Strait had done its job; the public were hooked, and the following year when 19 yachts took part, locals turned out in force to watch. The rest, as they say, is history. ⚓



FIRST TIMERS
Top: The crew of *Wayfarer*, with skipper Peter Luke at the back. Bottom: John Illingworth with the *Rani* crew, who went on to win the first race.

By the numbers

Total Sydney Hobart races run: 65

Number of yachts to have competed: 5,258

Number of yachts to have finished the race: 4,331

Number of yachts retired or disqualified: 927

Estimated total competitors: 47,861

Average fleet size: 80.89 yachts

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

Smallest fleet: Nine starters for the first race in 1945

Last year's fleet: 100 starters, 95 finishers, one yacht disqualified

Length of racecourse: 628 nautical miles (1163 km)

Race record: 1 day, 18 hours, 40 minutes and 10 seconds (*Wild Oats XI*, 2005)

Slowest race: 11 days, 6 hours, 20 minutes (*Wayfarer*, 1945)





THE RECORD BREAKERS

The race record for the 628-nautical-mile course has been set or broken just 11 times since the inaugural race in 1945.

1945: *Rani* (UK) – 6 days 14 hours 22 minutes. Set the mark to beat in the first race.

1946: *Morna* (NSW) – 5 days 2 hours 53 minutes 33 seconds. The first yacht

2005: *Wild Oats XI* (Australia) 1 day 18 hours 40 minutes 10 seconds breaking *Nokia*'s record. Bob Oatley's 98-foot maxi *Wild Oats XI*, skippered by Mark Richards, was also declared the overall winner of the Tattersall's Cup.

THE MULTIPLE WINNERS

Winning the Rolex Sydney Hobart more than once is enough to propel a yacht from venerable champion to

THE IMMORTALS

THOUSANDS OF YACHTS HAVE SET SAIL IN THE ROLEX SYDNEY HOBART, BUT JUST A HANDFUL HAVE LEFT THEIR MARK ON THE RECORD BOOKS. FROM WOODEN CLASSICS TO CARBON SUPERMAXIS, THESE ARE THE LEGENDS, LUMINARIES AND IMMORTALS OF HOBART HISTORY.

under six days.

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

1951: *Margaret Rintoul* (NSW) – 4 days 02 hours 29 minutes 1 second.

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

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

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

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

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

1999: *Nokia* (Denmark/Australia) 1 day 19 hours 48 minutes 2 seconds for an open race record (water ballast allowed) and first yacht to break two days for the course. *Brindabella* (Australia) set a record for a conventional yacht of 1 day 20 hours 39 minutes 50 seconds.

bona fide superstar.

Overall win:

- Freya* (NSW) – 3 wins
- Love & War* (NSW) – 3 wins
- Westward* (Tas) – 2 wins
- Siandra* (NSW) – 2 wins
- Solo* (NSW) – 2 wins
- Ausmaid* (SA/VIC) – 2 wins

Line honours:

- Morna/Kurrewa IV* (NSW) – 7 wins
- Wild Oats XI* (NSW) – 4 wins
- Bumblebee IV* (NSW) – 3 wins
- Astor* (NSW) – 3 wins
- Margaret Rintoul* (NSW) – 2 wins
- Solo* (NSW) – 2 wins
- Kialoa III* (USA) – 2 wins
- Sayonara* (USA) – 2 wins

THE DOUBLE WINNERS

Winning the coveted "double" – a line honours and handicap victory in the same race – is a rare feat, achieved just six times since 1945.

- *Rani* (1945)
- *American Eagle* (1972)
- *Kialoa II* (1977)
- *New Zealand* (1980)
- *Sovereign* (1987)
- *Wild Oats XI* (2005)

HALL OF FAME

1. *Morna*. 2. *Helsal*. 3. *Ondine*. 4. *American Eagle*. 5. *Margaret Rintoul*. 6. *Kialoa III*. 7. *Kurrewa IV* (formerly *Morna*). 8. *Nokia*. 9. *Wild Oats XI*. 10. *Brindabella*. 11. *Rani*.



LINDSAY HILL



ROLEX / CARLO BORLENGHI





1945-2009 Winners

YEAR	OVERALL WINNER	DESIGNER	FLEET	LINE HONOURS	DESIGNER	ELAPSED TIME
1945	<i>Rani</i> , Capt John Illingworth, UK	Arthur Barber, NSW	9	<i>*Rani</i> , Capt John Illingworth, UK	Arthur Barber, NSW	6:14:22:00
1946	<i>Christina</i> , J.R. Bull, NSW	Lars Halvorsen, NSW	19	<i>*Morna</i> , Claude Plowman, NSW	William Fife, UK	5:02:53:33
1947	<i>Westward</i> , G.D. Gibson, Tas	Jock Muir, Tas	28	<i>Morna</i> , Claude Plowman, NSW	William Fife, UK	5:03:03:54
1948	<i>Westward</i> , G.D. Gibson, Tas	Jock Muir, Tas	18	<i>*Morna</i> , Claude Plowman, NSW	William Fife, UK	4:05:01:21
1949	<i>Tradewinds</i> , Merv Davey, NSW	Mervyn Davey, NSW	15	<i>Waltzing Matilda</i> , Phil Davenport, NSW	Jock Muir, Tasmania	5:10:33:10
1950	<i>Nerida</i> , Colin Haselgrove, SA	Alfred Mylne, Scotland	16	<i>Margaret Rintoul</i> , A.W. Edwards, NSW	Phillip Rhodes, USA	5:05:28:35
1951	<i>Struen Marie</i> , Tom Williamson, NSW	Robert Clark, UK	14	<i>*Margaret Rintoul</i> , A.W. Edwards, NSW	Phillip Rhodes, USA	4:02:29:01
1952	<i>Ingrid</i> , J.S. Taylor, SA	Bill Atkin, USA	17	<i>Nocturne</i> , J.R. Bull, NSW	Alan Payne, NSW	6:02:34:47
1953	<i>Ripple</i> , Ron Hobson, NSW	A.C. Barber, NSW	24	<i>Solveig</i> , Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	5:07:12:50
1954	<i>Solveig</i> , Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	17	<i>Kurrewa IV</i> , F. & J. Livingston, NSW/Vic	William Fife, UK	5:06:09:47
1955	<i>Moonbi</i> , H.S. Evans, NSW	John Alden, USA	17	<i>Even</i> , F.J. Palmer, NSW	J. Laurent Giles, UK	4:18:13:14
1956	<i>Solo</i> , Vic Meyer, NSW	Alan Payne, NSW	28	<i>Kurrewa IV</i> , F. & J. Livingston, NSW/Vic	William Fife, UK	4:04:31:44
1957	<i>Anitra V</i> , Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	20	<i>*Kurrewa IV</i> , F. & J. Livingston, NSW/Vic	William Fife, UK	3:18:30:39
1958	<i>Siandra</i> , Graham Newland, NSW	Arthur Robb, England	22	<i>Solo</i> , Vic Meyer, NSW	Alan Payne, NSW	5:02:32:52
1959	<i>Cherana</i> , Russ Williams, NSW	Alan Payne, NSW	30	<i>Solo</i> , Vic Meyer, NSW	Alan Payne, NSW	4:13:33:12
1960	<i>Siandra</i> , Graham Newland, NSW	Arthur Robb, England	32	<i>Kurrewa IV</i> , F. & J. Livingston, NSW/Vic	William Fife, UK	4:08:11:15
1961	<i>Rival</i> , Alby Burgin & N. Rundle, NSW	Alan Buchanan, England	35	<i>Astor</i> , Peter Warner, NSW	William Fife, UK	4:04:42:11
1962	<i>Solo</i> , Vic Meyer, NSW	Alan Payne, NSW	42	<i>*Ondine</i> , S.A. 'Huey' Long, USA	Bill Tripp, USA	3:03:49:16
1963	<i>Freya</i> , Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	44	<i>Astor</i> , Peter Warner, NSW	William Fife, UK	4:10:53:00
1964	<i>Freya</i> , Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	38	<i>Astor</i> , Peter Warner, NSW	William Fife, UK	3:20:05:05
1965	<i>Freya</i> , Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	53	<i>Stormvogel</i> , C. Brynzeel, South Africa	Vanderstadt, Holland	3:20:30:09
1966	<i>Cadence</i> , H.S. Mason, NSW	W. Ward/R. Swanson, NSW	46	<i>Fidelis</i> , J.V. Davern, New Zealand	Knud Reimers, Germany	4:08:39:43
1967	<i>Rainbow II</i> , Chris Bouzaid, New Zealand	Sparkman & Stephens, USA	67	<i>Pen Duick III</i> , Eric Tabarly, France	Eric Tabarly, France	4:04:10:31
1968	<i>Koomooloo</i> , Denis O'Neil, NSW	T. Kaufman & B. Miller, NSW	67	<i>Ondine II</i> , S.A. 'Huey' Long	Bill Tripp, USA	4:03:20:02
1969	<i>Morning Cloud</i> , Edward Heath, UK	Sparkman & Stephens, USA	79	<i>Crusade</i> , Sir Max Aitken, UK	Alan Gurney, UK	3:15:07:40
1970	<i>Pacha</i> , Sir Robert Crichton-Brown, NSW	Camper & Nicholson, UK	61	<i>Buccaneer</i> , Tom Clark, New Zealand	John Spencer, NZ	3:14:06:12
1971	<i>Pathfinder</i> , Brin Wilson, New Zealand	Sparkman & Stephens, USA	79	<i>Kialoa II</i> , Jim Kilroy, USA	Sparkman & Stephens, USA	3:12:46:21
1972	<i>American Eagle</i> , Ted Turner, USA	Bill Luders, USA	79	<i>American Eagle</i> , Ted Turner, USA	Bill Luders, USA	3:04:42:39
1973	<i>Ceil III</i> , Bill Turnbull, Hong Kong	Bob Miller (Ben Lexcen), NSW	92	<i>*Helsa!</i> , Tony Fisher, NSW	Joe Adams, NSW	3:01:32:09
1974	<i>Love & War</i> , Peter Kurts, NSW	Sparkman & Stephens, USA	63	<i>Ondine III</i> , S.A. 'Huey' Long, USA	Britton Chance, USA	3:13:51:56
1975	<i>Rampage</i> , Peter Packer, WA	Bob Miller (Ben Lexcen), NSW	102	<i>*Kialoa III</i> , Jim Kilroy, USA	Sparkman & Stephens, USA	2:14:36:56
1976	<i>Piccola</i> , John Pickles, NSW	Bruce Farr, New Zealand	85	<i>Ballyhoo</i> , Jack Rooklyn, NSW	Bob Miller, NSW	3:07:59:26
1977	<i>Kialoa III</i> , Jim Kilroy, USA	Sparkman & Stephens, USA	131	<i>Kialoa III</i> , Jim Kilroy, USA	Sparkman & Stephens, USA	3:10:14:09
1978	<i>Love & War</i> , Peter Kurts, NSW	Sparkman & Stephens, USA	97	<i>Apollo</i> , Jack Rooklyn, NSW	Bob Miller, NSW	4:02:23:24
1979	<i>Screw Loose</i> , Bob Cumming, Tas	Ron Holland, NZ/Ireland	147	<i>Bumblebee 4</i> , John Kahlbetzer, NSW	German Frers, Argentina	3:01:45:52
1980	<i>New Zealand</i> , NZ Round the World Cmtee	Bruce Farr, New Zealand	102	<i>New Zealand</i> , NZ Round the World Cmtee	Bruce Farr, NZ/USA	2:18:45:41
1981	<i>Zaus II</i> , Jim Dunstan, NSW	Peter Joubert, Vic	159	<i>Vengeance</i> , Bernard Lewis, NSW	Rolly Tasker, WA	3:22:30:00
1982	<i>Scallywag</i> , Ray Johnston	Bruce Farr, New Zealand	118	<i>Condor Of Bermuda</i> , Bob Bell, Bermuda	John Sharp, UK	3:00:59:17
1983	<i>Challenge</i> , Lou Abrahams, Vic	Sparkman & Stephens, USA	173	<i>Condor</i> , Bob Bell, Bermuda	Ron Holland, New Zealand	3:00:50:29
1984	<i>Indian Pacific</i> , John Eyles/Gunter Heuchmer, NSW	Bruce Farr, New Zealand	151	<i>New Zealand</i> , NZ Round the World Cmtee	Ron Holland, New Zealand	3:11:31:21

SUPERMAXIS

The big rigs

Everyone loves a supermaxi, and many become household names. Here's the top five supersize steeds (in order of overall length) to gallop home to a line honours win and secure their legacy.



1. Alfa Romeo
30.48 metres (100 feet). Owned by Australian-based Kiwi yachtsman Neville

Crichton, *Alfa* beat a packed maxi fleet of five 100-footers to claim line honours in the 2009 race. First yacht to win under the new 100ft rule.



2. Wild Oats XI
30 metres (98 feet). Australia's favourite maxi of the last five years, *Wild Oats XI* claimed four

consecutive line honours victories between 2005 and 2008. She has since been extended to 100 feet and will go for a fifth title this year.



YEAR	OVERALL WINNER	DESIGNER	FLEET	LINE HONOURS	DESIGNER	ELAPSED TIME
1985	<i>*Sagacious</i> , Gary Appleby, NSW	Bruce Farr, New Zealand	179	<i>Apollo</i> , Jack Rooklyn, NSW	Ben Lexcen (Bob Miller), NSW	3:04:32.28
1986	<i>Ex Tension</i> , Tony Dunn, NSW	Laurie Davidson, New Zealand	123	<i>Condor II</i> , Bob Bell, Bermuda	Ron Holland, New Zealand	2:23:26.25
1987	<i>Sovereign</i> , Bernard Lewis, NSW	David Pedrick, USA	154	<i>Sovereign</i> , Bernard Lewis, NSW	David Pedrick, USA	2:21:58.08
1988	<i>Illusion</i> , Gino Knezic, Vic	Laurie Davidson, New Zealand	119	<i>Ragamuffin</i> , Syd Fischer, NSW	German Frers, Argentina	3:15:29.07
1989	<i>Ultimate Challenge</i> , Lou Abrahams, Vic	Ed Dubois, England	126	<i>Drumbeat</i> , Alan Bond, WA	David Pedrick, USA	3:06:21.34
1990	<i>Sagacious V</i> , Gary Appleby, NSW	Bruce Farr, New Zealand	105	<i>Ragamuffin</i> , Syd Fischer, NSW	German Frers, Argentina	2:21:05.33
1991	IOR: <i>Atara</i> , Harold Cudmore/John Storey, Ireland IMS: <i>She's Apples</i> , David Strong, NSW	Bruce Farr, New Zealand John King, NSW	99	<i>Brindabella</i> , George Snow, ACT	Bruce Farr, NZ/USA	3:01:14.19
1992	IOR: <i>Ragamuffin</i> , Syd Fischer, NSW IMS: <i>Assassin</i> , Robin Crawford, NSW	Bruce Farr, NZ Bruce Farr, NZ	110	<i>Nz Endeavour</i> , Grant Dalton, NZ	Bruce Farr, NZ/USA	2:19:19.18
1993	IOR: <i>Wild Oats</i> , Roger Hickman/Bruce Foye, NSW IMS: <i>Cuckoos Nest</i> , Nigel Holman, NSW	Bruce Farr, New Zealand David Lyons, NSW	104	<i>Ninety Seven</i> , Andrew Strachan, NSW	Bruce Farr, NZ/USA	4:00:54.11
1994	<i>Raptor</i> , A.Eichenauer, Germany	Iain Murray, NSW	371	<i>Tasmania</i> , Robert Clifford, Tas	Bruce Farr, NZ/USA	2:16:48.04
1995	<i>Terra Firma</i> , Scott Carlisle/Dean Wilson, Vic	Iain Murray, NSW	98	<i>Sayonara</i> , Larry Ellison, USA	Bruce Farr, NZ/USA	3:00:53.35
1996	<i>Ausmaid</i> , Georgio Gjergja, Vic	Bruce Farr, NZ/USA	95	<i>*Morning Glory</i> , Hasso Plattner, Germany	Reichel/Pugh, USA	2:14:07.10
1997	<i>Beau Geste</i> , Karl Kwok, Hong Kong/China	Bruce Farr, NZ/USA	114	<i>Brindabella</i> , George Snow, ACT	Scott Jutson, Australia	2:23:37.12
1998	<i>AFR Midnight Rambler</i> , Ed Psaltis/Bob Thomas, NSW	Robert Hick, Vic	115	<i>Sayonara</i> , Larry Ellison, USA	Bruce Farr, NZ/USA	2:19:03.32
1999	<i>Yendys</i> , Geoff Ross, NSW	Bruce Farr, NZ/USA	79	<i>*Nokia</i> , Stefan Myralf/Michael Spies, Denmark	Philippe Briand, France	1:19:48.02
2000	<i>SAP Ausmaid</i> , Kevan Pearce, SA	Bruce Farr, NZ/USA	82	<i>Nicorette</i> , Ludde Ingvall, Sweden	Simonis/Voogd, SA/NED	2:14:02.09
2001	<i>Bumblebee 5</i> , John Kahlbetzer/Iain Murray, NSW	Murray Burns Dovell, NSW	75	<i>Assa Abloy</i> , Neil McDonald, Sweden	Farr Yacht Design, USA	2:20:46.43
2002	<i>Quest</i> , Bob Steel, NSW	Nelson/Marek, USA	57	<i>Alfa Romeo</i> , Neville Crichton, NZL/Aus	Reichel/Pugh, USA	2:04:58.52
2003	<i>First National Real Estate</i> , Michael Spies/ Peter Johnston, NSW	Farr/Benetateau, France	56	<i>Skandia</i> , Grant Wharington, Vic	Don Jones, VIC	2:15:14.06
2004	<i>Aera</i> , Nicholas Lykiardopulo, UK	Jason Ker, UK	116	<i>Nicorette</i> , Ludde Ingvall, NSW	Simonis/Voogd, SA/NED	2:16:00.04
2005	<i>Wild Oats XI</i> , Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	85	<i>*Wild Oats XI</i> , Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	1:18:40.10
2006	<i>Love & War</i> , Simon Kurts/Lindsay May, NSW	Sparkman & Stephens, USA	78	<i>Wild Oats XI</i> , Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	2:08:52.33
2007	<i>Rosebud</i> , Roger Sturgeon, USA	Bruce Farr, USA	82	<i>Wild Oats XI</i> , Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	1:21:24.32
2008	<i>Quest</i> , Bob Steel, NSW	Bruce Farr, USA	100	<i>Wild Oats XI</i> , Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	1:20:34.14
2009	<i>Two True</i> , Andrew Saies, SA	Bruce Farr, USA	100	<i>Alfa Romeo</i> , Neville Crichton, NZL/Aus	Reichel/Pugh, USA	2:09:02.10

*** New race record**

The rules did not provide for a first place following the penalising of *Drake's Prayer* which had provisionally been first prior to a protest. Nor did it allow for lower placed yachts to move a place when other yachts were penalised. Because there was no 1st place, *Sagacious* officially was recorded as second but as the overall winner.

Tattersall's Cup

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

Special note

The following yachts were faster than the line honours boat but for various reasons were not counted.

1978: *Siska II*, Rolly Tasker, WA (owner/designer) Elapsed time: 03:06:19.00. Ruled ineligible because did not have valid rating certificate. Started separately. Sailed to Hobart independently not as competitor.

1983: *Nirvana*, Marvin Green, USA (designer David Pedrick, USA) Elapsed time: 03:00:48.13. Disqualified for failing to give *Condor* enough shore room during a gybing duel up the Derwent River to the finish.

1990: *Rothmans*, Lawrie Smith (designer Rob Humphreys, UK) Elapsed time: 02:19:07.02. Disqualified from receiving line honours award and penalised 10% of overall corrected time placings for breaching Rule 26 (advertising).

1999: *Mari Cha III*, Robert Miller, USA (designer Philippe Briand, France) Elapsed time: 01:18:27.10. Too big to qualify as fleet entrant, but allowed to sail as a demonstration yacht.



3. Skandia
30 metres (98 feet). Won the line honours race 2003, and has been nipping at *Wild Oats XI*'s

heels ever since. Retired at the start line with rig problems in 2009 after installing a new mast days before the race. Should be back this year.



4. Nicorette
27.38 metres (90 feet). Owned and skippered by Finnish-born Aussie Ludde Ingvall, this

2004 line honours winner raced in 2009 under the new name *Yuu Zoo*. Will be back on the line again this year.



5. Shockwave
27.43 metres (89 feet). The 2002 line honours winner, the 89-foot *Alfa Romeo Shockwave* was

last owned by the late Andrew Short and was tragically lost when it ran aground in the Flinders Islet race in 2009.





Ais for ADREINNE CAHALAN, who has competed in more Rolex Sydney Hobarts than any other yachtswoman. The fastest female to sail around the world, Calahan has raced south 18 times. Other females to have clocked up 10 or more Hobarts include Gail Harland, Felicity Nelsonw, Vanessa Dudley and the late Sally Gordon (15 times), Jan Howard (14), Mary Holley (13), Amanda Wilmot and Sue Crafer (12) while Kerry Goudge and Julie Hodder have each competed 11 times.

Bis for *BRINDABELLA*, arguably Australia's most famous maxi, whose 1999 race time of 1d, 20h, 46m, 33s still stands as the fastest ever for a conventionally ballasted yacht. "*Brinda*" won line honours in 1991 and 1999, and this year marks her return to the race under her new owner Jim Cooney.



Cis for *CONDOR*, the British maxi that in 1982 pipped Australia's *Apollo* across the line in the closest of finishes. The two yachts raced the entire course only to end up neck-and-neck off Hobart's Battery Point. After a gripping duel to the line in which every inch of water counted, they finished just seven seconds apart. The result still stands as the smallest winning margin in race's 66-year history.

Dis for DISABLED SAILORS, who in 1994 made up the entire crew of the Rolex Sydney Hobart yacht *Carpe Diem*. Sailors with disABILITIES continue to raise awareness for disabled sailing and have become regulars of the race, winning their division in 2007, completing the stormy 1998 race and coming 8th in 2008. Blind sailors, double amputees and wheelchair-bound sailors have all crewed.

Eis for the EDEN branch of the Royal Volunteer Coastal Patrol, which performs a vital service for yacht crews who, through accident or injury, are forced to retire from



which, since 2005, viewers have been able to follow the progress of yachts competing in the Rolex Sydney Hobart. Yacht positions and standings are updated every 10 minutes, and this year information on sea surface temperatures and currents can be viewed for the first time.

His for HELICOPTER PILOTS, who perform a crucial role in race coverage, and rescue missions. During the disastrous 1998 race, pilots such as Gary Ticehurst of Film Helicopters Australia responded to mayday calls, fixed the position of yachts in trouble and directed search and rescue to the scene. Choppers operate up to 125 nautical miles out to sea, and often refuel from barrels placed in strategic locations along the coast.

Iis for INJURIES, a regular occurrence in this most gruelling of ocean races. Common crew injuries include broken noses and cheekbones caused by flying spinnaker poles, and fingertips severed by lines. In very rough seas or in the event of a dismasting crewmembers have been airlifted away with broken limbs or chest, pelvis and head injuries.

Jis for JANE 'Jenny' Tate, who in 1946 became the first woman to complete the Sydney Hobart. Tate, from Hobart, sailed with her husband Horrie aboard *Active*. Another woman, Dagmar O'Brien, started the race with her husband Dr Brian 'Mick' O'Brien, but their yacht *Connellia* was forced to retire. To this day the Jane Tate Memorial Trophy is presented each year to the first female skipper to finish.

KNOW YOUR ABC

THINK YOU KNOW YOUR ROLEX SYDNEY HOBART? BRUSH UP ON THAT TRIVIA WITH OFFSHORE YACHTING'S A-Z OF THE RACE.

the race before crossing Bass Strait. The Eden RVCP was founded by the late Jean Whiter, whose involvement began when she brought a homemade fruit cake down to the crew of *Kurrewa IV* after it retired from the 1958 race.

Fis for FARR, Bruce, the well-known Kiwi yacht designer who has produced more Rolex Sydney Hobart winning boats than any other designer. Farr, now based in the US, has produced 17 overall race winners including *Ragamuffin* (1992), *Rosebud* (2007), *Quest* (2008) and *Two True* (2009).

Gis for GOOGLE EARTH, the free-to-download virtual globe on



NEED TO KNOW
From the top: a whirlybird swooping in for the shot. *Brindabella* racing as *Toyota Aurion V6* in the 2008 race. Sydney Hobart legend, the late Peter Luke.

Kis for *KLINGER*, the smallest yacht ever to compete in the Rolex Sydney Hobart. Measuring just 27 feet (8.23 metres) this tiny NSW entrant competed in 1978. The lowest size limit has since been raised to 9 metres, so *Klinger's* record is safe.

Lis for LUKE, Peter, co-founder of the CYCA and one of the only yachtsman – along with the late Boy Messenger – to have sailed in the first and 50th Sydney Hobart races. Luke skippered his own yacht *Wayfarer* in the inaugural race, while Messenger sailed aboard *Horizon*. Luke owned *Wayfarer* up until his death in September 2007, and was official starter for the 2001 event.





ROLEX / DANIEL FORSTER

M is for *MART-CHA III*, the 146-metre US-built superyacht that became the largest yacht ever to sail the Rolex Sydney Hobart when she sailed as a demonstration yacht in the 1999 race. In 2009 the maximum length overall for competitors was extended to 30.48 metres (100 feet), in line with overseas events. Five 100-footers entered: *Wild Oats XI*, *Alfa Romeo*, *ICAP Leopard*, *Loyal* and *Rapture* are so far the largest official competitors to have raced.

N is for NINE – the number of starters in the first ever Sydney Hobart race in 1945. It caught on quickly – the next year the fleet more than doubled in size to 19 yachts, and the numbers continued to rise to a record fleet of 371 starters for the 50th anniversary of the race in 1994. Of those, 309 boats completed the race.

O is for O'BRIEN, Raud, the youngest sailor ever to compete in the Sydney Hobart. O'Brien made his first Hobart trip as a baby onboard his parents' yacht *Wraith of Odin* in the 1950s, and was already a veteran when, aged three, he fell down the companionway steps and broke his arm while doing his job of bringing biscuits to the crew.



P is for *PHILLIP'S FOOTE WITCHDOCTOR*, a 42-footer that has competed in more Sydney Hobarts than any other yacht. Built to maximise her handicap under IOR rules, she sailed her 27th RSHYR in 2008. Other yachts to have notched up impressive attendance records include *Mark Twain*, *Impeccable* and *Polaris of Belmont*, all of which have sailed 25 races, *Bacardi* and *Spirit of Koomooloo* with 24.

Q is for *QUANTUM RACING*, a 15.5-metre canting-keel Cookson that won her division in 2008 – with only half a rudder. The other half was lost when *Quantum* collided with a sunfish some 200 nautical miles out from Hobart.

Despite significant damage to her steering gear, the yacht pushed on to win Division A. The sunfish was not available for comment.

R is for *RANI*, the little boat that started it all in 1945, winning line honours in the inaugural race. A 35-foot double-ended cutter owned and skippered by the late Captain John Illingworth, *Rani* remains the smallest yacht to win Hobart line honours. Her time was a stately 6 days, 14 hours and 22 minutes.

