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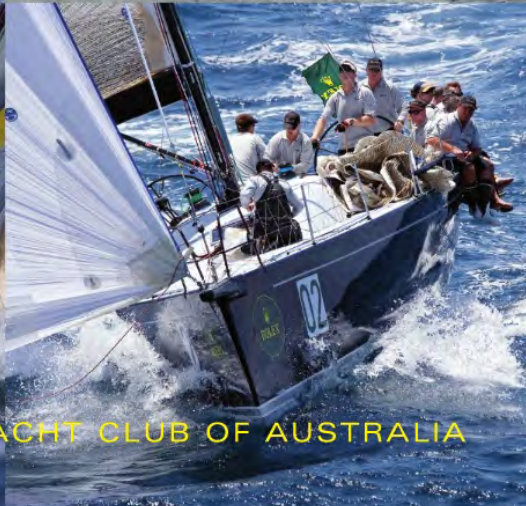
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ROLEX SYDNEY HOBART



2012 OFFICIAL PROGRAM



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68th ROLEX SYDNEY HOBART 2012 OFFICIAL PROGRAM



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The 68th Rolex Sydney Hobart Yacht Race will commence on 26 December 2012 with 80 entries including representatives from all Australian States and the ACT.

The Club is particularly delighted to have entries from Lithuania (*Ambersail*, a Volvo 60 skippered by Simonas Steponavičius), Japan (*KLC Bengal 7*, a Humphreys 54 skippered by Yoshihiko Murase), and two boats from New Zealand (*Akatea*, a Cookson 50 skippered by Gary Lewis and *Rikki*, a Reichel Pugh 42 skippered by Ray Haslar).

Also adding to the international mix are the French crew from *Peugeot Surfider*. The team, led by Sebastien Guyot with French professional sailor Nicolas Lunven as their skipper, have entered into a boat share arrangement with Paul Clitheroe to take his Beneteau 45 south.

The high quality fleet will include four super maxis and also nine previous winners of the race overall whose names are engraved on the prestigious Tattersall's Cup.

We expect a spirited battle for line honours particularly between Rolex Sydney Hobart Yacht Race record holder *Wild Oats XI* and the renamed *Ragamuffin-Loyal*, which took line honours last year and will be skippered by yachting legend Syd Fisher.

There will also be strong competition for the overall prize – the Tattersall's Cup.

Defending winner, *Loki*, has continued her winning form throughout the year, and will have strong competition from the 50 footers in particular *Secret Mens Business 3.5*, *Quest*, *Calm*, *Shogun* and *Living Doll*, which should lead to some enthralling racing.

The start of the race will be broadcast live across Australia by the Seven Network and throughout the Asia Pacific region on the Australia Network. In addition, the start will be webcast live on the internet to a global audience on Yahoo!7 sport and on the home page of the Rolex Sydney Hobart Yacht Race website www.rolexsydneyhobart.com. The broadcast and webcast commence at 12.30pm Boxing Day.

I am also pleased to advise members that this year will see the introduction of a redeveloped race website. We have benefited greatly from the race website which was



developed back in 2002, and the club led the way in bringing our remote sport to a worldwide audience with features including the yacht tracker and the standings engine.

The redeveloped website will introduce further initiatives that will be unique in the coverage of ocean racing. The ability to follow the race on any mobile or tablet device will further increase the audience of this great race. I trust you will enjoy visiting the redeveloped website when it is launched in late November.

Rolex will once again present a Rolex Timepiece to the overall and line honours' winners. On behalf of the Cruising Yacht Club of Australia, I would like to take this opportunity to thank Rolex SA for their ongoing support and commitment to our great race.

I extend our appreciation to the Flag Officers, members and volunteers of the Royal Yacht Club of Tasmania, our finishing partners since 1945, who provide a warm welcome to all yachts arriving into Hobart.

I would also like to acknowledge and note our thanks to the governments of New South Wales and Tasmania for the support they provided to the CYCA and RYCT in the co-ordination of many government agencies that assist in the conduct of the Rolex Sydney Hobart Yacht Race

We continue to honour those former overall winners of the blue water classic by inviting the crew members of those yachts to start the race – 50 years on. This year, our starters are from the first, second and fifth placed yachts overall. From the 1962 race

Colin McLachlan, a crew member from *Solo*, will fire the starting cannon, with James 'Jimmy' 'The Reb' Sandison, a crew member from *Ondine*, to fire the five minute warning signal and Phil Hill, a crew member of fifth placed *Malohi*, to fire the 10 minute signal.

The 2012 Australian Yachting Awards were presented on 26 October 2012, recognising the Olympic success of the Australian Sailing Team.

Male Sailor of the Year was jointly awarded to the Olympic gold medallists Tom Slingsby, Matthew Belcher, Malcolm Page, Nathan Outteridge and Ian Jensen. Olivia Price, Nina Curtis and Lucinda Whitty were named Female Sailors of the Year in recognition of their silver medal win in the Women's Match Racing class. The Lifetime Achievement Award was awarded to Mike Fletcher for his services to yachting.

Also presented at the Yachting Australia Awards was the inaugural CYCA Sydney Hobart Yacht Race Safety of Life at Sea (SOLAS) Trusts Bravery Medal awarded to Grant Dunoon and his crew, who rescued fellow competitors from the water after their yacht sunk, in extreme conditions during the Port Fairy Yacht Race.

The Rolex Sydney Hobart Yacht Race will be preceded by the CYCA Trophy series to be conducted off Sydney Heads. This regatta gives the competitors an opportunity to tune up prior to the Rolex Sydney Hobart Racing for the Rating (IRC and ORCi) and One Design classes will be conducted from 7 – 9 December, with the passage series for IRC and ORCi boats to be held on 15 and 16 December.

On Tuesday 11 December, between the running of the CYCA Trophy Series, the Cruising Yacht Club of Australia's SOLAS Big Boat Challenge will be held on Sydney Harbour. This is a showcase for the larger boats in the fleet and raises money for the CYCA SOLAS Trusts which contributes to the sport and the community.

On behalf of the fellow directors and flag officers of the CYCA, I welcome all crews of competing yachts and thank them for their participation in this exciting race.

I look forward to welcoming all competitors at the docks in Hobart.

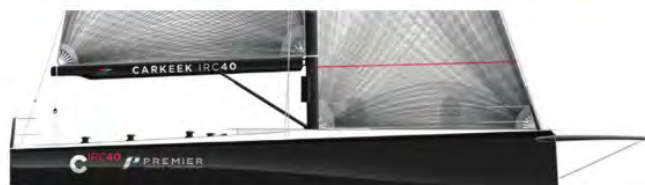
I wish all members and their families a very Happy Christmas, a prosperous New Year and a safe and successful summer sailing season.

INTO THE WIND
Howard Piggott takes the wheel as Commodore for this year's ocean racing classic.

HOWARD PIGGOTT
Commodore CYCA

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For the 68th consecutive year, the Royal Yacht Club of Tasmania and its members are delighted to be involved in the finish of what we believe is the greatest ocean yacht race in the world, the Rolex Sydney Hobart Yacht Race.

Hand in hand with our race management operations will be the opportunity for many of us to be personally involved in warmly welcoming ocean racing sailors from around the world to the shores of our island State of Tasmania.

The finish of the Rolex Sydney Hobart is, we believe, unique in the world as far as the hospitality extended to the visiting yacht owners and their crews by members of the RYCT and Hobartians in general, along with other Tasmanians who drive to this city to see the yachts berthed in or near Constitution. Many long-standing friendships have evolved through meetings at Hobart's dockside.

Once again, the Royal Yacht Club of Tasmania and the Cruising Yacht Club of Australia have worked together in planning, organising, starting, running and finishing the Rolex Sydney Hobart. The dedicated role of those involved has been to provide a professionally managed ocean race for blue water sailors from around Australia and overseas. Safety at sea is a vital criterion.

The 68th annual ocean classic

will again focus on the seamanship of those sailors who navigate their yachts over the 628 nautical mile course down the east coast of Australia's mainland, across the eastern edge of notorious Bass Strait and finally down the spectacular east coast of Tasmania to our beautiful city on the River Derwent.

The Rolex Sydney Hobart attracts vast international interest and also makes a notable economic contribution to the States of New South Wales and Tasmania.

The Hobart City Council's Lord Mayor Damon Thomas has followed his predecessor Rob Valentine in being prepared to personally welcome the line honours winner on the water, even in the early hours of a sometimes chilly morning on the River Derwent.

The logistics of finishing the Rolex Sydney Hobart Yacht Race is an immense task.

What is remarkable about the finish is the huge contribution made by some two hundred Tasmanian volunteers, members of the Royal Yacht Club of Tasmania and other Hobart yacht clubs, involved in the

many facets of race management. Volunteering extends beyond the yachting fraternity, such as members of the Glenorchy Rotary Club who organise the storing and distribution of crew bags trucked down from Sydney.

Without these volunteers, including club members who have been involved with the race for several decades in giving their time, the finish of the Rolex Sydney Hobart in its current format would not be possible. They will be staffing the finish box 24 hours a day as the fleet finishes, crewing the patrol boats that guide the yachts to their berths, manning TasCoast Radio and the Race Information Centre at the RYCT, or being members of the Race Committee under Tim Cox.

Then there is the all-important Liaison Centre at Constitution Dock, open from Boxing Day onwards to keep families and friends up to date on the yachts' progress and their estimated time of finish – and an announcement when each yacht crosses the line.

Most yachties who have completed a 'Hobart' will have enjoyed the delights of the "Taste of Tasmania" and again this year can expect a real Tassie welcome from patrons at the "Taste" as they will be guided by patrol boats alongside Princes Wharf on their way to their berth in Sullivans Cove.

I look forward to welcoming the Commodore of the Cruising Yacht Club of Australia to Hobart this year – Howard Piggott. Commodore Piggott is, in fact, a Tasmanian and a former member and director of the RYCT. Of course, I also extend this welcome to other flag officers and staff of the CYCA and to the representatives of Rolex, who always come to Hobart for the finish and trophy presentation.

While public presentations and announcement of winners of the 68th Rolex Sydney Hobart Yacht Race will be made at the Constitution Dock precinct, the Official Prizegiving will be held on the riverside lawns of the Royal Yacht Club of Tasmania.

I extend a warm invitation to all competitors, their families and friends to come down to the shores of Sandy Bay for a glittering conclusion to this greatest of annual ocean yacht races. Just to see the wonderful array of perpetual trophies is reason enough.

GRAHAM TAPLIN
Commodore
The Royal Yacht Club of Tasmania



HOBART BOUND
The last miles up the River Derwent often can be the trickiest and most flukey part of the great race south.

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KURT ARRIGO





Welcome to this special issue of *Offshore Yachting* published for the 68th running of the classic Rolex Sydney Hobart Yacht Race. With 80 yachts and their crews lining up to take on this Everest of yachting challenges, the latest edition of this great race is bound to deliver another chapter of tales of seamanship, courage and camaraderie in the one sailing event that truly stops the nation each December.

The battle for line honours among the big 100-footers at the pointy end of the fleet will be hard fought combat once more. Bob Oatley's *Wild Oats XI* will be taking on Syd Fisher's new ride aboard 100-footer *Ragamuffin Loyal* (previously *Investec Loyal*, line honours winner of last year's race), with Grant Warrington's *Wild Thing* joining the 100-footer club this year, and Peter Millard/John Honan's 98-foot *Lahana* also well in the sprint south for line honours.

Although the big boats can devour the 628 nautical mile course in just a couple of days, for smaller yachts competing it can be some five days and nights at sea in cramped, wet and cold conditions, battling south across Bass Strait in what can become the steepest seas in the world, before they finally finish in the tranquil Derwent in Hobart. It's no wonder competitors dream of a hot shower, a most well earned 'quiet little drink' and much needed sleep.

In the world of sailing, "The Hobart" is the one colourfully inspiring event that brings yacht racing into the thoughts of not only sailors on Boxing Day each year. Sydney's famous harbour is invariably packed to the shorelines with hundreds of thousands of spectators, with thousands more afloat lining the course out the heads, as though an honour guard for the fleet embarking to the south. A colourful spinnaker start on the harbour is always a fitting send off to mark what is, without a doubt, one of the world's ocean racing

classics – from start to finish.

All you need to know about the great race, from a host of contributors with an array of ocean racing knowledge, is packed into this special edition. With the competition for line honours always being fought out among the fastest maxi yachts, favourable wind and sea conditions may well see *Wild Oats XI*'s prevailing race record rewritten this year, most likely by the further modified *Oats* itself!

But the true race and test of sailor against sailor, yacht against yacht, and both against the best and worst of the elements that nature can deliver, will always be for the overall winner on corrected (handicap) time - the battle for the Tattersall's Cup. Last year's overall winner Stephen Ainsworth's Reichel-Pugh 63 *Loki* is in-form with a continuing series of wins adding ever more silverware to the prodigious trophy haul of this IRC-optimised race yacht.

But you'll find there's plenty more to this big summer issue, so enjoy the read!

From all at *Offshore Yachting* magazine we wish you a Merry Christmas, a safe sail south for competitors and a relaxing start to the New Year.

ANTHONY TWIBILL
Publisher

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Cover photography

Nine previous overall winners are competing this year, including (from top to bottom, left to right) *Loki*, *Love & War*, *Wild Oats XI*, *Wild Rose*, *Two True*, *AFR Midnight Rambler* (now *Luna Sea*), *Secret Men's Business 3.5*, *Illusion*, and *Quest*.

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ANDREA FRANCOLINI



CYCA SOLAS TRUSTS BRAVERY MEDAL

Bravery on the high seas

The first recipient of CYCA SOLAS Trusts Bravery Medal has been announced.

In October, as part of the Australian Yachting Awards, Grant Dunoon and his *Trybooking.com* crew were awarded the inaugural CYCA SOLAS Trusts Bravery Medal for their efforts to rescue fellow sailors during a race in April 2012.

Dunoon and crew Peter Ffecht, Ross Fischer and Kim Walker battled huge swells and gusts of up to 70 knots in the middle of the night to rescue six survivors from the yacht *Inception* that sank during the Melbourne to Port Fairy Yacht Race.

When asked by rescue authorities to render assistance to *Inception*, Dunoon did not hesitate to respond. His yacht, *Trybooking.com*, was one of the last three boats in the fleet making their way to Port Fairy and was the closest to *Inception*.

Using EPIRB and PLB position reports picked up by the Rescue Coordination Centre in Canberra and relayed by the race radio operator, Dunoon estimated the position of the stricken yacht.

Using his professional background as an airline pilot, Dunoon was able

to estimate the potential area of interception of the six *Inception* crew and overlaid a course on his chart plotter to steer. His calculations and directions proved correct and the *Trybooking.com* crew located all survivors who were forced to abandon their sinking yacht and were now in the water in seven-metre seas.

Trybooking.com crew members hauled the survivors on-board with the aid of the stern ladder. Peter Ffecht was responsible for the main lifting at the stern while Kim Walker, who had an extreme case of sea sickness, and Ross Fischer, the oldest crew member, were further assisting the survivors below deck to warm up. Once the first survivor was successfully brought on-board, the rescue crew quickly adopted the same tactics and process to rescue the remaining survivors.

The CYCA SOLAS Trusts Bravery Medal was developed to recognise efforts by individuals or crews that display outstanding seamanship and/or acts of bravery during the conduct of a Yachting Australia sanctioned race. ⚓

EIGHT BELLS

Les McClean

CYCA Commodore 1990-1992

One the biggest gatherings of past Commodores of the Cruising Yacht Club of Australia, club members, friends and families, has paid tribute to former Commodore Les McClean, who died on 20 October 2012.

Such was the high regard and affection everyone held for "Uncle Les" as he was known around the CYCA.

"Les was the quintessential gentleman's gentlemen" was how Donald Graham, a former Director of the CYCA, described Commodore McClean in his eulogy at the funeral service. "He was always happy, jovial, and thoughtful and friendly...he had a mischievous twinkle in his eye, and he is also remembered for his stylish bow ties."

Les McClean joined the CYCA 45 years ago, sailing the 8-metre class yacht *Erica J* and later his Clansman 30, *Merry Mac*.

In addition to being an avid sailor, Les was a strong-willed club member. He was voted on to the Board of Directors in 1984, became Rear Commodore from 1986 to 1988, Vice Commodore from 1988 to 1990, and then holding the senior flag office of Commodore from 1990 to 1992.

"As any one of the Commodores present here today will attest, being Commodore is an honour, but carries with it duty and commitment," Donald Graham told the large gathering. "Les served the club in the highest offices with style, care and distinction."

Graham recalled Les' enjoyment in the social life of the CYCA. "Les was very much our seniors life of the party... drinks at the CYCA, lunch at the 18-footers, and in times gone by, regular lunches at the Lord Dudley Hotel, and the annual luncheon venture to the Woy Woy Fish Café."

Les contributed much to the CYCA as a Board member and Flag Officer, and was always attentive to the needs of members and the social as well sailing activities of the club. **Peter Campbell**

LIFESAVER
Grant Dunoon (left) receives the award on behalf of his crew.



CYCA TROPHY SERIES

Competition heats up as summer racing begins

The CYCA Trophy Series is an always hard-fought lead-up event to the Rolex Sydney Hobart Yacht Race, with in-form crews vying to gain a psychological advantage over rival crews.

Leading the Farr 40 line-up in this year's CYCA Trophy Series will be defending champion Guido Belgiorio Nettis' *Transfusion*. Belgiorio Nettis and his crew produced some outstanding form in last year's series, showcasing why they were crowned the 2011 Rolex Farr 40 World Champions. In this year's Worlds, Belgiorio Nettis placed third, and he recently won the Farr 40 Queensland Championship.

Transfusion will be joined by *Estate Master* (Martin & Lisa Hill), *Kokomo* (Lang Walker) *Enigma* (David Gotze) plus some teams from Queensland including *Lambordini* (Howard Lambour).

"It's shaping up to be a good

season for the Farr 40s in Australia," Belgiorio Nettis, the Farr 40 Yacht Owners Association President said. "We've had a bit of a resurgence in the fleet and made some changes to the format of the State Championship, which has seen an increase in participation."

The Sydney 38s will once again conduct the NSW State Championships as part of the CYCA Trophy Series. Mark Griffith and his *Old School* crew from the Royal Prince Alfred Yacht Club, the 2011 NSW State Champions, are looking forward to defending their title among tough competition.

ON THE HEEL
Shogun V is no longer the new boat on the block, and will be looking to ruffle some feathers on top of the leaderboard this year.

The CYCA Trophy Series (One Design and Rating) commences on Friday 7 December for all classes and will conclude on Sunday 9 December, with different course areas for the One Design and Ratings fleets.

Northern Beaches yachtsman Marcus Blackmore successfully defended his 2010 Rolex Trophy – Rating Series title when he won the final passage race last year, breaking the tie between his TP52 *Hooligan*, and the same-design *Shogun V* owned by Victoria's Rob Hanna.

The winning margin was three points, and although Blackmore, from the Royal Prince Alfred Yacht Club, won three of the six-race series, he was kept on his toes by *Shogun V* who was the new boat on the block last year.

Stephen Ainsworth's *Loki*, which finished third in last year's series, will once again be taking the fight to *Hooligan*. The two have gone head to head on a number of occasions – most recently in the Audi IRC Australian Championship – which *Hooligan* won for the second year in a row earlier this year.

The CYCA Trophy Passage Series will be conducted on Saturday 15 and Sunday 16 December, with one ocean passage race conducted per day.

A number of top ocean racers including defending winner Andy Kearnan's *L'Altra Donna*, Michael Hiatt's *Living Doll*, Darryl Hodgkinson's *Victoire*, Jason van Der Slot's *Calm*, Robbo Robertson's *Lunchtime Legend* and Roger Hickman's *Wild Rose* will use the Passage Series as their last hit out before the Rolex Sydney Hobart.

"We are looking forward to returning to the Passage Series and defending our title," said Kearnan.

There will be no overall winner of the series, rather each class winner from the One Design Series, the divisional winners of the Rating Series and the divisional winners of the Passage Series will all have their names engraved on the stunning trophy, which was originally known as the British Trophy. ⚓

More mooring at Lord Howe

A clever system of sponsorship has opened the way to the development of race infrastructure on Lord Howe Island.

The fleet of the Hempel Gosford To Lord Howe Island Yacht Race could potentially be doubled, thanks to a proposal to add up to five deep draft moorings to in the South Passage of Lord Howe Island. The Commodore of the club said: "This is an extremely important and positive advancement in taking our race forward. Race Director Tony Evans has worked tirelessly on the mooring strategy for several months and this news is just reward for effort." The restrictions to moorings have been an ever increasing impost as development in racing yacht design means deeper drafts for smaller boats. The proposal effectively means that entities such as competitors, clubs, businesses, etc can sponsor the laying of a new mooring in return for which they will receive 5 years of free entry (for an approved vessel) and associate sponsor benefits. Long-term supporters of the event can therefore plan around a guaranteed entry each year. The next race is set to start on April 6th 2013. www.gosfordsailingclub.com.au

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SC.1057



SOLAS BIG BOAT CHALLENGE 2012

Big, bold and beautiful

The big boat hit-out before the race to Hobart will be as hard fought as ever as the maxis get a chance to show their mettle in a Sydney Harbour showdown.

The CYCA's annual invitation-only maxi yacht race, the SOLAS Big Boat Challenge, will be another day of glamour showcasing yachting prowess as the powerhouses of the Rolex Sydney Hobart go on display.

An impressive fleet of up to 20 big boats will tear up Sydney Harbour, flexing their muscles before they knuckle down and focus on the journey to Hobart.

The SOLAS Big Boat Challenge, now in its 19th year, is just one of the preview events in the lead-up to the Boxing Day start of the Rolex Sydney Hobart.

A line-up of Australia's largest racing yachts including Bob Oatley's super maxi *Wild Oats XI*, *Ragamuffin Loyal*, under the watchful eye of sailing legend Syd Fischer, Grant Wharington's *Wild Thing* and Peter Millard and John Honan's 98ft *Lahana*, will take centre stage for the much anticipated saltwater battle.

Wild Oats XI has undergone further modifications below the waterline. She still has the retractable daggerboards that were fitted for the 2011 Rolex Sydney Hobart, but now has another retractable centreboard on the centerline, three metres aft of the bow.

Last year's Rolex Sydney Hobart line honours winner, *Loyal*, has been leased by Syd Fischer. He has assembled a highly competitive crew

made up of some of his regular long time *Ragamuffin* crew, additional experienced big boat sailors and some celebrities, renaming the yacht *Ragamuffin Loyal*.

Wild Thing has spent the last 11 months in a shed in Brisbane being completely overhauled and having her length extended to 100 feet, joining her fellow super maxis *Wild Oats XI* and *Ragamuffin Loyal* at the maximum length permitted.

Stephen Ainsworth's all-conquering RP63 *Loki* will headline the 60-footer range, while in the 50-foot range many of the strong fleet of TP52s and Cookson 50s heading to Hobart will use the spectacular Harbour outing as a crew shakedown.

The tight 14-nautical mile course will start off Steele Point, Vaucluse at 12.30pm on Tuesday December 11, and will take the fleet around the Harbour two and a half times.

The public will again have the opportunity to be onboard a select number of competing maxis via an eBay auction, with the proceeds going to the CYCA Safety of Life at Sea Trusts that was established following the 1998 Sydney Hobart Yacht Race. This is the sixth year that the race will be sailed to raise money and awareness of this important charity. ↓ www.cyca.com.au

CABBAGE TREE ISLAND RACE

A likely duo takes the Island

Wild Oats XI has broken another record and *Loki* has secured another overall win, this time in the Cabbage Tree Island Race.

While Bob Oatley, Mark Richards and the crew of *Wild Oats XI* were savouring their record breaking line honours win in the CYCA's Cabbage Tree Island Race, the battle for overall honours was raging. Stephen Ainsworth added another trophy to his collection, his reliable *Loki* declared the overall winner.

Ainsworth and his usual crew, including sailing master Gordon Maguire and navigator Michael Bellingham, sailed the Reichel/Pugh 63 across the finish line to be the third yacht home. In front of them was *Wild Oats XI* and the Peter Millard/John Honan 98ft Bakewell-White designed *Lahana*, which also claimed third place overall.

Next home was Syd Fischer's super maxi, *Ragamuffin-Loyal*, her mainsail lashed to the boom, followed by Bob Steel's, TP52, *Quest*, a previous Rolex Sydney Hobart winner.

Loki's Stephen Ainsworth, who has put the boat on the market and will end a stellar career at the end of the Rolex Sydney Hobart Yacht Race, which he won last year, said: "It's time; we've won everything we possibly could; we've broken records... It's time to have Christmas at home with my wife and family and do other things for a while," said Ainsworth, who with his crew wore a smile on his face after finishing the race.

While Ainsworth was feeling happy with his lot in life, the *Wild Oats XI* crew was reveling in their shaving 1 hour 57 minutes 40 seconds off the 14 hours 13 minutes 35 seconds record they set in 2010. for a new record time of 12 hours 15 minutes 55 seconds. An ecstatic Mark Richards, skipper of *Wild Oats XI*, who had his near-full complement of Sydney-Hobart sailors aboard, was happy with the performance.

"It was a really good race. We sailed in an 18/20 south/easterly most of the way to the Island." Richards also confirmed his belief that the boat's latest modifications have her in top form.

"The daggerboard modifications worked well – she's fully ready for Hobart – the race was a good test for the boat and crew," he said. www.cyca.com.au

TESTING THE WATERS
Maxis that have undergone modifications such as *Wild Oats XI* and *Wild Thing* will be keen to show off their new setup.

DONATION

Heli help

The Cruising Yacht Club of Australia Safety of Life at Sea (SOLAS) Trust has made its third donation to the Westpac Life Saver Rescue Helicopter, this time to fund an important upgrade of the helicopter's search and communications technology.