S is for SEAN KIRKJIAN, the youngest ever skipper of a Rolex Sydney Hobart yacht. Kirkjian was just 17 when he commanded his parents' *Lady Ann* in 1986, with his mother Ann as navigator. In 1976 the maxi yachts *Ballyhoo* and *Apollo* finished first and second across the line, the former skippered by Jack Rooklyn and the latter by his 19-year-old son Warwick.



T is for *TOUCHWOOD*, which in 1978 made a stab at turning one of the sailing's most demanding ocean races into a family cruise. Doug and Val Brooker took their four children Peter (13), Jacqueline (10), Kathryn (8) and Donald (6) along for the ride. After the tragic 1998 race, the CYCA set a minimum entry age of 18 for Rolex Sydney Hobart crewmembers.

U is for 'UNDER 40 HOURS', the target race time now seen as the holy grail for all serious Rolex Sydney Hobart competitors. Once such a fast crossing would have been seen as impossible, but since 1999, when *Nokia* smashed the previous record by almost a day with a time of 1 day, 19 hours, 48 minutes and 2 seconds, cracking the 40-hour barrier has been seen as achievable with a top boat and favourable conditions.



Above from the top: Vintage yacht and speedster of the early years, *Morna*. John Walker celebrating finishing his last Hobart in 2009.



The Brooker family sailing on *Touchwood* in 1978. The youngest crewmember was six-year old Donald. *Phillips Foote Witchdoctor* sailing in Tassie. *Yendys* ... now spell it backwards.

V is for VINTAGE yachts. 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. Campbell believes that *Alice*, which competed in the 1948 race, was built before 1908, although no official records exist.

W is for WALKER, John, the oldest sailor ever to compete in the Rolex Sydney Hobart. Having clocked up 25 races with his yacht *Impeccable*, Walker bowed out after sailing the 2008 event at the age of 86, as the oldest skipper and competitor in the history of the race. A close second is 84-year-old Alby Burgin, a veteran of 31 races who skippered his 52-footer *Alstar* in the 2000 Sydney Hobart. Burgin won the race in 1961 with *Rival*.

X is for X-RAY mark, the rounding mark just off Sydney's South Head that smaller boats in the fleet will aim for just after the start. Larger boats (19-metres and over) will sail a slightly longer course to rounding mark Victor, off North Head. This negates any advantage gained by the larger yachts, whose start line is positioned 0.2 nautical miles ahead of the smaller boats.

Y is for *YENDYS*, a 2006 entrant whose name is 'Sydney' spelled backwards and whose Tasmanian skipper, Geoff Ross, honoured his family's convict ancestors by taking the sail number 1836 – the year they arrived in Hobart on a prison transport. Geoff skippered his former *Yendys* to an Overall win in the 1999 race.

Z is for ZEPHYR HAMILTON ELEVATORS, the little *FART 1020* that narrowly missed out on beating *Two True* to overall honours in 2009. *Zephyr* had made

excellent progress thanks to her formidable downwind performance, and was still poised to win at Tasman Island, 40 miles from the finish, until early morning calms in Storm Bay ended her chances. She finished seventh overall on IRC and *Two True* took the handicap win. ⚓

ROLEX / CARLO BORLENGHI





2009 Results

IRC OVERALL	YACHT	DIV	LINE PLACING	ELAPSED TIME	HANDICAP	CORRECTED TIME	OWNER /SKIPPER
1	<i>Two True</i>	4	41	03:23:49:03	1.085	04:07:57:43	Andrew Saies, SA
2	<i>Wicked</i>	4	44	04:00:11:16	1.088	04:08:39:08	Mark Welsh, VIC
3	<i>Next</i>	3	47	04:00:16:59	1.099	04:09:48:54	Ian Mason & Jay Krehbiel, NSW
4	<i>Swish</i>	3	46	04:00:16:54	1.104	04:10:17:42	Steven Proud, NSW
5	<i>Patrice Six</i>	3	36	03:23:05:34	1.119	04:10:24:32	Tony Kirby, NSW
6	<i>RAN</i>	1	5	02:20:27:55	1.560	04:10:48:21	Niklas Zennstrom/ Tim Powell, UK
7	<i>Zephyr Hamilton Elevators</i>	4	80	04:15:33:35	0.958	04:10:52:27	James Connell and Alex Brandon, NSW
8	<i>Charisma</i>	3	39	03:23:38:48	1.118	04:10:55:59	Alejandro Perez Calzada, Spain
9	<i>Imagination</i>	3	38	03:23:30:43	1.123	04:11:15:36	Robin & Annette Hawthorn, NSW
10	<i>Tow Truck</i>	2	34	03:21:16:47	1.150	04:11:16:18	Anthony Paterson, NSW
11	<i>AFR Midnight Rambler</i>	2	31	03:20:42:02	1.159	04:11:26:24	Ed Psaltis / Bob Thomas, NSW
12	<i>Alfa Romeo</i>	0	1	02:09:02:10	1.897	04:12:11:51	Neville Crichton, NZ
13	<i>Shogun</i>	1	10	03:08:16:03	1.360	04:13:09:50	Rob Hanna, VIC
14	<i>Seahold Perie Banou II</i>	4	89	04:20:38:03	0.943	04:13:49:10	Jon Sanders, WA
15	<i>Chutzpah</i>	2	27	03:19:31:43	1.203	04:14:06:32	Bruce Taylor, VIC
16	<i>St Jude</i>	2	35	03:21:22:23	1.180	04:14:10:49	Noel Cornish, NSW
17	<i>Evolution Racing</i>	0	12	03:09:27:49	1.357	04:14:32:46	Ray Roberts, NSW
18	<i>Rush</i>	2	25	03:18:03:53	1.229	04:14:41:22	Ian & John Paterson, VIC
19	<i>Matangi</i>	4	72	04:14:04:49	1.011	04:15:17:28	David Stephenson, TAS
20	<i>Ragamuffin</i>	1	15	03:10:56:49	1.342	04:15:18:53	Syd Fisher, NSW
21	<i>Dekadence</i>	2	33	03:21:07:03	1.196	04:15:22:07	David Creese, TAS
22	<i>Shortwave</i>	1	14	03:10:36:59	1.349	04:15:26:58	Matthew Short, NSW
23	<i>Ray White Spirit of Koomooloo</i>	4	62	04:12:53:10	1.026	04:15:43:02	Mike Freebairn, QLD
24	<i>Love & War</i>	4	71	04:14:03:23	1.020	04:16:15:27	Simon Kurts, NSW
25	<i>Pinta - M</i>	4	86	04:19:40:32	0.972	04:16:26:12	Atse Blei, Netherlands
26	<i>Ichi Ban</i>	0	6	02:21:37:56	1.615	04:16:27:22	Matt Allen, NSW
27	<i>Quest</i>	1	16	03:11:45:55	1.343	04:16:29:48	Bob Steel, NSW
28	<i>Yendys</i>	1	11	03:08:47:20	1.400	04:17:06:16	Geoff Ross, NSW
29	<i>Paca</i>	4	57	04:08:42:45	1.084	04:17:30:30	Philippe Mengual, NSW
30	<i>The SubZero Goat</i>	3	52	04:06:37:59	1.107	04:17:36:53	Clayton/Foye/Gordon/Peckman, NSW
31	<i>Archie</i>	4	68	04:13:46:11	1.036	04:17:43:17	Sally Rattle & Mick Souter, TAS
32	<i>Bacardi</i>	4	67	04:13:24:00	1.043	04:18:06:15	Martin Power, VIC
33	<i>Cougar II</i>	1	18	03:12:43:05	1.347	04:18:06:55	Alan Whiteley, VIC
34	<i>Nips N Tux</i>	3	56	04:08:34:34	1.092	04:18:11:50	Howard De Torres, NSW
35	<i>Wild Oats XI</i>	0	2	02:11:05:34	1.933	04:18:13:35	Bob Oatley/Mark Richards, NSW
36	<i>Secret Men's Business 3.5</i>	1	20	03:13:36:33	1.337	04:18:27:34	Geoff Boettcher, SA
37	<i>Living Doll</i>	1	13	03:10:28:44	1.396	04:19:08:26	Michael Hiatt, VIC
38	<i>Auch</i>	3	53	04:07:38:50	1.114	04:19:27:47	David Bean, TAS
39	<i>Ray White Castle Hill Tartan</i>	4	88	04:20:05:57	1.004	04:20:33:49	Barrie King & Ian Sanford, NSW
40	<i>Goldfinger</i>	2	26	03:18:22:12	1.291	04:20:40:04	Peter Blake, VIC
41	<i>Bear Necessity</i>	4	75	04:14:37:51	1.056	04:20:49:34	Andrew & Pauline Dally, NSW
42	<i>Chancellor</i>	4	73	04:14:10:58	1.061	04:20:54:14	Ted Tooher, NSW
43	<i>Knee Deep</i>	2	32	03:21:04:57	1.259	04:21:11:27	Philip Childs/ Frank Van Ruth, WA
44	<i>Pelagic Magic</i>	4	69	04:13:58:26	1.066	04:21:13:56	Hugh Torode, NSW
45	<i>Audi Centre Melbourne</i>	2	23	03:17:15:03	1.314	04:21:16:32	Chris Dare, VIC
46	<i>Calm</i>	1	21	03:14:45:12	1.353	04:21:22:38	Jason VanderSlot, Graeme Ainley, John Williams, VIC
47	<i>Loki</i>	1	9	03:06:41:37	1.496	04:21:43:32	Stephen Ainsworth, NSW
48	<i>Strewth</i>	2	50	04:05:19:58	1.163	04:21:51:00	Geoff Hill, NSW
49	<i>Copernicus</i>	4	70	04:13:58:28	1.072	04:21:53:33	Greg Zyner, NSW
50	<i>Discoverer of Hornet</i>	3	58	04:08:43:44	1.129	04:22:14:20	Rebecca Walford, Royal Air Force Sailing Association, UK
51	<i>Shamrock</i>	2	30	03:20:36:56	1.279	04:22:27:19	Tony Donnellan, VIC
52	<i>One For The Road</i>	4	84	04:18:28:00	1.035	04:22:28:23	Kym Butler, NSW

2009 RACE RECAP

The race that was

The 65th Rolex Sydney Hobart had all the makings of an epic race and didn't fail to live up to the hype. Here's a quick recap of the characters, the controversies and the memorable moments from the 2009 race.



kept the public enthralled with a race against the clock to have her new mast installed. Made it to the start, but retired shortly after the gun.

Where's Wharro?

Dismasted just weeks from the race start, Grant Wharington's *Etihad Stadium*



room. Each suffered a different fate: *She's the Culprit* retired damaged, *Kioni* was disqualified and *Two True* won the race.

Sydney traffic

The usual Sydney Harbour argie barge at the mark rounding landed three boats in the protest



53	<i>Colortile</i>	2	42	04:00:01:10	1.236	04:22:40:48	Warren Buchan & Kristy Edwards, NSW
54	<i>Papillon</i>	4	61	04:12:51:23	1.093	04:22:58:48	Phil Molony, NSW
55	<i>Suseea</i>	2	37	03:23:26:44	1.249	04:23:12:41	Brian Todd, WA
56	<i>Ninety Seven</i>	2	49	04:05:07:02	1.181	04:23:25:10	Alan Saunders, VIC
57	<i>Another Fiasco</i>	2	54	04:08:01:55	1.151	04:23:44:27	Damian Suckling, QLD
58	<i>41 SUD</i>	4	76	04:14:53:33	1.088	05:00:39:04	Jean-Luc Esplaas, New Caledonia
59	<i>ICAP Leopard</i>	0	3	02:16:45:46	1.877	05:01:33:35	Mike Slade, UK
60	<i>Valheru</i>	2	48	04:04:43:26	1.207	05:01:34:25	Anthony Lyall, TAS
61	<i>Menace</i>	3	64	04:12:58:02	1.119	05:01:56:04	Niven James, NSW
62	<i>Balance</i>	3	59	04:12:21:35	1.126	05:02:00:47	Paul Clitheroe, NSW
63	<i>Geomatic Joker</i>	3	83	04:15:49:23	1.092	05:02:06:39	Grant Chipperfield, VIC
64	<i>Pretty Fly III</i>	0	24	03:17:41:10	1.364	05:02:19:55	Colin Woods, NSW
65	<i>Shining Sea</i>	3	74	04:14:13:38	1.110	05:02:21:08	Andrew Corletto, SA
66	<i>Adventure of Hornet</i>	3	65	04:13:00:25	1.129	05:03:04:08	Richard Tarr, Royal Navy Sailing Association, UK
67	<i>Eleni</i>	3	78	04:15:23:21	1.107	05:03:18:28	Tony Levett, NSW
68	<i>Rapture</i>	1	17	03:11:48:11	1.476	05:03:41:36	Brook Lenfest, USA
69	<i>Investec LOYAL</i>	0	4	02:18:34:33	1.864	05:04:05:50	Sean Langman, NSW
70	<i>Lahana</i>	0	8	03:03:13:07	1.660	05:04:51:46	Peter Millard and John Honan, NSW
71	<i>YuuZoo</i>	0	7	03:00:05:05	1.738	05:05:17:00	Ludde Ingvall, NSW
72	<i>Challenger of Hornet</i>	3	79	04:15:32:55	1.129	05:05:56:18	Darren Gale, Army Sailing Association, UK
73	<i>Aurora*</i>	4	95	04:19:08:41	1.048	05:00:40:18	Jim & Mary Holley NSW
<hr/>							
	<i>Etihad Stadium</i>	0		Retired at Port			
	<i>Limit</i>	1		Retired at Port			
	<i>Mondo</i>	3		Retired at Port			
	<i>She's The Culprit</i>	3		Retired at Port			

Notes

Two True – the International Jury dismissed the protest against the boat relating to an incident in Sydney Harbour after the start.

Colortile – the International Jury dismissed the protest against the boat relating to an incident in Sydney Harbour after the start.

**Aurora* 30% scoring penalty imposed by International Jury for a breach of RRS 41 which resulted in placings on 95th line honours, 73rd IRC & 20th IRC Div 4.

Etihad Stadium – rigging needed more tuning prior to being able to race.

Limit – rigging issues.

Mondo – damaged rigging. Berthed at Eden.

She's the Culprit – minor damage sustained in harbour incident. Protest against the boat dismissed by the International Jury.

Kiani – disqualified.

PHS OVERALL	YACHT	DIV	LINE PLACING	ELAPSED TIME	HANDICAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>She</i>	2	87	04:19:57:42	0.9321	04:12:05:16	Peter Rodgers, NSW
2	<i>Flying Fish Arctos</i>	2	60	04:12:21:43	1.0122	04:13:41:02	Flying Fish Online/ Andrew Fairclough, NSW
3	<i>Namadgi</i>	2	90	04:21:33:47	0.9545	04:16:12:50	Canberra Ocean Racing Club/ Paul Jones, ACT
4	<i>Salona</i>	2	77	04:15:09:10	1.0100	04:16:15:52	Phil King/ Darren Cooney, NSW
5	<i>Zora 1</i>	2	63	04:12:54:50	1.0423	04:17:31:15	Phil King, NSW
6	<i>SES Inch By Winch</i>	2	85	04:18:52:36	1.0002	04:18:53:59	Andrew Wenham & David Burt, NSW
7	<i>EZ Street</i>	2	82	04:15:42:46	1.0289	04:18:56:29	Bruce Dover, NSW
8	<i>Wasabi</i>	1	43	04:00:09:26	1.1964	04:19:02:33	Bruce McKay, NSW
9	<i>Charlie's Dream</i>	2	91	04:21:50:48	0.9805	04:19:32:55	Peter Lewis, QLD
10	<i>Sailors with disAbilities</i>	1	29	03:20:31:17	1.2693	04:21:26:15	David Pescud, NSW
11	<i>Polaris of Belmont</i>	2	93	05:07:38:15	0.9259	04:22:10:46	Chris Dawe, NSW
12	<i>Quetzalcoat</i>	2	81	04:15:41:00	1.0882	05:01:32:02	Antony Sweetapple, James Lee-Warner and Anthony Bruce, NSW
13	<i>Mahligai</i>	1	51	04:05:20:53	1.1993	05:01:32:48	Murray Owens & Jenny Kings, NSW
14	<i>Sailing Services BET247</i>	1	22	03:17:13:56	1.3643	05:01:44:22	Richard Christian, NSW
15	<i>Merit</i>	1	19	03:13:00:32	1.4638	05:04:26:10	Leo Rodriguez, QLD
16	<i>Krakatoa II</i>	1	55	04:08:29:40	1.2040	04:08:29:40	Rod Skellett, NSW
17	<i>Helsal III</i>	1	28	03:20:28:16	1.3950	05:08:59:50	Tony & Rob Fisher, TAS
18	<i>More Witchcraft</i>	1	66	04:13:07:14	1.1958	05:10:29:11	John Cameron, NSW
19	<i>Lion New Zealand</i>	1	40	03:23:40:04	1.3700	05:11:03:53	Alistair Moore, NZ


Star power

Skipper Sean Langman grabbed the headlines with a star-studded *Investec Loyal* crew including

TV personality Larry Emdur and sports stars Phil Waugh and Phil Kearnes (rugby), Grant Hackett (swimming) and Danny Green (boxing).


Short family

"We threw one of his favourite hats into the sea, the one from last year's Sydney Hobart. From then on,

we knew he was with us." Christine Short, sister-in-law of Andrew Short who died in the Flinder's Islet race, recalls the family's tribute.


Maxi melee

A three-way battle between arguably the best fleet of 100-foot racing maxis ever assembled

made for one of the great line honours contests. *ICAP Leopard* and *Alfa Romeo* were bent on stopping *Wild Oats XI* from a fifth straight win.



2009 Results

IRC OVERALL	YACHT	DIV	LINE	ELAPSED TIME	TCC	CORRECTED TIME	OWNER/SKIPPER
1	<i>Two True</i>	4	41	03:23:49:03	1.085	04:07:57:43	Andrew Saies, SA
2	<i>Wicked</i>	4	44	04:00:11:16	1.088	04:08:39:08	Mark Welsh, VIC
3	<i>Next</i>	3	47	04:00:16:59	1.099	04:09:48:54	Ian Mason & Jay Krehbiel, NSW
IRC DIV 0							
1	<i>Alfa Romeo</i>	0	1	02:09:02:10	1.897	04:12:11:51	Neville Crichton, NZ
2	<i>Evolution Racing</i>	0	12	03:09:27:49	1.357	04:14:32:46	Ray Roberts, NSW
3	<i>Ichi Ban</i>	0	6	02:21:37:56	1.615	04:16:27:22	Matt Allen, NSW
IRC DIV 1							
1	<i>RAN</i>	1	5	02:20:27:55	1.560	04:10:48:21	Niklas Zennstrom/ Tim Powell, UK
2	<i>Shogun</i>	1	10	03:08:16:03	1.360	04:13:09:50	Rob Hanna, VIC
3	<i>Ragamuffin</i>	1	15	03:10:56:49	1.342	04:15:18:53	Syd Fisher, NSW
IRC DIV 2							
1	<i>Tow Truck</i>	2	34	03:21:16:47	1.150	04:11:16:18	Anthony Paterson, NSW
2	<i>AFR Midnight Rambler</i>	2	31	03:20:42:02	1.159	04:11:26:24	Ed Psaltis / Bob Thomas, NSW
3	<i>Chutzpah</i>	2	27	03:19:31:43	1.203	04:14:06:32	Bruce Taylor, VIC
IRC DIV 3							
1	<i>Next</i>	3	47	04:00:16:59	1.099	04:09:48:54	Ian Mason & Jay Krehbiel, NSW
2	<i>Swish</i>	3	46	04:00:16:54	1.104	04:10:17:42	Steven Proud, NSW
3	<i>Patrice Six</i>	3	36	03:23:05:34	1.119	04:10:24:32	Tony Kirby, NSW
IRC DIV 4							
1	<i>Two True</i>	4	41	03:23:49:03	1.085	04:07:57:43	Andrew Saies, SA
2	<i>Wicked</i>	4	44	04:00:11:16	1.088	04:08:39:08	Mark Welsh, VIC
3	<i>Zephyr Hamilton Elevators</i>	4	80	04:15:33:35	0.958	04:10:52:27	James Connell and Alex Brandon, NSW
PHS OVERALL							
1	<i>She</i>	2	88	04:19:57:42	0.9321	04:12:05:16	Peter Rodgers, NSW
2	<i>Flying Fish Arctos</i>	2	60	04:12:21:43	1.0122	04:13:41:02	Flying Fish Online/ Andrew Fairclough, NSW
3	<i>Namadgi</i>	2	91	04:21:33:47	0.9545	04:16:12:50	Canberra Ocean Racing Club/Paul Jones, ACT
PHS DIV 1							
1	<i>Wasabi</i>	1	43	04:00:09:26	1.1964	04:19:02:33	Bruce McKay, NSW
2	<i>Sailors with disAbilities</i>	1	29	03:20:31:17	1.2693	04:21:26:15	David Pescud, NSW
3	<i>Mahligai</i>	1	51	04:05:20:53	1.1993	05:01:32:48	Murray Owens and Jenny Kings, NSW
PHS DIV 2							
1	<i>She</i>	2	88	04:19:57:42	0.9321	04:12:05:16	Peter Rodgers, NSW
2	<i>Flying Fish Arctos</i>	2	60	04:12:21:43	1.0122	04:13:41:02	Flying Fish Online/ Andrew Fairclough, NSW
3	<i>Namadgi</i>	2	91	04:21:33:47	0.9545	04:16:12:50	Canberra Ocean Racing Club/Paul Jones, ACT
SYDNEY 38 00							
1	<i>Swish</i>	46	04:00:16:54	04:00:16:54	Steven Proud, NSW		
2	<i>Next</i>	47	04:00:16:59	04:00:16:59	Ian Mason, NSW		
3	<i>The SubZero Goat</i>	52	04:06:37:59	04:06:37:59	Clayton, Foye, Gordon, Peckman, NSW		
CRUISING							
1	<i>Holy Cow!</i>	45	04:00:16:35	04:00:16:35	John & Kim Clinton, NSW		
2	<i>Livewire.org.au</i>	92	04:22:39:56	04:22:39:56	D Pring, NSW		
ORCI							
1	<i>Two True</i>	41	03:23:49:03	1.0469	04:04:18:41	Andrew Saies, SA	
2	<i>Swish</i>	46	04:00:16:54	1.0478	04:04:53:02	Steven Proud, NSW	
3	<i>Patrice Six</i>	36	03:23:05:34	1.0688	04:05:38:07	Tony Kirby, NSW	
LINE HONOURS							
<i>Alfa Romeo</i> , Reichel Pugh 100 (Neville Crichton) – 02:09:02:10							

FIRST TRIAL

ORCi Results

The CYCA trialled the ORCi rating system for the first time in 2009.

ORCI OVERALL	YACHT
1	<i>Two True</i>
2	<i>Swish</i>
3	<i>Patrice Six</i>
4	<i>AFR Midnight Rambler</i>
5	<i>Pinta – M</i>
6	<i>Charisma</i>
7	<i>Rush</i>
8	<i>Ray White Spirit of Koomooloo</i>
9	<i>Ragamuffin</i>
10	<i>Chutzpah</i>
11	<i>Dekadence</i>
12	<i>The SubZero Goat</i>
13	<i>Nips N Tux</i>
14	<i>Bacardi</i>
15	<i>Paca</i>
16	<i>Salona</i>
17	<i>Archie</i>
18	<i>Chancellor</i>
19	<i>Auch</i>
20	<i>Zora 1</i>
21	<i>EZ Street</i>
22	<i>Calm</i>
23	<i>Goldfinger</i>
24	<i>Valheru</i>
25	<i>One For The Road</i>
26	<i>Susea</i>
27	<i>Shamrock</i>
28	<i>Ninety Seven</i>
29	<i>YuuZoo</i>
30	<i>Pretty Fly III</i>
31	<i>Geomatic Joker</i>
32	<i>Shining Sea</i>
33	<i>Eleni</i>



Alfa wins

Creeping up the Derwent River under fading light and a dwindling breeze, *Alfa Romeo* limped

over the finish line to claim line honours, putting an end to the reign of *Wild Oats XI*. *Alfa* led from the first gybe and was never headed.



Revenge is sweet

Neville Crichton's victory was all the more sweet for settling the score with *Wild*

Oats XI after a shock loss in 2005. "Back then I was drinking the beer and Mark Richards was drinking the champagne," said Crichton.



Power of protest

Two True skipper Andrew Saies sailed over the finish line and into the protest room to learn if a collision on Sydney Harbour within

the first 20 minutes of racing would cost him a Hobart win. He was cleared and declared the winner of the Tattersall's Cup. One word: relief.



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B&G



In the 2009 Rolex Sydney Hobart, Bruce Gould joined an elite club of just 10 yachtsmen to have competed in 40 Hobarts, sailing as watch captain onboard *Strewth*.

Gould has faced everything the Sydney Hobart can throw at a sailor, including 30 hours spent in a liferaft adrift in a raging ocean with his crew mates after their yacht *Winston Churchill* sank in the storm-ravaged 1998 race. Undeterred, the stalwart Sydneysider has returned to sail in almost every Hobart since.

"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. While 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."

This year, Carl Crafoord will add his names to the 25-Hobart honour roll, joining the growing list of 86 Hobart Heroes to have competed in 25 or more Sydney Hobarts.

Crafoord's sailing experience spans over 40 years and includes victories in many major offshore races. He began racing dinghies at the age of eight and has sailed over 120,000 offshore miles, including onboard four overall Rolex Sydney Hobart winners as a navigator or tactician: *Sagacious* (1990), *Raptor* (1994) and *Quest* (2002 and 2008). Crafoord will notch up his 25th Hobart this race sailing on the supermaxi *Lahana*,



HOBART HEROES

TO 'DO A HOBART' IS THE GOAL OF MANY YACHTIES, BUT THERE'S A DIEHARD GROUP OF 'HOBART HEROES' WHO COME BACK YEAR AFTER YEAR TO TAKE ON THE GRUELLING OCEAN CLASSIC, NOTCHING UP 25 OR MORE RACES OVER THE DECADES.

HOBART HEROES

Sydney Hobart sailors to have competed in 25 or more races:

- Tony Cable (NSW) 45 since 1961 (1 win)
- John Bennetto[†] (TAS) 44 races 1947-2004 (1 win)
- Lou Abrahams (VIC) 44 since 1963 (2 wins)
- Tony Ellis (NSW) 43 since 1963 (1 win)
- Bill Ratcliffe (NSW) 42 since 1955
- Syd Fischer (NSW) 41 since 1962 (1 win)
- Colin Wildman (NSW) 41 since 1963 (1 win)
- Richard Hammond (NSW) 40 since 1953 (2 wins)
- Bernie Case (QLD) 40 since 1962
- Bruce Gould (NSW) 40 since 1963 (2 wins)
- Lindsay May (NSW) 37 since 1973 (3 wins)
- David Kellett (NSW) 36 since 1968 (1 win)
- Peter Green[†] (NSW) 35 races, 1947-1989 (1 win)
- Richard Norman (NSW) 35 since 1955 (2 wins)

- 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
- Michael Spies (NSW) 33 since 1976 (1 win)
- Roger Hickman (NSW) 33 since 1974 (2 wins)
- Don Lang[†] (VIC) 32 since 1953 (1 win)
- Alby Burgin[†] (NSW) 32 since 1951 (1 win)
- Maurice Cameron (NSW) 32 since 1974
- Geoff Rouvray (NSW) 32 since 1967
- Peter Shipway (NSW) 31 since 1968 (2 wins)
- Phil Eadie (NSW) 31 since 1972 (2 wins)
- Mike Green (NSW) 31 since 1977 (2 wins)
- Kim Jaggard (NSW) 31 since 1977
- Robbie Burns (NSW) 30 since 1975 (1 win)
- Max Crafoord[†] (NSW) 30 races 1953-1993
- Albert Mitchell (NSW) 30 since 1954 (2 wins)
- Peter Kurts[†] (NSW) 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
- Geoff Barter (NSW) 30 since 1974
- Colin Anderson (VIC) 30 since 1972 (2 wins)

WEALTH OF EXPERIENCE
Left to right: Syd Fischer, Bruce Gould, Tony Ellis and Bill Ratcliff, all veterans of 40 races or more.