This is the first donation made to the Westpac Life Saver Rescue Helicopters (Southern Region), with the previous two donations made to the Hunter region operations. Matt Allen, Chairman of the CYCA SOLAS Trusts said the Trust continues to actively contribute to key emergency medical services and search and rescue organisations. Due to the nature of ocean racing and other outdoor recreational activities, emergency medical services are vital in saving lives. "The Westpac Life Saver Helicopter thanked the CYCA Sydney Hobart Yacht Race Safety of Life at Sea Trust for their generous support. www.lifesaver.org.au

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MARINE SAFETY DAY

Marine safe

On Sunday 4 November over 150 CYCA members and guests were showcased the latest in safety gear.

The substantial crowd at the CYCA Marine Safety Day heard informative presentations about safety matters from search and rescue organisations, with many also able to inspect the NSW Ambulance Rescue Helicopter.

Displays from Harken, Wil Trading, Marine Safety Works, M.O.S.S. Australia, Stormy Seas, Sturrocks, SOS Marine, Great Circle Life rafts, Brighton Boat Bits, Mobialarm and Hypo Hoist allowed attendees to inspect the latest safety equipment.

The highlight of the day was the arrival of the NSW Ambulance Rescue Helicopter in Rushcutters Bay Park. Luke Vanson, Tom Coakley and Paul Kendrick from NSW Ambulance conducted a presentation on the techniques used by the rescue helicopter for a marine rescue.

AMSA, Marine Rescue NSW, and the NSW Water Police also made presentations.

The CYCA SOLAS Trusts raffle that was conducted on the day raised over \$1,000. Thanks to Harken Australia, GME, Stormy Seas, Burke Pty Ltd, Jonathan Gravit (Sturrocks), Brighton Boat Bits, SOS Marine M.O.S.S. Australia and Marine Safety Works for their generous donation of prizes. ⚓



SAFETY FIRST
Above: Inspecting a four-man life raft after its deployment. Left: Luke Vanson from CHC Helicopters. Below: The team from NSW Ambulance Helicopter Rescue with Commodore Howard Piggott.



AUDI IRC AUSTRALIAN CHAMPIONSHIP RESULTS

Tight as ever

Hooligan held on earlier this year to take first place, but it's not long before 2013's championship begins.

Marcus Blackmore's experienced *Hooligan* crew came from behind to win the prestigious Australian IRC Championship earlier this year at Audi Hamilton Island Race Week.

Hooligan entered the final race languishing in fourth place, 4.5 points behind series leader pocket maxi *Black Jack* skippered by Mark Bradford, but after some clever racing, *Hooligan* managed to score the win.

The final championship result was:

1. *Hooligan* (Marcus Blackmore) 24.5pts.
2. *Shogun V* (Robert Hanna) 25.5 pts.
3. *Black Jack* (Mark Bradford) 28 pts.

In 2013, competition for the Australian IRC Championship will first take place in the fast flat waters of Geelong's Corio Bay as part of the Festival of Sails, held from Thursday 24th January to Monday 28th January.
www.irc.yachting.org.au



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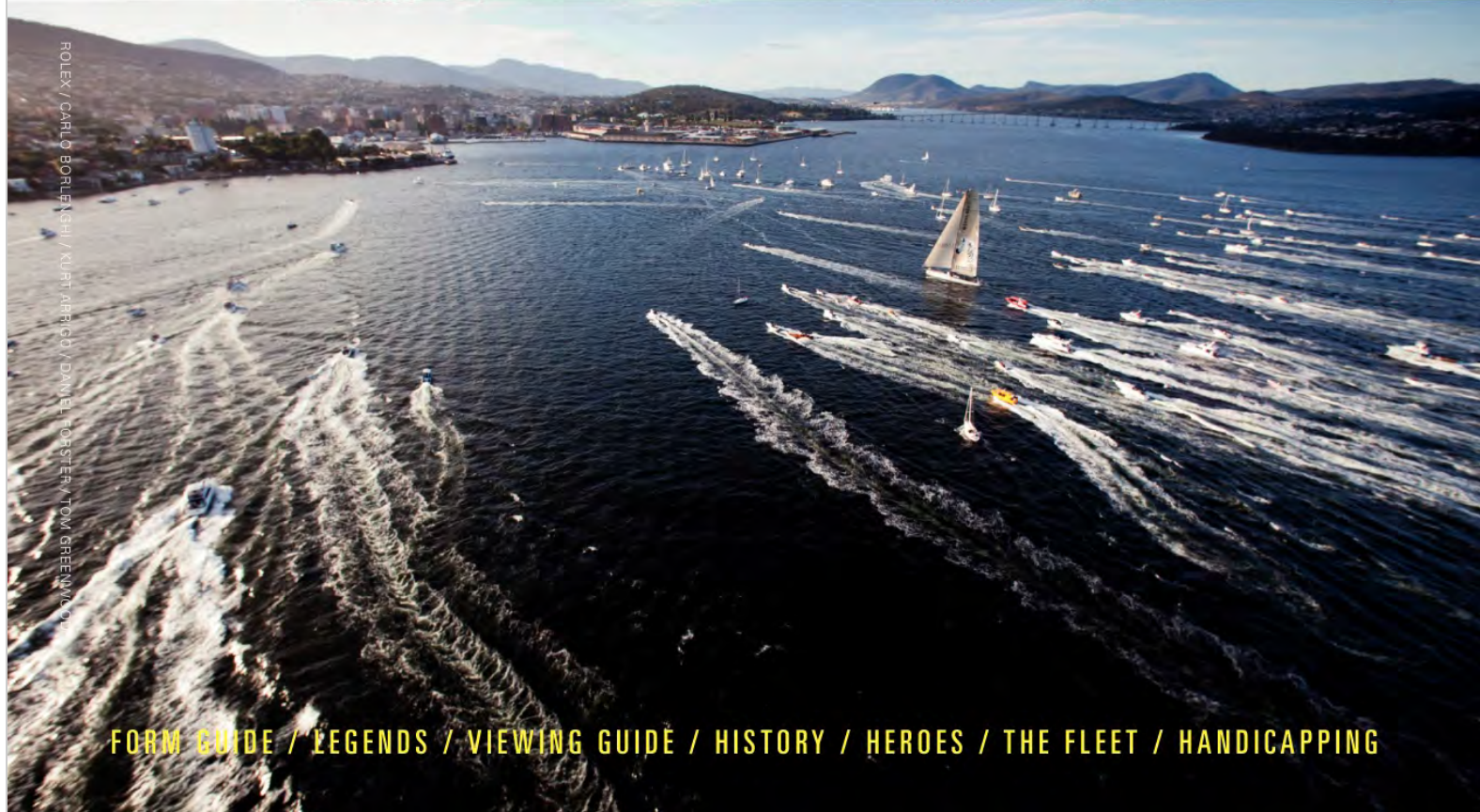
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68TH ROLEX SYDNEY HOBART YACHT RACE

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B&G



To borrow the words of Paul Keating, this year's 68th Rolex Sydney Hobart Yacht Race is one for the true believers.

If you admire people who constantly challenge your values, who fire your imagination, who refuse to quit when the going gets tough, who can't be told they are too old, who are too stubborn to give it away and who keep coming back for more, then this race is a Christmas present you'll never forget.

At centre stage of the race, run by the Cruising Yacht Club of Australia, is a national living treasure, Sydney yachtsman Syd Fischer. Syd is the personification of a Sydney sailor: lean, leather-skinned, laconic and highly competitive, the very picture of a man of the harbour.

Fischer has the never-say-die Australian spirit. At the age of 85, when most men of his age might be shuffling around a retirement village in their slippers with their trousers braced up around their chest, Fischer says it's time he went for gold, again. He wants line honours in the Rolex Sydney Hobart Yacht Race, again.

The challenge he is mounting at the front of the 80-boat fleet caps off a great year for Australian sailing, following its successes at the Olympics with Mathew Belcher and Malcolm Page in the 470s, Nathan Outteridge and Iain Jensen in the 49ers, Tom Slingsby in the Lasers and Olivia Price, Nina Curtis, and Lucinda Whitty in the Elliott 6s.

Fischer will be on his 44th Sydney-Hobart. He already has line honours wins with *Ragamuffin* in 1988 and 1990 and an overall win in 1992.

This year he is chartering the line-honours holder, the 100-foot maxi *Investec Loyal* with a view to knocking off the gun boat of the Sydney-Hobart, *Wild Oats XI*. Skipper Mark Richards is almost young enough to be Fischer's grandson. *Loyal* will sail this year as *Ragamuffin Loyal*, the 13th Fischer boat.

"Let's call it the 12th or 14th, not the 13th," a superstitious Fischer suggests.

Some of the keenest followers of this year's race will be those women of the NSW Benevolent Society, whose *Ragamuffin* fundraising committee inspired the name.

A property developer, Fischer once lent them a penthouse to hold a meeting and the name stuck in his mind.

"They were a feisty bunch and I like the connotations of the urchin," he said.

Last year *Loyal*, skippered by owner Anthony Bell, beat *Wild Oats XI* in the fourth closest finish in the race's



THE BATTLE BEGINS

THE ROLEX SYDNEY HOBART YACHT RACE 2012 SEES DETERMINED AND EXPERIENCED SAILORS RETURN TO SETTLE SCORES AND RECLAIM OLD RECORDS, WHILE THEY CHALLENGE THEMSELVES AND THE FLEET.
BY BRUCE MONTGOMERY

history: 3 minutes and 8 seconds.

Ragamuffin Loyal has been at Fischer's newly acquired Sydney City Marine where, he says, there are only a couple of minor changes being carried out.

"We are just checking everything and then checking again," he says. "I just want to make sure everything works."

Loyal won last year's race, was second across the line in 2010 and fourth in 2009.

Not only has Fischer chartered *Loyal* for the next two Hobart races, he will likely buy her outright after the charter. The man does not know when to lie down.

Fischer's is a remarkable story of dedication to the task. He first went to sea in a surfboat at North Steyne, became sweep, won two silver medals at Australian surf lifesaving

championships and switched to sailing at the age of 33, sailing in *Caprice of Huon*.

Since then he has self-funded five America's Cup campaigns, led winning Australian teams in the Admiral's Cup in the UK and the Clipper/Kenwood Cup in Hawaii.

Perhaps his greatest moment was the 1971 Fastnet, a race swept by gales where reduced sail was the order of the day. It was the ultimate race of that year's Admiral's Cup, won by the UK team led by then prime minister Edward Heath, who had also won the 1969 Hobart race in his first *Morning Cloud*.

"The seas were huge coming back from Fastnet Rock to the finish in Plymouth. We were the only crew game enough to set a spinnaker. In fact, we blew out all but one of our spinnakers while we surfed down the waves. It was a great victory for us and Australia," Fischer said, ignoring the overall British win. It is this style that epitomises his attitude to sailing and to life.

For this year's Hobart race, Fischer will have David Witt as boat captain. Witt was one of Australia's best known 18-foot skiff sailors in the '1990s who made the transition to ocean racing via the great events: the Volvo Ocean Race, the Fastnet, the Melbourne-Osaka two-handed race and the Rolex Sydney Hobart.

This then is the battle loyal to which we can look forward to at the front of the fleet. It is the old bull versus the young bulls for the fastest boat at sea, and there are other contenders.

Owner Bob Oatley has gone back to the drawing board with five-time line

CLASH OF THE MAXIS
At 85, Sydney sailing legend Syd Fischer has leased last year's line honours winner *Loyal* (above left) to take on *Wild Oats XI* (above right), a battle that is sure to be a highlight of this year's race.





Love & War is always a sentimental favourite for handicap honours in the race. Peter Kurts won the race with her in 1974 and 1978 and, after his death in 2005, his navigator Lindsay May sailed her to an emotional third win in 2006.

May has had three handicap and one line honours win, having also won on *Indian Pacific* in 1984, *Atara* in 1991 and taken line honours with George Snow on *Brindabella* in 1997. He is back this year with Peter's son Simon and 21-year-old grandson Phillip to have another crack.

Wild Oats XI skipper Mark Richards and tactician Iain Murray have a special connection with *Love & War*, having learnt their trade from Peter Kurts. When *Oats* took out the treble in 2005, Kurts's famous old sailing hat was on board. He wore it aboard *Love & War* and his other beautifully named boats: *Drake's Prayer*, *Once More Dear Friends* and *Madeline's Daughter*.

Madeline's Daughter was twice a contender for handicap honours, but was rubbed out in 1985 for a start infringement and the following year had to retire while leading on handicap.

Last year's winner, Stephen Ainsworth's Reichel/Pugh 63 *Loki*, is back to defend her title and still appears to be the boat to beat. In August she broke the 13-year-old record for a conventional yacht in the Audi Sydney Gold Coast Race and won the race outright.

Bob "Robbo" Robertson's top-performing Queensland yacht *Lunchtime Legend* is on a mission, coming off a win in the Magnetic Island Race Week series and second in both the Audi Hamilton Island Race Week and Airlie Beach Race Week.

honours' winner *Wild Oats XI* after her defeat in the Derwent last year. It transpired that *Oats* had been no match for *Loyal* in light weather. She retains her retractable daggerboards that were fitted before last year's race but also has a new retractable centreline fin three metres aft of the bow. The aim of all three is to reduce leeway, but they are each used in different phases of light-weather sailing, the forward fin being used first before being retracted. In addition, there is a new fitting on the bulb of the keel; its role is to minimise "tip vortex" – curling water at the tip of the bulb that can reduce lift.

Wild Oats XI holds the race record, 1d 18h 40m 10s, set in 2005, which gave her the triple crown of record, line honours and overall winner.

Peter Millard and John Honan's 98ft maxi *Lahana* is back after finishing third across the line in 2010 and 2011. Also on the front row of the grid is Grant Wharington's *Wild Thing*, which took line honours in 2003 when she was named *Skandia*. The 98-footer has undergone modifications ahead of the race, including being lengthened to 100 feet.

Line honours winner of this year's Rolex China Sea Race, Geoff Hill's *Genuine Risk*, was to have been another line-honours contender, but Hill withdrew her nomination for the race when it was clear repairs and modifications being carried out in Sydney could not be completed in time for the start.

It is 22 years since Syd Fischer last took line honours in the Hobart race. He was also first across in 1988 in a gale-strewn race that

saw one of the smallest boats in the fleet, the Davidson 34, *Illusion*, win the race outright. *Illusion* is back as well this year, this time in the hands of Kim Jaggar and Travis Read. They bought the boat in April and, according to Jaggar, have spent more on its reconfiguration than the actual purchase. They are seeking to reduce the boat's rating by going to a masthead kite, smaller headsails and a longer spinnaker pole. It will sail with a crew of eight.

"We'd like to beat Hicko (Roger Hickman's *Wild Rose*) and Simon (Simon Kurts's *Love & War*)," Jaggar said, "but it has to be the right race for us. It's an ideal boat for heavy, on-the-nose conditions. We can maintain 6.5 – 6.6 knots when others have to back off."

OFFSHORE OVERHAULS
Above: *Wild Oats XI* has undergone modifications, including a new retractable centreline fin, after being second over the line last year. Below: *Wild Thing*, is also making some changes to prepare for this year's maxi showdown.



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"This is our year; we have to do it this year," Robertson said, having built and launched the Beneteau 40 in time for the 2011 Rolex Sydney Hobart Race and scoring a highly creditable third in IRC Division 4 in the company of pacesetters of the calibre of Hickman's *Wild Rose*, David Rees's *Whistler* and Andrew Saies's same design *Two True*. *Lunchtime Legend* and *Two True* finished last year's race with the same corrected time, which is highly unusual.

This time, *Lunchtime Legend* has a younger crew who are fired up, Robertson says, with the Australian successes at the London Olympics.

"That has done so much to get young people involved again in sailing. I reckon our average age will be 20 years lower than in the 2011 race.

"It'll be a great mix of experience and youth, and built on the successes we have had in those North Queensland regattas this year."

The crew for the Rolex Sydney Hobart includes Tasmanian Bellerive Yacht Club sailor Lauren Davison,



who hitched a ride aboard *Lunchtime Legend* for the Airlie Beach regatta and was kept on for the other two series and now the Hobart race.

This is a strong fleet of 80 boats: four maxis and nine previous winners of the major trophy, the Tattersall's Cup, for the overall winner.

Joining *Illusion*, *Loki*, *Love & War*, *Wild Rose* and *Wild Oats XI* in the previous winners' club are Geoff Boettcher's 2010 winner *Secret Men's Business 3.5*, Andrew Saies' 2009 winner *Two True*, one of four South Australian entries, Bob Steel's 2008 winner *Quest* and *Luna Sea*, which won the nightmare 1998 race as *AFR Midnight Rambler* and is now in the hands of James Cameron.

All states and the ACT have boats in the fleet, with the NSW contingent numbering 43, Victoria 13, Queensland 9, Tasmania and South Australia four each, Western Australia



BENETEAU BATTLE
Clockwise from the top: *Lunchtime Legend's* young crew is fired up and ready to win; South Australian *Two True* is looking for its second victory; reigning Blue Water Pointscore champion *Victoire*.



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has generously loaned the use of his beautiful motor cruiser, *JBW*, to act as the Radio Relay Vessel for the race, which will again be under the leadership of 37 Hobart race veteran David Kellett with his experienced crew. *Young Endeavour* will be the communications support vessel for *JBW* this year, under the command of LCDR Michael Gough, so the fleet will have two vessels looking after it.

The race starts at 1pm AEDT on Boxing Day, December 26 on Sydney Harbour; the fleet will sail from two start lines off Nielsen Park. The start will be broadcast live on the Seven Network throughout Australia, webcast live to a global audience on Yahoo!7 and the Australia Network throughout the Asia Pacific Region. www.rolexsydneyhobart.com

two, the ACT one, and there are four overseas entries.

The overseas boats include the first Lithuanian entry, *Ambersail* (Simonas Steponavicius), a Volvo 60 that had been the Assa Abloy training boat for the 2001/2 Volvo Ocean Race.

Beneteaus make up the biggest design contingent, 13 of them, all in the 40-50-foot range. *Two True* and *Lunchtime Legend* will be up against the reigning Blue Water Pointscore champion, Darryl Hodgkinson's *Victoire*.

The Rolex Sydney Hobart Yacht Race holds a special place in the hearts of Tasmanians. It forms the backdrop of Christmas and New Year celebrations around the Hobart waterfront and is a showcase of the Tasmanian coastal landscape and Tasmanian tourism.

If one were to suggest that the Rolex Sydney Hobart Yacht Race does for Tasmanians what the Tour de France does for the the French, one might have to qualify the comment these days.

But it is special. Who else but Sean Langman, who once raced *Loyal*, would compete again in the oldest, smallest and slowest boat in the fleet, *Maluka of Kermandie*, nearly as old as Syd Fischer and only 9.01 metres on the waterline.

Watch out though for *Cougar II*, Tony Lyall's TP52, which finished second overall in 2008. The doctor from Beaconsfield in northern Tasmania travels to Hobart each weekend to campaign the charge that replaced his former boat *Valheru*, which was almost sliced in half inside North Head by a French skipper in the 2002 Rolex Sydney Hobart Race. This is unfinished business. For the eighth year running, John Winning, one of sailings staunchest supporters,



SLOW AND STEADY
From the top: The slowest and smallest in this year's fleet, *Maluka of Kermandie*; TP52 *Cougar II*; a fleet of spectator boats try to keep up with *Wild Oats XI*.





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W E L C O M E T O O U R B E A C H W W W . P B M O T O R Y A C H T S . C O M



SHORTWAVE
Kurt Arrigo

It was my first Rolex Sydney Hobart, so I felt it was important to work on capturing the beauty and challenges that mother nature throws at the sailors. Having spent almost three days out at sea, the elements came together as *Shortwave* rounded Tasman Island.



KURT ARRIGO
Maltese photographer Kurt Arrigo spent his childhood at the water's edge. When he picked up a camera it was a natural nautical progression to photograph his passions. Kurt began to work towards achieving excellence in the realm of sailing photography, and has succeeded, covering some of the biggest regattas around the globe.



LOKI

Carlo Borlenghi

I've covered the last fifteen editions of the Rolex Sydney Hobart Yacht Race, but I've never seen conditions as severe as during the 2010 edition. Wind was roaring at 30 knots and the boats were facing six metres waves. Tough time for sailors means great time for photographers. I managed to shoot some of the most amazing boat leaps I've ever seen.



CARLO BORLENGHI
Carlo Borlenghi was born in Bellano (Lake Como, Italy) where he started his photography career following local regattas. He travels the world, following the most important nautical events, collaborating with the most prestigious nautical magazines and newspapers. He is an official photographer for all Rolex nautical events and publishes books and calendars which are always in some way related to the sea.









WILD OATS XI
Daniel Forster

I heard that the leading yachts were about to be attacked by a wicked rain front. We headed over in the helicopter. When I got there the spectacular cloud formation was becoming apocalyptic. I saw the panicky crew lowering the jib on the foredeck. When the rain started to pelt our glass bubble we proceeded to fly unharmed through the cloud.



DANIEL FORSTER
Born on Valentines Day, Daniel has spent his life professing his love for capturing a powerful image. He has travelled widely with his work, covering Rolex regattas such as the Rolex Middle Sea Race, the Rolex Big Boat Series, and of course, the Rolex Sydney Hobart Yacht Race.



THE OUTCOME OF THE ROLEX SYDNEY HOBART YACHT RACE IS ALWAYS TOUGH TO PREDICT AND THIS YEAR'S RACE IS NO EXCEPTION. THERE ARE NEW ENTRIES TO TAKE ON THE FAVOURITES, AND NEW OWNERS, HELMSMEN, NAVIGATORS AND BOAT MODIFICATIONS TO ADD TO THE MIX. DI PEARSON GIVES A RUNDOWN OF THE YACHTS TO WATCH.

THE ONES TO WATCH

100-FOOTERS

RAGAMUFFIN LOYAL

SYD100

Last year, Anthony Bell nearly overcame *Wild Oats XI* in the Audi Sydney Gold Coast Yacht Race and tipsters felt the time had come for the then-named *Investec Loyal*. She did not disappoint, taking line honours and beating Bob Oatley's boat in the fourth closest time on record: three minutes and eight seconds. Now yachting legend Syd Fischer has leased the boat. Joining him for the ride will be old mate Tony 'Ace' Ellis, as the two contest their 40th race together – although it will be Fischer's 44th and Ellis's 46th. The two would love to add to their previous two line honours and one overall victory on Fischer's various boats. In the lead-up, Fischer was busy trialling boat and crew. Not to be discounted for two wins in a row.

WILD OATS XI

AUS10001

This is Bob Oatley's record holder and five-time line honours victor (including successive wins from 2005, when she took the trifecta, to 2008). Modifications were made to the boat as skipper Mark Richards and crew got ready to challenge American foe *Rambler* last year, which did not eventuate. However, another challenger, *Investec Loyal*, did the unthinkable by beating *Wild Oats XI* to line honours, when the two were caught in light winds off Tasmania. Underwater modifications were made to the boat earlier this year to help boat speed in lighter winds – and to avoid a repeat of last year. In August, she smashed the 13-year-old Sydney Gold Coast record of *Brindabella*. A proven track record makes her the favourite.

60-FOOTERS

BLACK JACK

52566

Peter Harburg named his Reichel/Pugh 66 for racing-car legend Jack Brabham. *Black Jack* is in that tricky size range in that she's not big enough to mount a serious line honours challenge, yet a little on the large size to have a fair chance to win the race overall. Although only three feet longer than *Loki* it is a wide chasm in racing terms. However, the Queensland entry has had memorable performances – in 2009 smashing the Brisbane to Keppel race record she had broken in 2008, and finishing second on line and overall in the 2012 Audi Sydney Gold Coast race, finishing inside *Brindabella's* record. Mark Bradford, who was in the afterguard of the 2011 Hobart line honours winner, *Investec Loyal*, will once again take charge of *Black Jack*.

AMBERSAIL

LTU1000

This is the first time Lithuania will be represented in the race, and it comes with Simonas Steponavicius's *Ambersail*, one of three Volvo 60s entered. She is the original *Assa Abloy* training yacht, not to be confused with the *Assa Abloy* that took line honours in the 2001 Rolex Sydney Hobart. Considered the lightest and most carefully constructed of the MKIII boats, she was produced in 2001, the same year as the V60 *Southern Excellence*, also in the race. The difference between them is that *Ambersail* has raced and sailed worldwide, including sailing in the Southern Ocean and around Cape Horn, so she comes with more than 100,000 sea miles on her résumé.



BATTLE OF THE SEAS
Investec Loyal and Wild Oats XI.

held prior to November. Sharing the 2011 Ocean Racer of the Year Award with Geoff Boettcher, Ainsworth's stellar 2010–2011 season included winning the 2010 Audi IRC Australian Championship, when he swept all before him, winning the three Audi events he contested: Sydney Harbour Regatta, Sydney Gold Coast Yacht Race and Hamilton Island Race Week.

Loki was a true champion from the moment she was launched for the CYCA member in December 2008. The

only yacht to have put a real dent in the Reichel/Pugh 63's runaway success was near sister ship *Limit*. Alan Brierty's Reichel/Pugh 62 defeated *Loki* on corrected time by seven minutes in the 2008 Hobart and had close victories over her in a handful of other races. Ainsworth is quietly hoping *Loki* can feature in the record books again, by being the first yacht to win the 628-nautical-mile race two years in a row since *Freya*, which won three from 1963 to 1965.

50-FOOTERS

SECRET MEN'S BUSINESS 3.5

YC3300

Among the other yachts in this year's fleet, Geoff Boettcher's 2010 overall winner, *Secret Men's Business 3.5*, will be up against the 2009 overall winner, *Two True*, the Beneteau First 40 owned by fellow South Australian Andy Saies. In recent years, Reichel/Pugh and Bruce Farr designs have



ANGULAR MOMENTUM
Loki from a different view.

LOKI

AUS60000

Last year's overall winner has swept all before her in the last three seasons. Stephen Ainsworth's remarkable four-year-old holds a host of records; Bird Island (set in 2011 when she took the treble), Flinders Islet (2010) and the 2009 Audi Sydney Offshore Newcastle race, in which she also won the treble. She also broke the Cabbage Tree Island race record in 2009, which was then broken by *Wild Oats XI* in 2010.