- Ralph Carlier (NSW) 30 since 1973
- Bruce Jackson (NSW) 29 since 1952
- David Lawson (NSW) 29 since 1961
- John Solomon (TAS) 29 since 1967
- Peter Duffield (NSW) 29 since 1968
- Ian Potter (NSW) 29 since 1976
- Ed Psaltis (NSW) 29 since 1979 (1 win)
- Bruce Taylor (VIC) 29 since 1980
- Jacko Goluzd (NSW) 29 since 1978 (2 wins)
- Graeme Fraser (NSW) 29 since 1973
- TWT (Bill) Thompson[†] (NSW) 28 races 1956-1988
- Hugh Treharne (NSW) 28 since 1968 (2 wins)
- John Harris (NSW) 28 since 1971 (2 wins)
- Colin Tipney (NSW) 28 races since 1979 (1 win)
- Josko Grubic (SA) 27 since 1966
- Stan Darling[†] (NSW) 27 races 1947-2002 (5 wins)
- Des O'Connell[†] (NSW) 27 since 1947
- Rolfe Mische[†] (NSW) 27 since 1963
- Richard Bearman (NSW) 27 since 1969
- Peter Joubert (VIC) 27 since 1968
- John Mooney (VIC) 27 since 1968
- Simon Firth (TAS) 27 since 1973
- Graeme Freeman (TAS/NSW) 27 since 1970
- Lew Carter (NSW) 27 since 1973
- Mike Hesse (NSW) 27 since 1964 (2 wins)
- Kingsley Piesse (VIC) 27 since 1983
- Bob Fraser (NSW) 27 since 1973 (1 win)
- Alan Butler[†] (VIC) 26 since 1946 (3 wins)
- Warren Anderson (NSW) 26 since 1970
- Jim Dunstan (NSW) 26 since 1973 (1 win)
- Bill Watson (NSW) 26 since 1973
- John Williams (VIC) 26 since 1975
- Graeme Ainley (VIC) 26 since 1985
- David Ellis (NSW) 25 since 1977 (2 wins)
- Bill Riley (NSW) 25 since 1976
- Russell Evans[†] (VIC) 25 races 1968-1985
- Toby Richardson (TAS) 25 since 1973 (2 wins)
- Ian Treharne (NSW) 25 since 1968
- 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
- Robert Green (VIC) 25 since 1965
- Greg Prescott (VIC) 25 since 1980
- Peter Hopkins (TAS) 25 since 1982
- Tony Kirby (NSW) 25 since 1983
- Robert Case (NSW) 25 since 1985

LEADING YACHTSWOMEN

- Adrienne Cahalan (NSW) 18 since 1984 (1 win)
- Gail Harland (NSW) 15 since 1990
- Vanessa Dudley (NSW) 15 since 1984
- Felicity Nelson (NSW) 15 since 1988
- Sally Gordon[†] (NSW) 15 since 1994
- Jan Howard (NSW) 14 since 1978
- Mary Holley (NSW) 13 since 1997
- Amanda Wilmot (NSW) 12
- Audrey Brown (NSW) 12 since 1987
- Sue Crafer (NSW) 12 since 1990
- Julie Hodder (NSW) 11 since 1984
- Kerry Goudge (NSW) 10
- Lea Myer (NSW) 10 since 1992

[†] Deceased





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Series 130

Series 170

Series 200

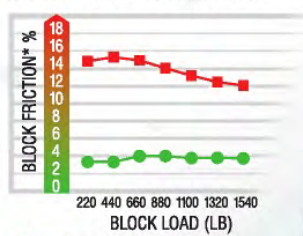


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FROM THE RACE PLANNERS TO THOSE WHO HELP OUT AT THE FINISH LINE, IT'S THE VOLUNTEERS WHO MAKE AUSTRALIA'S GREATEST SAILING EVENT POSSIBLE. JENNIFER CROOKS PAYS TRIBUTE TO THE UNSUNG HEROES OF THE ROLEX SYDNEY HOBART.

As a nation, Australians love to volunteer. According to the organisation Volunteering Australia, we spend some 713 million hours a year lending a hand where it counts, and sports organisations and events are top of the list.

So it's no surprise that behind the scenes of the Rolex Sydney Hobart Yacht Race is a team of skilled unpaid helpers making it all happen.

Dedicated teams of volunteers devote many hours of their time in the lead-up to the Rolex Sydney Hobart. Working tirelessly throughout the year is the Race Planning Committee, chaired by CYCA Commodore Garry Linacre with Rear Commodore Howard Piggott, Immediate Past Commodore Matt Allen, Past Commodore Martin James and Past Director Les Goodridge as members. The committee reports to the CYCA board and is responsible for race planning, policy matters, event logistics, sponsor relations and media strategy.

The CYCA board hands the management of the race over to the Race Committee in September. For the ninth consecutive year it will be chaired by Commodore Tim Cox AM RAN (ret), who will lead a team of eight volunteers, comprising of members of the CYCA and the Royal Yacht Club of Tasmania.

The role of chairman involves working with the CYCA Commodore, Sailing Committee chairman and sailing office to assess all applications to enter the race, including yacht

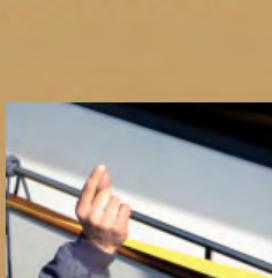




PEOPLE POWER
The presentation ceremony in Hobart wouldn't be possible without the help of volunteers such as the well known 'Biddy' Badenach.



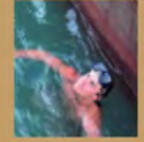
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stability and safety matters. Once the event commences on 26 December, the committee is responsible for 24-hour-a-day race operations at the RYCT.

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 too, skippering his DK43 *Minerva* in CYCA and Royal



The most important boat in the race

The one boat the Rolex Sydney Hobart couldn't race without doesn't even have a mast. The 20-metre motor yacht *JBW* serves in the vital role of radio relay vessel. Former CYCA Commodore David Kellett leads the team aboard the boat, which is owned by prominent CYCA member and successful retailer John Winning. For the past six years, Winning has generously donated *JBW* to the CYCA for use as the radio relay vessel in its major offshore races, helping to ensure the safety of all the crews. *JBW* is a long-range displacement motor yacht, which is named after John's father, the well-known John Berry Winning. Her crew 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 also liaises with the media team about the conditions at sea and, of course provides 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 for more information.

Sydney Yacht Squadron inshore and offshore events.

Other members of the Race Committee from the CYCA are Howard Piggott and long-standing committee member 'Safety' Sam Hughes, a former senior officer with the Australian Maritime Safety Authority. Representatives from the RYCT who serve on the committee are Graeme Dineen, Ian Smith, Ross Mannering, Kim Newstead and Roger Martin.

Chairman of the International Jury is well-known CYCA member and racing rules authority John Kirkjian. John has acted as chairman of the International Jury since 2003 and has served on the jury for 19 Sydney Hobarts. He has been an ISAF international judge, Yachting Australia national judge and umpire for over 14 years, and is a former chairman of YNSW Racing Rules and YNSW & YA Special Regulations committees. Kirkjian has been a member of the CYCA Protest Committee since the early 1980s and was appointed chairman in 1985, following the retirement of David Goode. At 74 years of age, John is still a passionate sailor who regularly participates in the CYCA Short Haul and Short Ocean Pointscore series and RANSA/RPEYC Wednesday races in his Jarkan 38 *Lady Ann*.

Joining him will be experienced international jurors Tony Mooney (AUS) who has been nominated as the deputy chairman, John Rountree (NZ), Selvam Mookken (Singapore) and Ronnie McCracken (GBR).

The Emergency Management team supports the Race Committee chairman and CYCA Commodore in the conduct of Category 1 and 2 races organised by the CYCA, and this year CYCA Past Commodore John Brookes will lead the Emergency Management Team (EMT).



Behind the scenes of the Rolex Sydney Hobart is a team of unpaid helpers making it all happen.



Firing the starting canon

The official starter, who will fire the cannon to send the fleet on its way, will be Doug Paterson, a crew member of the 1960 Sydney Hobart overall winner *Siandra*.

Supporting Paterson will be representatives from *Kaleena*, who placed second behind *Siandra* in 1960 race. Alan Audley will fire the five-minute warning signal with two other crew members from *Kaleena*, Graeme Burgess and Peter Kail, invited to be part of the official party with Burgess being given the honour of firing the 10-minute warning signal.

Unfortunately due to age and location, a representative from third placed *Malohi* could not be present for the start of the race. Also invited to be part of the official party will be Lurline Newland, widow of Graham Newland, the owner of *Siandra* during the 1960 event. All three will fire the cannon to mark the warning and preparatory signals. Flag signals will also be raised/lowered at these three times.

SAFE IN THE DOCK
A team of volunteers look after safe berthing for the fleet at Kings Pier marina and Constitution Dock in Hobart.

If mobilised the team coordinates the management of incidents, provides information to emergencies agencies such as water police and AMSA, coordinates the notification of next of kin, and maintains contact with boat buddies. The EMT consists of a team who are based at the CYCA and also in the port town of Eden to assist yachts that use the port to seek shelter. The Eden team consists of Past Commodore John Messenger and Past CYCA director Dick Cawse, and they are assisted by an enthusiastic



team of volunteers from the community of Eden.

Marine Rescue bases along the eastern seaboard also assist by monitoring emergency distress radio frequencies and providing assistance to yachts when in need. Marine Rescue Newcastle is involved in conducting the mandatory pre-race radio checks.

An information centre is located in a temporary marquee set up on the hardstand at the CYCA with Gail Lewis-Bearman (past president of the Associates Committee) coordinating the day-to-day operations of the centre. The centre is open from 8.30am through till 5.30pm daily and is a hive of activity with crewmembers and skippers visiting to collect essential race information, decals and flags. A team of dedicated volunteers is on-site from 9 December until 27 December assisting crews and members of the public with their questions. Competitors also have free access to two computers where they can check emails and access the internet.

Volunteers also support the on-water Race Management Team for the Rolex Trophy and Rating Series. The team includes race officials Steve Kidson (who is also the driver of MV *Offshore*), Robyn Morton (who acts as the principal race office in the absence of Denis Thompson), Doug Cairns and Jane Stranger (race officials). The club also benefits from volunteers from the Middle Harbour Yacht Club who assist the team with the huge task of starting 100 yachts on two starting lines. Members of the Associates Committee also assist with Sydney Hobart merchandise sales in the lead up to the great race.

Robert 'Biddy' Badenach has coordinated the race finishing logistics on behalf of the RYCT for over 13 years. He is a Past Commodore of the club and his excellent organisational skills are showcased by the warm welcome all yachts receive when they arrive at Constitution Dock.

Badenach coordinates a large team of volunteers responsible for the entire race, finishing logistics from the moment the line honours winner arrives until the last boat departs Hobart on their homeward journey. Badenach and his team of volunteers coordinate all official ceremonies including line honours arrival, dockside presentation for the overall race winner and the official prizegiving at the RYCT on 1 January. He also acts as the key liaison with Tasmanian authorities including Government House, various ministries of the Tasmanian Government, TasPorts, Hobart City Council, and Tasmanian water police. Other volunteer groups involved in Hobart include the race finishing box team, RYCT liaison centre team, the information team who answer calls 24/7 during the race, the radio operators, and the team who guide the yachts to their berth at Kings Pier marina or into Constitution Dock led by Mick Hocking who has notched up 30-plus years volunteering.

Some other notable tenures on the team of Hobart volunteers include Mick Hocking (30 years, partol boats), Ray Batt (30 years, finishing box), Alistair Douglas (13 years, radio), John Menadue (11 years, race information centre) and Sandy Kemp (three years, liaison centre).

To the various teams of volunteers who donate their time freely to ensure the success of the Rolex Sydney Hobart Yacht Race, we salute you! ⚓

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The Rolex Sydney Hobart Yacht Race is the pinnacle of Australian bluewater sailing events, and signifies that the offshore racing season is in full swing. Many crews have sailed in the various lead-up offshore races and will spend many more days at sea over the coming summer months. Whether you are heading south, north or further abroad, racing or cruising, now is a good time to recap on key safety issues in sailing.



SAFETY FIRST

OFFSHORE SAFETY IS A SKIPPER'S PRIMARY OBLIGATION, AND A GOOD CREW SAFETY BRIEFING SETS THE TONE. JENIFER WELLS AND PACIFIC SAILING SCHOOL REPORT.

Our sport has changed dramatically over the past decade, let alone since the early post-World War II origins of the great Sydney Hobart race. When reviewing historical offshore footage, one doesn't have to go back too far to see woolen jumpers or plastic raincoats instead of the modern, purpose-built offshore wet weather gear that we now take for granted. And just as we wouldn't put to sea with such inadequate gear today, we should periodically take stock of the developments in safety to ensure we meet and maintain current best practice benchmarks.

Changes in safety practices are inevitable as technology continues to develop and lessons are learned from experiences – unfortunately, often those with tragic consequences. It is not about taking the enjoyment away from our sport. Rather, it is about increasing enjoyment by minimising the risk of injury – or worse – through ensuring that all onboard are aware of the inherent risks, adopt safe practices and are prepared if something goes wrong.

Given the reality of potential civil litigation and, in the case of gross negligence, criminal liability, our yachting community must be responsible for setting the safety



LIFELINE

Safety harnesses are a must for offshore racing, especially in rough weather and after dark.

foundations of our sport through local clubs and Yachting Australia (YA).

OWNER RESPONSIBILITY

As all yacht owners know, the YA Special Regulations for Racing Boats (also recommended for cruising boats) is the basic safety bible for our sport. Commonly known as the 'Blue Book' it spells out responsibility for safety on a boat, which reflects the underlying legal realities. It provides that the "safety of a boat and her crew is the sole and inescapable responsibility of the owner, or owner's representative" meaning that they must ensure the following points are met:

- The boat is fully found and seaworthy.
- The crew is experienced, have undertaken appropriate training and are physically fit to face bad weather.
- The hull, spars, rigging, sails and other gear are sound.
- Safety equipment is properly maintained and stowed and the crew know where it is and how to use it.

Skippers will be required to sign off on many of these issues in order to comply with the relevant Notice of Race, which incorporates the Category 1 or 2 safety requirements in the Blue Book, such as stability and relevant crew experience and training declarations (SSSC, radio and first aid). The final point about crew knowledge of safety equipment requires the skipper to set the tone and lead by example.

CREW SAFETY BRIEFINGS

One way that a skipper may satisfy the obligation to ensure that crew know where safety equipment is stowed and how to use it properly is through crew safety briefings. These should be conducted each time a boat intends to start an offshore race, no matter how seasoned and experienced the skipper and crew.

Some skippers have chosen to formalise the safety briefing process. For example champion offshore skipper Roger Hickman, who is lining up for his 34th Sydney-Hobart this year, requires that crew read and acknowledge a pre-race safety document a week before the race as well as attend an onboard safety 'listen-up' session.

"We emphasise in our briefings that safety is paramount," says Hickman. "Nothing is more important. No piece of equipment,



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no sail, no fitting, no position on the winner's podium."

The pre-race safety document should outline the key issues covered in the onboard briefing which is undertaken while floating around the harbour an hour or so before the start (see Skipper's Safety Briefing Checklist). It should include a crew number-off list (eg 1-14 to help quickly identify whether all crew are onboard in an emergency situation), which ideally reflects each crewmember's lifejacket and wet weather gear hook or compartment

risk". The new regulation took effect from 29 October 2010.

The pre-race safety document should include information about the PFDs onboard the boat and confirm that crew will be required to wear them while on deck at night or at any other time as directed by the skipper. Crewmembers must be prepared to wear PFDs for lengthy periods of time. If not comfortable with the PFDs onboard, crew should consider purchasing their own PFD - although it must comply with the relevant Australian safety standards.



"Safety is paramount. Nothing is more important. No piece of equipment, no sail, no fitting, no position on the winner's podium."

Roger Hickman

number. "We ask everybody to memorise the crewmembers either side of them in the number-off list so that we can identify who may be injured or missing in an emergency," says Hickman. "It is also important to know your corresponding mate on the opposite watch."

While the chain of command is important for safety, especially in times of heightened risk, crewmembers also have a responsibility towards the safety culture on the boat. Crew should be encouraged to speak up if not comfortable performing a directed task or if concerned about a particular safety issue.

PERSONAL FLOTATION DEVICES

The CYCA has recently introduced the requirement for PFDs to be worn by all crew on deck between sunset and sunrise during offshore races. This requirement has been adopted by YA, via an amendment to the Blue Book, which makes it compulsory to wear PFDs at night and strongly recommends that they be worn during other times of "heightened

A NOTE ON NAVIGATION

The CYCA's internal report following last year's Flinders Islet tragedy reinforces that navigation should not solely rely on a GPS plotter. Positions should be confirmed by visual indicators and regularly logged and/or plotted on a paper chart. The Australian Hydrographical Service AHS has also recently highlighted the need to be aware of possible inaccuracies in surveying that may lead to unmarked navigational hazards on paper charts, which can be magnified by electronic ones. The AHS advises skippers and navigators to refer to the reliability diagram contained on each paper chart - which provides the year of survey and indicates quality over specific areas of each chart.

DELIVERIES HOME

Safety should remain the highest priority during delivery trips after the race, as well as with the general cruising skipper. Much damage and injury has been sustained during trips home or on passages to new racing venues, when a more relaxed

Skipper's safety briefing checklist

SAFETY IS PARAMOUNT

- Safety is more important than the race. No equipment is more important than crew safety.

CHAIN OF COMMAND

- Important for safety of the crew and the boat
- Crew must speak up if they don't feel comfortable or safe carrying out a task
- Crew must highlight any other major concerns or issues

LIFE JACKETS (PFDs)

- All crew to put on and fit the provided PFD, or their own PFD, during the briefing
- PFDs must be worn during periods of "heightened risk" including at night
- Strokes, dye markers and personal torch to be carried

PERSONAL LOCATOR BEACONS

- Check vessel EPIRBS
- Ensure crew are familiar with how their PLB works
- Accidental activation is a serious issue - switch off and contact authorities to cancel search and rescue

MAN OVERBOARD

- Give a detailed briefing regarding prevention and man overboard recovery
- Practical drills should be performed at the end of briefing or during crew training

SAFETY GEAR

- Point out location of key items - life rafts, MOB retrieval, first aid, bilge pumps etc

NUMBER-OFF AND WATCH LISTS

- Critical in emergency situations
- Know your number and the names of the crew either side of you
- Know your own watch-mates and your mate on the opposite watch

RADIO

- Must provide position report in accordance with sked times
- ALL crew, not just the nominated crew member/s, are responsible for ensuring this
- Maintain listening watch on VHF 16

SAFETY IN NUMBERS
If ever forced to abandon ship, crews will have a better chance of surviving at sea if they stick together. Pictured here is a crew training up in the pool at a sea survival course.

JENIFER WELLS

attitude could lead to disaster. YA recommends that cruising skippers comply with the Blue Book at all times. All delivery crew should be encouraged to complete a Safety and Sea Survival Course.

Last year a number of boats were seriously damaged after leaving Hobart in adverse weather conditions. Owners should have realistic timeframes for delivery crew that permits delays for appropriate weather windows – either at port or at a safe anchorage along the way. It is counterproductive to mandate that the boat must be in Sydney or Melbourne by a certain date if that puts pressure on the delivery crew to push on through foul weather and thereby sustain major damage or crew injury. As the saying goes, a safe boat is a fun boat and one that makes its destination. ⚓

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YA Grab Bag Recommendations

The YA recommends that a grab bag should be packed and easily accessible. The bag should contain:

- Waterproof hand held GPS (a smart-phone application does not comply)
- Search & Rescue Transponder
- "Dry" survival suits
- Second sea anchor and line
- Two safety tin openers
- Waterproof hand held VHF transceiver
- 406 Mhz EPIRB
- First aid kit
- Plastic graduated drinking vessel
- Two cyalume sticks
- A daylight signaling mirror

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“Hicko” is something of a Rolex Sydney Hobart legend, having first won in 1993 as co-owner and skipper of *Wild Outs*, and then again in 2000 as sailing master of *SAP Ausmaid*.

“There are three major challenges,” says Hickman. “Challenging the elements, challenging your fellow competitors by sailing better or smarter, and the challenge on board of getting on with other people.”

“If you don’t know what the Rolex Sydney Hobart can throw at you,” he says, “if you don’t know that when the southerly comes through the weather’s going to get bitterly cold and it’s going to be very bumpy, if you don’t know that it’s better to put two reefs in than one, then your life will become unbearable and the crew will be unbearable.”

Another top yachtsman, America’s Cup winning skipper James Spithill, would no doubt agree with Hickman’s sentiments. Spithill was only 18 when he cut his teeth on the Hobart, sailing with another Australian yachting legend, Syd Fischer. In 2000 he raced on George Snow’s record-setting 79-foot maxi, *Brindabella*.

“The Rolex Sydney Hobart puts everything you know about sailing to the test,” says Spithill. “When you’re out there in the middle of the ocean, in the middle of nowhere, at night, where you can’t always see the waves crashing around you but you can hear them, it’s easy to forget that the whole point is beating the other boats and not simply surviving to the end of the race.”

“There are plenty of times when every sailor thinks to himself: ‘I’m not going to do this again.’ But there’s something about the adrenaline, it’s addictive. The guys who have won it once want to win it twice, and when you get to the finish, it feels like you’ve really accomplished something.”

As part of its sporting associations, Rolex has long worked on the creation of timepieces adapted for specific and complex activities. The Rolex Yacht-Master was launched in 1992 and was quickly adopted by members of the top-tier sailing community. In 2007, the Yacht-Master II regatta chronograph won instant acclaim with its programmable countdown, equipped with a mechanical memory that can be set according to the starting sequences of each race. www.rolex.com

Sailing holds a special place among sports for Rolex. The association dates back to the late 1950s and the ties grow stronger every year.

Rolex’s approach to sport is to align with elements that share the company’s philosophies. In yachting, two primary associations are with the maxi class and significant offshore races. Rolex has been the title sponsor of the Rolex Sydney Hobart Yacht Race since 2002. As part of this strategy Rolex has developed close links with some of the world’s most esteemed yacht clubs, and the brand recently renewed its partnership with the Cruising Yacht Club of Australia until 2015.

The Rolex Sydney Hobart is an iconic offshore challenge. The 628-nautical mile course crosses notorious Bass Strait where wind and weather often conspire to throw up treacherous conditions. Yet more than 45,000 sailors have participated since the first race in 1945, and many more have it on their ‘must do’ list. Each year the race attracts top grand-prix

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Former Vice Commodore of the CYCA, Roger Hickman, has already won the race twice, and this year – confirming the event’s international reach – embarks on his 34th Rolex Sydney Hobart as co-skipper of the part-Russian entry, *Vamp*.

THE BEST OF TIMES
Last year’s Rolex Sydney Hobart winner Andrew Saies collecting the Tattersalls Cup and Rolex Yacht Master timepiece for the overall win.



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Sydney Hobart.

Seven-time world surfing champ Layne Beachley, Australian cricketer Matthew Hayden and AFL star Nathan Buckley will join last year's apprentice celebrity crew of Phil Waugh, Phil Kearns and the host broadcaster's Larry Emdur. They and the equally star-studded sailing crew will get an early taste for the start of the great race south when the big boats jostle for pole position on Sydney Harbour.

It's a popular day on the harbour, and last year skippers expressed concern at having to navigate their way through the flotilla of for spectator boats. Responding to their concerns, the Cruising Yacht Club of Australia is asking skippers of power vessels and cruising yachts to be wary of the size, speed and manoeuvrability of these giants of the sea, and to stay well clear.

In the 70-foot range, immediate past CYCA Commodore Matt Allen's Jones 70 *Ichi Ban* will go head to head with Niklas Zennstrom's UK JV72 *Rán*, while in the grand prix 60 foot range, Stephen Ainsworth's all-conquering RP63 *Loki* will once again be in the ring with Alan Brierty's near sistership *Limit*.

Brierty's RP62 left the country in January to compete on the US circuit and is returning somewhat of an unknown, following an extensive re-fit in Auckland where Brierty has also recruited a gun crew.

In the 50-foot range many of the strong fleet of TP52s heading to Hobart will use the SOLAS event as a crew shakedown, while adding plenty of colour and action to the day.

The tight 14-nautical mile course will start off at Steele Point at 12.30pm, and will take the fleet around the harbour two and a half times, passing many of Sydney's famous landmarks including Fort Denison, Mrs Macquarie's Chair and the Sydney Opera House, which forms the backdrop to the finish line.

The public will again have the opportunity to be aboard a select number of competing maxis via an eBay auction for crew spots, with the proceeds going to the CYCA Safety of Life at Sea Trusts.

Once invitations to enter are received, paperwork for the SOLAS Big Boat Challenge should be lodged at the CYCA sailing office by midday on Monday 13 December. ⚓

www.cyca.com.au

The Cruising Yacht Club of Australia's annual maxi boat race, the SOLAS Big Boat Challenge will set Sydney Harbour ablaze when the anticipated fleet of 20 maxis and pocket maxis flex their muscles prior to hitting the Rolex Sydney Hobart start line.

An awesome line-up of Australia's largest racing yachts, including Bob Oatley's *Wild Oats XI*, Sean Langman and Anthony Bell's *Investec Loyal*, Grant Wharington's *Wild Thing* and Peter Millard and John Honan's *Lahana*, will take centre stage on Sydney Harbour on Tuesday December 14 in an event widely seen as a form guide for the race to Hobart on Boxing Day.

Last year's SOLAS Big Boat Challenge was the only official pre-Hobart public outing for *Wild Oats XI*. This year the Mark Richards-skipped supermaxi has contested many of the major regattas and blue water races, the crew ironing out the wrinkles and setting themselves up for a potential fifth line honours victory in the Rolex Sydney Hobart Yacht Race.