In August, *Loki* claimed Audi Sydney Gold Coast overall honours and broke *Brindabella's* 13 year-old record to take her place in the history books as the conventional yacht record holder. *Loki* leads the CYCA's Blue Water Pointscore Series, which she won in 2010, with two wins and a second from three races



figured prominently in the race, and it remains to be seen if Boettcher's RP51 can again overcome Farr's Beneteaus, which are becoming increasingly difficult to beat on corrected time. Boettcher is one of only five South Australians to win the race since its inception in 1945, and at 66 years of age, he is adamant this will be his last jaunt south and praying it will be a fruitful farewell.

QUEST

52002

You can't beat a great ocean-going helmsman, and this 2008 winning boat will see Bob Steel's long-time mate and sailing master, Mike Green, issuing orders again. 'Greeny' was with Steel when he won the race overall in 2008 with the TP52 he will sail again, and in 2002 with a former *Quest*. This year will mark Green's 34th Hobart race, which will leave him one behind his famous sailing father, the late Peter Green, who was the first yachtsman to attain 35 races. The boat is always well sailed and TP52s are usually on the money, being in that nice mid-size range that keeps them in the thick of the action throughout the race.



CALM

SM5252

Like *Quest* before her, *Calm*, skippered by Victoria's Jason Van der Slot, is one of a successful cluster of TP52s that are in the race this year. While *Quest* has Mike Green at the back end of the boat, 'Slotty' has co-opted the services of Ian 'Barney' Walker again. From his 25 Hobarts, Walker can claim three each of line honours and overall victories. *Calm* came enticingly close to winning last year and ultimately finished fifth overall. Now the addition of noted navigator Richard Grimes should bolster their chances, as should a couple of 'local knowledge' Tasmanian crew members. The *Calm* guys could easily come into their own this time.

40-FOOTERS

TWO TRUE

YC400

Andy Saies won the Rolex Sydney Hobart overall in 2009, becoming only the fourth South Australian ever to win the Tattersall's Cup. He came back in 2010, but was forced to retire with damage. Racing his Beneteau First 40 again last year against others, including Queensland entry *Lunchtime Legend*, he finished with exactly the same corrected time as Robbo Robertson's yacht. The two finished equal 12th overall, after being in a good position to win, until the smaller boats got caught out in patches of 0-5 knots in the last third of the race. A solid bet if conditions are right.

LOVE & WAR

294

Nostalgic or not, you can't go past three-time overall winner *Love & War*, the beautiful Sparkman & Stephens 47, design number 2137. In 2005, she passed to Simon Kurts after the death of his famous ocean racing father, Peter, who won the race overall in

self-furler, electronic winch, a shower and other mod cons so that he could sail the boat single-handed, inshore and offshore.

The yacht was described at the time as having "a very minimalist interior" because the toilet was not enclosed. By today's standards, she would be considered 'over furnished'.

At the insistence of Peter Kurts, the boat has always been beautifully maintained, and Simon has followed that tradition – her interior is regularly varnished. It is the only one of five racing yachts that Peter held onto, and she is still cared for lovingly.

Because she is a heavy boat, *Love & War* is at her best in heavy weather – she revels in a good hard bash to windward, which is what prompted her 2006 win, 33 years after her first win in 1973, followed by her second in 1978. Should Simon and his crew, including Lindsay May, get similar conditions and be able to pull off another overall win, she will surpass the record of *Freya*, which had three successive victories from 1963 to 1965.

CHUTZPAH

R33

"The one that got away" best describes Bruce Taylor's 31 attempts to win the race overall. Since his first race in 1980, when he began as crew on *Sunburst* and *Challenge III*, he has only missed one, in 1995. After those first five races, Taylor purchased the first of six *Chutzpahs* – all good boats. The worst moment came after he sold his Hick 35 to Ed Psaltis and Bob Thomas, whom he watched win the fatal 1998 race after having to retire his own brand-new MBD36. Three *Chutzpahs* later and the box remains un-ticked, although he has come oh-so-close. Taylor will now try again to beat the second, third and fourth overall places and 10 divisional wins he has achieved thus far.

Taylor will sail his six-year-old Corel 40 once again, hoping the conditions and the right tactics are in alignment as the *Chutzpah* crew strives to overcome that elusive win. Taylor and five stalwart crew members (including his son Drew, who will celebrate his 21st race south with his father) can lay



claim to 131 Hobarts between them. Kingsley Piesse, Gavin Gourley and James Permezal are the three who have seen Taylor through good times and bad.

The Victorian dentist has won many local and interstate events and, apart from his top overall performances, he has also won his Rolex Sydney Hobart division an extraordinary 10 times.



While Taylor is proud that his and some of his crew members' names are on the '25 Sydney Hobart' Map of Tasmania hanging at the CYCA, he has made it clear that nothing would be better than having *Chutzpah's* name engraved on the Tattersall's Cup.

WILD ROSE

4343

This golden oldie was purchased by Roger Hickman and two partners from Bob Oatley, hence the play on the name. The three went on to win the 1993 Hobart under IOR, the last time there were joint winners (IOR and IMS). Hickman, one of Australia's best ocean racers, was looking solid to win last year's race until the breeze fizzled off Tasmania, leaving the smaller boats wallowing for awhile. Hickman sails with an even mix of male and female crew, putting them through their paces throughout the year to get them up to professional standard.

AFR MIDNIGHT RAMBLER

8338

Launched in September 2011, this Ker 40 has begun to display her potential. She finished a disappointing 43rd in last year's Hobart, after showing moments of brilliance. With 70 Hobarts between them, including winning the fatal 1998 race, owners Ed Psaltis, Michael Bencsik and Bob Thomas had this latest boat

specifically designed for offshore performance. They were third in last season's Blue Water Pointscore (despite missing the opening race) and are sitting fourth in the 2012 series. Finishing ninth overall in the 2012 Audi Sydney Gold Coast race, where the top seven boats were 51 feet plus, their result translated to an IRC 2 divisional win, so they are on the right track.



ALL IS FAIR IN LOVE & WAR
Opposite page left: *Love & War* sailing to windward towards Tasmania; *Chutzpah* close up on the rail at sea. This page left: *Wild Rose*; Above: *Illusion*. Below: *AFR Midnight Rambler*.



30-FOOTERS

ILLUSION

5356

Now in the hands of 31 Sydney Hobart race veteran Kim Jaggar, *Illusion*, the overall winner of the rugged 1988 race, is a real chance under his ownership. Winning the race the year she was launched, for Victorian Gino Knezic, the Davidson 34 finished sixth in 1989 and third in 1990, all under the old IOR rule. At 34ft, among the smallest yachts to ever contest the race, *Illusion* returned to the Hobart in 2006 with a new owner, Graham Jackson, after a 16 year-hiatus and finished 23rd overall. She finished fourth last on line and 43rd overall in 2010 with then owner Jonathan Stone, retiring in 2011. In a strong breeze at the right time, under her new experienced owner, *Illusion* should perform.

DUMP TRUCK

A6

Dump Truck was built in Jersey, UK, for Lake Macquarie sailor Anthony Paterson and was quite prolific, winning Division 3 of the 2008 race, with a Division 2 win the following year. Launched 10 years ago, the Ker 11.3 is the antithesis of *Illusion* – a lightweight flyer from the design board of the increasingly popular Jason Ker. Hobart-dwellers Justin Wells and Edward Fader purchased the yacht in 2010 and have shown good form locally. At a fraction over 11 metres (37 feet for the pre-metric), it will be a wet and wild ride for the Tasmanians, but then their local conditions are much the same!

LUNA SEA

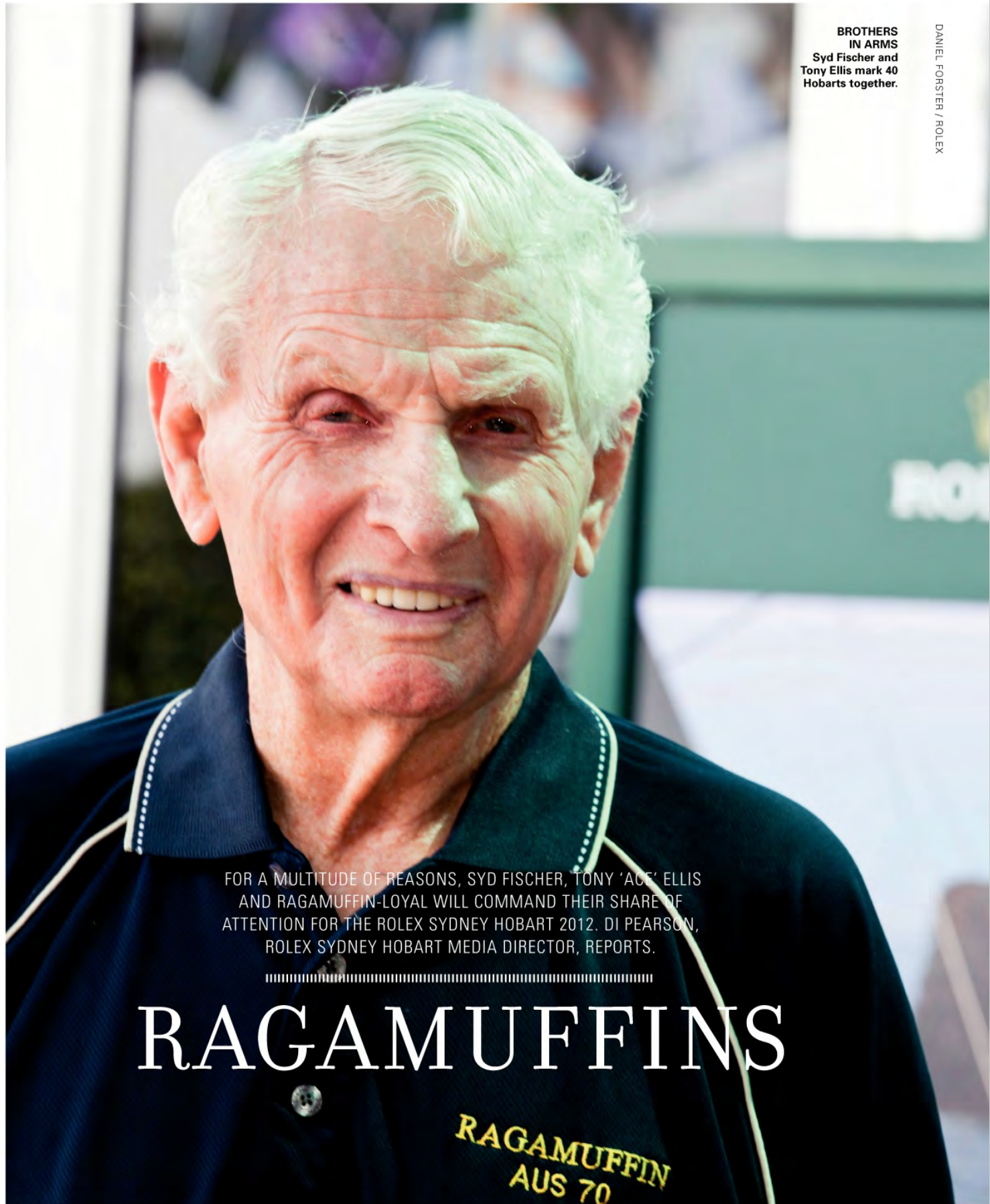
8339

This boat is the previous *AFR Midnight Rambler*, the Hick 35 that won the 1998 race for the three guys who now co-own the new Ker 40 *AFR Midnight Rambler*, which is also headed south this year. James Cameron from the Drummoyne Sailing Club now owns the boat. He skippered her in last year's Lord Howe Island Race and finished fourth overall and has been putting in some practice this season, competing in the CYCA's Blue Water Pointscore Series. He placed 11th in both the Flinders Islet and Bird Island Races, the best finisher of the small boats. Cameron beat *Illusion* in both races, which could be telling.



**BROTHERS
IN ARMS**
Syd Fischer and
Tony Ellis mark 40
Hobarts together.

DANIEL FORSTER / ROLEX



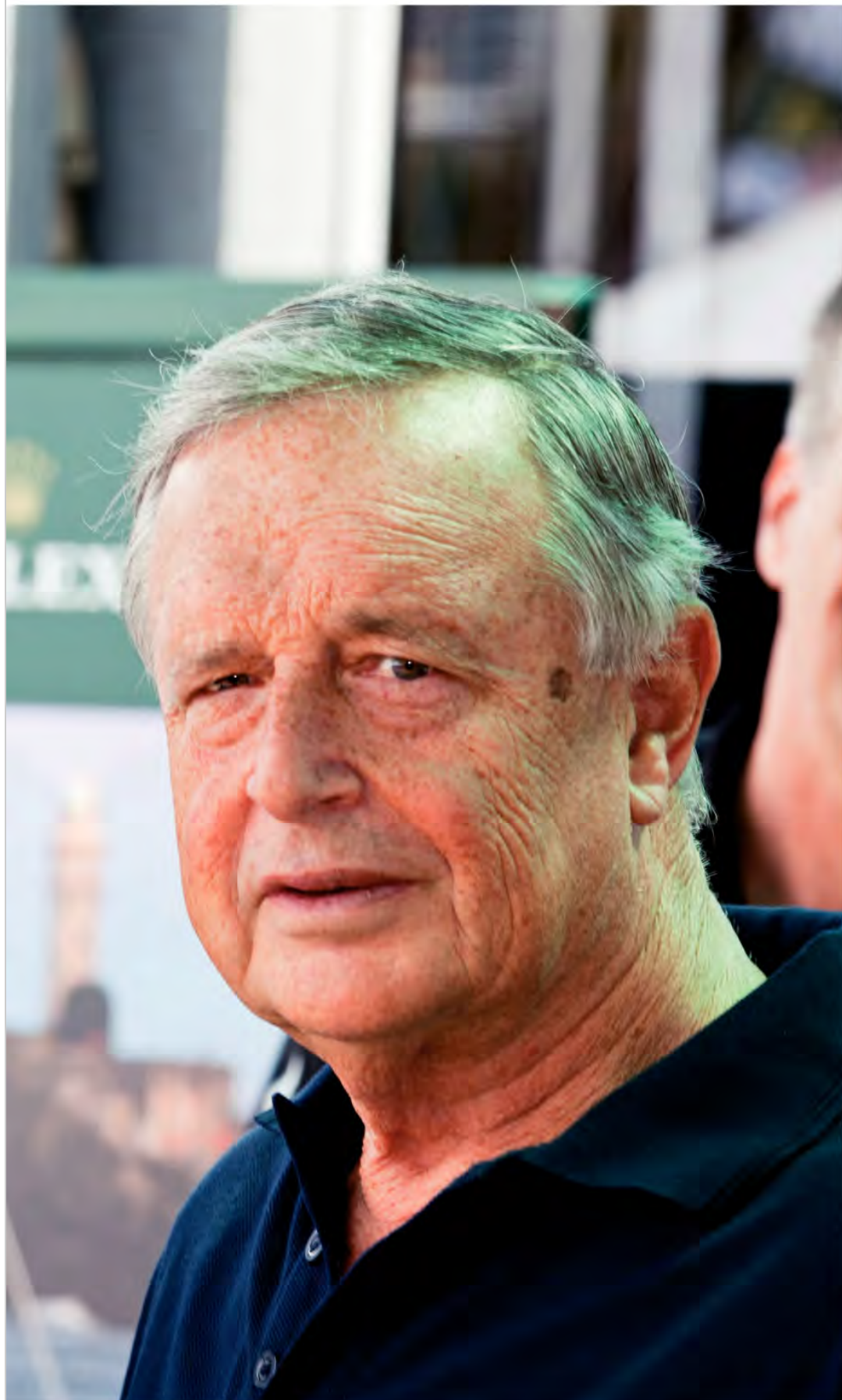
FOR A MULTITUDE OF REASONS, SYD FISCHER, TONY 'ACE' ELLIS
AND RAGAMUFFIN-LOYAL WILL COMMAND THEIR SHARE OF
ATTENTION FOR THE ROLEX SYDNEY HOBART 2012. DI PEARSON,
ROLEX SYDNEY HOBART MEDIA DIRECTOR, REPORTS.



RAGAMUFFINS

RAGAMUFFIN
AUS 70





At 85 years old, Fischer, who has represented Australia internationally with success at the One-Ton, Admiral's and Clipper/Kenwood Cups, will be the oldest person in the fleet. He will lay claim to his 44th race, a feat achieved by only four others, including old friend and mainstay for 39 races 'Ace' Ellis, who will tick off his 46th Hobart this year.

The pair will also mark a record 40 Hobarts together this year – nobody else comes close. It could have been 45, but Fischer missed five, due in the main to commitments to his record five self-funded America's Cup programs. Those campaigns, undertaken from 1983 to his Young Australia 2000 syndicate, launched the America's Cup careers of Iain Murray and James Spithill, among others.

According to Ellis, he and Fischer first met at the Haystack Dance in Triabunna on the delivery home from the Hobart in 1964. "We asked the same girl to dance," he said. He recalls, "Everyone used to sail their boats home after the race in those days."

It was not until 1968 that they sailed together, courtesy of Graham Newland, who was helping renowned wooden boat builder Cec Quilkey build Fischer's first *Ragamuffin*.

"And that was it," Ellis stated.

"It was Newland (overall winner of the 1958 and 1960 Hobart with *Siandra*) who talked me into building that boat," Fischer said of the almost unchallenged S&S 48 that he contested three Admiral's Cups with, winning the 1971 Fastnet Race.

It was the same year the property developer/marine business owner won the One-Ton World Cup with *Stormy Petrel*, before going on to captain *Australia* to victory in the fatal 1979 Admiral's Cup and other international triumphs, culminating in his being awarded an OBE and other accolades.

Meanwhile, Ellis has played numerous roles on Fischer's 12 ocean racing yachts. Starting as for'ard hand, then crew boss, pit boss and helming.

"As you get older, your aptitude is different. Tony's good in a big sea. I get him to control traffic in the middle of the boat where people can get hurt. He makes sure the crew doesn't do anything out of sequence – it's for crew safety and survival," Fischer said.

Fischer first raced to Hobart on Neville McEnnally's *Malohi* in 1962, while Ellis' first was 1963 aboard Arthur Byrne's *Salacia*. Once the two began sailing together on Fischer's various yachts, mostly called





Ragamuffin. Ellis only moved to other yachts for the Hobart in the years Fischer was absent.

Coming up for his 46th race puts Ellis one behind record-holder Tony Cable, who will sail his 47th, aboard *Duende*.

"You don't think about how many Hobarts you've done – it took Tony Cable to ring me and tell me I was doing 25 – and you don't much want to admit your age," 68 year-old Ellis said.

Fischer explains their longevity: "Tony knows how to sail and he's been loyal to the cause – and that means a lot to me."

However, they do have the odd disagreement, Ellis said. "We discuss them – and sometimes swear words come up!"

The two have vivid memories of their worst and most memorable races.

For Fischer, the worst was 1970. After sweeping all before him, "*Pacha* beat us by five minutes – we sailed to keep the boat safe. The boats that got into trouble were those that turned back," he said, describing a southwesterly change that built up to a gale lasting more than 50 hours.

Ellis remembered 1993, which many claim was worse than 1998. "We damaged the hull badly going over a wave in Bass Strait. We lost some of the laminate and had to retire." Only 24 of the 104 starters finished that race.

Fischer takes up the story: "There was a hole in the skin. I said 'Turn the bloody boat around, I can't swim 100 miles!'"

On the 1998 race, Fischer said, "We just went straight through it."

"We didn't do any damage either," Ellis adds. "We had a good crew, including James Spithill, and we sailed the boat safely to the conditions again. You couldn't turn around – it wasn't even worth talking about."

The 2010 race stands out for Ellis, too: "We went too far east – he (Fischer) took me duty-free shopping, but there was nothing to buy when we got there! Even though it was light and frustrating most of the time, we had a fantastic reach back into Tasman Island on the TP52 (which is for sale); it was a great ride."

The two recalled their funniest incident in 1988. It was the first of two line honours victories with the Germán Frers designed maxi *Ragamuffin*. (The second was 1990; followed by IOR overall victory in 1992, aboard the three-year old Farr 50, *Ragamuffin*).

"We used a caterer/cook who said he could do the job. The first night out, the oven caught fire. He'd put the food, cardboard cartons and all, into the

oven," Fischer recounted. "On the last night, the food had soaked through, because he didn't put dry ice in the ice chest, so it'd all gone to water."

"Syd said to me before the race, 'I own a hotel and the idiot's gone to a providore for the food'. We called him Pinky because he dyed his hair once. He was a character – always doing stupid stuff. He tried to book into the Sheraton in Syd's name," Ellis recalled. "He was a case," Fischer added. "We took his ashes in a box to a dance at the Mosman Rowers one night and gave it to the girls so they could have a dance with him."

Ellis: "Hank (yachtsman Henry Paterson) went with Pinky's parents to scatter his ashes at sea, but the ashes wouldn't come out of the bag and Hank said: 'Pinky, you never did know when to leave'."



In the 40 years they've sailed together, Fischer and Ellis have seen radical changes in the boats heading to Hobart, and they have firm views about what works in the open ocean.

On the evolving technology, Ellis offered: "It's a material revolution, rather than a shape one; the sailcloth, rigging, carbon and ropes all make the difference these days."

Fischer: "We went on to build aluminium boats like *Sweet Caroline* and *Ragamuffin*, which were safe. I think people push it too far with boats nowadays, like the TP52s. We reinforced *Ragamuffin* (the TP52) when we bought it. Boats are not as structurally strong as they should be. They design boats that break up at sea – that's not good."

Ellis: "I think designers have tried to be a bit too cute with it all. David Lyons (a naval architect) helped us reinforce *Ragamuffin*. He said it took just 15 kilos, so with not a lot of extra weight, the boat can be made to last a lot longer."

On computer technology, trackers and the like, that enable competitors to follow each other's progress, Fischer said: "I think it's innovation,

it's safety. The navigator reads all he can and puts a program together that makes it safer."

Ellis: "You're not going to stop it, so you may as well make use of it. These things are especially good if your radio is giving you problems, but it shouldn't make you any less responsible."

Looking back, the two agree they never imagined 100-foot yachts as part of the Hobart package. Ellis admitted: "The race got to 80 footers and I thought that would be it."

Ironically, it's a 100-footer they will sail to Hobart this year.

In October, Fischer leased Anthony Bell's Rolex Sydney Hobart line honours winner *Investec Loyal* for two years; after which he may buy it. Rebadging her *Ragamuffin Loyal*, he is now in the throes of putting together the right crew and training for success.

"We're gradually putting the team together; David Witt (an experienced big-boat sailor and Fischer's principal helmsman) is helping," Fischer said.

Matt Humphries (a British sailor with five Volvo Ocean Races to his credit), Cameron Ward (from *Beau Geste*) and Led Pritchard are among those who have big-boat experience.

Matt Hayes, Andrew 'Crowbar' Crow, Bryan Northcote, Mark Fullerton and Paul Heyes are also among the experienced crew.

At the time of writing, Anthony Bell had yet to confirm whether he would be aboard. However, Fischer verified he would keep the Loyal Foundation charity alive through sporting celebrities like Phil Waugh and Phil Kearns, along with two others, yet to be confirmed.

"I want people for their ability, so they will be sportsmen who will work as part of and with the rest of the crew," Fischer said.

Receiving the yacht in good shape, Fischer said the only jobs they are doing at the yacht's Sydney City Marine base, is improving the galley: "It's fairly sparse and you have to feed your crew well. We'll fix the companionway, too as the steps are awkward."

As to defending the boat's line honours title against the likes of *Wild Oats XI*, Fischer said, "We don't know really; they've been together a long time, but *Loyal* beat them last year and we'd like to do it again. You never know your luck."

"I'm looking forward to sailing the bigger boat, because you get there quicker," he joked.

"The main thing is team spirit – never let the team down – that's the key to it." ⚓

LIVING LARGE
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Michael, you said there was 'nothing accidental' about last year's win. Did the conditions suit your game plan or did you perfectly alter your game plan to meet the conditions?

MB: We kept to our plan and the weather continued to suit us. For instance, the first tack after the change back to the coast put us exactly where we wanted to be, and the small high that developed in the straight arrived at just the right time. Further down the Tasmanian Coast we had the benefit of knowing what was happening in front of us, and *Hugo Boss* working the shore near to us. These factors helped us stay in pressure and finish just before the wind started to fade. I am sure the competition behind us was also keeping a close eye on these developments as they happened.