Investec Loyal will be a flame to the media moths with another impressive line up of TV and sports celebrities on the 100-footer's crew. Olympic



SOLAS BIG BOAT CHALLENGE

MAXI YACHTS GEARING UP FOR THE ROLEX SYDNEY HOBART WILL TAKE THE LINE FOR A SPARRING SESSION ON SYDNEY HARBOUR BEFORE THE REAL BOUT BEGINS ON BOXING DAY.



swimmer Geoff Huegill is used to setting a cracking pace in the water but rather than just being along for the ride, as he was in the 2004 maxi race, 'Skip' has signed up to get his feet wet not only in the SOLAS Big Boat Challenge, but also the Rolex

HEAVY HITTERS
Round-the-buoys harbour racing in 100-footers? The SOLAS Big Boat Challenge is one of Sydney Harbour's most exciting races.



The current Rolex Farr 40 world champion Massimo Mezzarona's *Nerone* (ITA) will lead a bumper fleet of Farr 40s in the upcoming Rolex Trophy One Design Series.

The Italian skipper will be one of at least seven Farr 40 entrants, including three internationals, to contest the series as a warm-up for the 2011 Rolex Farr 40 World Championships, due to be held in Sydney next February.

Jim Richardson's *Barking Mad* (USA), the 2009 Farr 40 World Champion, and Brett Neill's *White Cloud* (NZL) will join leading Australian Farr 40s *Estate Master* (Martin & Lisa Hill), *Kokomo* (Lang Walker), *Transfusion* (Guido Belgiorno Nettis), *Easy Tiger II* (Chris Way) and *Twin Edake* (Jeff Carter) for the series, sailed off the Sydney coast from Friday 10 December.

The Rolex Trophy One Design series commences on the same day for the Farr 40 class, with the remaining One Design classes (Sydney 38s) beginning their two-day

ROLEX TROPHY

AS WELL AS BEING AN IMPORTANT LEAD-UP EVENT TO THE ROLEX SYDNEY HOBART, THE ROLEX TROPHY SERIES IS A PRESTIGIOUS REGATTA IN ITSELF, COMPRISING THE ONE DESIGN SERIES, RATING SERIES AND PASSAGE SERIES.

regatta the following day. Races for all classes will conclude on Sunday 12 December.

Defending Rolex Trophy Rating Series champion *Limit*, Alan Brierty's Reichel Pugh 62, will go head-to-head with Stephen Ainsworth's in form RP63 *Loki* that finished second by just one point. *Loki* has won every east coast offshore yacht race this season and in August was crowned Audi IRC Australian Champion. *Limit*

DIARY DATES

+ SOLAS Big Boat Challenge: Tuesday 14 December.
+ Rolex Trophy One Design: 10-12 December.
+ Rolex Trophy Rating Series: 17-20 December.

has spent most of this year sailing around the Pacific racing in various events including the Coastal Cup and the Pacific Cup in the USA, where she won the Fastest Passage trophy finishing the race in 6d, 16h, 19m.

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.

Last year's Rolex Trophy Passage Series winner, *Yendys*, will be back to sail in the Rolex Trophy Rating Series but under a new name and owner. Bill Wild purchases the RP55 from Ross in September this year and will race her under the name of Rodd & Gunn *Wedgetail*. This is a step-up from Wild's previous yacht of that name, a Welbourn 42. Other entrants include Michael Hiatt's Farr 55 *Living Doll*, Peter Millard & John Honon's 98ft *Lahana* and Howard de Torres' IMX 40 *Nips-n-Tux*. ↓
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A quiet little drink

Hobart veterans raise a glass to one of the CYCA's oldest traditions.

The CYCA's annual 'Quiet Little Drink' event in September continued its tradition of honouring those who achieved Rolex Sydney Hobart milestones in the previous year's race.

Among the 160 guests at the event, which raises money for the CYCA Youth Sailing Academy, were renowned sailors and Hobart veterans including Ray Kirby, 'Jacko' Jackson and Don Mickleborough.

Organised annually by Tony Cable (the most capped Hobart veteran with a record 45 races under his belt), the QLD began as a post-race drink in 1969. Things quickly snowballed when an order for 200 beers was placed, and the bar became so packed that schooners were passed through club windows to the overflow of yachties on the street outside.

Four recipients of the 25 Hobart Award were recognised on Friday: Robert Case, Peter Hopkins, Tony Kirby and Greg Prescott. They were presented with Tasmanian-made Huon and King William Pine plaques and commemorative ties for reaching the 25 Sydney Hobart milestone.

Immediate Past Commodore Matt Allen provided the citation for Robert Case, who holds the honour of being the youngest recipient of the 25 Hobart Award, having started his love affair with Australia's blue water classic in 1985 and never missed a race since.

Past Commodore John Brooks honoured Bruce Gould, who is now the tenth person to achieve the 40 Hobart milestone, while two YSA sailors, Andrea Green and Kieren Searle, were acknowledged for completing their first Rolex Sydney Hobart. Both promised to return in 24 and 39 years time to collect their 25 and 40 Hobart Awards.



1. Michael, Ray and Tony Kirby. 2. Steve 'Mothy' Jarvin. 3. Keiran Searle (left) and Andrea Green (right), accepting their first Hobart awards from Tony Cable, founder of the Quiet Little Drink and most capped Hobart veteran with 45 races. 4. Don Mickleborough. 5. Mickleborough accepting Peter Hopkins' 25 Hobarts plaque. 6. Tony Kirby accepting his 25 Hobart plaque from Andy Foster. 7. Robert Case, the youngest ever recipient of a 25 Hobart award, accepting his plaque from Matt Allen, immediate past CYCA Commodore and owner of *Ichi Ban*. 8. John Dawson, a co-founder of the Quiet Little Drink, provided the traditional close to the evening, sharing a few of his jokes. 9. Robert Case, Bruce Gould and Tony Kirby accepting their Hobart awards. 10. Tony Kirby making his acceptance speech.



Around this time of the year old salts often like to reminisce about 'the good old days' of ocean racing: the great boats that have won past Rolex Sydney Hobarts and the legendary yachtsies who sailed them through the rugged waters of the Tasman Sea.

To get into the spirit, and to get a feel of how the winning boats and skippers have changed through the years, we took a trawl through the dusty archives of *Offshore Yachting* and the CYCA to find the handicap winners of each new decade, beginning with 1950.

Sixty years ago the honours were shared by two classic yachts, both of which still grace the waters of Sydney Harbour today: *Nerida*, owned by eminent yachtsman Sir James Hardy, and *Margaret Rintoul*, owned by Bruce Gould, a veteran of 40 Sydney Hobarts.

Sir James' father Tom Hardy had *Nerida* built before World War II, but following Hardy Snr's death in an air crash she was sold to fellow South Australian Colin Haselgrove. He gave her a Bermudan rig and sailed her to an overall victory in the 1950 Sydney Hobart. *Nerida* will lead the Classic Yacht division in a sail past during the 175th Australia Day Regatta on 26 January 2011, with *Margaret Rintoul* also taking part. The latter yacht is still yawl-rigged, just as she was when CYCA founder Merv Davey skippered her to a line honours victory for owner AW Edwards. *Margaret* won again the following year, skippered this time by Frank Barlow.

In 1960 two other famous yachts, both multiple Sydney Hobart winners, headed a fleet of 36. *Kurrewa IV*, then 48 years old and owned by Victorian glaziers the Livingstone brothers, had already taken line honours six times, originally as *Morna* (owned by industrialist Claude Plowman). It was a hard battle for line honours between *Kurrewa IV*, *Astor* and *Solo*, but the Fife-designed *Kurrewa IV* stormed home for an unprecedented seventh line victory – a record that still stands. She later returned to her original name, and sadly *Morna* now swings lonely and apparently unloved on a mooring in Sydney Harbour. That same year *Siandra*, skippered by Graham Newlands, won her second race on corrected time.

Arguably one of the most beautiful boats ever to win the Rolex Sydney



THE GOOD OLD DAYS

HOBART HAS PLAYED HOST TO SOME FAMOUS YACHTS, GREAT SKIPPERS AND THE OCCASIONAL CONTROVERSY OVER THE DECADES. PETER CAMPBELL HAS A RUMMAGE THROUGH THE ARCHIVES.

Hobart was *Pacha*, which Robert (later Sir Robert) Crichton-Brown sailed to overall first place in 1970. With her striking red hull and teak-laid decks she continued to race offshore until last year, when she competed in the Gosford to Lord Howe Island Race, still looking as good as new under her current ownership.

In contrast, the line honours winner, Tom Clark's 73-footer *Buccaneer* from New Zealand could hardly be described as 'beautiful' with her long, lean and rather stark lines. Her looks didn't hold her back, though – she proved to be easily the fastest boat in a race that saw several casualties.

New Zealanders notched up their third line honours victory in the Sydney Hobart Race in 1980, when the late Peter (later Sir Peter) Blake

WOODEN WARRIORS
No composites or canting keels on the startline for the 1952 Hobart.

sailed the 24-metre *Lion New Zealand* as part of that yacht's preparation for the Whitbread Round the World Race. *Lion New Zealand* won the double and remains one of only six yachts to have won line and overall handicap honours in the same year, and Blake went on to win the Whitbread Race too. Last year's Rolex Sydney Hobart saw *Lion New Zealand* return to mark her great victory, but also in memory of Blake, who was murdered by pirates in South America several years ago.

The 1990 Sydney Hobart was submerged in controversy surrounding the entry of the \$15 million British maxi yacht *Rothmans*, named after a cigarette company. As *Rothmans* neared the finish, the yacht was filmed flying a promotional spinnaker. After taking line honours she was penalised 10 per cent of placings; while advertising was then permitted on a yacht's hull, it was not allowed on the sails. The incident gained the Rothmans brand worldwide publicity, and was the catalyst for the eventual removal of Rule 26 from the racing rules, opening up a new era of sponsorship-based funding for ocean yacht racing.

Syd Fischer's maxi *Ragamuffin* was officially awarded line honours in 1990, while overall winner was Garry Appleby's One Tonner *Sagacious* under IOR ratings. That year the CYCA had introduced an IMS category in tandem, with first place under IMS going to Tasmanian yacht *Doctor Who*, skippered by Roger Jackman.

The 2000 Rolex Sydney Hobart ushered in the era of multi-million-dollar maxis, boasting hi-tech developments such as water ballast, carbon fibre hulls and rigging, composite sails, canting keels and stored power. Many felt the new technology gave boats an unfair advantage. However, some of the very latest state-of-the-art yachts failed to make the distance across Bass Strait in the rough weather, and it was the Swedish maxi *Nicorette* who took line honours for Ludde Ingvall, while South Australian Kevan Pearce's *SAP Ausmaid* scored her second overall IRC victory with Roger Hickman as sailing master.

The waters of the Tasman Sea have flowed under the hulls of many fascinating new yachts in the past decade, and the 2010 Rolex Sydney Hobart is certain to produce more great boats, sailors and skippers who will be remembered by old salts around yacht club bars for many years to come. ⚓





2010 Fleet

PREFIX	SAIL NO	BOAT NAME	FIRST NAME	LAST NAME	STATE	DIVISION	DESIGN	LOA (M)	LOA (FT)	DRAFT (M)
1	5612	<i>Abracadabra</i>	James	Murchison	NSW	PHS	Tripp 47	14.2	47	2.7
2	8338	<i>AFR Midnight Rambler</i>	Ed Psaltis	Bob Thomas	NSW	IRC & ORCi	Farr/Welbourne 40	12.4	40	2.5
3	5976	<i>Alchemy III</i>	Jarrod	Ritchie	TAS	IRC & ORCi	Beneteau 57	17.8	57	2.6
4	6321	<i>Allegro</i>	John	Taylor	NSW	IRC & ORCi	Cavalier 395	12.0	39	2.0
5	SM 2004	<i>Another Challenge</i>	Chris	Lewin	VIC	IRC & OD	Sydney 38	11.8	38	2.7
6	N 3	<i>Aurora</i>	Jim & Mary	Holley	NSW	IRC	Farr 40	12.2	10	2.3
7	SM 377	<i>Bacardi</i>	Martin	Power	VIC	IRC	Petersen 44	13.4	44	2.4
8	407	<i>Blunderbuss</i>	Tony	Kinsman	QLD	IRC & ORCi	First 40.7	11.9	40	2.4
9	10000	<i>Brindabella</i>	Jim	Cooney	NSW	PHS	Jutson 79	24.1	79	4.3
10	R 420	<i>Cadibarra 8</i>	Paul	Roberts	VIC	IRC	Jones 42	12.9	42	2.9
11	SM 5252	<i>Calm</i>	Ainley, Williams,	Van Der Slot	VIC	IRC & ORCi	Farr TP52	15.9	52	3.1
12	6834	<i>Chancellor</i>	Ted	Tooper	NSW	IRC	Beneteau F40	12.2	40	2.4
13	RQ 1920	<i>Charlie's Dream</i>	Peter	Lewis	QLD	IRC	Bluewater 450	13.6	45	1.7
14	R 33	<i>Chutzpah</i>	Bruce	Taylor	VIC	IRC & ORCi	IRC 40	12.0	40	3.0
15	F 111	<i>CIC Secure Inca</i>	Noel	Sneddon	ACT	PHS	Vickers 41 Mkii	12.5	41	1.8
16	6689	<i>Copernicus</i>	Greg	Zyner	NSW	IRC & ORCi	Radford 12	12.0	40	2.1
17	142	<i>Crossbow</i>	Cutcliffe, Murray,	Stenhouse	NSW	IRC	Beneteau First 36.7	10.7	36	2.2
18	USA 21847	<i>Dawn Star</i>	William N.	Hubbard III	USA	IRC & ORCi	Baltic 46	14.1	46	2.3
19	MH 60	<i>Eleni</i>	Tony	Levett	NSW	IRC & OD	Sydney 38 OD	11.8	38	2.6
20	46	<i>Exile</i>	Robert	Reynolds	NSW	IRC & ORCi	DK46	14.1	46	3.0
21	G 4646R	<i>Extasea</i>	Paul	Buchholz	VIC	IRC	DK46	14.0	46	3.0
22	6814	<i>EZ Street</i>	Bruce	Dover	NSW	PHS	Warwick 44	13.5	44	2.2
23	7551	<i>Flying Fish Arctos</i>	Flying Fish	Online	NSW	PHS	Radford	15.2	50	2.7
24	M 9000	<i>Geomatic Joker</i>	Grant	Chipperfield	VIC	IRC	Lyons 39	12.0	39	2.4
25	8880	<i>Goldfinger</i>	P. Blake	K. Mitchell	VIC	IRC	Farr 52	15.8	52	3.3
26	262	<i>Helsal III</i>	Tony & Rob	Fisher	TAS	PHS	Adams/Barrett	20.0	66	3.4
27	AUS 3	<i>Ichi Ban</i>	Matt	Allen	NSW	IRC	Jones 70	21.5	70	4.5
28	5356	<i>Illusion</i>	Jonathan	Stone	NSW	IRC	Davidson 34	10.3	34	2.5
29	99999	<i>Investec Loyal</i>	Sean Langman	Anthony Bell	NSW	IRC	Maxi	30.5	100	6.2
30	5299	<i>Jazz</i>	Chris	Bull	VIC	IRC & ORCi	Cookson 50	15.2	50	3.5
31	S 390	<i>Jazz Player</i>	Andrew	Lawrence	VIC	IRC & ORCi	Bakewell-White Z39	11.9	39	2.7
32	11033	<i>Kerisma</i>	Grant Dawson	Brent Lawson	NSW	IRC	Ker 11.3	11.3	37	2.4
33	6146	<i>Kioni</i>	Nick	Athineos	NSW	ORCi	Beneteau First 47.7	14.5	47	2.9
34	55555	<i>Krakatoa II</i>	Rod	Skellet	NSW	PHS	Pogo 40	12.2	40	3.0
35	10081	<i>Lahana</i>	Peter	Millard	NSW	IRC	30m maxi	30.0	98	4.6
36	6935	<i>L'Altra Donna</i>	Andy	Kearnan	NSW	IRC	Summit 35	10.7	35	2.2
37	FRA 29999	<i>L'Ange De Milan</i>	Jacques	Pelletier	FRANCE	IRC	X 43	12.0	43	2.0
38	AUS 98888	<i>Limit</i>	Alan	Brierty	WA	IRC & ORCi	Reichel-Pugh 62	19.3	62	4.7
39	R 55	<i>Living Doll</i>	Michael	Hiatt	VIC	IRC	Farr 55	16.8	55	3.5
40	M 161	<i>LMR Solar</i>	Michael	Martin	NSW	IRC & ORCi	Sayer 11.9	11.9	39	3.3
41	1236	<i>Local Hero</i>	Peter	Mosely	NSW	IRC	Bh36	11.0	36	2.3
42	A 80000	<i>Loki</i>	Stephen	Ainsworth	NSW	IRC	Reichel Pugh 63	19.3	63	4.6
43	8679	<i>Merit</i>	Leo	Rodriguez	NSW	PHS	Volvo 60	19.3	60	3.6
44	SM 381	<i>Mille Sabords</i>	Stephane	Howarth	VIC	IRC & OD	Syd38	11.7	38	2.7
45	AUS 169	<i>Nautical Circle</i>	Matthew	Prentice	NSW	IRC	Archambault 40	12.0	40	2.4
46	USA 69200	<i>Nemesis</i>	Jeffery	Taylor	USA	IRC & ORCi	C&C41	12.0	41	2.3
47	6081	<i>Next</i>	Richard	Holstein	NSW	IRC & OD	Sydney 38	11.8	38	3.0
48	NZL 1	<i>NSC Mahligai</i>	Murray Owen	Jenny Kings	NSW	PHS	Sydney 46	14.3	46	2.7
49	AUS 2999	<i>Obsession</i>	David	Allan	NSW/RUS	IRC & ORCi & OD	Sydney 38	11.8	38	2.7
50	RQ 64	<i>Ocean Affinity</i>	Stewart	Lewis	QLD	IRC	Marten 49	15.0	49	3.6

MAJOR PRIZES

Winners' trophies

Each year the Rolex Sydney Hobart produces two major winners: line honours (first across the finish line) and overall winner (first on corrected time). Both take home a trophy and a Rolex Yacht Master.



George Adams Tattersalls Cup

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



J. H. Illingworth Trophy

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





PREFIX	SAIL NO	BOAT NAME	FIRST NAME	LAST NAME	STATE	DIVISION	DESIGN	LOA (M)	LOA (FT)	DRAFT (M)	
51	ITASM	455	<i>Onelife</i>	Alberto	Biffignandi	ITALY	CRUISING	Amel	16.0	53	2.0
52		6812	<i>Paca</i>	Phillippe	Mengual	NSW	IRC	Beneteau First 40	12.2	40	2.5
53		6841	<i>Papillon</i>	Phil	Molony	NSW	IRC	Archambault A40rc	12.0	40	2.5
54		360	<i>Patrice Six</i>	Tony	Kirby	NSW	IRC & ORCi	X-41	12.4	41	2.5
55	RQ	1331	<i>Patriot</i>	Peter	Lewis	QLD	IRC	J133	13.1	43	2.3
56		11407	<i>Pelagic Magic</i>	Hugh	Torode	NSW	IRC	Beneteau 40.7	11.9	40	2.4
57		421	<i>Pirelli Celestial</i>	Sam	Haynes	NSW	IRC	Rogers 46	14.0	46	2.9
58		5527	<i>Polaris Of Belmont</i>	Chris	Dawe	NSW	PHS	Cole 43	13.2	43	2.1
59		10007	<i>Pretty Fly III</i>	Colin	Woods	NSW	IRC & ORCi	Cookson 50	15.2	50	3.3
60	AUS	70	<i>Ragamuffin</i>	Syd	Fischer	NSW	IRC & ORCi	TP52	15.9	52	3.2
61	GBR	7236R	<i>Rán</i>	Niklas	Zennstrom	UK	IRC	JV72	21.9	72	4.8
62	AUS	11888	<i>Rodd & Gunn Wedgetail</i>	Bill	Wild	QLD	IRC	Reichel Pugh	16.8	55	4.0
63		8975	<i>Salona II</i>	Phillip	King	NSW	IRC & ORCi	Salona 44	13.5	44	2.9
64		325	<i>Sassy</i>	Murray	Wilkes	TAS	IRC & ORCi	Bavaria 39c	12.1	39	1.9
65	SM	25	<i>Scarlet Ribbon</i>	Richard	Buxton	VIC	CRUISING	Buizen 48	14.6	48	1.9
66	SM	11	<i>Scarlet Runner</i>	Robert	Date	VIC	IRC	RP-52	16.0	53	3.6
67	B	220	<i>Second To None</i>	Nola	Walch	VIC	IRC & ORCi	Beneteau First 40	12.2	40	2.5
68		8300	<i>Secret Mens Business #1</i>	Robert	Curtis	NSW	IRC & ORCi	Murray 42	12.8	42	2.8
69	YC	3300	<i>Secret Mens Business 3.5</i>	Geoff	Boettcher	SA	IRC	Reichel Pugh 51	15.6	51	3.3
70	M	330	<i>Shamrock</i>	Tony	Donnellan	VIC	IRC	Reichel Pugh 47	14.2	46	3.3
71		4924	<i>She</i>	Peter	Rodgers	NSW	PHS	Olsen 40	12.0	40	2.0
72		370	<i>She's The Culprit</i>	Rod	Chamberlain	TAS	IRC & ORCi	Jones 39	12.0	39	2.5
73		6338	<i>Shining Sea</i>	Andrew	Corletto	SA	IRC & ORCi & OD	Sydney 38	11.8	38	2.6
74	AUS	6952	<i>Shogun</i>	Robert	Hanna	VIC	IRC	JV52	15.9	52	3.2
75	B	129	<i>Slice Of Heaven</i>	Anthony	Weeks	VIC	PHS	Sayer 129	12.9	43	2.0
76	NOR	2	<i>Southern Excellence</i>	Andrew	Wenham	NSW	PHS	Volvo 60	19.5	60	3.8
77		2170	<i>Spirit Of Koomooloo</i>	Mike	Freebairn	QLD	IRC	Sparkman & Stephens 48	14.8	48	2.4
78		6686	<i>St Jude</i>	Noel	Cornish	NSW	IRC	Sydney 47	14.2	47	3.2
79		6073	<i>Swish</i>	Steven	Proud	NSW	IRC & ORCi & OD	Sydney 38 OD	11.8	38	2.6
80	SM	24	<i>Terra Firma</i>	Nicholas	Bartels	VIC	IRC & ORCi	Cookson 50	15.4	50	3.5
81	H	101	<i>Tevake II</i>	Angus	Fletcher	VIC	IRC	Radford 13.7	13.7	45	3.2
82		8848	<i>The Stick</i>	Nick	Athineos	NSW	PHS	Modified 66	20.1	66	4.5
83	GBR	6821R	<i>Titania Of Cowes</i>	Gina	Hewson	UK	IRC & ORCi	Swan 68	21.6	68	3.5
84	YC	400	<i>Two True</i>	Andrew	Saies	SA	IRC & ORCi	First 40	12.2	40	2.5
85		1195	<i>Valheru</i>	Anthony	Lyal	TAS	PHS	Elliott 43	13.0	43	3.1
86		43218	<i>Vamp</i>	Roger	Hickman	NSW/RUS	IRC	Corby 49	14.9	49	3.1
87		1545	<i>Victoire</i>	Travis	Tubman	NSW	IRC	Beneteau 45	13.7	45	2.7
88		5900	<i>Wahoo</i>	Graham	Mulligan	QLD	IRC & ORCi	Frers 40	12.4	40	2.3
89	AUS	88	<i>Wasabi</i>	Bruce	McKay	NSW	PHS	Sayer 12	12.0	40	3.0
90		7407	<i>Wave Sweeper</i>	Morgan	Rogers	NSW	PHS	Beneteau 40.7	11.9	40	2.3
91	AUS	7001	<i>Wild Oats X</i>	Bob	Oatley	NSW	IRC	Reichel/Pugh 66	20.0	66	4.5
92		10001	<i>Wild Oats XI</i>	Bob	Oatley	NSW	IRC	Reichel/Pugh 100	30.5	100	5.6
93		4343	<i>Wild Rose</i>	Roger	Hickman	NSW	IRC & ORCi	Farr 43	13.1	43	2.5
94	M	10	<i>Wild Thing</i>	Grant	Wharington	QLD	IRC	Jones 98 Maxi	30.0	98	6.9
95		6953	<i>Wot Eva</i>	David	Pescud	NSW	IRC	Nelson Marek 52	15.9	52	3.2
96	SM	5558	<i>Young Ones</i>	Ian	Miller	VIC	IRC	Young 11	11.0	36	2.5
97	AUS	11111	<i>YuuZoo</i>	Ludde	Ingvall	NSW	IRC & ORCi	Simonis Voogd 90	27.4	90	4.5
98		3838	<i>Zen</i>	Gordon	Ketelbey	NSW	IRC & OD	Sydney 38 OD	11.8	38	2.6
99		4409	<i>Zora 1</i>	Phillip	King	NSW	PHS	J&J 45	13.6	45	2.6

SPECIAL AWARDS

Perpetual trophies

Not every yacht can win a major trophy, but there's a raft of awards for yachts achieving special feats along the way. These are the perpetual trophies and awards presented by the race committee each year.

TROPHY NAME	AWARDED TO
Jack Rooklyn Memorial Trophy	first yacht out of Sydney Heads
F&J Livingstone Trophy	first yacht south of Tasman Island
Rani Trophy	most meritorious performance as judged by the race committee
Polish Trophy	yacht traveling from the furthest port to compete
Battery Point Trophy	first small boat across the line
TasPorts Trophy	first Tasmanian boat (IRC)
City of Hobart Trophy	navigator of the first Tasmanian yacht on corrected time
Bill Owen Memorial Trophy	navigator of the winning yacht
Alan Payne Memorial Trophy	designer of the winning yacht
Apollo Trophy	first yacht under 18.5 metres across the finish line
Oggin Cup	first yacht across the line sailed by an armed services crew
Jane Tate Memorial Trophy	first female skipper across the line
Gordon Marshall Trophy	first veteran yacht on corrected time





ABRACADABRA

Sail Number 5612
LOA 14.33m Class PHS
Designer Bill Tripp
Year built 1991 Type Tripp 47
Number of Hobarts 4
Owner James Murchison
Club Royal Sydney Yacht Squadron, NSW
Crew J Murchison (6), S D'Arx (4), J Francis (3), I Rushton (3), G Harber, M Finney, M Sheaffe (6), P Barrett, P Clune, P Loxton

Abacadabra is making her fourth trip to Hobart and her third under current owner James Murchison. Murchison and his crew have been alternating each year between Audi Hamilton Island Race Week and Hobart, and after claiming 2nd in division at Hamo 2009 they hope to go one better this year.



ALCHEMY III

Sail Number 5976
LOA 17.80m Class IRC/ORCi
Designer Bruce Farr
Year built 2004 Type Beneteau 57
Number of Hobarts 0
Owner Jarrod and Catrina Ritchie
Club Royal Yacht Club of Tasmania, TAS
Crew J. Ritchie, C. Ritchie, G. Dalton, B. Macartney, J. Macartney, W. Macartney, R. Snow, L. Bowes, C. Psaltis

This will be *Alchemy III's* first journey to Hobart in race mode after completing the trip twice this year at cruising pace. Owner / skipper Jarrod Ritchie has sailed competitively since his teens and owned three progressively larger yachts over the past 12 years to accommodate a growing family.