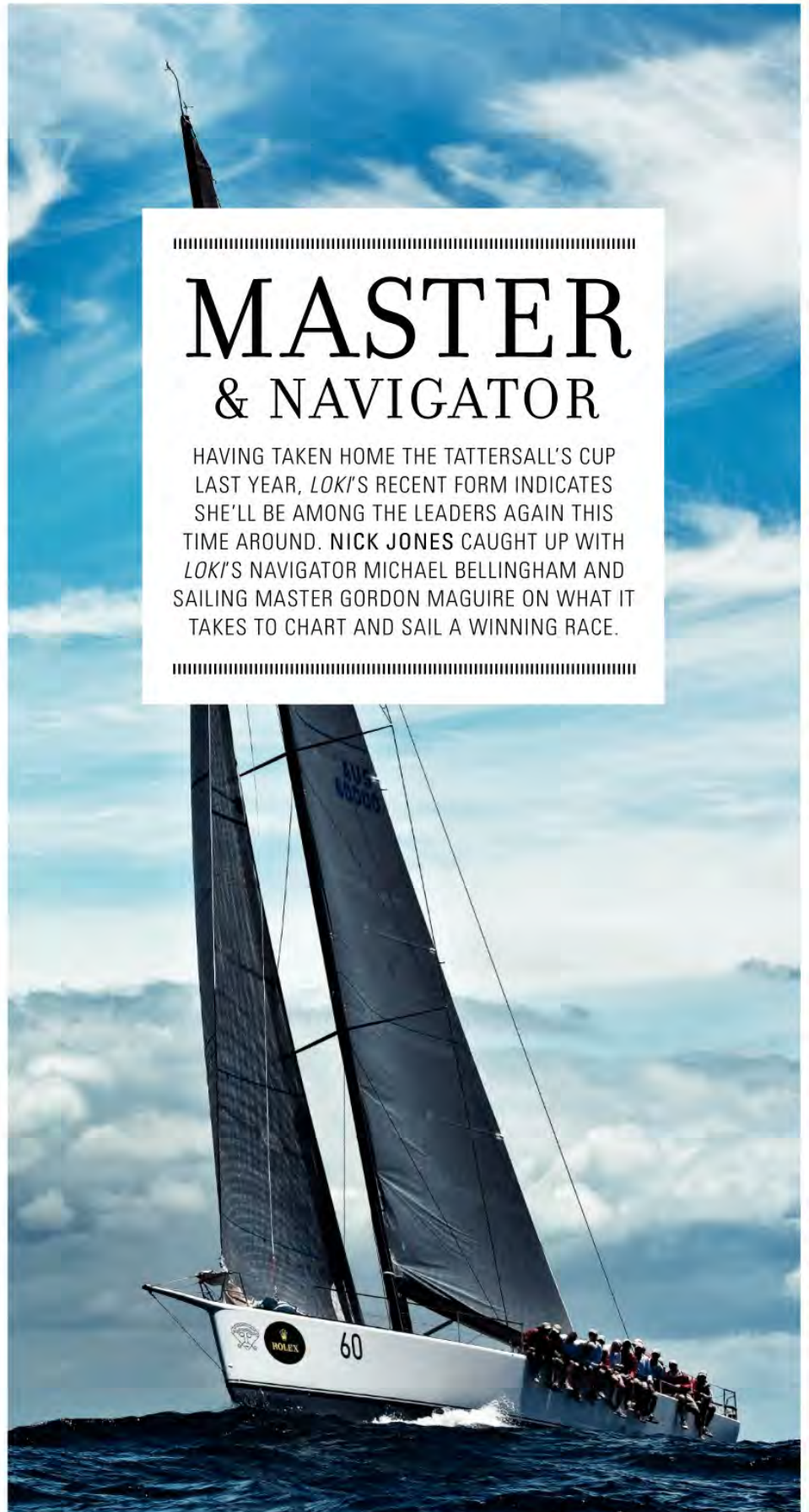
I know you'd both like to win the Rolex Sydney Hobart two years running. Why is it such a hard nut to crack?

GM: Because the fleet splits up over such a large distance. Racing 100 footers against 30 footers makes it a weather dependant result. If the weather conditions suit your size of boat and you win your division then you win the Hobart. If you don't get the best weather to suit your yacht you will lose. It will be a hard nut to crack because once more the race will be weather dependant and everyone will turn up again this year wanting to win.

MB: This race moves through different geographical environments and therefore different weather systems. The race is therefore divided up into different sections and most owners and navigators do this in their planning. There is the start, the NSW coast, Bass Strait, the Tasmanian coast, Storm Bay and the Derwent. We all use lots of weather information, however models always struggle near a coastline and the east coast of NSW is no exception. This is often the first key to success, but Bass Strait has many challenges.

Leading up to *Loki's* overall win in last year's 2011 Rolex Sydney Hobart Yacht Race, you had done very well in the CYCA Blue Water Pointscore series, as again you have this year. *Loki* is in similarly fine form with recent winning performances. How important is that in the lead up to the Hobart race?

MB: *Loki* always competes with a view to achieving the best possible results. This year we won the Audi Sydney Gold Coast Yacht Race for the



MASTER & NAVIGATOR

HAVING TAKEN HOME THE TATTERSALL'S CUP LAST YEAR, *LOKI'S* RECENT FORM INDICATES SHE'LL BE AMONG THE LEADERS AGAIN THIS TIME AROUND. NICK JONES CAUGHT UP WITH *LOKI'S* NAVIGATOR MICHAEL BELLINGHAM AND SAILING MASTER GORDON MAGUIRE ON WHAT IT TAKES TO CHART AND SAIL A WINNING RACE.



TOP OF THE CHARTS
Left: Michael Bellingham, *Loki's* Navigator; Right: Gordon Maguire, *Loki's* Sailing Master; Below: *Loki* surges along her chosen course on her way to victory in 2011.

night in tricky seas is never easy.

GM: Boat preparation, crew selection, sail selection, navigation, weather analysis and good luck. None of it needs to be perfect but the boat needs to stay together, the crew need to push the boat hard, with the right sails, and you need to go the right way! Also, the weather suited us perfectly. Heavy air reaching/running is what we are really good at.

After winning the Tattersall's Cup last year, *Loki's* owner and skipper Stephen Ainsworth commented that it was a 'navigator's race'. What did he mean and do you agree?

GM: There are sections of the race that are navigation biased and there are sections that are crew work biased. We need to get it all right to be in the running to win. There is no point having the best crew in the world with a dodgy navigator and no point in having a dodgy crew with the best navigator. Each aspect of the boat has to work and work well.

MB: Perhaps this is best described by the relief in Gordon, our navigator's eyes when the breeze went into the SE the East and NE as he was promised it would.

What are you going to do differently in pursuit of a consecutive overall win?

GM: No Change. Why change something that's not broken?

Last year you started as a favourite for the Tattersall's Cup, do you think you'll be favourite again this year?

GM: I hope not!

MB: We don't think of being the favourite, we have a system of preparation that we go through and we stick to our preparation. Our aim is to do the best we can and see if that will produce the result we would like.

Gordon, how important is the sense of touch for a helmsman and can others replicate it with information from the array of instruments available?

GM: Often on a bad night, other than heel angle, instruments are your only point of reference. What I hate is a boat driven on instruments only. Then all your steering is reactionary not proactive. There is a big time lag in instrumentation – who wants to be five seconds late to bear away in a gust?

Last year Stephen Ainsworth won his first Rolex Sydney Hobart as owner/skipper of *Loki* on his 14th race south. When was your first

second time setting a race record and even though we did not win at Hamilton Island we used this regatta as valuable experience to continue with the ongoing development and improvement needed at this level of yachting. Every regatta enables the crew to know the yacht and the competition a little better than before.
GM: We always try to prepare everything for the race as well as we can. In order to win this race, you first have to win your division. To do that, there has to be no excuses. Your division has boats that are of a similar size as you and will experience similar weather patterns. It's always a complex situation working out how you are doing in the fleet overall. We try to focus on smaller goals like winning our division and let god sort out the overall placings.

Earlier this season you broke Brindabella's 13-year-old Audi Sydney Gold Coast Yacht Race record. What did you get right?

MB: To win an ocean race you need to get everything right. From the sail selection prior to the starting signal to the catering during the race. Preparation for an ocean race starts weeks before the race and includes weather analysis and the preparation

of the yacht itself. During the race the key was to stick to our game plan and thankfully the weather was generating some exciting sailing to keep the crew focused on the job at hand. The real star was the yacht itself, 33 knots at





Hobart winning experience?

GM: My first Hobart was in 1990 as a helmsman on *Rothmans*, a maxi Whitbread yacht from the UK. We were penalised for flying a logo'd spinnaker and lost to Syd Fischer's *Ragamuffin*. Next time was in 1991 with Harold Cudmore on *Atara* and the Irish Southern Cross team. We won that Hobart and the series.

When was your first Hobart?

MB: I have been competing in Hobarts since 1976 and learnt a lot from sailors such as the ex-commodore Tony Person on *Big Schott* in 1979. The 2011 Hobart was my 21st.

How does the *Loki* team operate? Is there constant chatter throughout the race?

GM: I don't recall there ever been a time when there wasn't chatter! We sail with a great crew and I value the input. To stifle the input you would stifle the output.

'Loki' is the Norse god of mischief and trickery. Was this relevant in your post-race celebrations in Hobart last year?

MB: This is always relevant to our



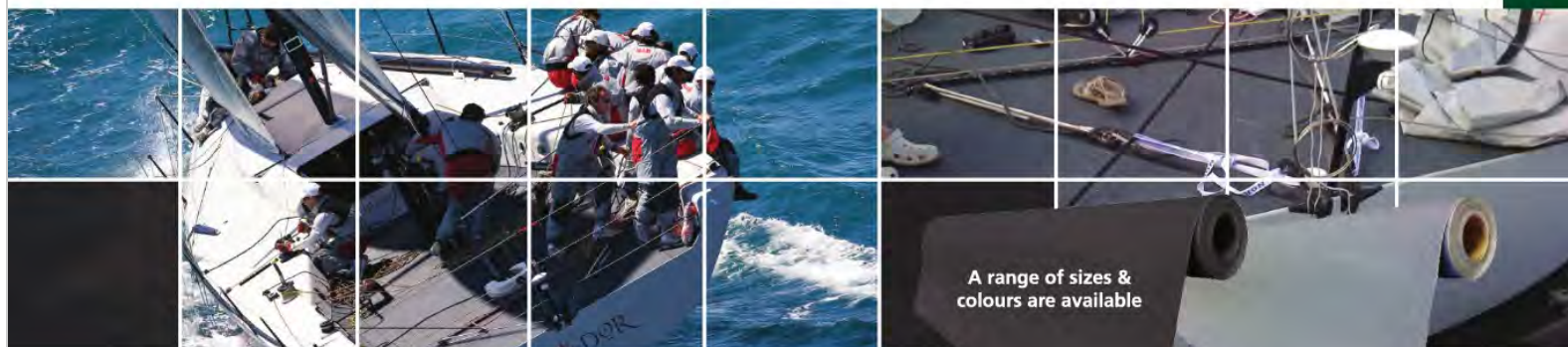
celebrations. We have a proud tradition developed over the last 14 years and always seek his assistance – a little divine intervention never hurts.

GM: Yes, we had a few little drinks to celebrate in Hobart. I felt a sense of relief. We had turned up as one of the favourites for the last three years and the first two times we were becalmed at some stage during the race and had finished well down the order. For me it was a relief to get the job done. I always believed the boat and crew were capable of winning the Hobart we just needed everything to come together.

Are eating and sleeping a rare commodity in the race?

MB: We both eat the same but there's not much sleep, at least for me. Gordon can in tough conditions find himself trying to balance rest with keeping on top of the decisions. There is often a lot of discussion with people while in their bunks. Anthony Merrington is also very important in the decision making and all the crew are invited to add experience if they have something to say.

There is plenty of time to sleep after the finish! ⚓



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their rounding mark, 'Victor', near North Head before heading to sea. Boats starting from the back line will round mark 'X-ray', just north of South Head.

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

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

Spectator craft may not enter the exclusion zone, and once the race starts the competing yachts must sail within the specified zone until they clear the Heads.

WHAT ARE THE YACHTS DOING?

Carl Crafoord, navigator on Peter Millard and John Honan's 98ft maxi *Lahana*, explains the *Lahana* crew's process in the lead-up to the firing of the cannon:

08:30 hours The crew attends the weather briefing at the CYCA, then we assemble at the marina to stow our gear onboard.

11:00 hours We conduct a crew briefing that includes any weather updates and begin to make our way to the start line. Once we are in the Harbour, we report to the Race Committee vessels with storm sails set (this is mandatory as per the Sailing Instructions), then the crew practises sail changes and manoeuvres.

11:30 hours The crew gets the mainsail up and we run through starting line axis/bearing relative to X and Y marks. As the navigator, I "ping" both ends of the line to ensure we are in the best position to get a clean start. We then check the set-up at other marks. The crew go through sail selection for the two legs out of the Harbour and also get up on deck to work out the sail from the sea mark if there is a nor'easterly.

12:00 hours In the last hour, we have a quick bite to eat and I go through the sail chart for the start and the weather again (if need be). The boat is then set up on the line and transits are checked again.

12:30 hours If the breeze is a bit tricky, we will motor at 10+ knots up to the Heads to do a wind check offshore. If not, we will spend the last 30 minutes setting up the boat on line and settling the boat down.

12:50 hours Once the warning goes we are basically racing and observing

No other commercial port in the world can boast the start of an internationally recognised blue water classic such as the Rolex Sydney Hobart Yacht Race. The natural grandeur of Sydney Harbour provides a unique backdrop for competitors, as well as the hundreds of thousands of spectators afloat and ashore.

The port of Sydney will be closed from 9am to 4pm on Boxing Day in the interests of safety and to give the yachts a clear run as they exit the harbour. An exclusion zone will be effective from noon until 2.30pm, providing the 80-strong fleet with a clear run to sail unobstructed through the Heads. A six-knot no-wash zone will cover the Harbour from Garden Island and Bradley's Head to a line between North Head and Macquarie Light.

In what has been a Boxing Day tradition for Sydney since 1945, thousands take to Sydney Harbour either on the water or on the foreshore to watch the start of the race. Sometimes it is a colourful spinnaker start, other times a beat to windward, with the yachts crossing tacks as they sprint towards the open sea.

Ranked as one of the most demanding long ocean races in the world, the Rolex Sydney Hobart Yacht Race covers a distance of 628 nautical miles. It takes between two and six days to sail the course, with the race record of 1d 18h 40m 10s set in 2005 by *Wild Oats XI* (then a 98ft yacht). A good start is considered an important psychological advantage to



FLYING START

THE ROLEX SYDNEY HOBART YACHT RACE, THE CRUISING YACHT CLUB OF AUSTRALIA'S FLAGSHIP EVENT, WILL START AT 1PM ON BOXING DAY FROM SYDNEY HARBOUR FOR THE 68TH CONSECUTIVE YEAR.



the crew and helmsperson of any boat in the race, and it doesn't hurt that hundreds of thousands of people are lining the harbour watching.

To give yachts a clear area in which to manoeuvre before the start, and ample room to tack or gybe as they race to the Heads, NSW Maritime declares an exclusion zone from 12pm to 2.30pm on Boxing Day, with the area for the racing yachts clearly marked by yellow buoys.

The fleet will start simultaneously from two start lines, as they have for a number of years, due to the speeds of the larger yachts. These big boats will start off the front line, 0.2 nautical miles north of the back line, with identical starting signals for both groups of yachts.

To make allowance for the head start, boats on the front line must sail the same distance further to

A DASH TO THE HEADS
The fleet line up at the start lines, the course flanked by spectator boats.





the racing rules; jockeying for the best position relative to other big boats and trying to keep our air clear!

THE OFFICIAL COUNTDOWN

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

12:50 hours (12.50pm) 10-minute warning signal – Code flag W hoisted and cannon fired.

12:55 hours (12.55pm) 5-minute preparatory signal – Code flag P hoisted and cannon fired.

13:00 hours (1.00pm) starting signal – Code flag W and Code flag P dropped and cannon fired.

A further signal (Code flag X) and a sound signal (from the individual start lines) may indicate premature starter/s (OCS – On Course Side) by individual yachts, which must return and re-start. Yachts that have broken the start will be advised by radio five minutes after the start. There will be no general recall.

If the wind is from the south, southeast or southwest, the fleet will have a spinnaker run to the Heads. An easterly breeze will see a close reach under working sails down the Harbour.

If the wind is from the north or northeast, the fleet will have to tack (beat to windward) up the Harbour to the turning marks at the Heads. This could see some close encounters between competing yachts as they cross tacks, some sailing right to the edge of the exclusion zone to gain a tactical advantage.

ADVICE FOR SPECTATOR CRAFT IN THE SYDNEY HARBOUR EXCLUSION ZONE

- The Sydney Harbour exclusion zone will come into force at 12pm and continue through to 2.30pm. The zone will be marked with yellow buoys and some fixed navigational aids.
- The rounding marks Victor and X-ray at Sydney Heads will be large Rolex conical inflatable buoys, as will the mark Zulu, one nautical mile due east of the Heads.
- All spectator craft must remain outside the exclusion zone until 2.30pm.
- No spectator craft is permitted to anchor or remain anchored within 100 metres of the exclusion zone.
- Boats may only proceed through the 'no anchoring' zone near South Head if going out to sea and must comply with the six-knot speed limit.

• Commercial vessels only will have access to the commercial vessels area.

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

• Non-powered (passive) craft such as kayaks, canoes and surfboats are prohibited in the area within 100 metres of the exclusion zone. This area is unsafe for non-powered craft because of the large number of bigger boats and their wash, as well as the potential difficulty in seeing and avoiding passive craft.

Control Vessels – Roads and Maritime Services (RMS) and Police vessels will be patrolling and enforcing on the water. Please obey instructions from volunteer marine rescue vessels, as well as RMS and Police boats.

General safety messages will be broadcast on marine radio band 27.88 and VHF Channels 17 (NSW Maritime control network) and 13 (Sydney Ports).

RACE ENTRANTS

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

STARTING VANTAGE POINTS

The sight of 80-plus yachts taking to Sydney Harbour on 26 December to mark the start of the 68th Rolex Sydney Hobart Yacht Race is a truly spectacular event to witness firsthand.

From early on Boxing Day morning NSW Roads and Maritime coordinates the Harbour closure and installation of the exclusion zone, with the host club, the Cruising Yacht Club of Australia, responsible for the deployment of all the race marker buoys.

Spectators also begin to gather from early in the morning both on the water and on land. It's a great family day of fun in the sun. There is a mixture of great vantage points around the Harbour for you to watch the start of the race, so bring your picnic lunch of Christmas leftovers with you and secure the best seat in the house!

Some of the best vantage points on the water include either side of the start line – Steele Point on the east and Taylors Bay on the west. Boaters can position themselves in the western channel at Chowder Bay, Obelisk Bay and waters to North Head or in the eastern channel in Rose Bay, Watsons Bay, Camp Cove and around South Head.

For those who want to get out on the water but don't own a boat there a

Race Committee and International Jury

The role of the Race Committee Chairman is pivotal as it is the Chairman's responsibility to ensure the smooth running of the Rolex Sydney Hobart Yacht Race. For the eleventh consecutive year the Race Committee will be chaired by Commodore Tim Cox AM RAN (retired). Commodore Cox leads a team of eight volunteers, comprising members of the Cruising Yacht Club of Australia and the Royal Yacht Club of Tasmania.

The Race Committee Chairman works with the CYCA Commodore, Sailing Committee Chairman and sailing office to assess all applications to enter the Rolex Sydney Hobart, including stability and safety matters. Once the event commences on 26 December, the Committee is responsible for 24 hour-a-day race operations at the RYCT.

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

He is a keen yachtsman, skippering his DK43 *Minerva* in CYCA and Royal Sydney Yacht Squadron inshore and offshore events.

Other members of the Race Committee from the Cruising Yacht Club are long-standing committee member 'Safety' Sam Hughes, a former senior officer with the Australian Maritime Safety Authority and David Jordan.

Representatives from the Royal Yacht Club of Tasmania who serve on the Race Committee are Graeme Dineen, Ian Smith, Ross Manning, Kim Newstead and Perry Foster.

Working tirelessly throughout the year, the Rolex Sydney Hobart Yacht Race Planning Committee, chaired by CYCA Commodore Howard Piggott with other members including Rear Commodore John Cameron, Immediate Past Commodore Garry Linacre, Past Commodore Martin James and Past Director Les Goodridge, 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.

Chairman of the International Jury for the Rolex Sydney Hobart Yacht Race is John Rountree from New Zealand, who has served as an international jury member four times.

John has been an ISAF International judge since 2001 and an international umpire since 1996.

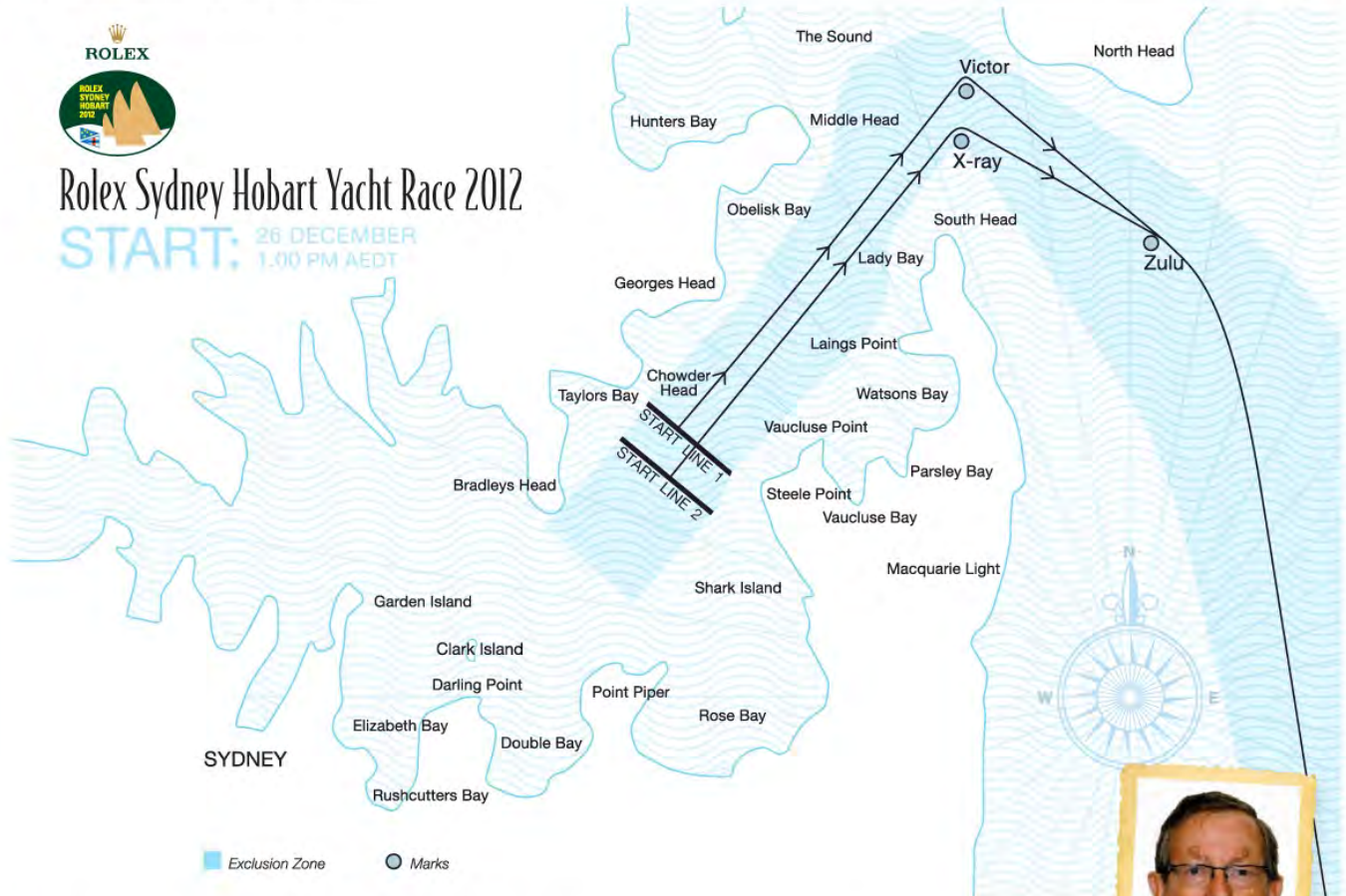
Joining John will be experienced International Jurors Tony Mooney (AUS), who has been nominated as the deputy chairman, Steven Hatch (AUS), Lars Nyqvist (FIN) and Ronnie McCracken (HKG).





Rolex Sydney Hobart Yacht Race 2012

START: 26 DECEMBER
1.00 PM AEDT



Exclusion Zone Marks

couple of options. The CYCA runs two spectator craft – one with access to the exclusion zone and one without. The *Majestic II* will have access to the exclusion zone area, expert commentary from CYCA members and gets you up close and personal with the fleet. Tickets are available from CYCA Reception and cost \$195 per person.

The *Fiesta Ferry* is the perfect option for families as it allows guests to self-cater, but does not have access to the exclusion zone. Tickets are \$59 per person and can also be booked through the CYCA. Other cruise operators such as Flagship Cruises, Coast Cruises, Captain Cook Cruises and Bass & Flinders Cruises have packages available but don't have exclusion access.

For those who can't get out on the water, the best vantage points are Bradley's Head, Chowder Bay, Georges Heights and Middle Head on the western shore; Shark Island, Steele Point, Vaucluse Point, South Head and The Gap on the eastern shore; and North Head, which offers a magnificent panorama view of the Harbour, out to sea and down the coast. Get in early to claim the best vantage points!

STARTERS ORDERS

Colin McLachlan, the only surviving crew member from *Solo*, the overall winner of the 1962 Hobart race, is thrilled to be given the honour of firing the cannon that will set the 68th Rolex Sydney Hobart fleet on its way.

Recalling the 1962 race, Colin said: "In late 1962, I was introduced to Vic Meyer by a close friend who was a *Solo* crewman. I ended up being the junior member, at 24 years of age, of the *Solo* crew for the 1962 Sydney Hobart – my first ever ocean yacht race!

"It was a fast exciting race with a slow becalmed finish. The elapsed time of 3d 3h 49m 16s set by *Ondine* who was first across the line stood until 1973. After the finish I visited an old family friend in Hobart and slept for 20 hours!"

After the race, *Solo* set off on 4 January with a reduced crew and sailed from Hobart to the south of New Zealand's south island – nearly 4 days on the same tack of 926 miles averaging just 8 knots. We carried a substantial length of extra anchor chain for use in the NZ sounds. This was on board during the Hobart race – *Ondine* crew were only allowed to take a toothbrush," McLachlan recalled.

"We sailed into Doubtful, Milford



CANNONS AWAY
Above: Colin McLachlan will be firing the cannon to signal the start of this year's race. Below: *Solo*, overall winner of the 1962 race. Left: *Solo*'s crew celebrating their win at Constitutions Dock. Colin is third from the right leaning over the boom.





and most of the sounds sailing north – the only other boats we saw were lobster fisherman who provided us with their undersize catch as they thought *Solo* was a fisheries boat. On 22 January we set sail from Nelson and were becalmed in the middle of the Tasman. Vic's (Meyer) expert sextant navigation brought *Solo* straight in through the heads."

In 1963, Colin crewed in *Solo*'s win in both the Brisbane – Gladstone race (with Rupert Murdoch in the crew) and the Montague Island race – *Solo*'s last ocean race.

In 1966/67, Colin crewed in

lightweight sharpies at Mosman Sailing Club and joined the Royal Sydney Yacht Squadron in 1969, buying a Tempest KA1 for sailing in the harbour. In 1980 he purchased a 8.23 metre Marauder sloop for sailing around the Harbour and up to Pittwater. Earlier this year he acquired a 7-metre Arvor cruiser.