ANOTHER CHALLENGE

Sail Number SM2004
LOA 11.78m
Class IRC/ ORCi/One Design
Designer Murray Burns Dovell
Year built 2000 Type Sydney 38
Number of Hobarts 7
Owner Chris Lewin
Club Royal Brighton Yacht Club, VIC
Crew C Lewin (3), S Kennedy (2), J Bannister (1), O Williams (1), G Lewin (1), S Kyle (1), R van Wijk (1), J P Feenstra, N Deussen, A Robinson

Another Challenge has seen two owners and seven trips to Hobart in her 10 years on the water. In 2004, Chris Lewin and his young crew of university students inherited the boat for the Rolex Sydney Hobart, achieving a respectable third in the Sydney 38 division. This year's entry represents an evolution of the 2007 crew, with the core team returning and some new faces in the mix.



BACARDI

Sail Number SM377
LOA 13.34m Class IRC
Designer Doug Peterson
Year built 1978 Type Peterson 44
Number of Hobarts 24
Owner Martin Power
Club Sandringham Yacht Club, Vic
Crew M Power (8), J O'Keefe (3), L Forkes (4), L Cable, Mara Beddoes (2), Maree Beddoes (2), M Feore, M Wellington (1), T Crespin (14)

This old ocean racing warhorse has completed 24 Rolex Sydney Hobart races. Still competitive in handicap racing, in 2006 she finished 2nd overall, missing out to another veteran yacht, *Love & War*. Owner Martin Power previously raced *Breakaway* with several divisional placings in the Rolex Sydney Hobart, including winning the Gordon Marshall Trophy in 1999.



AFR MIDNIGHT RAMBLER

Sail Number 8338
LOA 12.41m Class IRC/ORCi
Designer Farr/Welbourn
Year built 2001 Type Farr 40 mod
Number of Hobarts 9
Owner Ed Psaltis & Bob Thomas
Club Cruising Yacht Club of Australia, NSW
Crew Ed Psaltis (29), B Thomas (21), A Psaltis (9), M Bencsik (10), C Rockell (9)

Ed Psaltis (skipper) and Bob Thomas (navigator) have sailed together for over 19 years. Always a threat, they've won this race before including a memorable victory in the storm-addled 1998 Sydney Hobart. After picking up top honours in just about every east coast regatta including the Lord Howe Island Race and the Sydney Mooloolaba, the pair finally won the Audi Sydney Gold Coast last year having previously won their division three times. This will be a farewell to the current *AFR Midnight Rambler*.



ALLEGRO

Sail Number 6321
LOA 12m Class IRC/ORCi
Designer Laurie Davidson
Year built 1993 Type Cavalier 395
Number of Hobarts 0
Owner John Taylor
Club Royal Sydney Yacht Squadron, NSW
Crew J Taylor (15) L Davidson (15), R Lavett (5), J Davidson, L Doecke, R Cassidy, S Ellis

A regular in the RPEYC and RANSA Wednesday races and the Grant Thornton Short Ocean Pointscore series, *Allegro* is a Cavalier 395 designed by Laurie Davidson and built in Sydney in 1993. The boat's best performance was in this year's Pittwater Coffs Harbour Race, in which she finished ninth overall.



AURORA

Sail Number N3
LOA 12.21m Class IRC
Designer Bruce Farr
Year built 1983
Type Farr 40 one-off
Number of Hobarts 12
Owner Jim & Mary Holley
Club Newcastle Cruising Yacht Club, NSW
Crew J Holley (22), M Holley (13), J Woodward (3), J Shute (3), S Phelps (5), B Box (1), J Hall, J Whitfield (15), S Hassell (1)

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 23rd Rolex Sydney Hobart) and Mary Holley (sailing in her 14th), the team aboard this one-off Farr 40 are looking forward to improving on last year's performance.



BLUNDERBUSS

Sail Number 407
LOA 11.9m Class IRC/ORCi
Designer Beneteau Year built 2004
Type Beneteau First 40.7
Number of Hobarts 1
Owner Tony Kinsman
Club Royal Queensland Yacht Squadron, Qld
Crew T Kinsman, H Kinsman, G Kinsman, F Kinsman, M Williams (5), D Smith (6), K Smith (5), M Duggan (1), C Williams, J Hargreaves-Mor (10)

Blunderbuss competed in the 2007 Rolex Sydney Hobart under the name of *Iataia*, sailed by an all-Mexican crew. Her trip to Hobart will be a family affair this year with four Kinsmans aboard, and a strong contingent of Queensland and Tasmanian sailors helping to boost the competitive spirit and add another dimension to this tight knit crew.




BRINDABELLA

Sail Number **10000**
 LOA **24.1m** Class **PHS**
 Designer **Scott Jutson**
 Year built **1993** Type **Jutson 79**
 Number of Hobarts **17**
 Owner **Jim Cooney**
 Club **Cruising Yacht Club of Australia, NSW**
 Crew **J Cooney, J Sutherland (5), I Thompson (1), M Pearce (14), A Brown (1), P Degan (3), B Kellett (18), L May (38), S Crafer (12), E Adriaanse (21)**

Australia's most famous maxi won Hobart line honours in 1999 and remains the race record holder for a conventionally ballasted boat (1d, 20h, 46m, 33s). Returning with new owner Jim Cooney after a two-year absence, the Jutson 79 still turns heads, and with Lindsay May navigating *Brindabella* has the brains to boot. A significant overhaul earlier this year means she should be in as good a shape as ever.


CALM

Sail Number **SM5252**
 LOA **15.85m** Class **IRC/ORCi**
 Designer **Bruce Farr**
 Year built **2005** Type **TP52**
 Number of Hobarts **1**
 Owner **Jason Van der Slot, John Williams, Graeme Ainley**
 Club **Sandringham Yacht Club, VIC; Royal Brighton Yacht Club, VIC**
 Crew **J Van der Slot (5) A McCole (2), C Dale (1), C Hall (3), M Bunyard (4), R Tyson (10), T Phelan (5), A Cole (3), G Wood (1), M Williams (1)**

Calm is a fourth generation Farr TP52, built in Rhode Island and to compete on the European and US TP52 circuits. After arriving in Australia last year, the owners spent five months putting the boat together and giving it as much time on the water as possible. She finished 10th in division in last year's Hobart but she's certainly capable of finishing a lot higher up the leaderboard this year.


CHARLIE'S DREAM

Sail Number **RQ1920**
 LOA **13.7m** Class **IRC**
 Designer **Holland/Cole/Lowe**
 Year built **2008** Type **Bluewater 450**
 Number of Hobarts **2**
 Owner **Peter Lewis**
 Club **Royal Queensland Yacht Club, QLD**
 Crew **B Pozzey (11), P Lewis (2), G Boyd (1), R Dallimore (2), S Green (2), G Boyd, A Hoyle, P Freeman, R Harrison**

For her first Hobart in 2008 *Charlie's Dream* sailed in the cruising division, where she placed 2nd, and went on to place 4th in 2009 Brisbane to Gladstone Race. For the 2009 Gosford Lord Howe Island race she entered the racing fleet and scored a win in the PHS Division. She placed eighth in the PHS Division 2 in last year's Rolex Sydney Hobart and this year will step up to IRC for a shot at the overall win.


CIC SECURE INCA

Sail Number **F111**
 LOA **12.50m** Class **PHS**
 Designer **Angelo Lavranos**
 Year built **1999** Type **Vickers 41**
 Number of Hobarts **1**
 Owner **Noel Sneddon**
 Club **Canberra Yacht Club, ACT**
 Crew **N Sneddon (5), I Cooke (3), M Cooke (1), D Buchler (1), B Butcher, D Gilbert, P Brierley**

Inca is a 1999 Vickers 41 MkII, designed and built in South Africa. After she arrived in Australia in 2000, Noel Sneddon purchased her as his new home at Airlie Beach. Since then she has competed in several Audi Hamilton Island Race Weeks and the 2008 Rolex Sydney Hobart, where she finished 10th overall in the PHS Division. While not a modern downwind flyer, *Inca* performs well upwind and will handle the rough stuff better than most.


CADIBARRA 8

Sail Number **R420**
 LOA **12.9m** Class **IRC**
 Designer **Don Jones**
 Year built **2001** Type **Jones 42**
 Owner **Paul Roberts**
 Club **Royal Yacht Club of Victoria, VIC**
 Crew **P Roberts (7), B Murphy (10), T Olding (2), B Anderson, J Mullavey**

Paul Roberts recently purchased the Don Jones-designed *Cadibarra 8* and has just completed his first ocean race from Melbourne to Stanley. The light conditions didn't suit the boat well, so Roberts and his crew will be hoping Bass Strait dishes up some of the good reaching / running conditions that this Don Jones flyer prefers.


CHANCELLOR

Sail Number **6834**
 LOA **12.2m** Class **IRC/ORCi**
 Designer **Beneteau**
 Year built **2010** Type **Beneteau F40**
 Number of Hobarts **0**
 Owner **Edward Tooher**
 Club **Cruising Yacht Club of Australia, NSW**
 Crew **T Tooher (5), A Tooher, M Doyle, M Ward (5), P May (2), S Dawson, J Beresford**

This Beneteau First 40 is making her Rolex Sydney Hobart debut, hoping to replicate the success of fellow First 40 *Two True*, last year's winner. Despite coming in 69th out of 70 finishers in this year's Audi Sydney Gold Coast, owner Ted Tooher believes the boat is now ready to pick up silverware. His previous *Chancellor*, a Beneteau 40.7, had a strong offshore pedigree including five Rolex Sydney Hobarts and four Audi Sydney Gold Coast Yacht Races.


CHUTZPAH

Sail Number **R33**
 LOA **12.35m** Class **IRC/ORCi**
 Designer **Reichel/Pugh**
 Year built **2007** Type **IRC40**
 Number of Hobarts **3**
 Owner **Bruce Taylor**
 Club **Royal Yacht Club of Victoria, VIC**
 Crew **B Taylor (29), K Piesse (27), J Permezel (21), G Gourelly (23), J Bradbury (11), A Taylor (16), I Smith (12), P Sandles (10), M Bagley (4), P Fletcher (23)**

This is Bruce Taylor's sixth *Chutzpah*, a state-of-the-art Reichel/Pugh built by Mal Hart. In her first Hobart in 2007 *Chutzpah* won Division C and placed 4th overall, while in 2008 she scored another IRC 2 divisional win. In over 30 years of competing in the Hobart, Taylor has notched up an amazing 10 divisional wins plus one 2nd and one 3rd overall. Seems like only a matter of time before *Chutzpah* scores an overall victory.


COPERNICUS

Sail Number **6689**
 LOA **11.99m** Class **IRC/ORCi**
 Designer **Radford Yacht Design**
 Year built **2008** Type **Radford 12m**
 Number of Hobarts **2**
 Owner **Greg Zyner**
 Club **Manly Yacht Club & Cruising Yacht Club of Australia, NSW**
 Crew **G Zyner (3), J Nixon (16), A Seja (4), F Nelson (15), M Doherty (17), R Moore (23), K Terrens (3)**

Since her launch in January 2008, *Copernicus* has competed in most of the offshore races on the east coast including the Audi Sydney Gold Coast race, Gosford Lord Howe Island Race and two Rolex Sydney Hobarts. She won the Tasman Pointscore in 2008, placed 7th overall in last year's Audi Sydney Gold Coast and third in the IRC division of the Gosford Lord Howe Island 2009.



CROSSBOW

Sail Number **142**
 LOA **10.7m** Class **IRC**
 Designer **Farr Yachts**
 Year built **2004**
 Type **Beneteau First 36.7**
 Number of Hobarts **0**
 Owner **David Cutcliffe & Dawn Murray**
 Club **Balmain Sailing Club, NSW**
 Crew **D Cutcliffe, D Stenhouse, A Clark, A Brandon (2), M Baker, S Lock (1), T Fortune**

Crossbow arrived in Australia in May this year from Mamaronek, New York. Jointly owned by Dawn Murray and David Cutcliffe, representing Balmain Sailing Club, she will be crewed by family and friends.



ELENI

Sail Number **MH60**
 LOA **11.78m** Class **IRC/OD**
 Designer **Murray Burns Dovell**
 Year built **2003** Type **Sydney 38 OD**
 Number of Hobarts **4**
 Owner **Tony Levett**
 Club **Middle Harbour Yacht Club, NSW**
 Crew **T Levett (6), A Mahoney, A Tompson (1), B Smart (1), D Van Der Wende, D Swales (2), G Bartlett (1), J Todd, K O'Reilly, M Mahoney**

Eleni returned to offshore racing in 2008 to compete in the Rolex Sydney Hobart, where she finished third in the Sydney 38 One Design division. Previously racing as *Horwath BRL*, she finished fourth in the CYCA's Blue Water Pointscore Series 2006-07, and third in the Tasman Series. *Eleni* also won the Sydney 38 OD division of the Sydney Mooloolaba Race in 2005.



EXTASEA

Sail Number **G4646R**
 LOA **14.1m** Class **IRC**
 Designer **DK Yachts**
 Year built **2004** Type **DK 46**
 Number of Hobarts **0**
 Owner **Paul Buchholz**
 Club **Royal Geelong Yacht Club, VIC**
 Crew **P Buchholz, B O'Brien (1), B Robertson, B Carnell (1), B Kennett (1), M Gavin, R Short, S Treurniet (1), T Bull (2)**

Extasea arrived from USA in August 2007 and was immediately campaigned in the ORCV series, where she proved herself a strong contender. A line honours winner in the Launceston to Hobart race and Melbourne to Launceston race, *Extasea* has sailed extensively in Victorian waters. In 2009 she placed third in IRC in the Melbourne to Stanley, and won the ORCV Offshore Championship in 2009/10 for her third consecutive year.



FLYING FISH ARCTOS

Sail Number **7551**
 LOA **15.2m** Class **PHS**
 Designer **Graeme Radford**
 Year built **2001** Type **Radford 16.4**
 Number of Hobarts **4**
 Owner **Flying Fish Online**
 Club **Flying Fish Online**
 Crew **M Silk (1), N Driscoll (2), L Burgin (4), A Hunt, C Voellmy, P Sueess, M Scroop, M Brunner, T Arkey, S Glenny, T Mason Elliott**

The flagship yacht in the Flying Fish offshore training fleet, *Arctos* is a powerful cutter-rigged boat built to race around the world. This year's crew includes veterans from previous years as well as trainees competing as a personal challenge.



DAWN STAR

Sail Number **US21847**
 LOA **14.1m** Class **IRC/ORCi**
 Designer **Baltic Yachts**
 Year built **1976** Type **Baltic 46**
 Number of Hobarts **0**
 Owner **William N Hubbard III**
 Club **New York Yacht Club, USA**
 Crew **W Hubbard III, P Cunningham, A Haffenreffer, A Evans, B Hubbard, P James, M Lawson, S Clark, A Bassett**

Winning is in the family genes it seems with Hubbard and his father, William N Hubbard III, claiming the overall win in the 2006 Newport Bermuda Centennial Race on their sloop *Lively Lady II*. *Dawn Star* is her successor, after the first boat was heavily damaged in a storm in 2009. Michael Lawson, their Bermuda Race navigator, is flying in from London for the race, joining a crew hailing from England and the United States.



EXILE

Sail Number **46**
 LOA **14.1m** Class **IRC/ORCi**
 Designer **Mark Mills**
 Year built **2005** Type **DK 46**
 Number of Hobarts **1**
 Owner **Rob Reynolds**
 Club **Middle Harbour Yacht Club, NSW**
 Crew **Rob Reynolds and others**

This DK 46 was previously owned by Nick George and was also Rob Hanna's former *Shogun*. Rob Reynolds acquired her just prior to last year's Audi Sydney Gold Coast Yacht Race. The design draws three criteria together to achieve the highest performance IRC cruiser/racer: a hull and foils optimised for racing, a specification that provides a competitive IRC rating, and a spacious and comfortable interior. The result is a dual-purpose yacht which should suit the Rolex Sydney Hobart course.



EZ STREET

Sail Number **6814**
 LOA **13.5m** Class **PHS**
 Designer **Alan Warwick**
 Year built **1990** Type **Warwick 44**
 Number of Hobarts **3**
 Owner **Bruce Dover**
 Club **Sydney Amateur Sailing Club, NSW**
 Crew **B Dover (4), C Davis (6), J Sturrock (11), M Brenan (1), R Wilson (13), R Canna, S Kelly (1), T Cosh (15)**

EZ Street is a cruiser-racer from 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. Over the years she has campaigned extensively offshore, including three Hobarts, with her best result also her most recent, placing 7th in PHS Division in 2009. Her veteran crew all hail from SASC and have been sailing together for over 20 years.



GEOMATIC JOKER

Sail Number **M9000**
 LOA **11.96m** Class **IRC**
 Designer **Jarkan/David Lyons**
 Year built **1998** Type **Jarken/Lyons 39**
 Number of Hobarts **1**
 Owner **Grant Chipperfield and Tony Johnston**
 Club **Mornington Yacht Club, VIC**
 Crew **G Chipperfield (1), A Lewis (1), L Otto, P Young (1), S Hand, T Humphries (1), W Heron (1), T Johnston (1)**

Geomatic Joker was originally built for Sydney sailmaker Michael Lee and launched in December 1998 as *Amity*. In her first Rolex Sydney Hobart last year she finished 12th in IRC Division 3 and 31st under ORCi. Her racing history includes a win in the ORCV's Salamanca Series (2008), which comprises three races: Cock of the Bay, Melbourne Hobart Eastcoaster and King of the Derwent.




GOLDFINGER

Sail Number **8880**
 LOA **15.79m** Class **IRC**
 Designer **Bruce Farr**
 Year built **2002** Type **Farr 52**
 Number of Hobarts **6**
 Owner **Peter Blake, Kate Mitchell**
 Club **Sandringham Yacht Club, VIC**
 Crew **P Blake (9), K Mitchell (7), N Jones (10), C Smethurst (7), S Esler (4), C McKenzie (10), A Mannix (4), C Wundele (1), S Madden (4)**

Experienced skipper Peter Blake won the 2003 Melbourne Hobart Race and also placed 2nd in the 2003 Melbourne Osaka Race with *Kontrol* before buying the original *Ichi Ban* and re-naming her *Goldfinger*. Since then he and co-owner Kate Mitchell have sailed the boat in several Hobarts and Victorian offshore events, including taking line honours and 1st place on AMS and PHD in the 2006 Melbourne Stanley Race.


ICHI BAN

Sail Number **AUS03**
 LOA **21.5m** Class **IRC**
 Designer **Don Jones**
 Year built **2005** Type **Jones 70**
 Number of Hobarts **5**
 Owner **Matt Allen**
 Club **Cruising Yacht Club of Australia, NSW**
 Crew **M Allen (21), M Spies (32), D McGain (8), N Beadoin (3), R Case (25), S Lawson (11), R Hudson (6), D Woods (4)**

CYCA immediate past Commodore Matt Allen's Jones 70 *Ichi Ban* is always well campaigned and this purpose-built round-the-world racer could prove dangerous if it gets rough this year. After losing her mast on the return journey to Sydney from Hobart last year, *Ichi Ban* has spent most of the year on the hardstand at Azzura Marine in Newcastle and has recently installed a new rig.


INVESTEC LOYAL

Sail Number **99999**
 LOA **30.48m** Class **IRC**
 Designer **Greg Elliott**
 Year built **2004** Type **100ft Maxi**
 Number of Hobarts **3**
 Owner **Sean Langman, Anthony Bell**
 Club **Huon Yacht Club, TAS, crew sailing for NSW**
 Crew **S Langman (19), A Bell (1), J Alexander (9), D Dickson (12), M Coxon (27), P Merrington (14), J Akacich (8)**

Once again Sean Langman will skipper a crew of sporting stars including Olympic swimmer Geoff Huegill, cricketing legend Matthew Hayden and seven-time world women's surfing champ Layne Beachley. Pro sailors make up the core crew, including America's Cup sailor Billy Merrington and North Sails' Michael Coxon. Money raised from the race will go to the charity the Loyal Foundation. www.loyalfoundation.com.au


JAZZ PLAYER

Sail Number **OS390**
 LOA **11.9m** Class **IRC/ORCI**
 Designer **Brett Bakewell-White**
 Year built **2004**
 Type **Bakewell-White Z39**
 Number of Hobarts **0**
 Owner **Andrew Lawrence**
 Club **Royal Melbourne Yacht Squadron, VIC**
 Crew **A Lawrence (1), M Dolphin (6), M Lawrence, G Agnew (5), J Oosterweghel (2), D Robey, M Seton (3), L Caldwell (2), B Reid (1), D Jackson (1)**

Jazz Player has enjoyed huge success this past year, with a remarkable line honours and overall IRC win in the 2009 Melbourne to Hobart West Coast, a 2nd in IRC in the 2010 Melbourne to King Island and an overall 1st in PHS in the 2010 ORCV Melbourne Winter Series. Expect good things from her in this race.


HELSEAL III

Sail Number **262**
 LOA **20m** Class **PHS**
 Designer **Joe Adams/Fred Barrett**
 Year built **1984** Type **Adams 20**
 Number of Hobarts **7**
 Owner **Dr Tony Fisher & Rob Fisher**
 Club **Royal Yacht Club of Tasmania, Tas**
 Crew **T Fisher (11), R Fisher (17), G Roper (11), J Davis (3), P McTaggart (2), K Lawrence (3), A Goodes (3), B Perry (3), D Nicholas (2), A Roper (1), P Jackson, N Phelps, P Davies, A Palmer**

Dr Tony Fisher raced *Helsal III* with success in the late '80s and early '90s, including breaking his own record for the Gosford Lord Howe Island race and scoring line and handicap wins in the Sydney Mooloolaba Race. The boat has recently been modified with a new rudder and converted to a more powerful masthead rig, which should help improve on the line position of 28th spot she claimed last year.


ILLUSION

Sail Number **5356**
 LOA **10.25m** Class **IRC**
 Designer **Davidson**
 Year built **1988**
 Type **Davidson 34**
 Number of Hobarts **2**
 Owner **Jonathan Stone**
 Club **Double Bay Sailing Club, NSW**
 Crew **J Stone, C Bowling (5), D Parhman, J Kidston, M Vadas, N Gosse, S Mann, W Pankanin**

This 34-footer from Melbourne has an admirable record in the Rolex Sydney Hobart, taking overall first place under the IOR handicap system in the rough 1988 Sydney Hobart. At the time she was just the second Victorian boat to become an overall winner in the ocean racing classic. One of the smallest boats to win the Rolex Sydney Hobart, she returned after 18 years to contest the 2006 race with her new owners.


JAZZ

Sail Number **5299**
 LOA **15.2m** Class **IRC/ORCI**
 Designer **Bruce Farr (USA)**
 Year built **2006** Type **Cookson 50**
 Number of Hobarts **4**
 Owner **Chris Bull**
 Club **Cruising Yacht Club of Australia, NSW**
 Crew **C Bull (1), A Haines (1), N King, M Broughton, S Pollard, C Rippard, T Davis, A Hudson, J Newman**

Chris Bull recently purchased this canting keeled Cookson 50, previously owned by Ray Roberts and sailed under the name *Evolution Racing*. Under Roberts' ownership *Jazz* was actively campaigned with great success, winning line honours in 2009 Brisbane to Gladstone Race for the second year in a row, followed by three 2nd places in the Brisbane to Keppell Island Race, Airlie Beach and Hamilton Island Race weeks.


KERISMA

Sail Number **11033**
 LOA **11.3m** Class **IRC**
 Designer **Jason Ker**
 Year built **2001** Type **Ker 11.3**
 Number of Hobarts **0**
 Owner **Grant Dawson and Brent Lawson**
 Club **Middle Harbour Yacht Club, NSW**
 Crew **G Dawson, B Lawson and others**

Kerisma is a Ker 11.3 with a history of sailing in the Mediterranean and successfully campaigning in several Middle Sea races. She is sailing under the Middle Harbour Yacht Club burgee by its current owners, Brent Lawson & Grant Dawson, and has been competing in the CYCA's Audi Winter Series.



KIONI

Sail Number **6146**
 LOA **14.5m** Class **ORCi**
 Designer **Bruce Farr (USA)**
 Year built **2001** Type **Beneteau 47.7**
 Number of Hobarts **6**
 Owner **Nick Athineos**
 Club **Cruising Yacht Club of Australia, NSW**
 Crew **N Athineos (2), A Irvin, J Geurts (1), S Ottery**

Kioni is a Beneteau First 47.7 owned by Sailing Services Pty Ltd and skippered by Nick Athineos. With six Rolex Sydney Hobarts, four Lord Howe Island races, three Mooloolaba races, six Gold Coast races, five 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.



L'ALTRA DONNA

Sail Number **6935**
 LOA **10.7m** Class **IRC**
 Designer **Mark Mills**
 Year built **2009** Type **Summit 35**
 Number of Hobarts **0**
 Owner **Andy Kearnan**
 Club **Cruising Yacht Club of Australia, NSW**
 Crew **A Paterson (9), G Van Dijk (6), W Howard (8), R Howard (7), P Williams (12), T Poulsen (4)**

L'Altra Donna or *Other Woman* is a brand new Mark Mills designed Summit 35, a little sister to the King/Summit 40. Owner Andy Kearnan has bought her with a vision to competing in the Audi IRC Australian Championship in 2011. This year's Audi Sydney Gold Coast Yacht Race was her first major outing and she has great pedigree, but the crew have a lot to learn to make this boat go fast.



LAHANA

Sail Number **10081**
 LOA **30m** Class **IRC**
 Designer **Brett Bakewell-White**
 Year built **2003** Type **IRC Maxi**
 Number of Hobarts **3**
 Owner **Peter Millard & John Honan**
 Club **Cruising Yacht Club of Australia, NSW**
 Crew **P Millard (1), J Honan (1), B Fraser (27), C Crafoord (24), A Jackson (20), P Scheldrick (20)**

Owned by Peter Millard and his brother-in-law John Honan, *Lahana* is a fixed-keel water ballast yacht built in 2003 in NZ. After significant mods she has competed in all the offshore races up and down the east coast. In last year's Hobart she finished 8th across and in August, she claimed line honours and a new race record of 27hrs 11 mins and 22 second in the Club Marine Brisbane to Keppel Tropical Island Yacht Race, beating *Wild Oats X* by a mere 22 seconds.



LIVING DOLL

Sail Number **R55**
 LOA **16.76m** Class **IRC**
 Designer **Farr Yacht Design**
 Year built **2008** Type **Farr 55**
 Number of Hobarts **1**
 Owner **Michael Hiatt**
 Club **Royal Yacht Club of Victoria, VIC**
 Crew **M Hiatt (5), C Barber (4), M Johns (4), R Lloyd (5)**

Launched in late 2008, Michael Hiatt's latest Living Doll was built for speed and is easily recognised by her hot pink sail livery. Having missed Hobart in 2008 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 an IRC Grand Prix Division One win at Audi Hamilton Island Race Week. Definitely a contender.



KRAKATOA II

Sail Number **55555**
 LOA **12.18m** Class **PHS**
 Designer **Group Finot (FRA)**
 Year built **2005** Type **Pogo 40**
 Number of Hobarts **4**
 Owner **Rod Skellet**
 Club **Cruising Yacht Club of Australia, NSW**
 Crew **R Skellet (9) and others**

Krakatoa II is a Pogo class 40 designed as a stepping-stone between a Mini 6.5 and an Open 60. Likened to a 40-foot version of a Volvo 60, she carries 750 litres of water ballast each side, enabling it to support an enormous sail area. The yacht has been a strong contender in the PHS Division in many east coast races. She came 3rd in PHS Overall and Division 1 in the 2008 Rolex Sydney Hobart, and 5th in PHS Division of the Audi Sydney Gold Coast the same year.



L'ANGE DE MILON

Sail Number **FRA29999**
 LOA **11.99m** Class **IRC**
 Designer **X Yachts**
 Year built **2004** Type **X43**
 Number of Hobarts **0**
 Owner **Jacques Pelletier**
 Club **Yacht Club de France & Société Nautique de La Trinité sur Mer**
 Crew **J Pelletier, C Colin, A Briand, F Flahault, B Grobon, Jean André Hebel, G Lamarque, T Lissajoux, O Lunven, Bertrand Pelletier**

Since her launch in March 2004, *L'Ange de Milon* has competed in most of the RORC offshore races between France and Great Britain. She finished 4th in IRC 1A of the 2009 Rolex Fastnet. In his previous boats, owner Jacques Pelletier has crossed the Atlantic ocean three times, won the 1996 Transquadrasolo single-handed race and in 2003 finished seventh in the Transquadra Duo with Chantal Colin aboard his IMX 40.



LIMIT

Sail Number **AUS98888**
 LOA **19.50m** Class **IRC/ORCi**
 Designer **Reichel/Pugh**
 Year built **2008** Type **Reichel Pugh 62**
 Number of Hobarts **2**
 Owner **Alan Brierty**
 Club **Cruising Yacht Club of Australia, NSW**
 Crew **oA Brierty (7), R Keenan (12), C Dickson, M Humphries, D Brooke, D Jones (15), M Hannon (5), A Harry, M Van Kretschmar (4)**

West Australian yachtsman Alan Brierty launched *Limit* three weeks prior to the start of 2008 Rolex Sydney Hobart, with the boat finishing a credible 7th on IRC. She then sailed to New Zealand to compete in the Auckland to Noumea race, winning every division (IRC, ORC and PHRF). This year, *Limit* has raced in the Coastal Cup and the Pacific Cup in the USA, winning the coveted Fastest Passage trophy.



LMR SOLAR

Sail Number **M161**
 LOA **11.9m** Class **IRC/ORCi**
 Designer **John Sayer**
 Year built **1994** Type **Sayer 40**
 Owner **Michael Martin**
 Club **Lake Macquarie Yacht Club, NSW**
 Crew

LMR Solar has been previously raced under the name of *Frantic*. She was custom built for the Melbourne to Osaka Race in 1994 and has been one of the gun boats on Lake Macquarie for a number of years. The best race result for this Sayer 40 so far was a PHS podium finish in the 1998 Pittwater to Coffs race.



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LOCAL HERO

Sail Number 1236
LOA 10.97m Class IRC
Designer Reichel/Pugh (USA)
Year built 1995 Type BH 36 mod
Number of Hobarts 1
Owner Peter Mosely
Club Middle Harbour Yacht Club, NSW
Crew P Mosely, A Sims, M Bassett (4), M Daniels, M Miller, T Wildman (7), S Williams (8), S Firth

Local Hero continues to remain highly competitive both offshore and inshore. Owner Peter Mosely has been campaigning the boat strongly throughout this year and has notched up some good results including a 5th in division at the Audi Sydney Gold Coast race, a PHS overall and divisional win in the Brisbane to Keppel Yacht Race, second in division at Airlie Race Week, followed up with a divisional win at Audi Hamilton Island Race Week.



MERIT

Sail Number 8679
LOA 19.26m Class PHS
Designer Bruce Farr
Year built 1997 Type Volvo 60
Number of Hobarts 4
Owner Leo Rodriguez
Club Whitsunday Sailing Club, QLD
Crew L Rodriguez (2), D Watson (13), B Wells (5), E Haagh (5), C Mathews (2), M Cocks (2), M Crook (2), G Rodriguez (2), M Christiansen (4)

This former Volvo 60 round-the-world racing yacht has contested many offshore races since coming to Australia, sailing under various names including *Telcoinabax Merit*, *News Corp* and *Line 7*. *Merit* set a record for the then 408nm Gosford to Lord Howe Island Race in 2002. The crew heading down to Hobart this year are the victorious crew from the 2008 race when *Merit* placed first in her division and first overall in PHS, after coming to the aid of the stricken *Georgia*.



NAUTICAL CIRCLE

Sail Number A169
LOA 12.00m Class IRC
Designer Joubert/Nivelt
Year built 2006 Type Archambault 40
Number of Hobarts 0
Owner Matthew Prentice
Club Royal Sydney Yacht Squadron, NSW
Crew M Prentice (1), G Beard, I Gleichman, I Jones (1), I Prentice (1), M Davis, R Shaw, R Smith

Nautical Circle has recently made Sydney her new home making the trek down the coast from the Gold Coast. This year she has been competing in the Sydney Amateur Sailing Club 2010 Winter Series and the CYCA's Blue Water Pointscore Series.



NEXT

Sail Number 6081
LOA 11.78m Class IRC/ One Design
Designer Murray Burns Dovell
Year built 2000 Type Sydney 38
Number of Hobarts 4
Owner Richard Holstein
Club Cruising Yacht Club of Australia, NSW
Crew R Holstein (10) and others

Next has a distinguished race record including finishing 3rd overall in last year's Rolex Sydney Hobart (under charter by Ian Mason) and also finishing 2nd in the Sydney 38 OD Division. The first yacht under 40 feet across the line in the 2001 Sydney Hobart Race, she was 2nd in the Sydney 380D Division in 2002 and first in 2010.



LOKI

Sail Number AUS60000
LOA 19.26m Class IRC
Designer Reichel/Pugh
Year built 2008 Type Reichel/Pugh 63
Number of Hobarts 2
Owner Stephen Ainsworth
Club Cruising Yacht Club of Australia, NSW
Crew S Ainsworth (13), A Ehler (1), A Pratt (11), A Merrington (2), C Garnett (8), D Senogles (21), G Maguire (16), J Dann (1), L Parkinson, M Bellingham (18), N Ellis, N Nicole, P Montague (3), R Ely (8), S Nolan (4), T Braidwood, T Ehler (1), T Ryan (1)

One of the top boats of the last few years, *Loki* took line honours, IRC overall win and new race record in the 2009 Audi Sydney Offshore Newcastle race. This year she had wins in the IRC Australian Champion and IRC Grand Prix division at Audi Hamilton Island race week. Definitely one to watch.



MILLE SABORDS

Sail Number SM381
LOA 11.78m Class IRC/One Design
Designer Murray Burns Dovell
Year built 2000 Type Sydney 38
Number of Hobarts 0
Owner Stephane Howarth
Club Sandringham Yacht Club, VIC
Crew S Howarth, L Hetrick, K Verhall, L Cable, C J Ellis, R Hurrell, V Fabre, S O'Malley, P Sander

Owned by Stephane Howarth since May this year, *Mille Sabords* was raced well in the Sydney 38 class association championships under her previous owners. Howarth has assembled a multi-national crew that's been enthusiastically training and racing in the lead up to this year's Rolex Sydney Hobart. The yacht finished in 6th place in IRC division of the recent Melbourne to Stanley race and has participated in all the major races and One Design events in Port Phillip Bay.



NEMESIS

Sail Number USA69200
LOA 12.0m Class IRC/ORCI
Designer C & C Yachts
Year built 1983 Type C & C 41
Number of Hobarts 0
Owner Jeffrey Taylor
Club
Crew J Taylor, A Doughty, D Felsbourg, I Van de Woude, K Baxter, M Caldwell, P Furness, S Wesley (1), N Cordell (1), J Crowley

Nemesis has cruised to Sydney via Mexico, South America and the South Pacific, and her weight will be stripped off as she enters racing mode. To acclimatise she's been competing casually in the CYCA's Blue Water Pointscore series. Some of the crew have sailed between 11,000 and 18,000 nautical miles from Europe or North America last year and are looking forward to seeing those sea miles translated into racing miles.



NSC MAHLIGAI

Sail Number NZL1
LOA 14.27m Class PHS
Designer Murray Burns Dovell
Year built 1998 Type Sydney 46
Number of Hobarts 2
Owner Murray Owens & Jenny Kings
Club Cruising Yacht Club of Australia, NSW
Crew M Owen (4), O Muyt (5), B Shields (1), J Kings (3), J Brogan (1)

This Sydney 46 has spent much of her life racing in Asia. *Mahligai* was purchased by her current owners three years ago and her home is now the CYCA in Sydney's Rushcutters Bay. She finished first in PHS Division 1 of the Audi Sydney Gold Coast Yacht Race in 2009 and won both the PHS and IRC Divisions of the Bird Island race in 2008.




OBSESSION

Sail Number **2999**
 LOA **11.78m** Class **IRC**
 Designer **Murray Burns Dovell**
 Year built **2000** Type **Sydney 38**
 Number of Hobarts **3**
 Owner **David Allan**
 Club **Cruising Yacht Club of Australia, NSW**
 Crew **N Brilliantov, C Townsend (4), D Filatov, A Ulanov, R Bikkenin, V Los, V Nikitin, R Talumaa, A Kulikov**

Obsession is a standard Sydney 38 in peak condition and primed for this year's Rolex Sydney Hobart. Owned by David Allan and crewed by a syndicate of experienced Russian sailors from St Petersburg, they are excited about the challenge of sailing in Australian waters. Nikita Brilliantov and his crew sail regularly together around Europe and America. Local man Callum Cecil will give them the spin on the race to Hobart.


ONELIFE

Sail Number **ITASM455**
 LOA **16.0m** Class **Cruising**
 Designer **Canteirs Amel**
 Year built **2004** Type **Amel**
 Number of Hobarts **0**
 Owner **Alberto Biffignandi**
 Club **LNI**
 Crew **A Biffignandi, G Galla, M Carlo, R Enrico, T Mario, N Biffignandi, B Enrico**

Onelife is one of two boats entered into the Cruising Division of this year's race and one of five international entrants. Members of the crew have been friends since they were sailing instructors at the Centro Velico Caprera, Sardinia in the early 1980s. *Onelife* sails around the world on special sailing events from the North and South Atlantic to the Pacific, including the Regatta of Columbus for the American quinqucentenary and Cape to Rio regatta.


PAPILLON

Sail Number **6841**
 LOA **12.00m** Class **IRC**
 Designer **Joubert/Nivelt**
 Year built **2009**
 Type **Archambault A40rc**
 Number of Hobarts **0**
 Owner **Phil Molony**
 Club **Cruising Yacht Club of Australia, NSW**
 Crew **P Molony (22), A White (1), A Lawrence (5), K Jagger (31), L Molony (2), M Rafferty (5), M Sheehy (2), R Makin (2), T Read (2)**

Papillon is a new Archambault A40RC owned by Phil Molony. This will be the boat's first offshore race and she will be crewed by many of the 'old *Papillion*' crew. Molony has competed in the last two Audi Sydney Gold Coast Yacht Races in his previous *Papillon* and placed 2nd in the CYCA's 2008-09 Tasman Pointscore Series.


PATRIOT

Sail Number **RQ1331**
 LOA **13.1m** Class **IRC**
 Designer **J Yachts**
 Year built **2004** Type **J133**
 Number of Hobarts **0**
 Owner **Tony Love**
 Club **Royal Queensland Yacht Squadron, QLD**
 Crew **T Love, S Zaphir (5), G Crouch (7), B Davis, I Davis, J Savina**

Patriot was purchased by owner Tony Love in February this year, having previously been campaigned on the Great Lakes of USA. She is the second US built J133 to be imported into Australia. A number of her European sisters have performed successfully in RORC races and the Fastnet Race. She will be sailed competitively by an experienced crew and with a favorable rating a top result is possible.


OCEAN AFFINITY

Sail Number **RQ64**
 LOA **15.0m** Class **IRC**
 Designer **Marten**
 Year built **2009** Type **Marten 49**
 Number of Hobarts **0**
 Owner **Stewart Lewis**
 Club **Royal Queensland Yacht Squadron, QLD**
 Crew **S Lewis (3), J Moody (4), D Walker (2), G Raithel, D Kendall, J Bartrum, C Mathie**

Ocean Affinity is a 2009-built carbon fibre Marten 49 skippered by Stewart Lewis. Recent achievements include back-to-back line honours wins in the Gosford to Lord Howe Island Yacht Race and first in IRC Cruising at the 2010 Airlie Beach Race week.


PACA

Sail Number **6812**
 LOA **12.24m** Class **IRC**
 Designer **Farr Yachts**
 Year built **2009** Type **Beneteau First 40**
 Number of Hobarts **1**
 Owner **Philippe Mengual**
 Club **Cruising Yacht Club of Australia, NSW**
 Crew **P Mengual (1), P Pêche (1), R Sturch (1), P Delvaux (1), N Brisac, N Graveline, G Baker, G Langer, G Secherresse, L Darcy**

Paca was launched in 2009 and competed in her first Hobart last year. Operating on an amateur budget, her crew of 10 represents five nationalities with varied offshore racing and cruising experience. Sailing master Philippe Pêche has a prestigious yachting career, and in 2005 won the Jules Verne Trophy, sailing around the globe in 50 days and 16 hours.


PATRICE SIX

Sail Number **360**
 LOA **12.35m** Class **IRC/ORCi**
 Designer **Neils Jepperson**
 Year built **2007** Type **X41**
 Number of Hobarts **3**
 Owner **Tony Kirby**
 Club **Cruising Yacht Club of Australia, NSW**
 Crew **T Kirby (25), D Walker (1), J Allan (9), M Jackson (3), P Beale (12)**

Patrice Six, an X41 built in Denmark, finished 5th overall and 3rd in IRC Division 3 in last year's Rolex Sydney Hobart. Under the new ORCi rule she would have placed 3rd. A well-sailed boat owned by seasoned campaigner Tony Kirby, who's raced to Hobart 25 times before in every kind of conditions, she finished 9th in the CYCA's 2009/2010 Blue Water Pointscore Series.


PIRELLI CELESTIAL

Sail Number **421**
 LOA **14m** Class **IRC**
 Designer **Rogers**
 Year built **2005** Type **Rogers 46**
 Number of Hobarts **0**
 Owner **Samuel Haynes**
 Club **Cruising Yacht Club of Australia**
 Crew **S Haynes, P Blair, D Cataldi (1), D De Coster (12), B Decoster (7), S Francis (1), A Peyaud (1), F Andersen, C Janes (7), K Clarkson (3), P Blair**

This boat is the former *Shogun*, and in her Rolex Sydney Hobart debut in 2007 under her former owner, *Pirelli Celestial* placed a commendable 3rd in IRC Division C.



POLARIS OF BELMONT

Sail Number 5527
LOA 13.2m Class PHS
Designer Peter Cole
Year built 1970 Type Cole 43
Number of Hobarts 25
Owner Chris Dawe
Club Gosford Sailing Club, NSW
Crew C Dawe (6), C Thomson (2), G Nosworthy (4), C Gillmore

One of the veterans of the race, this 39-year-old sloop entered this year's Hobart prior to setting sail in the only other Category 1 race in Australia, the Gosford Lord Howe Island race, where she claimed a second PHS division win. In her 25 races to Hobart this sturdy 43-footer has scored several division wins and placed 2nd in the IRC division in 2001. *Polaris* won the PHS Division of the 2008 Gosford Lord Howe Island and finished 3rd in 2009.



RAGAMUFFIN

Sail Number OAUS70
LOA 15.85m Class IRC/ORCi
Designer Bruce Farr
Year built 2004 Type TP52
Number of Hobarts 3
Owner Syd Fischer
Club Cruising Yacht Club of Australia/
Royal Sydney Yacht Squadron, NSW
Crew S Fisher (41), B Favella, C Wade-Lehman (1), D Woodhead, D Curtis, G White, J Goluzd, J Dorrn, J Dock, K Searle, L Jamieson (23), M O'Shea, S Crafer, T Ellis (43)

Legendary ocean racer Syd Fischer is contesting his 42nd Rolex Sydney Hobart with *Ragamuffin*. He won the race overall in 1992 and took line honours twice with his earlier boat of the same name, in 1988 and 1990. Still a force in ocean racing at 83 years of age, Fischer was crowned the CYCA's 2007/08 Blue Water Champion, the ninth time he has won the prestigious award.



RODD & GUNN WEDGETAIL

Sail Number AUS11888
LOA 16.8m Class IRC
Designer Reichel/Pugh
Year built 2006
Type Custom 55 Grand Prix
Number of Hobarts 4
Owner Bill Wild
Club Cruising Yacht Club of Australia,
NSW and Royal Queensland Yacht Squadron, QLD
Crew B Wild (6), Peter Elkington (6), K Costin (9), K Cowan (2), S Molloy (2), R Salthouse (8), D Hutchison (4)

Formerly *Yendys*, this custom Reichel/Pugh 55 has an impressive racing record including podium finishes in the Rolex Trophy Series and the Audi Sydney Gold Coast. She placed 6th in IRC Division 1 in the 2009 Rolex Sydney Hobart. Wild, who has retained a number of the *Yendys* crew, has posted strong offshore race performances including 6th overall in the 2005 Hobart.



SASSY

Sail Number 325
LOA 12.1m Class IRC/ORCi
Designer J & J
Year built 2005 Type Bavaria 39 Cruiser
Number of Hobarts 0
Owner Murray Wilkes
Club Derwent Sailing Squadron, TAS
Crew M Wilkes (1), S Kerr-Ruston (1), P Reijneveld (2), S Schaffer-Steel, D Tabernacle

Owner/skipper Murray Wilkes is looking forward to his second run in this race to his home port of Hobart. In 2008, Wilkes had the honour of sailing one of the smallest boats in the Rolex Sydney Hobart fleet, the 9.14-metre *Nest Property*, finishing last across the line and second-last in division. Wilkes hopes to achieve a better result this year with his 12.1-metre Bavaria yacht and a more experienced crew.



PRETTY FLY III

Sail Number 10007
LOA 15.24m Class IRC/ORCi
Designer Farr Yacht Design
Year built 2005 Type Cookson 50
Number of Hobarts 1
Owner Colin Woods
Club Cruising Yacht Club of Australia, NSW
Crew C Woods (4), A Barnes (17), A Green (1), A Coates (2), G Clare (5), G Marshall (6), P Farrugia (2), S Grellis (17)

A new canting keel boat, and a step up in performance from the owner's previous yacht, a well-campaigned Beneteau 47.7. She finished sixth in IRC Division 0 last year and 30th in the ORCi division. In the Audi Sydney Offshore Newcastle Yacht Race this year she finished 6th across the line, fifth in IRC Division 0/1 and first in ORCi division, and followed this up with a second in ORCi division of the Audi Sydney Gold Coast Yacht Race in July.



RÁN

Sail Number GBR7236R
LOA 21.90m Class IRC
Designer Judel Vrolijk
Year built 2009 Type Judel Vrolijk 72
Number of Hobarts 1
Owner Niklas Zennstrom
Club Royal Southern Yacht Club, UK
Crew N Zennstrom (1), T Powell (3), C Zennstrom (1), S Hayles, F Shanks, J Taylor, W Beavis, B Marsh, A McLean, J Gunderson, C Hosking, M Gray, S Crawford, G Bainbridge, C Dougall, L Varney, J Robinson, I Walker, S Bagby

This UK-based mini maxi is back for her second tilt at a Hobart victory after placing 6th in her debut campaign last year. She was the best placed boat for much of the 2009 race. She's claimed overall wins in many European events, including the Rolex Fastnet 2009 and the recent Maxi Worlds 2010, and is one of the favourites coming into this race.



SALONA II

Sail Number 8975
LOA 13.5m Class IRC/ORCi
Designer J & J
Year built 2010 Type Salona 44
Number of Hobarts 0
Owner Phillip King
Club Cruising Yacht Club of Australia, NSW
Crew P King (13), C Wightwich (3), D Castleton (1), K Horne (1), W Tuck (1), J Trouwen (1)

This is a brand new boat for owner Phil King. His best results include a PHS win in last year's Cabbage Tree Island Race and 5th in PHS division in the Audi Sydney Gold Coast Yacht Race 2008 with his previous *Salona*.



SCARLET RIBBON

Sail Number SM25
LOA 14.6m Class Cruising
Designer P Stanton
Year built 2004 Type Buizen 48
Number of Hobarts 0
Owner Richard Buxton
Club Sandringham Yacht Club, VIC
Crew R Buxton, J Lane, A Cole, K Dyer, R Pollard, M Buxton

This will be *Scarlet Ribbon's* second offshore race under new owner Richard Buxton, sailing in the Cruising Division. Buxton, author of the coffee table book *If Matthew Flinders Had Wings*, is using his sailing endeavours to raise awareness for mental health research. *Scarlet Ribbon* competed in this year's Audi Sydney Gold Coast race and Audi Hamilton Island Race Week, and spent the last few months cruising the Whitsundays.



M PRESSIVE M POWERING



FEATURES

- ▶ EPOXY/CARBON HULL
- ▶ CARBON SOUTHERN SPARS MAST
- ▶ CARBON RUDDER/TILLER
- ▶ CARBON KEEL WITH LEAD BULB
- ▶ CARBON BOWSPRIT
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SCARLET RUNNER

Sail Number SM11
LOA 15.99m Class IRC
Designer Reichel Pugh
Year built 2009 Type Reichel Pugh 52
Number of Hobarts 0
Owner Robert Date
Club Sandringham Yacht Club, VIC
Crew R Date (2), D Eickmeyer (9), G Taylor (5), S Hinton (5), B Frankcombe, M Batson (5), G Adshead (4), C Maxted, J Sweeney, A Miniprio, T Lamond (4), S Lee (7), P Atkins (5)

Launched in July 2009, *Scarlet Runner* quickly hit winning form with a 1st place in Audi Sydney Gold Coast race in IRC Division 1. Returning to Melbourne, she claimed line honours and a new race record in the ORCV's Cock of the Bay race. Won the Audi Docklands Invitational and the Adelaide to Port Lincoln race in 2010. This will be *Scarlet Runner's* first race to Hobart.



SECRET MENS BUSINESS #1

Sail Number 8300
LOA 12.75m Class IRC
Designer Murray Burns Dovell
Year built 1996 Type Murray 42
Number of Hobarts 9
Owner Rob Curtis / Ian Trembath / Doug Snedden
Club Royal Prince Alfred Yacht Club, NSW
Crew R Curtis (4), R Trembath (13) D Snedden (1), B Jamison, N Curtis (2), P Cormack (1), G Coates, S Hamilton (1), L Sherman (2), A Simpson, L McNeil, A Parker (1)

This boat has competed up and down the east coast and on the south coast of Australia with its best result being a 3rd in division in the 2003 Rolex Sydney Hobart. The current owners bought the boat late in 2006 and currently race out of RPAYC on Sydney's Pittwater. Boettcher has a great mixture of young and old crew, with plenty of experience.



SHAMROCK

Sail Number M330
LOA 14.21m Class IRC
Designer Reichel Pugh
Year built 2004 Type Reichel Pugh 46
Number of Hobarts 3
Owner Tony Donnellan
Club Mornington Yacht Club, VIC
Crew T Donnellan (1) A Keep (2), J Donnellan (1), P Elliott (1), Tim Donnellan (1), T Neate (1), P Heyes (2), R Jackson (1), L Hore (3)

Donnellan bought the boat in 2009 and has campaigned her out of Mornington Yacht Club. With line honours, IRC and PHS divisional wins in the 2008 Eastcoast Melbourne to Hobart Race, 1st in IRC Division 1 in last year's Audi Sydney Gold Coast, *Shamrock* has form in long ocean races. She has also had a great year with good performances at the Docklands Invitational, Audi Victoria Week and Audi Hamilton Island Race Week.



SHEPHERD CENTRE

Sail Number 11407
LOA 11.92m Class IRC
Designer Bruce Farr
Year built 2005 Type Beneteau 40.7
Number of Hobarts 2
Owner Dr Hugh Torode
Club Royal Sydney Yacht Squadron, NSW
Crew H Torode (1), D Sharpe (10), I Douglas (4), C O'Neill (1), J Thomas (2), M Watson, N Harrington, M Riding (3), A Andreyev

Owner Dr Hugh Torode purchased *Shepherd Centre (Pelagic Magic)* in December 2008 with the specific intent to race her in last year's Rolex Sydney Hobart. *Pelagic* took to the start line and finished 67th across the line and 44th on handicap. This year Torode has renamed the boat *Shepherd Centre* and is racing to raise money for The Shepherd Centre for deaf children. A regular in the CYCA's Blue Water Pointscore.



SECOND TO NONE

Sail Number B220
LOA 12.24m Class IRC/ORCI
Designer Bruce Farr
Year built 2009 Type Beneteau First 40
Number of Hobarts 0
Owner Nola Walch
Club Royal Brighton Yacht Club, VIC
Crew N Walch, B Brown (4), P Barrett (1), B Westerbeek, J Ezard (1), T Robertson (3), S Tedstone (2), R Epstein

Skipper Nola Walch is a relative newcomer to ocean racing, having begun sailing in the Australian Womens Keel Boat Regatta in June 2008. By July she was crewing in the ORCV Winter Series, and a year later she crossed Bass Strait and then asked Santa Claus – her tolerant husband – for a boat. *Second to None* was commissioned on 24 December 2009 and is crewed by some of Victoria's best sailors.



SECRET MENS BUSINESS 3.5

Sail Number YC3300
LOA 15.64m Class IRC
Designer Reichel/Pugh
Year built 2008 Type Reichel/Pugh 51
Number of Hobarts 2
Owner Geoffrey Boettcher
Club Cruising Yacht Club of South Australia, SA
Crew G Boettcher (21) A Common (2), C Howard (4), D Oliver (5), J Clark (2), J Freeman (12), M Dunstan (7), T Cowen (7), S Kemp (11), J Paterson (2), N Cleary (5), S Cunningham (4), A Hutchinson (4), E McNicol (5)

In 2008, the boat broke the record for the fastest boat under 50 feet and fastest ever South Australian boat to reach Hobart and then went on to break the race record for the Adelaide to Port Lincoln race in 2009.



SHE

Sail Number 4924
LOA 12m Class PHS
Designer Gary Mull
Year built 1982 Type Olsen 40 mod
Number of Hobarts 15
Owner Peter Rodgers
Club Cruising Yacht Club of Australia, NSW
Crew P Rodgers (15), C Apps (1), B Cohen, M O Dea, M Fitzgerald, G Davis (1), A Ozols (5)

This 'golden oldie' of ocean racing has been sailed by Peter and his crew in 15 Rolex Sydney Hobarts and 12 Lord Howe Island Races, as well as various NSW coastal races. In last year's Rolex Sydney Hobart *She* secured her best result winning PHS overall. Other good results have been achieved in the races to Lord Howe, with several PHS division placings and a PHS victory. In the rough 2004 Rolex Sydney Hobart *She* placed 4th overall on PHS handicap.