Colin will be joined aboard the official start vessel by James "Jimmy the Reb" Sandison of *Ondine* (second overall in 1962), who will fire the five minute warning signal, and Phil Hill of *Malohi* (fifth overall in 1962) who will fire the 10 minute signal. ⚓

RADIO RELAY
Right: *JBW* will ensure the safety of all the competitors.

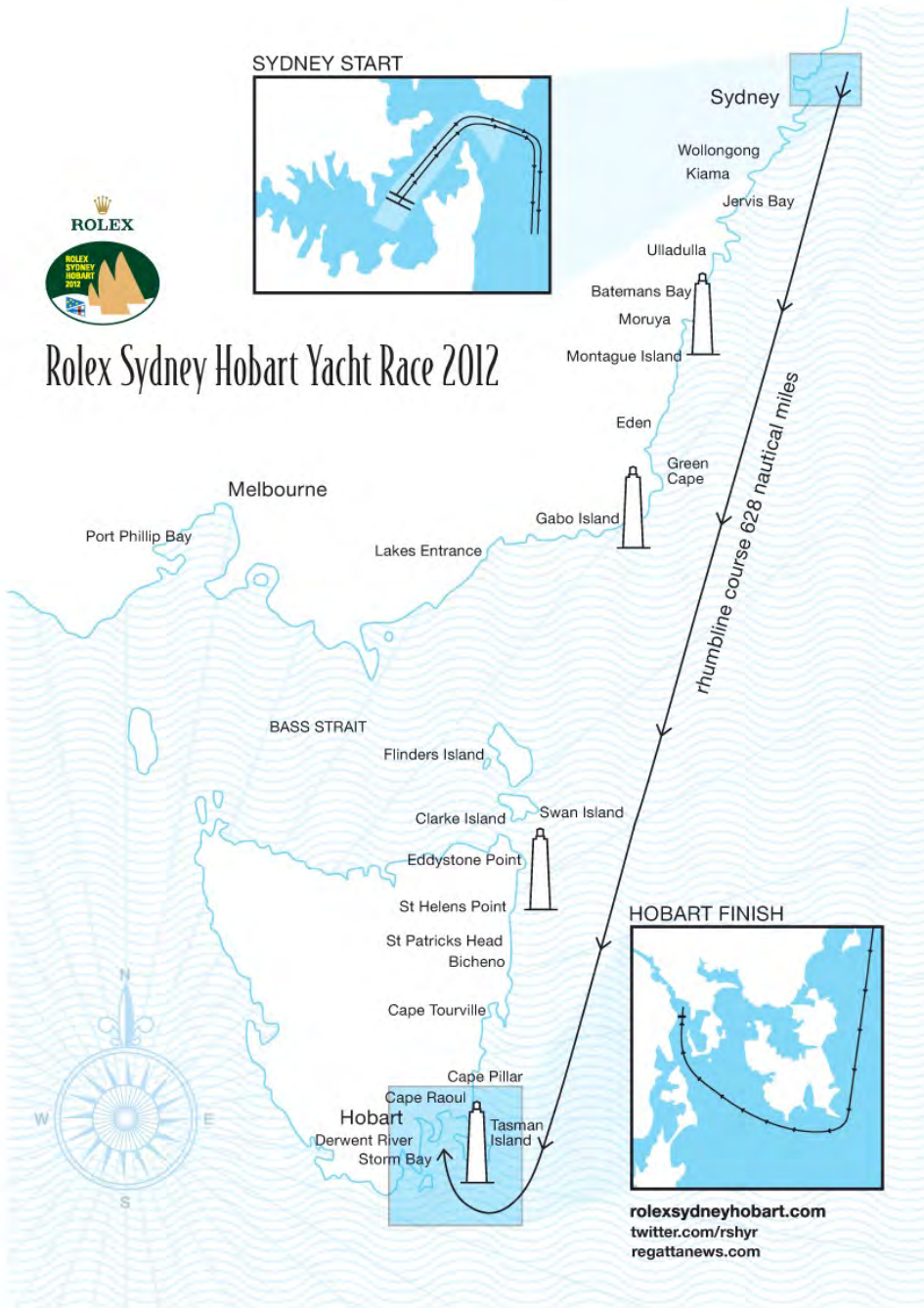


Radio relay vessel

Former CYCA Commodore David Kellett leads the radio relay vessel team aboard *JBW*, a 20-metre motor yacht, owned by prominent CYCA member John Winning. Kellett will be joined by his regular radio crew of Colin Wildman (43 Hobarts), Colin Tipney (29) and John Woodford (25) who conduct the four daily radio skeds and are supported by the *JBW* crew of Andrew 'Steak' Copley (Captain), Richard Winning, Bruce Gould (42 Hobarts), John Harris (28 Hobarts), David Hodgson (25) and Immediate Past Commodore Garry Linacre. For the past eight years, Winning has generously donated *JBW* to the CYCA for use as the radio relay vessel in its major offshore races thereby assuring the fine safety reputation of these races is maintained. *JBW* is a long-range displacement motor yacht, which is named after John's father, the well known John Berry Winning ('Choko' to all who knew him). She was conceived by John and master craftsman Ian Perdriau, with the lines drawn by Faustman. The resulting trawler-type hull makes for a very sea-kindly vessel, 20 metres in length, with a 5.5 metre beam and 2.5 metre draft, displacing 60 tonnes. *JBW* is powered by twin Gardner 8LX diesel engines with stabilisers and has two diesel generators. She has a cruising speed of 10 knots and a range of 3,000 nautical miles. The radio relay vessel team will be on call 24 hours a day, covering the fleet by conducting the position and safety skeds and the Green Cape check with yachts, relaying the positions 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. This year, *Young Endeavour* will also shadow the fleet, acting as the communications support vessel. *JBW* is available for corporate charter arrangements. www.jbw.com.au



Rolex Sydney Hobart Yacht Race 2012



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Whatever the result of the Rolex Sydney Hobart Yacht Race 2012, one thing is for certain – when the race starts at 1pm on Boxing Day it will capture the imagination of both sailors and spectators worldwide, as hundreds of thousands of people converge on Sydney Harbour’s foreshore and millions more tune into the action on TV and online.

ON TELEVISION

The Seven Network will once again broadcast the start of the race live around Australia, with their 90-minute program going to air from 12.30pm AEDT. Gordon Bray will anchor the commentary team.

Gordon’s long and close association with the race has seen him not only involved in past broadcasts, but also making the journey south by sea on six occasions aboard the radio relay vessel. Gordon will again be joined by Rob Brown.

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

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

Three helicopters and two chase boats track the fleet. Two of these helicopters supply aerial footage while the third acts as a link platform, relaying close-up onboard footage from two of the yachts as the crew undertake pre-race manoeuvres and begin their race south. Two land-based cabled cameras are also located at vantage points on North Head and South Head and will be incorporated into the coverage.

Stay tuned to Seven for daily Rolex Sydney Hobart Yacht Race 2012 updates, along with reports on Sunrise, Weekend Sunrise and 7 News. ABC TV will also be following the fleet down the eastern seaboard.

The start of this iconic sporting event will also be broadcast live throughout the Asia Pacific region for the third consecutive year via The Australia Network. This broadens the race’s international reach and allows



FOLLOW THE LEADER

IT’S NEVER BEEN EASIER TO KEEP TRACK OF THE FAVOURITES OR ANY BOAT YOU CHOOSE, WITH TRADITIONAL TELEVISION COVERAGE BEING JOINED BY BLOW-BY-BLOW UPDATES ON THE WEB AND SOCIAL MEDIA.

our diggers serving in Afghanistan to enjoy this great Boxing Day tradition with the rest of us.

Seven’s live coverage begins from 12.30pm AEDT Boxing Day, and for the fifth year in a row, the event will also be streamed live via Seven’s online partner Yahoo!7 worldwide.

ON THE WEB

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

This year will see the introduction of a redeveloped race website. Since its introduction in 2002, the Cruising Yacht Club of Australia has led the way in bringing our remote sport to a worldwide audience with features including the yacht tracker and the standings engine.

The redeveloped website will introduce further initiatives that will be unique in the coverage of ocean racing. The ability to follow the race on any mobile or tablet device will

increase the accessibility of this great race to a global audience. The race website will also webcast the Seven Network’s live broadcast of the start.

Included on the website is the complete list of yachts entered along with a photograph and description of each boat, a rundown on the crew and the boat’s past racing record.

There’s also archival data, including results of the past 67 races and the weather encountered each year, a summary of line and overall handicap winners, historical reports and statistical information, designers of the line and overall winners and profiles of some of the race luminaries over the years.

You’ll also be able to follow the event via Twitter @rshyr (or www.twitter.com/rshyr) and via Facebook.

YACHT TRACKER

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

Each yacht will be fitted with a Yellowbrick tracker that will obtain a position using the GPS satellite network, and then transmit that position back to Yellowbrick HQ using the Iridium satellite network.

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

To do this, the CYCA equips each boat in the fleet with a Yellowbrick tracker, which automatically updates the yacht’s latitude, longitude, course over ground and speed over ground – and transmits that information via satellite to a land earth station. From there, the data will be transferred to the website, which shows in text and graphics each yacht’s position in the fleet, its place relative to other boats and known geographic features and the speed currently being achieved through the water, as well as the direction in which the boat is sailing.

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

SYDNEY HOBART 2.0
The event’s newly developed website will allow viewers to follow the action via new features such as the yacht tracker and standings engine, as well as being available on mobile and tablet devices.



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by an independent body using a highly sophisticated, computer-assisted process that 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 the IRC fleet will be compared and the one with the lowest time after correction will be declared the overall winner.

In theory at least, this system ensures that any well-sailed boat, regardless of its age or level of technology, can win the Rolex Sydney Hobart. The 1932-built *Maluka of Kermandie* can beat the 2005-built (and considerably faster) *Wild Oats XI* on corrected time and win the Hobart.

IRC IN ACTION

Here is an example, based on two very different results under IRC, from the 2005 and 2006 races.

In 2005, *Wild Oats XI*, then a brand new Reichel/Pugh 98-footer and one of the fastest boats in the world (she has 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 (1d, 18h, 40m, 10s).

The next year, the then 33-year-old classic timber yacht *Love & War* was the overall winner, despite finishing 32nd across the line. *Love & War* is a perfect example of the IRC rule in effect. A two-time former winner (1974 and 1978), she was a well-maintained boat with a low rating, which that year sailed an excellent race with matchless 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 11th overall. *Wild Oats XI* sailed the race in 2d 8h 52m 33s, but with the highest IRC rating in the fleet (1.776) she ended up with a corrected time of 4d 5h 41s.

Love & War, on the other hand, took almost 35.5 hours longer to sail the course for an elapsed time of 3d 20h 17m 24s. When multiplied by her relatively small IRC rating of just 1.019, her corrected time was 3d 22h 2m 37s – a winning margin over *Wild Oats XI* of almost seven hours.

In last year's 67th Rolex Sydney

The fleet of 80 ocean racing yachts lining up to contest this year's Rolex Sydney Hobart will vary wildly in size, from just over 9 metres to more than 30 metres in length.

The oldest yacht in the fleet was built in 1932 and will battle maxis made of space-age composite fibres and built some 80 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 67 years, the rating system has changed with names like RORC, IOR, IMS, IRC and now also ORCi, but the end result is a time correction calculation, or handicap. For the 68th race, the overall winner will again be decided by the IRC rating system, one of the most widely used rating systems in modern yachting.

THE REAL PRIZE

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

However, very few yachts in this year's fleet stand any chance of beating the maxis to Hobart, so the line honours contest will be left for the big

FAIR PLAY FOR ALL
ALL YOU NEED TO KNOW ABOUT RATING SYSTEMS, CORRECTED TIMES AND HOW THE OVERALL WINNER OF THE ROLEX SYDNEY HOBART YACHT RACE IS DECIDED.

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, together with a Rolex timepiece.

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

ANYONE'S RACE
The details of IRC and other handicapping systems are complex, but they all rest on the same assumption – that a level playing field throughout the fleet is the key to an exciting race.





Hobart, *Investec Loyal* claimed line honours in a time of 2d 6h 14m 18s, beating *Wild Oats XI* across the line by just three minutes and eight seconds. *Loyal* finished third in IRC Division 0 and ninth overall with a corrected time of 4d, 7h, 38m 58s, largely due to her hefty IRC rating of 1.911.

Overall victory went to *Loki*, a Reichel Pugh 63, owned by CYCA member Stephen Ainsworth. This highly optimised boat sailed the course in 2d 14h 20m 38s, and was the fourth boat to cross the finish line in the 88 boat fleet. However her favourable rating of 1.517, combined with being exceptionally well sailed and navigated in the conditions, gave her a winning corrected time of 3d 22h 34m 32s. For owner Ainsworth, victory on his 14th Hobart race was "pure joy" and the culmination of a two-year program.

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, but the

weather plays a major role, too.

Boats need to be sailed to their optimum potential in the prevailing conditions. In 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, playing into the hands of the smaller or older boats with the lowest ratings.

We should know the line honours winner of the Rolex Sydney Hobart Yacht Race 2012 within two days of the start from Sydney Harbour on Boxing Day, but it may be another two days, perhaps even three, before the CYCA can announce the overall winner – even then it is a provisional result until the last boat crosses the finish line off Hobart's Castray Esplanade.

OTHER RATING SYSTEMS

While IRC will still be used to determine the overall winner of this year's Rolex Sydney Hobart, there will also be ORCi and PHS divisions.

Seen by its advocates among grand prix yacht owners as a more transparent rule and a truer reflection of a boat's performance and based on

HALLOWED CUP
The Tattersall's Cup, presented to the boat with the best overall time, is one of the most desirable pieces of silverware in the sailing world.



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 rating 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.

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



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A typical weather sequence for the Rolex Sydney Hobart Yacht Race is as follows:

Day 1: A cold front moves through the fleet sometime during the first day. One of the worst case scenarios would be for the front to develop into a 'Southerly Buster', in which case the race would start in a NE sea breeze which would turn fresh to strong (sometimes gale force) and gusty southerly along the NSW south coast behind the front. Strong to gale-force winds would blow from the west to south west in Bass Strait and out into the western Tasman Sea.

Day 2: Southerly winds would ease along the NSW coast and turn more south easterly during the day. Winds would remain at least fresh south westerly further south in Bass Strait and into the western Tasman Sea. The passage of a second cold front through Bass Strait is possible. In this situation the wind would turn more westerly and freshen over central and southern parts of the race course. Along the NSW coast, the wind would be a moderate east to northeasterly. As the front progressed eastward over southern areas, the wind direction would turn fresh to strong southwesterly in Bass Strait and in

WEATHER VANE

THE ROLEX SYDNEY HOBART YACHT RACE IS RENOWNED FOR PRODUCING SOME OF THE ROUGHEST CONDITIONS OF ANY SAILING EVENT IN THE WORLD, SO UNDERSTANDING ITS WEATHER PATTERNS IS VITAL TO ENSURING A SAFE CROSSING, WRITES METEOROLOGY EXPERT KENN BATT.

the western Tasman Sea behind this front. Winds along the southern NSW coast would eventually turn fresh to strong southerly behind this front.

Day 3: Winds would be southeast to north east along much of the NSW coast, tending south west to southerly further south.

Day 4: South to southeast winds moderating during the day and turning east to northeasterly or light and variable. Coastal sea breezes are

possible in the afternoon.

Day 5: Depending upon the position of the high pressure belt, amongst others, the winds could be light and variable or will commence to slowly freshen out of the north to northeast ahead of the next cold front...

OK so much for the climatology (the average weather), now for a closer look at the 'nuts and bolts' of the weather along the race track.

For simplicity I have broken up the Sydney-Hobart race course into five segments, along with the suggested strategy and possible weather problems for each segment.

SEGMENT 1: Sydney to Gabo Island

The first leg of the race track requires a good understanding of both the weather and ocean currents, specifically the East Australia Current. Some of the main issues include:

(i) Southerly changes, of which the Southerly Buster is the worst case scenario. Winds behind fronts at this time of the year tend to blow more from due south along the NSW coastline. Be prepared because as these can be very nasty! Try to get a handle on precisely when the change will arrive (tricky at the best of times) and what wind speeds will accompany

STORM TROUPE
An approaching storm front whips the bow team of Southern Excellence into action.





the change. Checking reports from automatic weather stations along the coast via the internet will help you do this. Get the boat snug down early.

(ii) West to southwest changes: If a west to southwest change is forecast, it pays to be on or east of the rhumbline to remain in truer wind flow. In westerly flow, the area between Jervis Bay and Green Cape and offshore to at least Montague Island is notorious for very variable winds due to lee vortices that can be generated in the lee of the Great Dividing Range.

(iii) Southeast to east winds: In southeast to east winds it pays to be positioned east of the rhumbline, especially on the NSW south coast as the wind is often softer on the coast.

(iv) Pre-frontal troughs: A pre-frontal trough (trough lying north east of the cold front) can be a precursor to the formation of a Southerly Buster. They can also cause an earlier arrival of southerly winds than could otherwise be expected from plots of the frontal movement. These changes will later be reinforced by the passage of the subsequent cold front.

(v) Explosive cyclogenesis: The rapid formation of a deep low, commonly

known as an East Coast Low, means big problems. The extreme 1993 and 1998 race conditions were produced by explosive development of cut off lows.

(vi) Sea breezes: Some of the strongest sea breezes on the east coast of Australia can occur on this part of the race course. This development can bring about some very hard running conditions.

(vii) Thunderstorms: One of nature's terrors, thunderstorms can spell trouble at this time of the year. Apart from spectacular lightning displays, wind squalls can be a big issue here.

Savage squalls (up to 60 per cent stronger than average wind speed) lasting only minutes and often from directions totally different to the prevailing direction, can create havoc on sailing yachts. There is also the risk of hail, waterspouts and heavy rain as well! Be well on your toes when a thunderstorm is around.

(viii) East Australian Current: Apart from the obvious advantages in capturing a three to five knot current moving south with you (the sailor's 'magic carpet ride'), whenever the situation arises where the surface wind opposes the current, a very nasty

seaway can be created. This is where the 'brains trust' on the boat will have to make some serious decisions regarding boat positioning, especially if a front is expected to pass through the fleet on this part of the course.

SEGMENT 2: Gabo Island to north east Tasmania

This part of the race crosses the far eastern parts of the infamous Bass Strait or 'The Paddock'. This water area between the north and south islands of Australia is one of the most changeable, and hence the most dangerous, stretches of water in the world. Any issues in Bass Strait can affect the adjacent western Tasman Sea area. If you are in Bass Strait and still racing you are too far west!

Some potential problems could be:

(i) The wind direction behind cold fronts: They are usually west to southwest compared to a southerly along the NSW coast.

(ii) Funnelling between the Australian mainland and Tasmania: This will see wind speeds, associated with broad westerly flow at the eastern exit of Bass Strait, significantly stronger than those at the western

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entrance to the Strait. This funnelling effect can be more pronounced in Banks Strait (between Cape Barren Island and north east Tasmania).

(iii) The Corner Effect: This is the situation where the wind speed is enhanced around the outer edge of obstacles (caples, islands, etc) in its path. This is regularly observed in the vicinity of Gabo Island in a west to southwest airflow. This effect is also observed at Green Cape a little further north as well.

(iv) The shallow sea floor of Bass Strait: This will produce a dangerously steep sea very quickly after the onset of strong west to

the island, the more pronounced this effect will be.

(viii) Thunderstorms: They can still pose problems, but their severity is generally less than those along the NSW coastline.

(ix) East Australian Current eddies: An eddy will circulate around Gabo Island and into the northeast part of Bass Strait. This can see unwary yachts being 'sucked' into the Strait, ending up further west than where they would like to be. If you can see the Bass Strait oil rigs, then you are definitely in trouble!

(x) Opposing waves and currents: When a swell wave train opposes a

influenced by a lee trough (i.e. Light and very flukey). By keeping this distance off the coast at least, yachts have a much better chance of staying in steadier and mostly stronger winds than closer inshore.

(ii) One would have to be at least 50-60 nm off the coast to sail in a true wind flow. This is just a little too far off under most circumstances unless you are going for the 'southeasterly blinder'. This is the situation where westerly winds go very quickly through the south to the southeast following the passage of a cold front and its associated low pressure system, which will occur closer to southern Tasmania than normal. Most of the time however, fronts are embedded in a very persistent west/southwest flow and the 'blinder' just won't happen. As yachts close on Tasman Island, the wind direction will tend to veer quickly to the south southwest and the speed can increase quite dramatically.

(iii) Approaching Tasman Island: In a west through to southerly flow it generally pays to lay inside of the Hippolyte (at least between the Little Hippolyte and Cape Hauy). This keeps you out of current that is generally setting northeastwards around Tasman Island and in flatter water. On starboard tack you can get a nice lift along Munroe Bight if you are fairly close in. There is normally a definite line of pressure on the water that you have to be inside to gain the maximum advantage.

(iv) At Tasman Island: When yachts are at Tasman Island, wind speeds can increase and decrease quite rapidly (gusts and lulls known as 'bullets') and the direction can also vary quickly. Be prepared! You can generally go very close to Tasman Island, apart from its southern extremity where there is a reef.

(v) Thunderstorms: Once again they can pose problems with the passage of a cold front.

(vi) Intense low pressure systems: Intense lows passing very close to Tasmania could produce gale to storm force wind conditions.



southwest flow that will spill over into the western Tasman Sea.

(v) Pre-frontal troughs: In the Strait and adjacent areas, there is a better chance of observing a roll cloud, marking the position of an approaching trough. This cloud can herald the approach of a 15 to 60 minute period of strong and squally winds, typically followed by sustained strong to gale force westerly winds that set in with the passage of a following cold front.

(vi) Explosive cyclogenesis: Explosive low development (or even a less intense low pressure system passing eastwards through Bass Strait) can be a problem in eastern Bass Strait. The 1993 and 1998 races, as noted above, were associated with explosive cyclogenesis situations.

(vii) Wave conditions in strong westerlies: Wave action can settle somewhat once a yacht is in the lee of Flinders Island, due to a decreased fetch. This can be a blessing for most competitors. The closer you are to

wind wave train and these converge with a strong ocean current, then very dangerous overall wave conditions are possible. The infamous 1998 race again provides dramatic proof of this.

SEGMENT 3: The East Coast of Tasmania:

One of the most complex and frustrating parts of the race track. This is where the 30/15 rule comes into play due to the lee trough effect set up by the Tasmanian Central Plateau.

You don't have to be as fussy when the wind blows from the south through the east to the north. Complex tidal and ocean currents occurring inshore often draw yachts in closer than they would like to be. Be careful.

When in this segment, the navigator needs to be particularly vigilant and aware of the following:

(i) Under broad westerly (NW to SW) wind flow: Winds within a line running from 30 nm off Eddystone Pt to 15nm off Maria Island may be

SEGMENT 4. Tasman Island to the Iron Pot (Storm Bay):

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

(i) Tasman Island to Cape Raoul: Under most conditions, straight-line it from Tasman Island to Cape Raoul, but give the Raoul a slightly wide berth (about 1nm off). The only situation that you would want to be slightly

RIDERS ON THE STORM
The crew of *Southern Excellence* hang on the rail as they enter the ominous storm on day one of last year's race.





north of this rhumbline and closer to the Raoul would be in a sea breeze. In a sea breeze situation, the northeast ocean sea breeze can get squeezed between Tasman Island and Cape Pillar (Tasman Passage) and slightly more pressure can result just to the north of the rhumbline.

- (ii) **Cape Raoul to the Iron Pot:** Once you have cleared Cape Raoul it is generally a straight-line course to the Iron Pot.
- (iii) **Heavy Rain:** If it has rained heavily in southern Tasmania in the week leading up to the race, then there will be a lot of extra water ebbing out of Fredrick Henry Bay.
- (iv) **Remember that Storm Bay can live up to its name!**

SEGMENT 5: Iron Pot to the Finish (the dreaded Derwent River):

The other really complex and frustrating section of this race is the Derwent River. Definitely a place to love or hate. It all depends on what time of the day you reach the Derwent!

- (i) **Past the Iron Pot:** Once past the Iron Pot it generally pays to work the eastern side of the river, staying about 100m off the headlands, especially at night with an ebb tide and after heavy rain. In situations where heavy rain has fallen and light winds prevail, you may have to scallop in and out of the bays. But watch the headlands, not too close please!
- (ii) **The River:** Under most weather regimes the Derwent River "shuts down" wind-wise from about 2200 hours local and does not "open" until 0600 to 0700 hr.
- (iii) **The Western Side:** It generally doesn't pay to work the western side of the river, especially from White Rock to the John Garrow Light.
- (iv) **Broad westerly flow:** Mt Wellington can induce standing wave and rotor activity in these situations. Standing wave activity will generally be felt the most north of the Garrow Light and can lead to very fluky winds from around the middle of the river westwards. Slightly stronger westerly winds will occur towards the eastern shore. Rotor activity can lead to light southeast to easterly winds being generated over much of the river, especially north of the Garrow Light. This situation is often mistaken as a weak sea breeze.

(v) **The sea breeze:** During the day it is mostly a south easterly and will draw more easterly out of the bays along the eastern side of the river. Under this situation, more pressure will occur eastwards of a line from White Rock to the Finish. At times the east coast northeast sea breeze may break through to the Derwent.

(vi) **The Finish:** We made it. Now it's time to party!

Now for some words of wisdom:

- Listen to all broadcast weather forecast sources. That crucial wind warning may be broadcast well before you get to hear about it from the official race "sked".
- The Bureau will issue wind warnings according to the following:

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

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

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

Hurricane wind warning: 10 minute average wind speeds of 64 knots plus.

Remember wind gusts can be up to 40% more than the 10 min average.

- Wind speed and direction quoted in warnings, forecasts and observations are averages unless quoted otherwise.
- Wave heights in warnings, forecasts and observations are significant wave heights (Average height of the highest one third of waves in a wave train). Maximum wave heights can be double or more the significant wave height.
- Keep that weather eye open at all times. ⚓



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1945-2011 Statistics

SAILING IS A NUMBERS GAME. BE IT KNOTS OF WIND, LENGTH OF HULL, NAUTICAL MILES TO RACE OR THE AGE OF A SKIPPER – THIS RACE HAS MANY NUMBERS THAT REPRESENT ITS HISTORY, MANY OF WHICH TELL A VERY SPECIAL STORY.

Number of Rolex Sydney Hobart Yacht Races conducted by the CYCA since 1945: 67. 2012 will be the 68th.

Number of yachts to have competed: 1945-2011: 5,433 (4,477 completed the race, 956 retired or were disqualified).

Estimated total crew to have competed: About 49,867 between 1945 and 2011.

Average size of fleets, 1945-2011: 81.09 (or 81) boats per race.

Largest fleets: 371 starters in the 50th race in 1994 (309 finished); 179 starters in 1985 (145 finished); 151 starters in 1984 (46 finished).

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

First race winner: *Rani*, Captain John Illingworth RN (UK). Design: Barber 35' cutter. Line and handicap winner.

Last year's fleet (2011): 88 starters, 77 finishers (with 11 retirements).

Last year's winner – IRC Overall: *Loki*, a Reichel Pugh 63 owned by Stephen Ainsworth, CYCA.

Last year's line honours winner: *Investec Loyal*, 100ft Elliott designed super maxi, owned by Anthony Bell, CYCA, in a time of 2 days, 6 hours, 14 minutes and 18 seconds.

Race record: 1 day 18 hours 40 minutes and 10 seconds, set by the then 98ft super maxi, *Wild Oats XI* (AUS), in 2005.

Race records and years in which they were set or broken:

- 1945: *Rani* (UK) 6 days 14 hours 22 minutes (first race).
- 1946: *Morna* (NSW) 5 days 2 hours 53 minutes 33 seconds. (First yacht to break six days for the 628 nautical mile course.)
- 1948: *Morna* (NSW) 4 days 5 hours 1 minute 21 seconds. (Third consecutive line honours win and first yacht to break five days.)
- 1951: *Margaret Rintoul* (NSW) 4 days 02 hours 29 minutes 01 seconds.
- 1957: *Kurrewa IV* (NSW/Vic)

formerly *Morna* 3 days 18 hours 30 minutes 39 seconds.

(First yacht to break four days.)

- 1962: *Ondine* (USA) – 3 days 03 hours 46 minutes 16 seconds.

(In breaking *Kurrewa IV*'s record, set a time that stood until broken by *Helsal* in 1973.)

- 1973: *Helsal* (NSW) 3 days 01 hour 32 minutes 09 seconds.

- 1975: *Kialoa III* (USA) 2 days 14 hours 36 minutes 56 seconds.

(First yacht to break three days.)

- 1996: *Morning Glory* (Germany) 2 days 14 hours 07 minutes 10 seconds.

(Race record broken after 21 years – longest standing race record.)

- 1999: *Nokia* (Denmark/Australia) 1 day 19 hours 48 minutes 02 seconds for an open race record

(water ballast allowed) and the first yacht to break two days. *Brindabella* (Australia) set a record for a conventional yacht of 1 day 20 hours 46 minutes 33 seconds.

- 2005: *Wild Oats XI* (Australia) 1 day 18 hours 40 minutes 10 seconds.

(Bob Oatley's then 98ft super maxi *Wild Oats XI*, skippered by Mark Richards, was also declared the overall winner of the Tattersall's Cup.)

Double line and handicap winners

- *Rani* (GBR) 1945.
- *American Eagle* (USA) 1972.
- *Kialoa III* (USA) 1977.
- *New Zealand* (NZL) 1980.
- *Sovereign* (NSW) 1987.
- *Wild Oats XI* (NSW) 2005.

Multiple line honours winners

- *Morna/Kurrewa IV* (NSW) 7 races.
- *Wild Oats XI* (NSW) 5 races including 4 successive races (2005-2008).
- *Astor* (NSW) 3 races.
- *Bumblebee IV/Ragamuffin* (NSW) 3 races.
- *Condor* (BER) 2 races.
- *Margaret Rintoul* (NSW) 2 races.
- *Solo* (NSW) 2 races.
- *Kialoa III* (USA) 2 races.
- *Sayonara* (USA) 2 races.

Multiple overall winners

- *Freya* (NSW) 3 successive races.
- *Love & War* (NSW) 3 races.
- *Westward* (TAS) 2 successive races.

- *Siandra* (NSW) 2 races.
- *Solo* (NSW) 2 races.
- *Ausmaid* (SA/VIC) 2 races.

Largest line honours winners:

Investec Loyal, AUS (2011) LOA 30.48m (100ft); *Wild Oats XI*, AUS (2010) LOA 30.48m (100ft); *Alfa Romeo*, NZL/AUS (2009) LOA 30.48m (100ft); *Wild Oats XI*, AUS (2005-2008) LOA 30m (98ft); *Nicorette*, AUS (2004) LOA 27.38m (90ft); *Skandia*, AUS (2003) LOA: 30m (98ft); *Alfa Romeo/Shockwave*, AUS/NZ (2002) LOA: 27.43m (89ft).

Smallest line honours winner:

Rani, NSW (1945) LOA 10.59m (34.73ft).

Largest overall handicap winner:

Wild Oats XI (2005) LOA 30m (98ft). The boat was lengthened to 100ft in time for the 2009 race.

Smallest overall handicap winner:

Screw Loose (1979) LOA 9.2m (30ft); *Zeus II* (1981) LOA 9.2m (30ft).

Smallest official competitor:

Klinger, NSW (1978) LOA 8.23m (27ft).

Largest official competitors:

Wild Oats XI, AUS, *Alfa Romeo*, AUS, *Skandia*, AUS and *Konica Minolta*, NZL, all contested the 2005 Rolex Sydney Hobart Yacht Race, finishing in this order on line honours, and all were 30m (98ft). *Maximus* (later to become *Loyal*), also 30m, contested the 2006 race along with *Wild Oats XI* and *Skandia*. *City Index Leopard* (later known as *ICAP Leopard*) at 29.99m, contested the 2007 race.

In 2009, the maximum LOA was extended to 30.48m (100ft), bringing the race into line with overseas events. Five 100 footers took to the start line, including the lengthened versions of *Wild Oats XI* (Robert Oatley, NSW), *Alfa Romeo* (Neville Crichton, NSW), *ICAP Leopard* (Mike Slade, UK) and *Loyal* (chartered by Sean Langman, NSW), along with *Rapture* (Brook Lenfest, USA).

Slowest race on elapsed time:

Wayfarer, 1945, 11 days 6 hours 20 minutes; Skipper: Peter Luke, NSW.

Slowest race on corrected time:

Wayfarer, 1945; 7d 19h 43m; Skipper: Peter Luke, NSW.

Closest finish for line honours:

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

In 2001 just 47 minutes separated the first seven boats.

Record races by an individual:

Tony Cable (NSW) holds the record for the most races sailed by an individual by sailing his 46th Rolex





Sydney Hobart aboard *Duende* in 2011.

Racing aboard *Getaway Volvo* in 2008, Cable broke the 44 race record the late John Bennetto (TAS) set in 2004, which was equalled by Lou Abrahams (Vic) in 2007.

Tony Ellis (NSW) reached the 45 race milestone in 2011. Bill Ratcliff, Syd Fischer and Colin Wildman from NSW have competed in 43 races each, Bruce Gould (NSW) has attained 42 races (two aboard the Radio Relay vessel), while Richard 'Sightie' Hammond (NSW) and Bernie Case (VIC) have both sailed to Hobart 40 times, with Hammond being the first person to ever sail 40 races.

Record races by yachtsmen:

Up to and including the 2011 Rolex Sydney Hobart Race, 98 yachtsmen have been recorded as having sailed in 25 or more races since 1945.

Fathers and sons to compete in 25

racers: Max (30) and Carl (26) Crafoord, Bernie (40) and Robert (27) Case and Peter (35) and Mike (33) Green.

Record races by yachtswomen:

Fourteen women have sailed 10 or more races. In 2011, Adrienne Cahalan (NSW) was the first woman to reach the milestone 20 Hobarts. A new trophy has recognised that achievement and other women who reach this milestone will also have their names engraved on it.

Gail Harland and Felicity Nelson 17 races; Vanessa Dudley 16. The late Sally Gordon and Mary Holley 15; Jan Howard 14; Amanda Wilmot, Sue Crafer, Julie Hodder 12; Audrey Brown 11 of 12 were aboard the radio relay vessel.

Record races by yachts:

In 2007, Phillip's *Footie Witchdoctor*, a Davidson 42, set a new record of 27 races. *Bacardi*, a Peterson 44, now owned by Martin Power (VIC) equalled this record in 2011.

Polaris of Belmont, a Cole 43, sailed her 26th race in 2010.

Mark Twain, a Sparkman & Stephens 38, sailed her 25th in 2002.

Impeccable, a Peterson 34, sailed her 25th in 2008.

Spirit of Koomooloo (formerly *Ragamuffin*, then *Margaret Rintoul II*), a Sparkman and Stephens 48, sailed her 25th in 2010.

Record races sailed together by

multiple crews: Syd Fischer and Tony Ellis sailed their 39th together aboard *Ragamuffin* in 2011.

Bruce and Andrew Taylor sailed their 20th together aboard *Chutzpah* in 2011.

Youngest skippers: The youngest recorded skipper is Sean Kirkjian (17) who skippered his parents' yacht, *Lady Ann* (NSW), in the 1986 race with his mother, Ann, as navigator.

In 1976, *Ballyhoo* and *Apollo* from NSW, finished first and second across the line, *Ballyhoo* was skippered by Jack Rooklyn and *Apollo* by his son, Warwick (19).

Greg Prescott (TAS) skippered his father's yacht, *Hotshot* in 1980, aged 18.

Liz Wardley (PNG), skippered her yacht, *Dixie Chicken*, in the fatal 1998 race aged 19, and was one of the many who did not finish.

In 2011, three 18 year olds skippered yachts: Jessica Watson (*Ella Bache*), Peter Langman (*Maluka of Kermadie*) and Christopher Percy (*Alacrity*).

Oldest skipper: In 2008, aged 86, John Walker (*Impeccable*) became the oldest skipper. Retiring from ocean racing after that race, he and *Impeccable* are the only owner/boat combination to compete in 25 races together.

In 1999, aged 84, Alby Burgin skippered *Alstar* in his 32nd and last race. He won the race overall with *Rival* in 1961 and retired from active offshore racing in 2001.

In 2011, aged 84, Syd Fischer was the oldest skipper (*Ragamuffin*).

Oldest sailor ever: John Walker (86 years, 2008).

Youngest sailors ever: As a baby, Raud O'Brien did his first of some six Sydney Hobarts on his parent's *Wraith of Odin* (sic). As a veteran at three, Raud broke his arm when he fell off the companionway steps whilst feeding biscuits to the crew on watch.

Sophie Tasker sailed the 1978 race as a four year-old on her father's yacht *Siska*, which was not an official starter due to not meeting requirements of the CYCA. Sophie raced to Hobart in 1979, 1982 and 1983.

Quite a number of teenage boys and girls have sailed with their fathers and mothers, including Tasmanian Ken Gourlay's 14-year-old son who sailed on *Kismet* in 1957. A 12-year-old boy, Travis Foley, sailed aboard *Aspect Computing* in the storm battered 1998 race.

In 1978, the Brooker family sailed aboard their yacht *Touchwood* – parents Doug and Val and their children, Peter (13), Jacqueline (10), Kathryn (8) and Donald (6). Since 1999 the CYCA has set an age limit of 18 for crew members in the Rolex Sydney Hobart Yacht Race.

First and 50th races: The late Peter Luke and the late 'Boy' Messenger

sailed in the first and 50th races. Luke skippered his own yacht, *Wayfarer*, in the first Hobart. Messenger sailed aboard *Horizon*. Luke, a CYCA co-founder, owned *Wayfarer* up until his death in September 2007 and was the official starter of the 2001 Sydney Hobart Yacht Race.

First women to compete in the race:

Jane ('Jenny') Tate, from Hobart, sailed with her husband Horrie aboard *Active* in the 1946 race, as did Dagmar O'Brien with her husband, Dr Brian ('Mick') O'Brien aboard *Connellia*. Unfortunately, *Connellia* was forced to retire in Bass Strait, but *Active* made it to the finish. The Jane Tate Memorial Trophy is presented each year to the first female skipper to finish the race.

First all-women crew to compete:

1975, Vicki Wilman (*Barbarian*).

Other all girl crews: 1989: Christine Evans (*Belles Long Ranger*); 1992: Kerry Goudge (*Nadia IV*), Adrienne Cahalan (*Ella Bache*); 1993 and 1994: Kerry Goudge (*Telecom Mobilenet*); 1995: Kerry Goudge (*WOW – Nortel*), 1996: Adrienne Cahalan (*Elle Racing*); 2001: Lisa McDonald (*Amer Sports Too*).

Oldest yacht to race in recent years:

Maluka of Kermadie was built in 1932. The 9.1 metre yacht was restored by Sean Langman and raced in the 2006 race as *Maluka* aged 74 years. He raced again in 2008 and 2011 as *Maluka of Kermadie*.

Prior to this, the record was held by *Southerly*, built in Tasmania in 1938, which won the Over 30 Year Veterans Division in the 50th Race in 1994. She sailed in the 2000 race, aged 62, but retired before reaching Bass Strait.

Ray White Koomooloo, built in 1968, the same year it won the Tattersall's Cup, was the second oldest boat in the fleet to *Maluka* in 2006. In 2007, *Spirit of Koomooloo* (ex *Ragamuffin*, then *Margaret Rintoul II*) was the oldest boat in the fleet; as she was in 2009 and 2010.

Oldest yachts to compete:

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

Most successful designer of overall

winner: Bruce Farr (NZL/USA) 17 overall winners.

These statistics have been compiled up to and including the 2011 Rolex Sydney Hobart Yacht Race, based on records from the Cruising Yacht Club of Australia, the Royal Yacht Club of Tasmania, Peter Campbell, Di Pearson, Lisa Ratcliff, Jennifer Crooks, CYCA life member and historian Alan Campbell, Tony Cable and other sources.





1945-2011 Winners

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

WINNERS

The winners circle

The Tattersall's Cup goes to the overall winner of the race on corrected time. The cup is winnable by any boat, but those who have tried will tell you it is notoriously difficult to win.



2011 Loki
In a race where a super maxi battle for line honours thrilled us, Stephen Ainsworth's crew aboard *Loki* finished their fine season by taking home the Tattersall's Cup. In spectacular form again this year, they are looking to make it two in a



2010 Secret Men's Business 3.5
South Australian Geoff Boettcher won on his 22nd attempt with a strong crew including America's Cup navigator Steve Kemp. *Secret Men's Business 3.5* was the second consecutive South Australian yacht to win.





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 Carlile/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 Myrall/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/Beneteau, 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
2010	<i>Secret Men's Business 3.5</i> , Geoff Boettcher, SA	Reichel/Pugh, USA	87	<i>Wild Oats XI</i> , Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	2:07:37:20
2011	<i>Loki</i> , Stephen Ainsworth, NSW	Reichel/Pugh, USA	88	<i>Investec Loyal</i> , Anthony Bell, NSW	Greg Elliot, NZL	02:06:14:18

*** 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.



**2009
Two True**
After surviving a protest from an incident on Sydney Harbour, *Two True* won by a lean margin,

with just three hours separating the top 10 boats on corrected time. *Two True* became the fourth South Australian boat to win the Hobart.



**2008
Quest**
Ninth across the line only five hours after *Wild Oats XI* took its fourth line honours

victory in a row, this was Bob Steele's second victory. The first in 2002 was on another boat also named *Quest*. Racing again in 2012.



**2007
Rosebud**
American Roger Sturgeon's *Rosebud* made a clean sweep in December 2007, becoming the first yacht

to win the Big Boat Challenge, the Rolex Trophy Series and the Hobart. *Rosebud* was only the third US boat to win the cup in 63 years.





2011 Results

IRC OVERALL	YACHT	DIV	LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Loki</i>	1	4	02:14:20:38	1.517	03:22:34:32	Stephen Ainsworth, NSW
2	<i>Living Doll</i>	1	6	02:19:46:05	1.408	03:23:25:03	Michael Hiatt, VIC
3	<i>Ragamuffin</i>	1	10	03:00:04:42	1.351	04:01:22:40	Syd Fischer, NSW
4	<i>Jazz</i>	0	9	02:23:53:56	1.356	04:01:29:42	Chris Bull, NSW/UK
5	<i>Calm</i>	1	8	02:23:42:55	1.360	04:01:31:58	Van der Slot, Ainley, Williams, VIC
6	<i>Lahana</i>	0	3	02:12:34:26	1.683	04:05:56:45	Peter Millard & John Honan, NSW
7	<i>Wild Rose</i>	4	40	04:02:26:28	1.037	04:06:05:00	Roger Hickman, NSW
8	<i>Scarlet Runner</i>	1	11	03:03:10:44	1.363	04:06:28:08	Robert Date, VIC
9	<i>Investec Loyal</i>	0	1	02:06:14:18	1.911	04:07:38:58	Anthony Bell, NSW
10	<i>Whistler</i>	4	45	04:02:52:44	1.062	04:09:00:34	David Rees, TAS
11	<i>Cougar II</i>	1	13	03:05:37:32	1.358	04:09:24:56	Anthony Lyall, TAS
12	<i>Lunchtime Legend</i>	4	36	04:01:36:51	1.081	04:09:31:15	Robbo Robertson, QLD
12	<i>Two True</i>	4	33	04:01:26:02	1.083	04:09:31:15	Andrew Saies, SA
14	<i>Wild Oats XI</i>	0	2	02:06:17:26	1.954	04:10:05:01	Robert Oatley, skippered by Mark Richards, NSW
15	<i>Shogun</i>	1	14	03:06:27:56	1.364	04:11:01:37	Robert Hanna, VIC
16	<i>L'Ange De Milan</i>	4	44	04:02:45:15	1.084	04:11:02:58	Jacques Pelletier, France
17	<i>Victoire*</i>	3	23	03:23:12:47	1.130	04:11:35:27	Darryl Hodgkinson, NSW
18	<i>Balance</i>	3	22	03:23:06:31	1.132	04:11:39:47	Paul Clitheroe, NSW
19	<i>Papillon</i>	3	42	04:02:42:35	1.092	04:11:47:28	Phil Molony, NSW
20	<i>TSA Management</i>	3	34	04:01:31:55	1.107	04:11:58:04	Tony Levett, NSW
21	<i>Carina*</i>	4	56	04:07:02:27	1.049	04:12:05:23	Rives Potts, USA
22	<i>Hugo Boss</i>	0	5	02:16:38:38	1.673	04:12:08:57	Alex Thomson, UK
23	<i>Dodo</i>	3	41	04:02:39:57	1.100	04:12:31:57	Adrian Dunphy, NSW
24	<i>The Goat</i>	3	38	04:02:16:41	1.105	04:12:35:50	Foye, Clift, Gordon, NSW
25	<i>Ichi Ban</i>	0	7	02:19:58:00	1.599	04:12:40:43	Matt Allen, NSW
26	<i>Vamp</i>	2	17	03:13:48:55	1.269	04:12:53:59	Garry Linace & David Fuller, skippered by Peter Wrigley, NSW
27	<i>Patrice Six</i>	3	31	04:01:17:23	1.121	04:13:03:42	Tony Kirby, NSW
28	<i>Last Tango</i>	3	32	04:01:25:09	1.122	04:13:18:15	Phillip King, NSW
29	<i>Ella Bache</i>	3	37	04:02:12:58	1.113	04:13:18:52	Jessica Watson, NSW
30	<i>Strewth</i>	1	16	03:09:25:50	1.348	04:13:46:06	Geoff Hill, Hong Kong
31	<i>Deloitte As One</i>	3	43	04:02:43:47	1.113	04:13:53:10	Chris Lewin, VIC
32	<i>One For The Road</i>	3	47	04:03:24:41	1.111	04:14:26:46	Kym Butler, NSW
33	<i>Willyama</i>	4	52	04:06:11:38	1.082	04:14:34:26	Richard Barron, NSW
34	<i>Maluka of Kermandia</i>	4	76	05:03:48:22	0.899	04:15:18:06	Peter Langman, NSW
35	<i>Dump Truck</i>	2	35	04:01:32:03	1.151	04:16:15:43	Justin Wells and Edward Fader, TAS
36	<i>Patrice IV</i>	3	51	04:05:31:34	1.108	04:16:29:27	Garry Tucker, skippered by Shane Wiseman, SA
37	<i>Sweethart</i>	3	54	04:06:37:42	1.099	04:16:47:19	Laurence Pidgen, QLD
38	<i>Brindabella</i>	1	12	03:03:27:00	1.497	04:16:56:55	Jim Cooney, NSW
39	<i>Not Negotiable</i>	4	73	05:02:56:14	0.920	04:17:06:08	John Rayner, TAS
40	<i>Mille Sabords</i>	3	55	04:06:48:14	1.101	04:17:11:13	Stephane Howarth, VIC
41	<i>Jazz Player</i>	2	39	04:02:24:57	1.152	04:17:22:30	Andrew Lawrence, VIC
42	<i>Mondo</i>	3	53	04:06:17:53	1.109	04:17:26:55	Ray Sweeney, QLD
43	<i>AFR Midnight Rambler</i>	2	21	03:22:58:15	1.196	04:17:35:06	Psaltis, Thomas, Bencsik, NSW
44	<i>Minerva</i>	2	27	04:00:59:33	1.173	04:17:46:20	Edward Cox, NSW
45	<i>St Jude</i>	2	30	04:01:12:42	1.179	04:18:36:45	Noel Comish, NSW
46	<i>Kiss Goodbye to MS</i>	2	49	04:04:24:04	1.145	04:18:57:33	Tony Warren, VIC
47	<i>Chutzpah</i>	2	24	04:00:23:37	1.204	04:20:03:28	Bruce Taylor, VIC
48	<i>Outrageous Fortune*</i>	3	58	04:08:04:38	1.121	04:20:40:14	Quintin Fowler, NZL
49	<i>Martela</i>	4	62	04:15:49:09	1.048	04:21:11:11	Anthony Williams, TAS
50	<i>Cadibarra 8</i>	2	28	04:01:00:14	1.214	04:21:45:46	Paul Roberts, VIC
51	<i>Optimus Prime</i>	2	18	03:22:50:52	1.247	04:22:16:31	Trevor Taylor, WA
52	<i>Icelfire</i>	2	46	04:03:19:43	1.202	04:23:23:35	Peter Tucker, NSW
53	<i>Bacardi</i>	4	67	04:19:35:55	1.042	05:00:27:14	Martin Power, VIC
54	<i>Knee Deep</i>	2	19	03:22:51:23	1.271	05:00:33:45	Philip Childs, WA
55	<i>Wave Sweeper</i>	4	64	04:17:57:47	1.058	05:00:34:22	Morgan Rogers, NSW, skippered by Andrey Arbuzov, Russia
56	<i>Nutcracker</i>	4	65	04:19:00:23	1.049	05:00:38:30	Robert Davis & David Clancy, VIC
57	<i>Ocean Affinity</i>	2	25	04:00:35:52	1.250	05:00:44:50	Stewart Lewis, QLD
58	<i>Copernicus</i>	4	63	04:17:01:17	1.070	05:00:55:58	Greg Zyner, NSW
59	<i>Natelle Two*</i>	4	71	05:00:03:12	1.027	05:03:17:41	Laura Roper, TAS
60	<i>Chancellor</i>	4	66	04:19:11:11	1.073	05:03:35:42	Ted Toother, NSW
61	<i>Aurora</i>	4	70	05:00:00:00	1.045	05:05:24:00	Jim & Mary Holley, NSW

TROPHIES & AWARDS

The George Adams Tattersall Cup (Tattersalls Cup) – IRC Overall Trophy + Rolex Yacht-Master timepiece *Loki*, Stephen Ainsworth, NSW Plus additional trophies RORC Plaque, Government of Tasmania Trophy.

J. H. Illingworth Trophy & Replica (Line Honours Trophy) + Rolex Yacht Master timepiece *Investec Loyal*, Anthony Bell, NSW.

Jack Rooklyn Memorial Trophy (First Yacht out of Sydney Heads) + CYCA Trophy for Second over the Line *Wild Oats XI*, Bob Oatley, skippered by Mark Richards, NSW.

F & J Livingstone Trophy (First Yacht South of Tasman Island) *Investec Loyal*, Anthony Bell, NSW.

Rushcutters Trophy (First IRC Division 0) *Jazz*, Chris Bull, NSW.

George Barton Trophy (First IRC Division 1) *Loki*, Stephen Ainsworth, NSW.

City of Hobart Trophy; Bass Strait Cup; Solo Trophy (Second IRC Overall)

Living Doll, Michael Hiatt, VIC.

Royal Yacht Club of Tasmania Trophy

and Storm Bay Cup (Third IRC Overall)

Ragamuffin, Syd Fischer, NSW.

Peter Allsop Memorial Trophy (First IRC Division 2)

Vamp, skippered by Peter Wrigley, NSW.

RORC Trophy, Storm Bay Cup (First IRC Division 3)

Victoire, Darryl Hodgkinson, NSW.

Sir Arthur Warner Trophy (First IRC Division 4)

Wild Rose, Roger Hickman, NSW.

RANSA Trophy (First PHS Division 1)

Southern Excellence, Andrew Wenham, NSW.

Charleston Trophy (First ORCi Division 1)

Ragamuffin, Syd Fischer, NSW.

Tasports Trophy + CYCA Trophy (First ORCi Division 2)

Victoire, Darryl Hodgkinson, NSW.

Tasports Trophy (First ORCi Division 3)

Wild Rose, Roger Hickman, NSW.

Apollo Trophy (presented to first yacht under 18.5m across the finish line) *Hugo Boss*, Alex Thomson, UK.