SHE'S THE CULPRIT

Sail Number 370
LOA 11.96m Class IRC
Designer Jim Inglis
Year built 1994
Type Inglis/ Jones 39 Mod
Number of Hobarts 2
Owner Todd Leary
Club Bellerive Yacht Club, TAS
Crew T Leary (2), D Followes (4), R Chamberlain (3), G Davis (3), G Peacock (3), M Jeffrey (4), P Nanscawen (1), A De Clerk (1), M Cubit (1), R Buchanan (4)

Owner Todd Leary is back to seek vengeance in this year's Rolex Sydney Hobart after the heartbreaking crash that forced the boat out of last year's race just 30 minutes after the start on Sydney Harbour. Rather than hanging up the sea boots, Leary returns with a crew of experience and youth made up of sailors from Belreive Yacht Club.




SHINING SEA

Sail Number 6338
 LOA 11.78m Class IRC/ORCi/OD
 Designer Murray Burns Dovell
 Year built 2002 Type Sydney 38
 Number of Hobarts 1
 Owner Andrew Corletto
 Club Cruising Yacht Club of South Australia, SA
 Crew A Corletto (1), M Warman (5), N Wilhelm (2), P Flaherty (3), J Dinham (1), D Poole (1), P Judge (1), L McGrath (1), G Common

Shining Sea will be embarking on her second Rolex Sydney Hobart with an experienced crew including race veterans and multiple Premier's Cup and Lincoln Race week winners. *Shining Sea* has shown good form, securing 1st place in the CYCSA Offshore PHS Pointscore, winning PHS Division in the Lincoln Race Week, 2nd in last year's CYCSA Winter Series and 3rd in 2009 Plympton Cup.


SLICE OF HEAVEN

Sail Number B129
 LOA 12.9m Class PHS
 Designer Jon Sayer
 Year built 1998 Type Sayer 129
 Number of Hobarts 0
 Owner Anthony Weeks
 Club Royal Brighton Yacht Club, Ocean Racing Club of Victoria, VIC
 Crew A Weeks, T Weeks, G Weeks, S Smith, J Atkinson, F Johnson, D Foley

Slice of Heaven was designed as a fast passage maker and was cruised extensively under her previous owners. She made her ocean racing debut in 2007 with the Melbourne to Stanley race and then the Melbourne to Hobart down the east coast of Tasmania. In 2008 she again completed the Melbourne to Stanley and the Melbourne to Hobart Westcoaster. With large asymmetrical spinnakers, *Slice of Heaven* will enjoy the ride if the weather produces good reaching conditions.


SPIRIT OF KOOMOLOO

Sail Number 2170
 LOA 14.78m Class IRC
 Designer Sparkman & Stephens
 Year built 1968 Type S&S 48
 Number of Hobarts 24
 Owner Mike Freebair
 Club Royal Queensland Yacht Squadron, QLD
 Crew M Freebairn (7), P White (7), A Reed (7), J Van Roon, D Cooke

This yacht has competed in 24 Rolex Sydney Hobarts over 40 years of ocean racing. In her former life as the original *Ragamuffin* she won the 1971 Fastnet and contested three Admiral's Cups. As *Margaret Rintoul II* she continued to race to Hobart, coming 2nd to *Love & War* in the 30-year Veterans division of the 50th anniversary race. Owner Mike Freebairn, together with his late father Don Freebairn, bought her to replace another grand old yacht, *Kaomaalaa*, which sank during the 2006 race.


SWISH

Sail Number 6073
 LOA 11.78m Class IRC/ORCi/OD
 Designer Murray Burns Dovell
 Year built 2001 Type Sydney 380D
 Number of Hobarts 3
 Owner Steve Proud
 Club Cruising Yacht Club of Australia and Royal Sydney Yacht Squadron, NSW

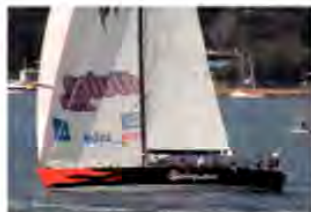
Crew S Proud (3) B Gordon, D Rodgers, J Hall (3), K Meyboom (2), A Proud (2), J Meyboom (1), P Meyboom (1), J Scholten (17), A Brooks

Swish will be competing in her fourth Hobart and is hoping for a repeat of last year's success, where she won the Sydney 38 Division and One Ton Cup. *Swish* competed in the last nine Audi Sydney Gold Coast races, winning IRC Division 3 in 2009 and IRC Division 3 in last year's Audi Sydney Offshore Newcastle Yacht Race.


SHOGUN

Sail Number AUS6952
 LOA 15.85m Class IRC
 Designer Bruce Farr
 Year built 2007 Type JV TP52
 Number of Hobarts 3
 Owner Rob Hanna
 Club Royal Yacht Club of Victoria, Vic
 Crew R Hanna (4), T Eldershaw (18), D Macleod (16), B Switzer (1), S Pimlott (4), N Partridge (13), C Beretta (1), S Javis, S McConaghy (11), A Hawkins (8)

Formerly *Wat Now*, *Shogun* performed well in the 2009 Rolex Trophy Series and finished 2nd in IRC Division 1 in the RSHYR 2009, claiming the honour of being the first boat to Hobart under 18.5m. *Shogun* placed 5th in the Audi IRC Australian Championship after a 3rd in division at Audi Victoria Week. She was 5th IRC Overall in the Audi Sydney Gold Coast Yacht Race after finishing 8th across the line, and placed 5th in IRC Grand Prix at Audi Hamilton Island.


SOUTHERN EXCELLENCE

Sail Number NOR 2
 LOA 19.46m Class PHS
 Designer Laurie Davidson (NZL)
 Year built 2001 Type Volvo 60
 Number of Hobarts 7
 Owner Andrew Wenham
 Club Cruising Yacht Club of Australia, NSW
 Crew A Wenham (4) D Burt (1), D Wenham, G Schwass (9), H Green (1), M Tyrrell (1), S Taylor (1), D Hogben (1), M Lewkovitz, D Sutter, J Cane (3), M Fahey (1), R Allen, R Cernobrivc

Under a previous owner *Southern Excellence* took line and PHS honours and set a new course record during the 2006 Gosford to Lord Howe Race, winning line honours again in 2007. She holds race record for Melbourne to Vanuatu and has been sailed competitively throughout the CYCA's sailing calendar and eastern seaboard ocean racing events.


ST JUDE

Sail Number 6686
 LOA 14.2m Class IRC
 Designer Murray Burns Dovell
 Year built 2007 Type Sydney 47
 Number of Hobarts 2
 Owner Noel Cornish
 Club Cruising Yacht Club of Australia, NSW
 Crew N Cornish (3) M Shepperd (3), D Shepperd (3), A Liddle (2), B deHaas (2), R Shand (2), J McPherson (1), M Tilden (1), P Binstadt (1), J Kolsky (1), D Mueller (1), M Ivaneza

St Jude sailed her first offshore race in the 2008 Australia Day Ocean Pointscore race to Botany Bay and return, winning on IRC. In the 2009/10 season, she won the PHS Division in the CYCA's Ocean Pointscore crewed by a group of friends who, in various combinations, have sailed together for many years. She completed her second Hobart last year, finishing 4th in IRC Division 2.


TERRA FIRMA

Sail Number SM24
 LOA 15.24m Class IRC/ ORCi
 Designer Farr Yacht Design
 Year built 2005 Type Cookson 50
 Owner Nicholas Bartels
 Club Sandringham Yacht Club, VIC
 Crew N Bartels (7) B Acaster (3), C Webster (12), D Wilson (1), D Van Teylingen (2), G Doggett (1), J Neuhaus (5), J Casley (1), S Don (2)

The name *Terra Firma* lives on. Nicholas Bartels has stepped up from his successful Sydney 47 to the Cookson 50 formerly known as *Shogun*. With some talented sailors onboard and a strong crew, *Terra Firma* will be out to win. In his former Sydney 47 of the same name Bartels' best result was as 7th place in Rolex Sydney Hobart 2008.





TEVAKE II

Sail Number **H101**
LOA **13.7m** Class **IRC**
Designer **Graham Radford**
Year built **2000** Type **Radford 13.7**
Number of Hobarts **1**
Owner **Angus Fletcher**
Club **Hobsons Bay Yacht Club and Ocean Racing Club of Victoria, VIC**
Crew **Ashley Bartle (2), Colin Leake (1), Tracy Kamens, Gavin Adamson (2), Tim Edwards (1)**

Purchased by her current owner in 2005, *Tevake II* has been progressively developed into an efficient long distance offshore racer having completed the Melbourne to Hobart West Coaster, one Rolex Sydney Hobart, one Port Vila to Mackay race and two Melbourne to Vanuatu. A fast offwind boat, she will be looking for some good reaching conditions in this year's race to Hobart.



TITANIA OF COWES

Sail Number **GBR6821R**
LOA **21.6m** Class **IRC/ORCi**
Designer **Nautors Swan**
Year built **2000** Type **Swan 68**
Number of Hobarts **0**
Owner **Richard Dobbs**
Club **Royal Yacht Squadron (UK)**
Crew **R Dobbs, F Brown, M Corvell, A Green, A Hewson, G Hewson, R Hewson(4), A Cappa Hussy (2), R Knox-Johnston, C Kameen, R Kaveney (2), J Manzoni, S McCathy(1), D McGranan, P Middelberg, J Moran, J Slattery, B Vines (1)**

With racing experience in the USA, Caribbean and Europe, *Titania* has sailed over 17,000 nautical miles on route to the 2010 Rolex Sydney Hobart. Her crew includes former Whitbread, America's cup and Olympic sailors including Sir Robin Knox-Johnston, the first person to sail single-handed, non-stop around the world, in his first Hobart race.



VALHERU

Sail Number **1195**
LOA **13.0m** Class **IRC**
Designer **Greg Elliott/Fred Barrett**
Year built **1994** Type **Elliott 13 mod**
Number of Hobarts **8**
Owner **Anthony Lyall**
Club **Royal Yacht Club of Tasmania, TAS**
Crew **A Lyall (9), P Brasington (17), T Grafton (11), D Meincke (12), J Healey (4), S Denholm, P Aird (7), R Gilbert (10), B Gadd (10), T Roberts (10)**

Valheru has undergone a recent optimisation to improve performance and the excitement factor. The crew is looking forward to celebrating Peter 'Hoppy' Hopkins 25th run to Hobart this year when they reach Constitution Dock. 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 that joined him in last year's race.



VICTOIRE

Sail Number **1545**
LOA **13.9m** Class **IRC**
Designer **Beneteau**
Year built **2007** Type **Beneteau First 45**
Number of Hobarts **0**
Owner **Daryl Hodgkinson**
Club **Cruising Yacht Club of Australia, NSW**
Crew **D Hodgkinson, P Eadie (31), C Simpson (1), D McConville (13), D Rutherford (1), I Macdiarmid (6), J Shearer, N Workman, S Kirkjian (15), T Bilham (3), T Tubman**

Victoire's first offshore race for Darryl Hodgkinson was this year's Audi Sydney Offshore Newcastle Yacht Race, where she came 2nd overall. She went on to 1st in IRC Division 3 in the Audi Sydney Gold Coast, 2nd in division in the Brisbane to Keppel and 2nd in division at Airlie Beach. *Victoire* has also been competing in the CYCA's Blue Water Pointscore.



THE STICK

Sail Number **8848**
LOA **20.15m** Class **PHS**
Designer **Kel Steinman**
Year built **1989** Type **Modified 66**
Number of Hobarts **2**
Owner **Rick Christian**
Club **Cruising Yacht Club of Australia, NSW**

Previously known as *Broomstick*, this boat is a three-time CYCA Winter Series winner in the club's competitive winter sailing program. Nick Athineos purchased the yacht late last year as an additional training vessel for Kioni Sailing. She has been a regular winter and twilight series competitor and will look to replicate these results in a longer ocean racing format come Boxing Day.



TWO TRUE

Sail Number **YC400**
LOA **12.24m** Class **IRC/ORCi**
Designer **Bruce Farr (USA)**
Year built **2009**
Type **Beneteau First 40**
Number of Hobarts **1**
Owner **Andrew Saies**
Club **Cruising Yacht Club of South Australia, SA**
Crew **A Saies (5) B Young (10), L de Wit (3), M Hutton (3), M Clark (2), R Human (15), R Last (3), J Flak**

Last year's Rolex Sydney Hobart overall winner, *Two True* is back with a similar crew and boat. The South Australian crew has had a busy year and kept in touch of the podium with 2nd place in IRC Division 2 at Audi Victoria Week in January 2010, 3rd at Lincoln Race Week in February and 4th in IRC Division 1 at Audi Hamilton Island race week. Can *Two True* go two-for-two?



VAMP

Sail Number **43218**
LOA **14.93m** Class **IRC**
Designer **John Corby (UK)**
Year built **2002** Type **Corby 49**
Number of Hobarts **0**
Owner **Garry Linacre and David Fuller**
Skipper **Roger Hickman (33) and Mikhail Muratov**
Club **Cruising Yacht Club of Australia, NSW**
Crew **R Hickman (33), M Muratov, I Goikhberg, D Samokhin, P Inchbold (22), D Morrow (7), A Scott (5), D Williams, S Grice (3), D Morris (10), J Wells, J White**

Three-time Sydney Hobart winner Roger 'Hicko' Hickman has teamed with Russian International Dragon sailor Mikhail Muratov, who is bringing five experienced Russians along. Hicko and Muratov will compete against each other in the International Dragon Worlds in Melbourne in January 2011.



WAHOO

Sail Number **5900**
LOA **12.35m** Class **IRC/ORCi**
Designer **Sayer**
Year built **2007** Type **Frers 40**
Owner **Graham Mulligan**
Club **Royal Queensland Yacht Squadron, QLD**
Crew **G Mulligan, B Ratcliff (42), P Taylor (7), P Owen (1), K McMorran, R Mulligan, M Gordon, D Bracher**

Wahoo is a seasoned CYCA ocean racing campaigner with many races under her belt including Rolex Sydney Hobarts, Gosford to Lord Howe Island, Pittwater to Coffs Harbour, and Audi Sydney Gold Coast Yacht Races. A Frers 40 design, she is now owned by Graham Mulligan and based in Brisbane at RQYS. She will race to Hobart with an experienced crew from Sydney, Brisbane and Wellington (NZ) who have over 50 Sydney Hobart races between them.



**WASABI**

Sail Number **AUS88**
 LOA **11.99m** Class **IRC**
 Designer **Jon Sayer**
 Year built **2007** Type **Sayer 12**
 Number of Hobarts **1**
 Owner **Bruce McKay**
 Club **Cronulla Sailing Club, NSW**
 Crew **B McKay (1), M Tobin (3), G Tobin (4) B Lavin (1), A Merridew (1), R Francis (5), A Morrison, C Koole, MPfeffer**

Wasabi place 1st in PHS Division 1 last year. Her crew will be praying for off-the-breeze conditions to take advantage of the lightweight yacht's feisty downwind performance. Originally built for the Melbourne to Osaka short-handed race, this hot little number was snapped up by Bruce McKay in June 2008 and has since raced extensively up and down the east coast. With a sizzling green hull, she won't be hard to spot on the startline.

**WAVE SWEEPER**

Sail Number **7407**
 LOA **11.92m** Class **PHS**
 Designer **Bruce Farr**
 Year built **2001**
 Type **Beneteau First 40.7**
 Number of Hobarts **5**
 Owner **Morgan Rogers**
 Club **Cruising Yacht Club of Australia, NSW**
 Crew **M Rogers (2), M Ward (4), C Davies (1), G Stromov (1), J Todd (1), C Latham (1)**

Under her previous guises as *Chancellor* and *Le Billet*, this Beneteau 40.7 has enjoyed a distinguished career. A previous winner of the Pittwater to Coffs Harbour race as well as a Rolex Sydney Hobart and Sydney Mooloolaba competitor, *Wave Sweeper* will embark on her sixth Rolex Sydney Hobart this year. New owner Morgan Rogers is hoping to improve on last year's result of 6th in division.

**WILD OATS X**

Sail Number **AUS7001**
 LOA **20.06m** Class **IRC**
 Designer **Reichel Pugh**
 Year built **2004** Type **Reichel Pugh 66**
 Number of Hobarts **0**
 Owner **Robert Oatley**
 Club **Hamilton Island Yacht Club, NSW**
 Crew **T Tindall and others**

The baby sister to the high profile 100-footer *Wild Oats XI*, Bob Oatley's Reichel Pugh 66 was built in 2004 for Australia's Admiral's Cup defence – a charge she fulfilled by reclaiming the Cup for Australia. Raced even more extensively than her larger stablemate, she has claimed line honours in the Audi Sydney Gold Coast race in 2005, and 2009, 1st in division at the 2008 Audi Sydney Harbour Regatta and 2nd in the 2004 Maxi Worlds. A full refit in 2009 included a new mast and sails.

**WILD OATS XI**

Sail Number **AUS 10001**
 LOA **30.48m** Class **IRC**
 Designer **Reichel/Pugh**
 Year built **2005** Type **100ft Maxi**
 Number of Hobarts **5**
 Owner **Robert Oatley**
 Club **Royal Prince Alfred Yacht Club, NSW, Hamilton Island Yacht Club, QLD, Yacht Club Costas Smeralda (ITA)**
 Crew **M Richards (5) and others**

Returning for the sixth year in a row and with skipper Mark Richards at the helm again, *Wild Oats XI* is hungry for her fifth line honours win after missing out to *Alfa Romeo* in the Rolex Sydney Hobart 2009. With the most consecutive line honours wins in the race's history (4), the boat is also a former handicap winner and the current race record holder. After being extended to 100 feet for last year's race, a new race record is well within her means given the right conditions.


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WILD ROSE

Sail Number	4343		
LOA	13.11m	Class	IRC/ORCi
Designer	Bruce Farr		
Year built	1985	Type	Farr 43
Number of Hobarts			
Owner	Roger Hickman		
Club	Cruising Yacht Club of Australia, NSW		



WILD THING

Sail Number	M10		
LOA	30m	Class	IRC
Designer	Don Jones		
Year built	2003	Type	30m Maxi
Number of Hobarts	7		
Owner	Grant Wharington		
Club	Mornington Yacht Club, VIC		
Crew	G Wharington (23) and others		

Grant Wharington's *Wild Thing* enjoyed success under her former name *Skandia* with a line honours win in 2003, but has had mixed fortunes since. Wharington and crew were forced to abandon ship in the 2004 Rolex Sydney Hobart when her canting keel snapped off, and the boat retired at the startline in 2009 with rigging problems after her new mast was installed at the eleventh hour. Souped up with a seven-metre keel, many will be watching to see whether this 98-foot yacht can once more hold her own at the head of the fleet, keeping pace with the 100-footers.



WOT EVA

Sail Number	6953		
LOA	15.85m	Class	IRC
Designer	Nelson Marek		
Year built	2001	Type	Nelson Marek 52
Number of Hobarts	3		
Owner	David Pescud		
Club	Cruising Yacht Club of Australia, NSW		
Crew	D Pescud (19), B Pearce (3), B Pelham (3), C Josling (4), G Johnstone (7), K Watson (4), M Thomson (5)		

Thanks to a generous donation by wotif.com co-founder Graeme Wood, Sailors with DisABILITIES have a new boat and will this year compete in IRC, having raced in PHS for the past two years. This JV-designed 52-footer was previously known as *Wot Yot* and was christened *Wot Eva* by SWD. For the first time in 16 Bass Strait crossings, SWD will be in contention for the Tattersall's Cup for the overall winner of the Rolex Sydney Hobart Yacht Race.



YOUNG ONES

Sail Number	SM5558		
LOA	11.0m	Class	IRC
Designer	Jim Young		
Year built	1984	Type	Young 11
Number of Hobarts			
Owner	Ian Miller		
Club	Sandringham Yacht Club, VIC		
Crew	I Miller (2), C Pukallus (2), K Dixon, R Lawrence (1), S Bowes, P Heilmann (3), P Burke (3), M Birdgman, S Restall (2)		

This modified Young 11 was originally built in New Zealand in 1984 and was bought by Ian Miller in 2002 with a view to offshore racing. The keel and rudder were changed in 2004 to the design of Keith Dibley. She has notched up many sea miles between Melbourne and Tasmania ports as well as Victorian coastal races. Good results including a PHS 1st in the 2007 Melbourne to Port Fairy race and a PHS division win in the ORCV winter series 2006.



YUUZOO

Sail Number	AUS11111		
LOA	27.4m	Class	IRC
Designer	Simonis & Voogd		
Year built	2004	Type	Maxi
Number of Hobarts	4		
Owner	Ludde Ingvall		
Club	Cruising Yacht Club of Australia, NSW		
Crew	Ludde Ingvall and others		

Owner Ludde Ingvall made his Rolex Sydney Hobart comeback last year after a five-year break. In 2005 Sean Langman chartered this powerful canting keel 90-footer and finished 5th across the line. Ingvall skippered the boat through galeforce conditions to take line honours in 60th Rolex Sydney Hobart, when the boat was then called *Nicorette*. She also finished a close 2nd in the IRC overall placings.



ZEN

Sail Number	3838		
LOA	11.8m	Class	IRC/ORCi/OD
Designer	Murray Burns Dovell (AUS)		
Year built	2004	Type	Sydney 38
Number of Hobarts	3		
Owner	Gordon Ketelbey		
Club	Middle Harbour Yacht Club, NSW		
Crew	G Ketelbey, I Mason, M Cassidy (1), W Lee (1), R Francis (2)		

Zen is the second Sydney 38 for owner Gordon Ketelbey and has been extensively campaigned along the Australian east coast, taking 2nd in the Sydney 38 division of 2007 Audi Sydney Gold Coast and again in the Sydney 38 Division in the 2007 Rolex Sydney Hobart. In last year's Rolex Trophy One Design Series she finished 3rd. Ketelbey contested the d'Albora Marinas Sydney 38 Nationals at Port Stephens and the 2007 Audi Sydney Harbour Regatta, finishing fourth.



ZORA 1

Sail Number	8975		
LOA	13.55m	Class	PHS
Designer	J & J		
Year built	2005	Type	Salona 45
Number of Hobarts	1		
Owner	Phillip King		
Club	Cruising Yacht Club of Australia, NSW		
Crew	P King (9) and others		

Zora 1 is a comfortable cruising sloop from the Croatian boat builders Salona. Her first offshore race was last year's Audi Sydney Gold Coast Yacht Race, where she finished 3rd in PHS Division 2. *Zora* finds it hard going in light airs but picks up well when the breeze is over 20 knots. Last year's light conditions did not suit her at all. No matter what, the crew always enjoy the challenge a Rolex Sydney Hobart brings.





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Only once in a while does a yacht as special as the X55 arrive in Australian waters. Recently delivered to her new West Australian owner by Andrew Parkes of X-Yachts Australia, this latest European stunner is a first class example of a most successful compromise in yacht design, being both a luxuriously appointed cruiser and a true performance racing yacht equipped with some of the finest sailing technology afloat.

Built in Denmark by a 30-year-old company still owned by its original founders, the first X55 was ordered in May and arrived in Perth in early November. The brand, which builds around 300 boats per year, has an impressive list of architects, engineers and experienced sailors in house, and between them they have built a quality production yacht that can comfortably accommodate families on extended cruises, and should be no slouch on the competitive circuit.

At 55 feet (16.7 metres) overall and with a 15-foot (4.6-metre) beam the X55 is a sandwich construction utilising vinylester and isolatic polyester resins and biaxial E-glass fabric with Divinycell core. The construction includes a fabricated hot galvanised steel platform across the base of the hull, in the form of a cross. The mast and mast jack sit on this and the keel bolts through it, increasing stiffness at the main bulkhead. There is a lifting point accessed through

twin foil on the forestay.

Teak decks over the cabin roof add to the quality appearance of this yacht, and two completely flush deck hatches allow light to the cabin below while causing no obstructions on deck. There are traditional, nicely crafted cover boards around all the edges and openings. All hatches and the anchor system have gas struts.

The cockpit is large both forward and aft of the twin (optional) carbon wheels, which are well located for

For racing this yacht will be up there with the best, while for family cruising or sailing with a small crew she's perfectly set up.

pushpits are connected by wire with pelican hooks for easy boarding when at anchor or berthed stern, and a folding ladder drops from the centreline pushpit for swimmer access.

The X55 is equipped with four of the latest generation Harken electric STAE Radial winches. The forward pair is for the headsails and spinnaker and the aft pair for the mainsheet, which can easily be reached by the helmsman. The traveller and controls are just forward of the wheels.

Three self-draining lockers in the cockpit floor provide excellent storage. The forward one is small and suitable for all surplus halyards and control lines, completely disposing of the cockpit mess. Directly behind this is a large locker for storing a liferaft, and aft again is the cockpit table storage. There is a folding bimini, and a glass washboard can be fully lowered or locked in a half-height position in inclement weather. Pad eyes spaced around the deck and stainless hand rails on the cabin provide good security for crew when conditions require, and three robust Nomen folding mooring cleats on each side help keep snagged ropes to a minimum.

Stepping down the companionway on teak steps (curved to suit most angles of heel) the luxury of the yacht is revealed. Spaces are bright and open with a handsome combination of teak and white upholstery. The galley is immediately to port, just forward of a door to a bathroom which doubles as the ensuite for the port aft double cabin. The starboard side has a similar set up with the chart table and navigation area just forward. Each of these cabins feature a large double berth with spring mattresses sitting on curved wooded battens for comfort and ventilation, along with a good sized wardrobe and direct access to the ensuite. A seaberth can be added above the bed if required, and both aft cabins share an air-conditioning unit (one of three on board).

Between the aft cabins is the engine compartment, and while on board with the engine running and doing over seven knots there is little noise and almost no vibration. Similarly, when the generator was running little could be heard apart from some water splashing from the exhaust.

The galley features a gimbaled gas stove-oven combo, and there's a large



a hatch, so the whole boat can be craned easily.

The keel on our test boat was the shortest of three options, giving a draft of 2.5 metres. It has a cast iron fin for high strength and a hardened lead bulb, offering a very low centre of gravity and excellent mobility. The hull and deck are built to European CE classification and meet American ABS requirements.

The X55's decks are spacious and uncluttered, with the cabin finishing just forward of the mast and all lines running under. The headsail sheets run to tracks with blocks well inboard and the blocks have their own adjustment system allowing them to be moved without slackening sheets. An optional anchor launch system stows below a forward hatch, keeping the forward deck completely clear. Forward of the anchor hatch the furling drum for the headsail is attached below deck, and for those with a competitive spirit there is a



sitting on the side decks with full viewing of the main and headsails. Aft, the open-ended cockpit adds to the stylish lines and lets any unwanted water escape quickly. Two large flush hatches in this space provide ample stowage for fenders and all sorts of sundry equipment. The engine and hydraulic backstay controls are in the coamings on the starboard side. Side and central

INSIDE STORY
Downstairs it's bright and open spaces with teak wood finish and white upholstery all the way.

icebox (complete with a seawater cooled Isotherm SP Refrigeration unit), twin sinks plus ample drawers and secure cutlery and crockery stowage. Space is available for an additional fridge if required.

Opposite the galley, the navigation area has ample space for all the required instruments and includes the ships switchboard. There is a good-sized navigation desk and a useful wet locker just behind the seat.

Forward, the main saloon features a well-upholstered, U-shaped settee and table on the port side. At least eight people can dine comfortably here. On the starboard side is a full-length settee, with plenty of gangway room. Two overhead hatches, with flyscreens and blinds, plus side port lights provide excellent daylight, while at night the cleverly moulded white GRP lining incorporates halogen lighting and removable patches where deck fitting may be attached. The superbly laid and polished teak floors include hatches for access to the bilges.