PHS OVERALL	YACHT	DIV	LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Quetzalcoatl</i>	2	50	04:05:27:38	1.0352	04:09:01:55	Sweetapple, Bruce, Lee Warner NSW
2	<i>Southern Excellence</i>	1	15	03:08:15:18	1.3167	04:09:40:18	Andrew Wenham, NSW
3	<i>Wasabi</i>	1	29	04:01:09:20	1.1038	04:11:14:25	Bruce McKay, NSW
4	<i>She</i>	2	69	04:22:43:21	0.9038	04:11:18:05	Peter Rodgers, NSW
5	<i>The Banshee</i>	1	48	04:04:08:53	1.1023	04:14:21:23	Corinne Feldmann & Rob Francis, NSW
6	<i>Flying Fish Arctos</i>	2	61	04:11:59:30	1.0226	04:14:25:56	Flying Fish Online, skippered by John Naylor, NSW
7	<i>Nemesis</i>	2	75	05:03:32:05	0.8950	04:14:33:49	Jeffery Taylor, USA
8	<i>LMR Solar</i>	1	57	04:07:30:30	1.0766	04:15:26:13	Michael Martin, NSW
9	<i>NSC Mahligai</i>	1	26	04:00:56:06	1.1536	04:15:49:27	Murray Owen & Jenny Kings, NSW
10	<i>Manaca</i>	1	59	04:10:02:11	1.0690	04:17:21:10	Niven James, NSW
11	<i>Eressea</i>	2	74	05:03:30:49	0.9248	04:18:13:31	John Bankart, QLD
12	<i>Kioni</i>	2	68	04:19:58:37	1.0338	04:23:53:49	Nick Athineos, skippered by Rowan McColl, NSW
13	<i>Merit</i>	1	20	03:22:55:28	1.2998	05:03:22:58	Leo Rodriguez, QLD

ORCI OVERALL	YACHT	DIV	LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Ragamuffin</i>	1	10	03:00:04:42	1.2627	03:18:57:46	Syd Fischer, NSW
2	<i>Jazz</i>	1	9	02:23:53:56	1.2677	03:19:08:46	Chris Bull, NSW / UK
3	<i>Calm</i>	1	8	02:23:42:55	1.2805	03:19:49:53	Van Der Slot, Ainley & Williams, VIC
4	<i>Lahana</i>	1	3	02:12:34:26	1.6175	04:01:58:42	Peter Millard & John Honan, NSW
5	<i>Wild Rose</i>	3	40	04:02:26:28	1.0030	04:02:44:11	Roger Hickman, NSW
6	<i>Lunchtime Legend</i>	3	36	04:01:36:51	1.0309	04:04:37:50	Robbo Robertson, QLD
7	<i>Two True</i>	3	33	04:01:26:02	1.0384	04:05:10:31	Andrew Saies, SA
8	<i>Ella Bache</i>	3	37	04:02:12:58	1.0362	04:05:46:18	Jessica Watson, NSW
9	<i>Victoire*</i>	2	23	03:23:12:47	1.0689	04:05:46:24	Darryl Hodgkinson, NSW
10	<i>Deloitte As One</i>	3	43	04:02:43:47	1.0338	04:06:04:00	Chris Lewin, VIC
11	<i>Balance</i>	2	22	03:23:06:31	1.0742	04:06:09:56	Paul Clitheroe, NSW
12	<i>Last Tango</i>	2	32	04:01:25:09	1.0555	04:06:49:33	Phillip King, NSW
13	<i>Patrice Six</i>	2	31	04:01:17:23	1.0573	04:06:51:52	Tony Kirby, NSW
14	<i>One For The Road</i>	3	47	04:03:24:41	1.0361	04:07:00:01	Kym Butler, NSW
15	<i>Carina*</i>	3	56	04:07:02:27	1.0083	04:07:53:46	Rives Potts, USA
16	<i>Kiss Goodby to MS</i>	2	49	04:04:24:04	1.0417	04:08:35:16	Tony Warren, VIC
17	<i>Sweethart</i>	3	54	04:06:37:42	1.0194	04:08:37:10	Laurence Pidgeon, QLD
18	<i>Jazz Player</i>	2	39	04:02:24:57	1.0720	04:09:30:06	Andrew Lawrence, VIC
19	<i>Patrice IV</i>	2	51	04:05:31:34	1.0457	04:10:09:57	Shane Wiseman, SA
20	<i>Brindabella</i>	1	12	03:03:27:00	1.4139	04:10:40:44	Jim Cooney, NSW
21	<i>Not Negotiable</i>	3	73	05:02:56:14	0.8688	04:10:48:28	John Rayner, TAS
22	<i>Minerva</i>	1	27	04:00:59:33	1.1015	04:10:50:14	Edward Cox, NSW
23	<i>AFR Midnight Rambler</i>	1	21	03:22:58:15	1.1297	04:11:17:19	Psaltis, Thomas, Bencsik, NSW
24	<i>Martela</i>	3	62	04:15:49:09	0.9840	04:14:01:48	Anthony Williams, TAS
25	<i>Outrageous Fortune*</i>	2	58	04:08:04:38	1.0617	04:14:29:56	Quintin Fowler, NZL
26	<i>Knee Deep</i>	1	19	03:22:51:23	1.1766	04:15:36:29	Philip Childs, WA
27	<i>Chutzpah</i>	1	24	04:00:23:37	1.1589	04:15:42:38	Bruce Taylor, VIC
28	<i>Copernicus</i>	3	63	04:17:01:17	0.9894	04:15:49:24	Greg Zyner, NSW
29	<i>Nutcracker</i>	3	65	04:19:00:23	0.9900	04:17:51:23	Robert Davis & David Clancy, VIC
30	<i>Optimus Prime</i>	1	18	03:22:50:52	1.2058	04:18:22:03	Trevor Taylor, WA
31	<i>Samurai Jack</i>	2	60	04:11:16:01	1.0744	04:19:14:51	Michael Lazzarini, QLD
32	<i>Chancellor</i>	3	66	04:19:11:11	1.0191	04:21:23:11	Ted Toher, NSW
33	<i>Fullynpushing</i>	3	72	05:00:37:00	1.0356	05:04:54:38	Andrew Griffiths, VIC

SYDNEY 38 OD	YACHT	ELAPSED TIME	OWNER/SKIPPER
1	<i>TSA Management</i>	04:01:31:55	Tony Levett, NSW
2	<i>Ella Bache</i>	04:02:12:58	Jessica Watson, NSW
3	<i>The Goat</i>	04:02:16:41	Foye, Clift, Gordon, NSW
4	<i>Dodo</i>	04:02:39:57	Adrian Dunphy, NSW
5	<i>Deloitte As One</i>	04:02:43:47	Chris Lewin, VIC
6	<i>Mondo</i>	04:06:17:53	Ray Sweeney, QLD
7	<i>Mille Sabords</i>	04:06:48:14	Stephane Howarth, VIC
8	<i>Fullynpushing</i>	05:00:37:00	Andrew Griffiths, VIC

Battery Point Trophy (Fastest Small Yacht on Elapsed Time)
Dump Truck, Justin Wells and Edward Fader, TAS.
One Ton Cup & Sydney Yachts Trophy (First Sydney 38)
TSA Management, Tony Levett, NSW.
Tasports Trophy (First Tasmanian Yacht IRC)
Whistler, David Rees.
Jane Tate Memorial Trophy (First female skipper)
 Jessica Watson, *Ella Bache*, NSW.
Polish Trophy (for the yacht travelling the furthest to compete)
Carina, Rives Potts, USA.
Rani Trophy (most meritorious performance as judged by the race committee)
 Mary Holley, *Aurora* co-owner, NSW. This award was presented to Mary

Holley, radio operator and co-owner of *Aurora* for her outstanding seamanship efforts in assisting the Radio Relay Vessel *JBW* in the radio skeds throughout the Rolex Sydney Hobart.
Tasmanian Government 25 Race Medallions
 John Woodford, *JBW*; David Hodgson, *JBW*; Gavin Gourlay, *Chutzpah*; Larry Jamieson, *Ragamuffin*; Peter Inghold, *Wild Rose*; Robert Moore, *Copernicus*; Ian (Barney) Walker, *Calm*; Peter Fletcher, *Chutzpah*; Julian Freeman, *Shogun*; Damian Parkes, *Duende*; Greg Johnston, *Vamp*.
City of Hobart Trophy (presented to the navigator of the first Tasmanian yacht on corrected time)
 Jonathon Rees, *Whistler*.

Bill Owen Memorial Trophy (presented to navigator of winning yacht corrected time)
 Michael Bellingham, *Loki*.
Alan Payne Memorial Trophy (designer of winning yacht)
 Reichel Pugh.
Rolex Sydney Hobart Yacht Race Meritorious Service Awards
 These awards were introduced in 2011 to recognise individuals who make a significant contribution whether as a volunteer or a paid contributor to the event that covers many years of service, dedication and advocacy. Two awards were presented in 2011 to two individuals from Tasmania: Scott Dunn and Alderman Rob Valentine.





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DIVISIONAL PLACGETTERS

IRC OVERALL	YACHT	DIV	LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Loki</i>	1	4	04:14:20:38	1.517	03:22:34:32	Stephen Ainsworth, NSW
2	<i>Living Doll</i>	1	6	02:19:46:05	1.408	03:23:25:03	Michael Hiatt, VIC
3	<i>Ragamuffin</i>	1	10	03:00:04:42	1.351	04:01:22:40	Syd Fischer, NSW
IRC DIV 0	YACHT	DIV	LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Jazz</i>	0	9	02:23:56:56	1.356	04:01:29:42	Chris Bull NSW / UK
2	<i>Lahana</i>	0	3	02:12:34:26	1.683	04:05:56:45	Peter Milard & John Honan, NSW
3	<i>Investec Loyal</i>	0	1	02:06:14:18	1.911	04:07:38:58	Anthony Bell, NSW
IRC DIV 1	YACHT	DIV	LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Loki</i>	1	4	04:14:20:38	1.517	03:22:34:32	Stephen Ainsworth, NSW
2	<i>Living Doll</i>	1	6	02:19:46:05	1.408	03:23:25:03	Michael Hiatt, VIC
3	<i>Ragamuffin</i>	1	10	03:00:04:42	1.351	04:01:22:40	Syd Fischer, NSW
IRC DIV 2	YACHT	DIV	LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Vamp</i>	2	17	03:13:48:55	1.269	04:12:53:59	Peter Wrigley, NSW
2	<i>Dump Truck</i>	2	35	04:01:32:03	1.151	04:16:15:43	Justin Wells, TAS
3	<i>Jazz Player</i>	2	39	04:02:24:57	1.152	04:17:22:30	Andrew Lawrence, VIC
IRC DIV 3	YACHT	DIV	LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Victoire*</i>	3	23	03:23:12:47	1.130	04:11:35:27	Darryl Hodgkinson, NSW
2	<i>Balance</i>	3	22	03:23:06:31	1.132	04:11:39:47	Paul Clitheroe, NSW
3	<i>Papillon</i>	3	42	04:02:43:35	1.092	04:11:47:28	Phil Molony, NS
IRC DIV 4	YACHT	DIV	LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Wild Rose</i>	4	40	04:02:26:28	1.037	04:06:05:00	Roger Hickman, NSW
2	<i>Whistler</i>	4	45	04:02:52:44	1.062	04:09:00:34	David Rees, TAS
3	<i>Lunchtime Legend</i>	4	36	04:01:36:51	1.081	04:09:31:15	Robbo Robertson, QLD
3	<i>Two True</i>	4	33	04:01:26:02	1.083	04:09:31:15	Andrew Saies, SA
PHS DIV 1	YACHT	DIV	LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Southern Excellence</i>	1	15	03:08:15:18	1.3167	04:09:40:18	Andrew Wenham, NSW
2	<i>Wasabi</i>	1	29	04:01:09:20	1.1038	04:11:14:25	Bruce McKay, NSW
3	<i>The Banshee</i>	1	48	04:04:06:53	1.1023	04:14:21:23	Corinne Feldmann & Rob Francis, NSW
PHS DIV 2	YACHT	DIV	LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Quetzalcoatl</i>	2	50	05:05:27:38	1.0352	04:09:01:55	Sweetapple, Bruce, Lee Warner, NSW
2	<i>She</i>	2	69	04:22:43:21	0.9038	04:11:18:05	Peter Rodgers, NSW
3	<i>Flying Fish Arctas</i>	2	61	04:11:59:30	1.0226	04:14:25:56	Flying Fish Online, skippered by John Naylor, NSW
SYDNEY 38 OD	YACHT	ELAPSED TIME	CORRECTED TIME	OWNER/SKIPPER			
1	<i>TSA Management</i>	04:01:31:55	04:01:31:55	Tony Levett, NSW			
2	<i>Ella Bache</i>	04:02:12:58	04:02:12:58	Jessica Watson, NSW			
3	<i>The Goat</i>	04:02:16:41	04:02:16:41	Foye, Clift, Gordon, NSW			
ORCI DIV 1	YACHT	DIV	LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Ragamuffin</i>	1	10	03:00:04:42	1.2627	03:18:57:46	Syd Fischer, NSW
2	<i>Jazz</i>	1	9	02:23:53:56	1.2677	03:19:08:46	Chris Bull, NSW & UK
3	<i>Calm</i>	1	8	02:23:42:55	1.2805	03:19:49:53	Van Der Slot, Ainley and Williams, VIC
ORCI DIV 2	YACHT	DIV	LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Victoire</i>	2	23	03:23:12:47	1.0689	04:05:46:24	Darryl Hodgkinson, NSW
2	<i>Balance</i>	2	22	03:23:06:31	1.0742	04:06:09:56	Paul Clitheroe, NSW
3	<i>Last Tango</i>	2	32	04:01:25:09	1.0555	04:06:49:33	Phillip King, NSW
ORCI DIV 3	YACHT	DIV	LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Wild Rose</i>	3	40	04:02:26:28	1.0030	04:02:44:11	Roger Hickman, NSW
2	<i>Lunchtime Legend</i>	3	36	04:01:36:51	1.0309	04:04:37:50	Robbo Robertson, QLD
3	<i>Two True</i>	3	33	04:01:26:02	1.0384	04:05:10:31	Andrew Saies, SA
LINE HONOURS	YACHT	ELAPSED TIME	OWNER/SKIPPER				
	<i>Investec Loyal</i>	02:06:14:18	Anthony Bell, NSW				
RETIREMENTS	YACHT	DUE TO	OWNER/SKIPPER				
	<i>Accenture Yeah Baby</i>	Gear failure	Marc and Louis Ryckmans, NSW				
	<i>Alacrity</i>	Rig Damage	Chris Percy, QLD				
	<i>Alchemy III</i>	Rig damage	Jarrod Ritchie, TAS				
	<i>Celestial</i>	Broken Gooseneck	Sam Haynes, NSW				
	<i>Color Tile</i>	Rig damage	Warren Buchan and Kristy Edwards, NSW				
	<i>Duende</i>	Engine problems	Damien Parkes, NSW				
	<i>Elektra</i>	Engine problems	Peter Gregory, NSW				
	<i>Freefire</i>	Mainsail track damage	Anthony Day, Hong Kong				
	<i>Illusion</i>	Hull damage	Christopher Bowling, NSW				
	<i>Pretty Fly III</i>	Retired	Colin Woods, NSW				
	<i>Wild Thing</i>	Sail damage	Grant Wharrington, QLD				
	<i>Shepherd Centre</i>	Scored DNF due to a failure to report under Sailing Instruction 44.1	Hugh Torode, NSW				
NOTES	<i>Investec Loyal</i>	Protest by Race Committee for a breach of RRS 41 dismissed					
	<i>Victoire</i>	Penalty of 20 minutes applied under Sailing Instruction 40.7					
	<i>Carina</i>	Penalty of 20 minutes applied under Sailing Instruction 40.7					
	<i>Outrageous Fortune</i>	Penalty of 20 minutes applied under Sailing Instruction 40.7					
	<i>Natelle Two</i>	Penalty of 60 minutes applied under Sailing Instruction 40.7					





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2012 Fleet

SAIL NO	BOAT NAME	OWNER	SKIPPER	DESIGN	LOA	BEAM	DRAFT	STATE	DIVISION
5612	<i>Abracadabra</i>	James Murchison	James Murchison	Tripp 47	14.3	4.3	2.7	NSW	PHS
8338	<i>AFR Midnight Rambler</i>	Psaltis, Thomas, Bencsik	Ed Psaltis	Ker 40	12.2	4.1	2.6	NSW	IRC / ORCi
NZL 8710	<i>Akatea</i>	Ross Lewis	Ross Lewis	Cookson 50	15.2	4.3	3.8	New Zealand	IRC / ORCi
LTU 1000	<i>Ambersail</i>	Simonas Steponavičius	Simonas Steponavičius	Farr Volvo 60	19.5	5.3	3.8	Lithuania	IRC
A 140	<i>Ariel</i>	Ron Forster	Ron Forster	Beneteau First 40	12.6	3.9	2.5	NSW	IRC / ORCi
YC 10	<i>Asylum</i>	Derek Morrison	Derek Morrison	Sydney 38	11.8	3.7	2.7	SA	IRC
N 3	<i>Aurora</i>	Jim & Mary Holley	Jim Holley	Farr 40	12.2	4.0	2.3	NSW	IRC
52566	<i>Blackjack</i>	Peter Harburg	Mark Bradford	Reichel Pugh 66	20.2	4.3	4.6	QLD	IRC / ORCi
RQ 4000	<i>Blunderbuss</i>	Tony Kinsman	Tony Kinsman	Beneteau First 40	12.0	3.9	2.5	QLD	IRC
9988	<i>Brannew</i>	Chris Bran	Chris Bran	Beneteau First 40 Cr	12.6	3.9	2.5	NSW	IRC
6834	<i>Breakthrough</i>	Jonathan Stone	Jonathan Stone	Beneteau First 40	12.2	3.9	2.4	NSW	IRC
10000	<i>Brindabella</i>	Jim Cooney	Jim Cooney	Jutson 80	24.1	5.6	4.3	NSW	PHS
SM 5252	<i>Calm</i>	Jason Van Der Slot & John Williams	Jason Van der Slot	Farr TP52	15.9	4.4	3.1	VIC	IRC / ORCi
6669	<i>Carbon Credits</i>	Paul Freeman	Paul Freeman	Beneteau First 45	13.7	4.2	2.7	QLD	IRC
421	<i>Celestial – Assistance Dogs</i>	Sam Haynes	Sam Haynes	Rogers 46	14.0	4.0	2.9	NSW	IRC / ORCi
RQ 1920	<i>Charlie's Dream</i>	Peter Lewis	Peter Lewis	Bluewater 450	13.6	4.1	1.7	QLD	PHS
R 33	<i>Chutzpah</i>	Bruce Taylor	Bruce Taylor	Caprice 40	12.0	3.2	3.0	VIC	IRC / ORCi
F 111	<i>Cic Technology Inca</i>	Noel Sneddon	Noel Sneddon	Vickers 41 Mkii	12.5	4.1	1.8	ACT	PHS
6689	<i>Copernicus</i>	Greg Zyner	Greg Zyner	Radford12	12.0	3.4	2.1	NSW	ORCi
5200	<i>Cougar II</i>	Anthony Lyall	Anthony Lyall	Farr TP52	15.9	4.4	3.3	TAS	IRC / ORCi
S 20	<i>Dekadence</i>	Ken Simpson	Ken Simpson	Dk46	14.3	4.0	3.0	VIC	IRC / ORCi
6081	<i>Dodo</i>	Adrian Dunphy	Adrian Dunphy	Sydney 38	11.6	3.8	2.7	NSW	IRC
ESP 6100	<i>Duende</i>	Damian Parkes	Damian Parkes	Judel Vrolijk 52	15.4	3.9	3.2	NSW	IRC
A 6	<i>Dump Truck</i>	Justin Wells & Edward Fader	Justin Wells	Ker 11.3	11.4	3.4	2.5	TAS	IRC / ORCi
SA 346	<i>Enchantress</i>	John Muirhead	John Muirhead	Muirhead 11	11.0	3.2	2.3	SA	IRC
6590	<i>Eressea</i>	John Bankart	John Bankart	Hanse	12.0	4.0	2.0	QLD	PHS
F 108	<i>Finistere</i>	Robert Thomas	Robert Thomas	Davidson 50	15.4	4.3	3.4	WA	IRC
7551	<i>Flying Fish Arctos</i>	Flying Fish Online	Duncan Macalister	McIntyre 55	16.4	3.7	2.7	NSW	PHS
GBR 5211L	<i>Frantic</i>	Michael Martin	Michael Martin	Donovan TP52	15.9	4.2	3.3	NSW	IRC / ORCi
M 495	<i>Geomatic</i>	Adrian Lewis	Adrian Lewis	Hanse 495	15.4	4.8	2.4	VIC	PHS
R 75	<i>Halcyon</i>	Chris Tucker	Chris Tucker	Beneteau First 40	12.6	3.9	2.5	VIC	IRC
262	<i>Helsal III</i>	Tony & Rob Fisher	Rob Fisher	Adams/Barrett	20.0	4.6	3.4	TAS	PHS
R 6572	<i>Icefire</i>	Tucker, Mather, Trafford-Jones, Griffiths	Alan Mather	Mummery 45	13.9	4.3	3.2	NSW	PHS
AUS 03	<i>Ichi Ban</i>	Matt Allen	Matt Allen	Jones 70 Custom	21.5	5.7	4.6	NSW	IRC
5356	<i>Illusion</i>	Kim Jagger & Travis Read	Kim Jagger and Travis Read	Davidson 34	10.3	3.5	2.5	NSW	IRC / ORCi
SM 5985	<i>Insx</i>	Robert Sill	Robert Sill	Nsx 38	11.6	3.3	2.3	VIC	IRC
5299	<i>Jazz</i>	Chris Bull	Chris Bull	Cookson 50	15.2	4.3	3.5	NSW	IRC / ORCi
S 390	<i>Jazz Player</i>	Andrew Lawrence	Andrew Lawrence	Bakewell-White Z39	11.9	3.7	2.7	VIC	IRC / ORCi
6146	<i>Kioni</i>	Nick Athineos	Paul Jackson	Beneteau First 477	14.0	4.5	2.9	NSW	PHS
JPN 4321	<i>KLC Bengal 7</i>	Yoshihiko Murase	Yoshihiko Murase	Humphreys 54	16.5	4.4	3.5	Japan	IRC

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 Tattersall's Cup. The race's naming rights sponsor Rolex also awards a superb Yacht Master timepiece to the overall winning skipper.

**J. H. Illingworth Trophy**

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





SAIL NO	BOAT NAME	OWNER	SKIPPER	DESIGN	LOA	BEAM	DRAFT	STATE	DIVISION
10081	<i>Lahana</i>	Peter Millard & John Honan	Peter Millard	Bakewell - White 30m	29.9	5.2	4.6	NSW	IRC / ORCi
R 55	<i>Living Doll</i>	Michael Hiatt	Michael Hiatt	Farr 55	16.8	4.6	3.7	VIC	IRC
1236	<i>Local Hero</i>	Peter Mosely	Peter Mosely	Bh 36	11.0	3.4	2.3	NSW	PHS
AUS 60000	<i>Loki</i>	Stephen Ainsworth	Stephen Ainsworth	Reichel Pugh 63	19.3	4.9	4.6	NSW	IRC
294	<i>Love And War</i>	Simon Kurts	Simon Kurts	Sparkman And Stephens	14.2	4.1	2.3	NSW	IRC / ORCi
8339	<i>Luna Sea</i>	James Cameron	James Cameron	Hick 35	10.5	3.3	2.1	NSW	IRC / ORCi
RQ 14	<i>Lunchtime Legend</i>	Robbo Robertson	Robbo Robertson	Beneteau First 40	12.6	3.9	2.5	QLD	IRC / ORCi
A 19	<i>Maluka Of Kermandie</i>	Sean Langman	Sean Langman	Ranger	9.0	3.2	1.7	NSW	IRC
7075	<i>Martela</i>	Anthony Williams	Anthony Williams	Imx 38	11.3	3.6	2.1	TAS	IRC / ORCi
8679	<i>Merit</i>	Leo Rodriguez	Leo Rodriguez	Volvo 60	19.3	5.3	3.8	QLD	PHS
8008	<i>Occasional Coarse Language Too</i>	Warwick Sherman	Warwick Sherman	Ker 43	13.1	4.1	2.8	NSW	IRC / ORCi
RQ 64	<i>Ocean Affinity</i>	Stewart Lewis	Stewart Lewis	Marten 49	15.0	4.2	3.6	QLD	IRC / ORCi
6841	<i>Papillon</i>	Phil Molony	Phil Molony	Archambault A40rc	12.0	3.8	2.5	NSW	IRC
360	<i>Patrice Six</i>	Tony Kirby	Tony Kirby	X-41 0d	12.5	3.4	2.5	NSW	IRC / ORCi
7771	<i>Peugeot - Surfrider</i>	Sebastien Guyot	Nicolas Lunven	Beneteau First 45	13.7	4.2	2.7	NSW	IRC / ORCi
S 777	<i>Primitive Cool</i>	John Newbold	John Newbold	Farr 40 Mod	12.4	4.0	2.5	VIC	IRC
52002	<i>Quest</i>	Bob Steel	Bob Steel	Farr Tp 52	15.9	4.3	3.2	NSW	IRC / ORCi
SYD 100	<i>Ragamuffin Loyal</i>	Syd Fischer	Syd Fischer	Elliott 100	30.5	5.7	6.2	NSW	IRC / ORCi
NZL 8008	<i>Rikki</i>	Ray Haslar	Ray Haslar	Reichel Pugh 42	13.0	3.4	2.9	New Zealand	IRC
B 45	<i>Rush</i>	John Pateron	John Pateron	Farr 45	13.8	4.1	2.9	VIC	IRC
6953	<i>Sailors With Disabilities</i>	David Pescus	David Pescus	Nelson Marek 52	15.9	4.2	3.2	NSW	IRC
YC 3300	<i>Secret Mens Business 3.5</i>	Geoff Boettcher	Geoff Boettcher	Reichel Pugh 51	15.6	4.4	3.3	SA	IRC
4924	<i>She</i>	Peter Rodgers	Peter Rodgers	Olsen 40	13.0	4.0	2.0	NSW	PHS
AUS 6952	<i>Shogun</i>	Rob Hanna	Rob Hanna	Jv Tp 52	15.9	4.4	3.2	NSW	IRC
NOR 2	<i>Southern Excellence</i>	Andrew Wenham	Andrew Wenham	Volvo 60	19.5	5.3	3.8	NSW	PHS
6686	<i>St Jude</i>	Noel Cornish	Noel Cornish	Sydney 47	14.2	4.1	3.2	NSW	IRC
SM 24	<i>Terra Firma</i>	Nicholas Bartels	Nicholas Bartels	Cookson 50	15.4	4.3	3.5	VIC	IRC
RF 360	<i>This Way Up</i>	Bryan Thurstan	Bryan Thurstan	Sydney36cr	11.0	3.4	2.4	WA	IRC / ORCi
MH 4	<i>Toy Box 2</i>	Ian Box	Ian Box	Xp44	13.3	4.1	2.7	NSW	IRC
MH 60	<i>Tsa Management</i>	Tony Levett	Tony Levett	Sydney 38	11.8	3.7	2.6	NSW	IRC
SAM 1	<i>Tusitala</i>	Michael Goss	Michael Goss	Goss 60	18.5	5.0	2.8	NSW	PHS
YC 400	<i>Two True</i>	Andrew Saies	Andrew Saies	First 40	12.2	3.9	2.5	SA	IRC / ORCi
SM 602	<i>Veloce</i>	Phil Simpfendorfer	Phil Simpfendorfer	Elliott 44cr	13.7	3.9	2.8	VIC	IRC / ORCi
1545	<i>Victoire</i>	Darryl Hodgkinson	Darryl Hodgkinson	Beneteau 45	13.7	4.2	2.7	NSW	IRC
7407	<i>Wave Sweeper</i>	Morgan Rogers	Morgan Rogers	Beneteau First 40.7	12.0	3.8	2.4	NSW	IRC
SM 4	<i>Wicked</i>	Mark Welsh	Mark Welsh	Beneteau First 40	12.2	3.9	2.5	VIC	IRC
AUS 10001	<i>Wild Oats XI</i>	Robert Oatley	Mark Richards	Reichel/Pugh 30 Mtr	30.5	5.1	5.9	NSW	IRC
4343	<i>Wild Rose</i>	Roger Hickman	Roger Hickman	Farr 43	13.1	4.2	2.5	NSW	IRC / ORCi
AUS 10	<i>Wild Thing</i>	Grant Wharington	Grant Wharington	Jones100maxi	30.5	5.0	6.9	QLD	IRC / ORCi
3838	<i>Zen</i>	Gordon Ketelbey	Gordon Ketelbey	Sydney 38	11.8	3.7	2.6	NSW	IRC / ORCi