Through the main bulkhead is the largest cabin with private ensuite. This layout (one of four available) has the double bed on the port side,

providing access through to the sail locker, and a settee to starboard. The sail locker can also be accessed from on deck, so this cabin effectively has two entries. Plenty of stowage and the third air-conditioning unit ensure total comfort.

Power comes from a Yanmar 110hp turbo-charged diesel, capable of a little over nine knots. With the Fisher Panda 6.5 kW generator, Webasto air conditioners and Dessator water maker all comfort aspects are well covered. Topside the 85-foot carbon fibre mast and boom, electric powered Harken winches, competitive Evolution sails and the Raymarine ST70 Multifunction Colour Instrument provide all you need for hassle-free performance.

On our test sail we were pointing up to within 22° of apparent and when off about 30° we were sailing faster than the breeze. For racing this yacht will be up with the best, while for family cruising or sailing with a small crew she's perfectly set up. All you have to do is choose which aspect you wish to exploit. ⚓

www.x-yachts.net.au
+61 (0) 2 9719 9411



BUILDER	X-Yachts, Denmark
DESIGNER	X-Yachts
LOA	16.76 m / 55 ft
LWL	14.46 m / 47.4 ft
BEAM	4.47 m / 15 ft
DRAFT	2.50 m lead bulb (tested) / 2.90 m / 3.20 m (standard)
ENGINE	Yanmar turbo-charged diesel 110hp
SAIL AREA	93.6 m ² (main) 92.5 m ² (genoa 1) 74 m ² (genoa 2)
WATER CAPACITY	550 litres
FUEL CAPACITY	400 litres
DISPLACEMENT	16,700 kgs
BERTHS	6
PRICE	from \$1.39 million

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A muscle-bound Hanse 545 casts its imposing shadow over the marina as we motor out towards the Pittwater. With its brash Teutonic lines, angular styling and slab sides, it looks as if it has been chiseled out of stone. You couldn't find a better point of contrast for the shapely Dehler 35 we've climbed aboard. With bubbly curves and flowing lines, Dehler's latest 35-foot cruiser racer presents an altogether friendlier visage than the monolithic Hanse. It's a good thing too, because the Dehler brand is set on making a comeback and its goal is to win friends in the Aussie market, quick smart.

As we hoist the sails, wind in the sheets and point her into the steady nor'easter for a late afternoon sprint up the Pittwater to Barrenjoey Head, Sydney's most northerly tip, there's an eager sense of expectation onboard. I get the impression it's an important launch for the local Dehler agent, Windcraft. The team's Bayview office has virtually emptied for our sail, and all the top brass are onboard sporting matching black team jackets, including managing director Peter Hrones. After years spreading the message about Hanse yachts (it's their 545 out on the marina), Windcraft are now the local agents for Dehler and the 35 is first cab off the rank. It looks as if Hrones and his crew are keen to make a good impression, but pretty soon it's clear why the guys are itching to get onboard. "We took the boat the other night in the Pittwater twilights, just to benchmark her against the fleet, and we were the first boat to the top mark," enthuses Hrones, barely concealing a boyish grin.

Pretty soon one of the boys is on the helm and coaxing the Dehler into the 15-knot breeze. The sprightly 35-footer is responding eagerly to the inputs, clocking 7.5 knots and happily pointing higher until it hits a groove at around 30 degrees. We're sailing the stock standard boat with just the basic sail package, and the numbers keep getting better – 7.6, up to 7.8 and 7.9 knots. She's heeled over hard, crisp sails crackling under load and the brand new Harken winches clicking with fresh vigour as the headsail is wound in tight – it's a grin-inducing ride as we wring out every drop of performance.

The true joy of the Dehler 35 is in the driving – take hold of the helm and you won't be ready to give it back



BORN AGAIN

DEHLER HAS LONG BEEN OVERSHADOWED BY THE BIG NAME EURO BRANDS IN THE UBER-COMPETITIVE AUSSIE MARKET, BUT GERMANY'S PREMIUM BUILDER IS BACK WITH A NEW 35-FOOT RACER/CRUISER AND A SHARPER PRICE TAG, WRITES MATTHEW HENRY.

in a hurry. With a rack-and-pinion drive lurking beneath the aft deck, the boat feels direct and responsive in your hands. The sturdy steering system has been well matched to a finely tuned rudder, which gives the Dehler its fleet-footed manners and a dinghy-like feel at the helm. A feather touch on the 14cm wheel is all that's needed to push her through quick tacks or turn on a pinhead. "You can steer it with one finger," says Hrones, who's taken over the helm and is demonstrating single-digit helming technique as the boat smokes along

IN DEMAND
The Dehler 35 is the first import under its new Australian agent Windcraft. The first boat (pictured) is already sold with a second on the way.

the Pittwater on its ear. "You'll need two out at sea though," he quips. For the cruising sailors and ocean racers, it's not hard to imagine enjoying many hours of relatively fatigue-free helming over longer ocean passages on this boat.

While there's plenty of fun being had at the wheel, it's also true to say that this is an important launch for the Windcraft team. The Dehler brand is currently faced with restoring a foothold in the Australian market after a string of local distributors made only modest headway with the premium German marque in recent years. In May 2009, when the Hanse Group snapped up the ailing Dehler yard in Germany, the Australian agency fell to Windcraft and with it the task of restoring the brand's fortunes Down Under. Around 50 Dehlers are currently sailing in Australian waters, but Windcraft says 35 of these were sold before 1992 – that's a run rate of less than a yacht a year since the early '90s. Windcraft is keen to see Dehler recapture some momentum and the 35 will showcase much of what the brand can offer local buyers.

"We're looking for Sydney 38 people and Sydney 32 people – that sort of market. We're looking for X-Yachts people, and Beneteau First people who want to move up to the next level," explains Hrones. Asked why Aussie consumers should expect to pay a 15 per cent premium for a Dehler over a similar boat from the leading French manufacturer, Hrones offers a single, emphatic response: "quality".

This is undeniably a yacht at the top end of the performance crossover market. The price premium gets you a lead bulb keel, folding prop, North sails and quality instruments. With a hand-laid hull moulded directly to the deck, a quality hardware package and a beautiful interior finish, there's a tangible sense of workmanship in every detail.

There's also an appealing sense of restraint in the aesthetic design. As many European yards wield a keen razor blade over their yacht designs to crop the curves, Germany's Dehler is taking a different tack in the design race. Flying in the face of the trendy minimalist aesthetic sweeping through the continental yards, Dehler has continued to produce self-assured and shapely designs oozing classic cool. If you see a hint of Porsche 911 in its curvaceous cabin

top, or a semblance of Audi in the obsessive attention to detail, you're not alone.

The team behind the design, Simonis and Voogd, are perhaps best known to Aussie sailors for their hand in designing the 2004 Rolex Sydney Hobart line honours winner, *Nicorette*. The Dutch duo clearly grasps the art of performance hull shapes but the Dehler 35 is evidence of a deft hand at the drawing board too. With uncluttered decks, flush square hatches and a squared-off



FEEL GOOD STORY
Deck gear including winches, jammers and turning blocks are all high quality Harken equipment, adding to the tangible sense of quality that pervades the boat. Teak wood has been used sparingly but to nice effect in the cockpit and forward of the mast in a slim strip surrounding the hatch. Right top: the in-deck furler on the forestay is a tidy system and easy on the eye. Right middle: the rich interior woods contrast nicely with the light upholstery and benchtops. Right bottom: the open transom with swim ladder.



open transom, it's a sporty design that avoids heavy handed over-styling. Sadly for Simonis and Voogd, it could also prove their swan song with Dehler as the brand increasingly looks to Judel / Vrolijk for future designs.

Like their automotive doppelgangers, Dehler yachts are stoically German and as you'd expect, superfluous cosmetic flourishes are routinely trumped by well-engineered simplicity.

The retractable storm board on the companionway is a particularly clever innovation, doing away with pesky freestanding boards which inevitably float around somewhere down below, never quite finding a proper home. Up front, the in-deck Furlex furling system looks good and has the practical upshot of moving the furling line from the sidedecks to underneath the deck skin. That's something the rail-bound racing crew

WHEELER AND DEHLER

The large helm wheel and simple cockpit make the Dehler 35 great for racing. Forward of the cockpit, the retractable storm board covering the companionway is also a handy innovation.

will appreciate, even if it has little bearing on the owner.

The Dehler 35 is a versatile package and should prove equally adept in racing and cruising roles. Through tack after tack up the Pittwater the 35 proves a quick customer. There's great freedom of movement for crew to get around the boat through the spacious cockpit, which should please round-the-buoys club racers, and there's enough comfort above and below to satisfy those members of the family whose idea of sailing has nothing to do with racing.

Overhead, the aluminium Selden rig and Spectra halyards support 70m² of North Sails canvas including a non-overlapping headsail and a main with optional lazyjacks. It's a smaller jib than the standard sail fitted to the previous model, the Dehler 34, but the IRC ratings boost should be welcomed by racers. The sails are cut from a hardy cloth which seems to strike a good balance between racey performance and cruising durability. Diehard racers might turn their nose up at them, but many will find it an ideal all-round package. Windcraft offers credit towards a high performance sail wardrobe if

you opt for an upgrade at the time of purchase, and by ticking the right box your boat can also be delivered with a Tuff Luff system rather than a furler.

For those who want the raciest package on offer Dehler offers foam-cored furniture and vinylester resin instead of the standard balsa sandwich construction, which saves



C-shaped dinette which seems to defy the laws of physics with easily enough space for eight hungry sailors, and a head/shower of equally impressive proportions. It's the art of exclusion that makes the interior work well. Dehler doesn't cram in an extra cabin or an overly ambitious galley, but the core features are all well executed. Both cabins are spacious enough to be comfortable and the starboard rear quarter has plenty of storage space accessible from the deck.

With the Hanse Group now at the helm, Dehler has the world's third largest boat builder backing it and, in Australia, one of the leading agents lending local support. Hanse produces 20 times more boats that Dehler ever did on its own, so the upshot for boat buyers is that Dehlers are more affordable than a few years ago. The stock standard Dehler 35 starts at \$259,000 sail away, with plenty of options available from the factory.

As we motor back in, I'm told the boat we are sailing on is already sold

about five per cent on weight but adds a bit to the price tag.

"That's at the top end of what you can do with this model, but I reckon the market for this boat is as a real crossover – it's a fantastic cruising boat and one the family could certainly enjoy," says Hrones.

After working upwind to Barrenjoey we crack the headsail and swing downwind, and soon the Pittwater's steep, gum tree-clad western shore is looming large and the bays and quiet anchorages are coming into focus. Without a spinnaker to keep up the race pace (Dehler can offer a mast-set symmetrical package) it's time to take the foot off the accelerator and settle into cruising mode.

Down below, the layout is simple and stylish with a clean, modern feel. The light-hued mahogany timber provides a pleasant warmth in the cabin without being dark. For those who want a brighter finish Dehler also offers a teak option. The joinery is all top notch, perhaps best typified by the folding central table, which is a superb piece of carpentry.

Internal volume is impressive for a 35-footer, with plenty of headroom, a



BUILDER	Dehler Yachts, Germany
DESIGNER	Simonis & Voogd
LOA	10.51m
LWL	9.38m
BEAM	3.49m
DRAFT	1.95m standard / 2.15m racing / 1.62m shallow (Lead bulb)
ENGINE	Volvo D1-20 (18hp) Upgrade to 29hp
TOTAL SAIL AREA	70m ²
WATER CAPACITY	approx 180 litres
FUEL CAPACITY	83 litres
DISPLACEMENT	5,250 kgs
BERTHS	6
PRICE	from \$259,000 sail away

and another one is on the way – a racing version which just cleaned up at Keil Week in Germany and will be contesting many of the Australian east coast regattas next year. It's early days, but Dehler might finally be emerging from under the shadows of its European rivals as a genuine alternative for Aussie buyers. ⚓

www.windcraft.com.au
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The dramatic change of direction for the America's Cup with regard to the rules, and particularly the nature of the rigs, will have an impact on sail making companies as they will not have the same level of involvement in the development of the wing sails compared to the input they had in previous "conventionally rigged" campaigns.

TURNING OFF THE TRICKLEDOWN

HEAD SAIL DESIGNER AT DOYLE AND PROFESSIONAL RACING YACHTSMAN RICHARD BOUZAIID ASKS WHETHER THE NEXT AMERICA'S CUP WILL BE OF ANY BENEFIT TO THE AVERAGE SAILOR.

With this change of focus for the sail programs, the technology trickledown probably means that the average sailor will not gain the same benefits from advances in sail design and construction that they have with previous Cup campaigns.

The development of the wings that will be used in the racing will be undertaken by design teams relying heavily on computational fluid dynamics (CFD) to achieve the optimum performance from the wing foils. In the past, CFD has mainly been used for the development of hulls and their appendages with relatively small amounts of influence over the sail programs. With solid wings, the foils don't deform or move to the extent of a sail, so now CFD technology is particularly appropriate for engineering and aerodynamic design above the waterline. The designers will probably draw on some historical sail design data for effective cambers as a starting point to find out what sort of chord depths the foils should have. CFD is being used increasingly at the top end of sail design and I think that even if the next Cup was going to be sailed in conventionally rigged boats, there would be a lot more emphasis put on CFD analysis of sails because the tools have become a lot easier to use and more reliable.



It is hard now to see how the technology that is currently in development for the next Cup will be of much benefit to your average non-Cup sailor, but time will tell.

Having said that, the sail plan of the new America's Cup boats do have soft sails to complement the wings. Because of the speed that the multihulls travel across the water, the apparent wind is quickly drawn forward so even when the true wind is well aft, the sails (or wings) are trimmed for upwind angles. Basically they are sailing upwind even when they are going downwind. In the last Cup BMW Oracle was using a soft headsail some of the time, mainly in very light winds, but as soon as the breeze got up it was quickly furled away as it may have been slowing them down.

In the past, sailing as a whole has gained from the huge amount of development funds poured into big budget America's Cup campaigns. Your average sail, whether on a cruising boat or racing boat will have benefitted in some way from a development or knowledge gained from the America's Cup programs over the years. It is hard now to see how the technology that is currently in development for the next Cup will be of much benefit to your average non-Cup sailor, but time will tell. Wing masts, by their very nature are not very practical for everyday use mainly because they need to be taken down each night, or constantly feathered into the wind, and because of the light weight construction necessary for them to perform, they are fragile. While this is not an issue for America's Cup teams where the boat can be dry sailed overnight on the dock, it's hard to see this being a viable option for the weekend sailor.

At Doyle Sails we use CFD analysis to get a better understanding of specific issues. Tyler Doyle, son of Doyle Sails founder Robbie Doyle, runs all our CDF studies from the USA. Tyler is currently looking into wing configurations for these new Cup boats and analysing different foil options. We have also used CFD successfully for analysis and development of downwind sails.

Certainly the next America's Cup is going to be exciting: very fast boats with great technology. It will be a tremendous spectacle to watch. It will take a while for the teams to come to grips with the best way to match race the boats and to find out what the limits are, but I'm sure the action will be high and they will be certainly pushing the boundaries of engineering and technology. ⚓

APPY DAYS

OFFERING EVERYTHING FROM TIDE PLANNERS TO THE COMPLETE ISAF RACING RULES AND EVEN A WIND METER, THE NEW RANGE OF SAILING APPS FOR THE IPHONE IS MAKING LIFE EASY FOR THE TECH-SAVVY SAILOR.



You-Tack

ISAF racing rules and sailing guide
(DP Associates) \$23.99

You-Tack is the first iPhone app to offer the official ISAF Racing Rules of Sailing, complete with illustrations, explanations, 3D animations and a full list of racing signals. It's easy to use, with handy cross-links between rules and their definitions. The 3D animated quizzes test your knowledge in various race situations, and a Scoreboard function allows you to track your progress. Any tricky rules you're unsure of can be added to a Favourites folder, for quick reference. A brilliant tool for learners, bluffers and absent-minded skippers.

USER REVIEW

Smooth Sailing says:

"I'm just a beginner to sailing and I love it but find all the rules and terminology a bit overwhelming. You-Tack 3D animations and definitions really help put it all in place!"



Navionics Marine: Australia

Electronic charts and trip planner
(Navionics) \$14.99

While it's important not to rely solely on electronic navigational aids (nothing's as sure as a good old fashioned visual bearing) this award-winning app from leading electronic chart provider Navionics can help make voyage planning easy and fun. You can check tides and currents, set route markers and track your progress using full up-to-date charts with satellite overlay. Navionics' huge points-of-interest database lets you search for marinas and other coastal features, and you can even take geo-tagged photos to create a virtual travelogue to share on email or Facebook.

USER REVIEW

Hobit123456 says:

"Great backup maps for marine navigation and at such a low cost!"



Knot Guide

Sailing knots on your iPhone
(Winkpass Creations) \$2.49

If you think that Zeppelin Bend, Perfection Loop, Monkey Fist and Slim Beauty are the names of Melbourne Cup winners, this is the app for you. With 95 knots and counting, Knot Guide allows you to search for knots by category, select the one you want and then swipe through a series of clear colour photographs showing you how to tie it. You can save your favourite knots, and there's a 'Knot Lingo' screen to help you learn the difference between a splice and a stopper. Could save a lot of embarrassment next time a crewmate throws you a line and asks for a West Country Whipping.

USER REVIEW

Sparkey Davis says:

"Nice app, but what about some instructions for neck/bowties or shoelaces?"



Wind Meter

Measures wind speed using built in microphone
(GoingApps) \$1.19

Is there no limit to what you can do with an iPhone? This ingenious little download uses the iPhone's built-in microphone to record wind noise, then calculates speed based on the decibels. It sounds like a load of hot air, but it actually works surprisingly well in consistent wind speeds up to 24 knots. An online community of sailors, kitesurfers and even remote control aircraft hobbyists are giving it the thumbs up, and it's held a spot in the top 20 paid weather applications for 12 months straight. It's too good not to give it a try, and given the price you really can't go wrong.

USER REVIEW

Mullet's Dad says:

"Very handy, reliable, just don't put your fingers in the way of the mic, and the bulkier [phone] covers muck it up."



Windfinder Pro

Up to the minute global wind information
(Windfinder) \$2.49

Windfinder uses real time data from more than 3000 weather stations worldwide to provide sailors, surfers and kitesurfers with up-to-the-minute wind information. Keep abreast of wind speed and direction, air temperature, cloud formations, precipitation, air pressure, wave height / period and direction. Forecasts over more than 15,000 locations worldwide, and unit measurements and display options are configurable. There's also a 'weather stations near me' option so you can get the most relevant data for your area. With this app in your pocket, you'll never be stuck in a glass out again.

USER REVIEW

Laam10 says:

"Great app for an Aussie surfer. Heaps of locations."



Sailing Champions

Yacht racing game
(Infinite Dream Inc) FREE

If you missed your spot on a Rolex Sydney Hobart maxi yacht this year, don't fret – you can take part in your very own pocket regatta instead. Sailing Champions lets you play as steersman, yachtsman or skipper and race against time in different courses and wind conditions. As your sailing skills improve you rise in the global online rankings, as you compete to collect all the in-game awards and become a Sailboat Champion master. The graphics are good and the gameplay absorbing – perfect for whiling away a windless hour on the wharf. And just like the wind, it's free!

USER REVIEW

Bob17325 says:

"Finally, a sailing game. It's fun to play but needs to add the ability to race against opponents and not just a clock. Wifi sailing would be cool."

OFF THE SHELF

Knox-Johnston on Sailing

Author: Knox-Johnston
 \$29.95
 Hardback 211 pages



You're sailing through the Southern Ocean on an Open 60 when your keel is snagged by a massive fishing net. Do you: (a) sail backwards (b) tie a knife to a batten (c) go overboard to free it? When Robin found himself in this situation during the Velux 5 Oceans Race he first tried to cut the net free from onboard using a knife tied to a batten. He soon realised that the only solution was to plunge into the icy waters – as he recounts in the 'Sailing Solo' section of this fascinating anthology.

Bligh – Master Mariner

Author: Mundle
 \$49.99
 Hardback 380 pages



There's a lot more to Captain Bligh than the Bounty, mutiny and convicts. The best-selling author of *Fatal Storm*, the chilling account of the 1998 Sydney to Hobart yacht race, Mundle goes back to sea, this time it's the eighteenth century, the era when brave mariners took their ships beyond the horizon in search of an unknown world. Those chosen to lead these expeditions were exceptional navigators, men who had shown brilliance as they ascended the ranks in the Royal Navy. They were also bloody good sailors. From ship's boy to Vice-Admiral, discover how much more there is to Captain Bligh than his infamous bad temper.

Sail, A Photographic Celebration of Sail power

\$65.00
 Paperback 292 pages



This book is an exuberant celebration of sailing in all its glory. Many of the world's most outstanding photographers from Beken of Cowes, Carlo Borlenghi and Gilles Martin-Raget to Rick Tomlinson, Franco Pace and Stanley Rosenfeld, present their tribute to the exciting world of sailing in an impressive gallery of amazing action images. *Sail* showcases the sweeping lines and glamorous settings of yachts of all sizes and types: cruising and racing beauties, legendary yachts from this century and the last, mono and multihulls, round the world thoroughbreds and outstanding winners from the ultimate in yacht racing – the America's Cup. It will be treasured by all who love beautiful images, the glamorous lifestyle and the very best in action photography. A collector's piece.

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RACE & REGATTA DATES

AUSTRALIA	DATE	CLUB
SA State Championship	30 Oct 2010 – 19 Mar 2011	RSAYS

DECEMBER 2010

David Burke Memorial	4 Dec	CYCA
Rolex Trophy One Design	10-12 Dec	CYCA
Rolex Trophy Passage Series	12-21 Dec	CYCA
SOLAS Big Boat Challenge	14 Dec	CYCA
Sail Melbourne International Regatta		
Olympic & Invited Classes	14-19 Dec	
Rolex Trophy Rating Series	16-19 Dec	CYCA
Rolex Sydney Hobart Yacht Race	26-31 Dec	CYCA
Cock of the Bay	26 Dec	ORVC
Melbourne to Launceston	27 Dec	ORVC
Melbourne to Hobart Eastcoaster	27-31 Dec	ORVC
Melbourne to Hobart Westcoaster	27-31 Dec	ORVC
Sportsboat National Championship	29 Dec – 2 Jan	RGYS

JANUARY 2011

Pittwater Coffs Harbour Race	2 Jan	RPAYC
Prince Phillip Cup	3-7 Jan	RBVC
International Etchells Australian Champs	8-15 Jan	RGYC
Internatioal Dragon World Championship	9-15 Jan	RBVC
18ft Skiffs Australian Championship	9-30 Jan	
Marinonics Sail Paradise	10-15 Jan	SYC
Melges NSW State Titles	13-14 Jan	MHYC
Audi Victoria Week	20-26 Jan	RGYC
CYCA Cruise to Hobart	10 Jan – 10 Feb	CYCA

FEBRUARY 2011

NSW State Championship	11-13 Feb	NCYC
Farr 40 World Championships	18-20 Feb	CYCA
RANSA Regatta	20 Feb	RANSA
Rolex Farr 40 World Championship	23-26 Feb	CYCA
Geographe Bay Race Week	25 Feb – 4 Mar	GBYC

MARCH 2011

Audi Sydney Harbour Regatta	5-6 Mar	MHYC
WA State Championship	5-7 Mar	RPYC
Melges 24 Australian Championships	10-13 Mar	RPYC
Melbourne to King Island	12-14 Mar	ORVC
VIC State Championship	12-14 Mar	MYC

APRIL 2011

Sail Port Stephens	11-17 Apr	CPSC
Melbourne to Port Fairy	22-25 Apr	OVRC

MAY 2011

Melbourne Two Handed	1 May	OVRC
Melbourne to Apollo Bay	14-16 May	OVRC

NEW ZEALAND	DATE	COUNTRY
2010 SI P and Starling Champships	4-5 Dec	New Zealand
Phoenix Regatta	4-5 Dec	New Zealand
NZ Women's National Keelboat Champs	10-12 Dec	New Zealand
Senior & Youth Classes Regatta		
incl. NI Int. Moth Champs	11-12 Dec	New Zealand
Wakareta Junior Regatta	11 Dec	New Zealand
Laser South Island Champs	11-12 Dec	New Zealand
Campbell Regatta	18-19 Dec	New Zealand
Classic Kiwi Boxing Day Regatta	26 Dec	New Zealand
Napier Sailing Club New Year Regatta	1-3 Jan	New Zealand
2011 Starling National Championships	1-8 Jan	New Zealand

ASIA

	DATE	COUNTRY
Monsoon Cup	30 Nov – 5 Dec	Terengganu, Malaysia
Asia Superyacht Rendezvous	16-18 Dec	Phuket, Thailand
Samui Regatta	30 May – 4 Jun	Koh Samui, Thailand
24th Phuket Kings Cup Regatta	4-11 Dec	Phuket, Thailand
9th Royal Langkawi International Regatta	11-15 Jan	Langkawi, Malaysia
17th Singapore Straits Regatta	26-29 Jan	Singapore
14th Bay Regatta	9-13 Feb	Phuket, Phang Nga, Krabi
Horsburgh Challenge	Feb	Singapore
11th Philippine Hobie Challenge	12-19 Feb	Philippines
Subic to Boracay Race	19 Feb	Philippines
Rolex China Sea Race	March	Hong Kong to Philippines

INTERNATIONAL

	DATE	COUNTRY
Transatlantic Maxi Yacht Cup	23 Nov to 12 Dec	Porto Cervo, ITA
60 Trofeo Ciutat de Palma	5-8 Dec	Palma de Mallorca, SPA
2011 Key West Race Week	Feb	Key West, FL, USA
Montego Bay Race – Pineapple Cup	5 Feb	Fort Lauderdale, FL, USA
Budget Marine Match Racing Cup	1 Mar	St. Maarten, NDL Antilles
Mardi Gras Race Week	10-13 Mar	New Orleans, LA, USA
Oyster Regatta	11-16 Apr	Grenada, SPA
Puerto Rice Vela Cup	27-19 May	Humacao, Puerto Rico
Rolex Fastnet Race	14 Aug	Plymouth, UK
Rolex Int'l Womens' Keelboat Champs	29 Aug – 1 Sep	Rochester, NY, USA
2011 Annapolis to Newport Race	3 Jun	MD, USA
Detroit Sperry Top-Sider NOOD Regatta	3-5 Jun	MI, USA
Melges 24 Austrian Open 2011	3-5 Jun	Litzberg, Austria
International Fireball World Championship	11-24 Jun	Sligo, Ireland
Melges 24 Bavarian Open 2011	11-13 Jun	Germany
Pfingst Cup 2011	11-13 Jun	Flensburg, Germany
Sandhamn Open	11-12 Jun	Stockholm, Sweden
Cleveland Race Week	18-26 Jun	OH, USA
Nautic Life Beneteau Regatta	1-3 Jul	Mangalia, Romania
Rolex Ilhabela Sailing Week	3-9 Jul	Sao Paulo, Brazil
The Leukemia Cup Regatta	14-17 Jul	OH, USA

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