YACHT CLUBS

- ASC Avalon Sailing Club, NSW
- BYC Bellerive Yacht Club, TAS
- CYC Canberra Yacht Club, ACT
- CYCA Cruising Yacht Club of Australia, NSW
- CYCSA Cruising Yacht Club of South Australia, SA
- DBSC Double Bay Sailing Club, NSW
- DSC Drummoyne Sailing Club, NSW
- FSC Fremantle Sailing Club, WA
- HIYC Hamilton Island Yacht Club
- KCC Kerikeri Cruising Club, NZL
- LMYC Lake Macquarie Yacht Club, NSW

- MBYC Moreton Bay Yacht Club, NSW
- MHYC Middle Harbour Yacht Club, NSW
- MYC Manly Yacht Club, NSW
- MYC Mooloolaba Yacht Club, QLD
- MYC Mornington Yacht Club, VIC
- MYCT Motor Yacht Club of Tasmania, TAS
- NCYC Newcastle Cruising Yacht Club, NSW
- ORCV Ocean Racing Club of Victoria, VIC
- PHYC Port Huon Yacht Club, TAS
- RAYC Royal Akarana Yacht Club, NZL
- RBVC Royal Brighton Yacht Club, VIC
- RFBYC Royal Freshwater Bay Yacht Club, WA
- RMYC Royal Motor Yacht Club Broken Bay, NSW
- RMYS Royal Melbourne Yacht Squadron, VIC

- RNZYS Royal New Zealand Yacht Squadron, NZL
- RORC Royal Ocean Racing Club, UK
- RPAYC Royal Prince Alfred Yacht Club, NSW
- RPNYC Royal Port Nicholson Yacht Club, NZL
- RQYS Royal Queensland Yacht Squadron, QLD
- RSAYS Royal South Australian Yacht Squadron, SA
- RSYS Royal Sydney Yacht Squadron, NSW
- RYCT Royal Yacht Club of Tasmania, TAS
- RYCV Royal Yacht Club of Victoria, VIC
- SYC Southport Yacht Club, QLD
- SYC Sandringham Yacht Club, VIC
- WSC Whitsundays Sailing Club, QLD
- YCCS Yacht Club Costa Smeralda (ITA)
- YCF Yacht Club de France, FRA





ANDREA FRANCOLINI

AKATEA

SAIL NO: NZL8710
LOA: 15.2m
CLASS: IRC/ORCi
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2010
TYPE: Cookson 50
NUMBER OF HOBARTS: 0
OWNER: Gary Lewis
CLUB: Royal Akarana Yacht Club, NZL
CREW: G Lewis – Skipper, W Lewis, R Lewis, R Keenan, J Stephenson, G Cunningham, C Skinner, M Hannon, K Mulcahy, G Johnston, C Johnston, D Ward, M White

One of three Cookson 50s in the race, this New Zealand yacht is attempting her first Rolex Sydney Hobart, so her form is relatively unknown. However, she is a local product of Cooksons in Auckland, so on paper she should be a goer. As if to prove so, in March 2011, *Akatea* took line honours in the NZ Round North Island Yacht Race. She finished well ahead of the rest of the fleet, winning all four legs on line. Crew includes family members Wade and Ross Lewis, who were aboard for the win. Also joining the crew is noted Kiwi all-round yachtsman, Rodney Keenan, who has travelled this path a few times in the past and picks his boats carefully, meaning *Akatea* is sure to make her mark.

The Fleet

VITAL STATISTICS OF EVERY BOAT THAT WILL BE LINING UP ON BOXING DAY.
COMPILED BY JENNIFER CROOKS AND DI PEARSON.

*Subject to change, crew details as per information provided to the CYCA by 12 November, 2012. For up-to-date crew lists, please refer to www.rolexsydneyhobart.com under 'Yachts'.



ABRACADABRA

SAIL NO: 5612
LOA: 14.3m
CLASS: PHS
DESIGNER: Bill Tripp
YEAR BUILT: 1991
TYPE: Tripp 47
NUMBER OF HOBARTS: 5
OWNER: James Murchison
CLUB: Royal Sydney Yacht Squadron, NSW
CREW: J Murchison (7), I Rowe, M Short (4), P Loxton (1), W Bould

Abracadabra last went to Hobart in 2010 and finished last overall in PHS, so James Murchison and his crew can only go up from there. In August, *Abracadabra*

finished fifth overall in the Sydney Amateur Sailing Club's Lion Island Race and was sixth overall in Division 1 PHS of the Grant Thornton Short Ocean Race in early November, as she continues her work up to the Rolex Sydney Hobart. A comfortably sized Tripp 47, she had her Hobart debut in 1996. Over the past few years Murchison and his crew have tended to take on the Hobart race every second year.



AFR MIDNIGHT RAMBLER

SAIL NO: 8338
LOA: 12.2m
CLASS: IRC/ORCi
DESIGNER: Ker (UK)
YEAR BUILT: 2011
TYPE: Ker 40
NUMBER OF HOBARTS: 1
OWNERS: Ed Psaltis, Bob Thomas and Michael Bencsik
CLUB: Cruising Yacht Club of Australia
CREW: E Psaltis (31) – Skipper, B Thomas (24) – Navigator, M Bencsik (16), A Taylor (6), C Rockell (14), M Ramaley (5), T Barker (8), A Green (3), W Howard (10)

The experienced team of Ed Psaltis and Bob Thomas and new partner, long-time crew mate Michael 'Mix' Bencsik, launched this new *AFR Midnight Rambler*, a Ker 40, in September 2011, but were disappointed with their 43rd overall in the 2011 Hobart race. The owners have sailed a combined 70 Hobart races and no fewer than 15 Hobarts together, including their overall handicap victory in the 1998 Hobart race aboard the little Hick 35, *AFR Midnight Rambler*. *AFR Midnight Rambler* has gone on to score several podium places including: third in the CYCA's 2011 Blue Water Pointscore Series and Cape Byron Series; an IRC and PHS double win in the Grant Thornton Short Ocean Pointscore; first in IRC and ORCi divisions in the Ocean Pointscore Series; first in IRC Division 1 in the Grant Thornton Short Ocean Autumn Pointscore and third in the Spring Pointscore. The 2012 season has started well for the AFR team – after four races they are fourth in the 2012 BWPS and leading the Grant Thornton Short Ocean Pointscore Series. Their last *AFR Midnight Rambler* (a modified Farr 40) delivered them multiple divisional wins, including well-sailed 2006/2007 BWPS and SOPS wins in the same season. As well as their Hobart victory, Psaltis and Thomas have won every offshore race on the east coast, including the Gosford Lord Howe Island and Sydney Mooloolaba races twice, and finally succeeded in winning the Audi Sydney Gold Coast Yacht Race in 2009, having previously won their division three times. On November 10 they won the RSY's Morna Cup double, with victory in IRC and PHS.



AMBERSAIL

SAIL NO: LTU1000
LOA: 19.5m
CLASS: IRC
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2001
TYPE: Volvo 60
NUMBER OF HOBARTS: 0
OWNER: Simonas Steponavičius or Simonas Steponavičius
CLUB: RORC/AMBERSAIL
CREW: S Steponavičius – Skipper, R Siugzdinis, S Pajarskas, T Rymonis, P Jersovas, R Daubaras, L Ivanauskas, A Burkas, K Klucinskas, R Buozius, A Naujėkas, G Milevičius, R Milevičius, R Vaicūnas, T Ivanauskas, R Bloze, G Sirdas, J Krivicas

For the first time in history, Lithuania will be represented in the race by *Ambersail*, a Volvo 60 to be skippered by Simonas Steponavičius and featuring an all-Lithuanian crew. The boat has clocked up





100,000 nautical miles and competed in many major offshore regattas, including the Sevenstar Round Britain and Ireland, RORC Caribbean 600, Transatlantic, Rolex Fastnet and Rolex Middle Sea Races. In 2008/09, she circumnavigated the world to commemorate the millennial anniversary of her new home, Lithuania "This is a legendary yacht race – we have wanted to compete in it for some time. We decided that this was the year to leave the beaten track of the Europe–Caribbean circle and head downunder," Steponavičius said. *Ambersail* will sail to Australia, crossing the Pacific to stop in Auckland for maintenance at the beginning of December before making her way to Sydney. Although not designed for handicap racing and the upwind conditions that are normally favoured in the race, *Ambersail* still upsets her more modern rivals in international competition.

**ARIEL**

SAIL NO: A140
LOA: 12.6m
CLASS: IRC/ORC
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2010
TYPE: Beneteau First 40
NUMBER OF HOBARTS: 0
OWNER: Ron Forster
CLUB: Cruising Yacht Club of Australia, NSW
CREW: R Forster – Skipper (1), F Christensen, J Andrews, J Buis, J Naylor (4), P Vandervaere (1), P Damp, M Scroop (1)

This is Ariel's first major offshore season. She competed in the Pittwater to Coffs Harbour Race in January and is presently warming up for the Rolex Sydney Hobart in the Cruising Yacht Club of Australia's Blue Water Pointscore Series, where she was placed 19th overall after the opening three races. Ron Forster is looking forward to his second Hobart, as are a number of his crew.

**ASYLUM**

SAIL NO: YC10
LOA: 11.8m
CLASS: IRC/One Design
DESIGNER: Murray Burns Dovell
YEAR BUILT: 2000
TYPE: Sydney 38
NUMBER OF HOBARTS: 0
OWNER: Derek Morrison
CLUB: Cruising Yacht Club of South Australia, SA

CREW: D Morrison (1) Skipper, S Nogare, T White, D Schwert, T Abbott (1), B Caffin, P Hicks, H Cooper, P Chisholm, J P Clarke (5)

Asylum, a Sydney 38 is Adelaide owner Derek Morrison's first keelboat, that he purchased in October 2010. Morrison decided he needed an offshore boat with One Design Class status to establish and rate his skippering skills and a boat big enough to compete in the Rolex Sydney Hobart. The Sydney 38 fulfilled both needs, and Morrison sent professional yacht manager Brett Young to review three boats he had selected on the East coast and Tasmania – and he nominated *Asylum* as pick of the crop. Derek and mates from the CYCSA then sailed the yacht home from Hobart, arriving in the early hours of a Saturday morning ahead of a wild storm – and later that day made a placing contesting his first club race with a quickly gathered crew. *Asylum* has contested every possible race in the past two seasons and competed in the last two Adelaide to Port Lincoln Races and the Lincoln Week Regattas. In the 2011 season, the boat won the CYCSA Offshore Series on PHS and came second on IRC. As an engineering surveyor, Derek enjoys tactical navigation as well as helming. Morrison committed totally to bringing the boat up to high standards of performance, engaging local experts and club members (such as Brett Young and Richard Fidock) to work with a group of friendly crew to hone their skills and to refine the operating procedures of the boat.

**AURORA**

SAIL NO: N3
LOA: 12.21m
CLASS: IRC
DESIGNER: Bruce Farr (USA)
YEAR BUILT: 1983
TYPE: Farr 40 – One off
NUMBER OF HOBARTS: 14
OWNER: Jim and Mary Holley
CLUB: Newcastle Cruising Yacht Club, NSW
CREW: J Holley (24), M Holley (15), J Hall (2), J Shute (4), R Ferguson (1), S Phelps (8), S Hassell (2), F Prosser-Wood, B Dixon

Jim and Mary Holley are marking a number of milestones with this Rolex Sydney Hobart: *Aurora* has completed every Hobart race since 1998; Jim will contest his 25th race, Mary her 16th (only four other women have surpassed her) and *Aurora* her 15th. Following last year's race, Mary received the prestigious Rani trophy for 'Outstanding Seamanship' after assisting the Radio Relay Vessel, *JBW*, in the all-important radio skeds during the race. Built in 1983, the boat is solid and remains competitive and her owners and crew are looking forward to improving on last year's last overall placing for their swansong, the Holleys declaring this will be their last race south. Best results to date were in the heavy-weather 1998 and 1999 editions of the Hobart,

where Jim and Mary finished second and third in division respectively. The crew has been revitalised slightly with the addition of newcomer Brett Dixon from the CYCA's Youth Sailing Academy and two Tasmanians: Finn Prosser-Wood, also sailing his first race south, and James Hall.

**BLACK JACK**

SAIL NO: 52566
LOA: 20.24m
CLASS: IRC/ORC
DESIGNER: Reichel/Pugh (USA)
YEAR BUILT: 2005
TYPE: Reichel Pugh 66
NUMBER OF HOBARTS: 1
OWNER: Peter Harburg
CLUB: Royal Queensland Yacht Squadron,
CREW: P Harburg – Skipper (1), M Bradford – sailing master (5), B Hilliar (3), B Clarke (10), D Hutchison (5), G Van Lunteren (1), P Elkington (6), S Jackson (5), V Prentice (4) A Nossiter (12), P Merrington (16), P Dowdney (10), M von Bibra (2), R Godfrey.

Previously known as *Stark Raving Mad*, *Black Jack* is a near-sistership to the highly successful *Wild Oats X*, and the two have crossed swords on many occasions with almost even results. Owner Peter Harburg and his champion skipper Mark Bradford (who was in the afterguard of *Investec Loyal*, which took line honours last year) have produced solid results, including line and overall honours in the 2008 and 2009 Brisbane–Keppel races. They broke their own 2008 race record in 2009, in the new time of 29 hours 24 minutes and 11 seconds. Named for Harburg's friend, Jack Brabham, the boat was sixth across the line in the 2008 Rolex Sydney Hobart (her last adventure south) and went on to win back-to-back line honours in the Brisbane to Gladstone race (2009 and 2010). In August, Bradford skippered the canting keeler to second over the line and recorded the second fastest time ever in the Audi Sydney Gold Coast Yacht Race, breaking Brindabella's (a conventionally ballasted yacht) 13-year-old record. *Black Jack* can now claim the second fastest time for the Open record after finishing in 26 hours 24 minutes and 2 seconds. She was also the first Queensland boat home.

**BLUNDERBUSS**

SAIL NO: 407

LOA: 12m
CLASS: IRC
DESIGNER: Farr Yacht Design
YEAR BUILT: 2011
TYPE: Beneteau First 40
NO. OF HOBARTS:
OWNER: Tony Kinsman
CLUB: Royal Queensland Yacht Squadron,
CREW: T Kinsman – Skipper (1), G Kinsman – Navigator (1), C Zonca (2), C Blackwood, F Kinsman (1), H Kinsman (1), M Williams (6), S Jan Bernsdorf, D Smith (6)

It's a family affair aboard *Blunderbuss*, with four of the Kinsman family along for the ride, with Tony joined by his three sons, Fred (21), George (23) and Harry (26). They are joined by a strong contingent of Queensland and Tasmanian sailors to boost the competitive spirit and add another dimension to this tight-knit crew, which are mostly from the 2010 Rolex Sydney Hobart crew. Since purchasing the boat 12 months ago, Tony Kinsman has regularly campaigned *Blunderbuss* on the east coast, including this year's Brisbane to Noumea race and the Pittwater to Coffs Harbour race, where she secured a divisional win. Coming up with the name *Blunderbuss* was a torturous process made by the entire family – it even went to a ballot draw and was named for what it is: a short-barrelled large-bored gun with a flared muzzle, used at short range, although this time the boat is sailing long range.

**BRANNEW**

SAIL NO: 9988
LOA: 12.6m
CLASS: IRC
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2012
TYPE: Beneteau First 40 CR
OWNER: Chris Bran
CLUB: Cruising Yacht Club of Australia, NSW
CREW: C Bran – Skipper (1), G Cooper – Navigator (6), D Anderson (2), I Short (8), J Craddock (3), J Penney (2), L Derwent, M Feilberg (1), S Tornai

Brannew is an apt name for this near-new boat purchased by Chris Bran. The Beneteau First 40 Cruiser Racer is one of the youngest boats in the fleet, launched on 29 February. Bran used the Audi Winter Series for crew training and to explore the inner workings of the boat, prior to her first major offshore outing – the Audi Sydney Gold Coast Yacht Race. Bran was most happy with 18th overall and an IRC Division 3 win. Well aware of the many successful Beneteaus of this size range in the fleet, Bran is feeling confident in his purchase. "Based on her performance so far, which has been very encouraging, we expect her to be reasonably competitive, subject to the conditions during the race," he said. "The Beneteau 40's Achilles heel is wind





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below 14 knots, so we're hoping for 14 plus. My sailmaker, Ian Short of Ian Short Sails, offered to help campaign the boat, bringing with him his extensive knowledge in producing optimised sails for Beneteau yachts. "Some of Short's own long-term crew will be aboard, along with a few of Bran's long-term crew from his previous boat. "We had a great time in the Audi Winter Series and we'll be campaigning the boat throughout the summer series in the lead up to Hobart," Bran confirmed.



BREAKTHROUGH

SAIL NO: 6834
LOA: 12.2m
CLASS: IRC
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2010
TYPE: Beneteau First 40
NUMBER OF HOBARTS: 2
OWNER: Jonathan Stone/Mat Vadas
CLUB: Double Bay Sailing Club, NSW
CREW: J Stone – Skipper (1), M Vadas, A Paul (1), B Hurley (1), B Hunter (1), B Mackey (1), D Jordan (1), G Donohoe, N Gosse (1), T Guy, W Pankanin (1)

Breakthrough, previously sailed as *Chancellor* under former owner Ted Tooher, was purchased by medical research academics, Jonathan Stone and Mat Vadas, earlier this year to replace their Davidson 34 workhorse *Illusion*, which is also in the race with new owners. They are putting together a team to compete in the east coast ocean races and are hoping their strong experimental design skills will be supplemented by favourable winds.



BRINDABELLA

SAIL NO: 10000
LOA: 24.1m
CLASS: PHS
DESIGNER: Scott Jutson (AUS)
YEAR BUILT: 1993
TYPE: Jutson 80
NUMBER OF HOBARTS: 19
OWNER: Jim Cooney
CLUB: Cruising Yacht Club of Australia, NSW
CREW: J Cooney (2), B Sykes (22), B Kellett (20), D Walker (4), G Adshear (5), G Simeoli (2), G Torpy (6), J Mulkearns (2), K Swiney (4), O Schenk (6), R Bolt (1), T Colclough (6), T Cross (8), W Hubbard (2)

Australia's most famous maxi, *Brindabella*, won line honours in the 1997 Hobart and broke the record for a conventionally ballasted yacht (1d 20h 46m 33s) in 1999, when she finished second on line to the water-ballasted record breaker *Nokia*. Designed by Scott Jutson, *Brindabella*, until August this year, held on to the Sydney Gold Coast Yacht Race record she set 13 years ago – also in 1999. In 2010, *Loki* finally broke the Bird Island Race record *Brindabella* held for 15 years.

In fact, the maxi held on to many of her east coast records for some time and still holds the record for Sydney Mooloolaba, Sydney Wollongong, and Sydney Noumea Races. These races are no longer in existence, so unless they are reignited, those records will always belong to then owner, George Snow, and *Brindabella*.

Under the ownership of Jim Cooney since 2010, *Brindabella* has been overhauled and refitted. If nothing else, this yacht has worn better than any other maxi yacht and still turns heads today with her sleek lines. She has a slick crew, including some *Brindabella* stalwarts who have stayed with the yacht for more than 10 years. Others include Brad Kellett, who takes pride in the yacht and provides the media with some of the best race reporting from the 628-nautical-mile course each year.

Cooney and his crew are happy to be back in this famous and tough race and will be doing their best to keep her at the front end of the fleet. Should it blow, and they get it right, *Brindabella* could come into her own.



CALM

SAIL NO: SM5252
LOA: 15.85m
CLASS: IRC/ORCi
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2005
TYPE: TP52
NUMBER OF HOBARTS: 3
OWNERS: Jason Van der Slot, John Williams, Graeme Ainley
CLUB: Sandringham Yacht Club, VIC; Royal Brighton Yacht Club, VIC
CREW: J Van der Slot (7) – Skipper, R Grimes (23) – Navigator, A Cole (11), I Walker (25), A Leaper (3), J McKay (3), J Badenach (2), J Polson (2), M Wilson (7), M Johns (4), R Leaper (3), S Watsons

Calm has some of the best people in the business at the back end of the boat. Barney Walker is a veteran with thousands of sea miles to his credit, including some punched out in the Volvo Ocean Race. Sliding nicely into the navigator's role is another veteran, Richard 'Grimesy' Grimes, one of the best in the business. The two are surrounded by some of the boat's regular crew, a couple of local knowledge Tasmanians and the boat's co-owner, Jason 'Sloty' Van Der Slot, who takes this race very seriously and has done all he can to give *Calm* her best chance.

Purchased in March 2009 from the UK, *Calm* is a fourth generation Farr TP52, built in Rhode Island and developed to compete on the European and US TP52 circuits. Designed and built beyond typical MedCup standards, it is capable of offshore racing in any conditions.

Owners Jason Van Der Slot, Graeme Ainley and John Williams (the latter two of *Bacardi* fame) spent five months putting the boat together and giving it as much time on the water as possible. In late 2009, *Calm* took line and IRC honours in the ORCV's Melbourne to Stanley Race prior to racing in the Rolex Sydney Hobart, where she finished 10th in division.

However, Sloty and crew were eighth overall in last year's Hobart, finishing best of the TP52s after coming extremely close to winning. The crew were pleased to finish third in ORCi Division 1.



CARBON CREDITS

SAIL NO: 6669
LOA: 13.67m
CLASS: IRC
DESIGNER: P Briand/Beneteau
YEAR BUILT: 2008
TYPE: Beneteau First 45
NUMBER OF HOBARTS: 0
OWNER: Trevor Bailey
CLUB: Middle Harbour Yacht Club, NSW
CREW: T Bailey, R Leitch (2), C Mathie (1), R Dawson (3), P Freeman (1), M Bailey, M Nicholas, P Cooper (1), A Turner (1), S Turner, C Finlayson

This Beneteau First 45 was launch in February 2009 and made her offshore racing debut in the 2009 Audi Sydney Gold Coast Yacht Race, finishing 11th in IRC Division 3. Owner Trevor Bailey, a retired coalminer, and his crew, have sailed numerous offshore campaigns out of Middle Harbour Yacht Club. If the breeze is hard on the nose, and even off the beam, *Carbon Credits* should come off reasonably well, considering the Beneteaus do well in those conditions and enjoy a leg stretch.



CELESTIAL – ASSISTANCE DOGS

SAIL NO: 421
LOA: 14m
CLASS: IRC/ORCi
DESIGNER: Rogers (UK)
YEAR BUILT: 2007
TYPE: Rogers 46

NUMBER OF HOBARTS: 3

OWNER: Sam Haynes
CLUB: Cruising Yacht Club of Australia, NSW
CREW: S Haynes – Skipper (2), D Van de Wende – Navigator (1), B Decoster (10), C Janes (8), D Cataldi (3), D Palazzi (1), D Mcphee (3), K Clarkson (5), M Hayward, M Nolan (2), S Clarkson (3), S McConaghy (12)

Celestial is a well-campaigned Rogers 46 owned by Sam Haynes and is sponsored by Sydney Animal Hospitals and Pirelli. This year, they will be sailing to raise funds for Assistance Dogs Australia. Haynes is on a mission and moving upwards as the season progresses, having added the tactical skills of Steve McConaghy to the program. They performed well in the 2012 Audi Sydney Gold Coast Yacht Race, with a second in IRC Division 2. Haynes followed up with a third in the Flinders Islet Race and scored a hat-trick of IRC, PHS and ORCi wins in the Bird Island Race in September, to move up to second place in the CYCA's Blue Water Pointscore Series with three races put to bed. Determined to make up for *Celestial's* two disappointing Hobart performances (she has been forced to retire due to gear failure both times), Haynes will once again crew her mostly with regulars who have been with the boat since the CYCA sailor purchased her. Some will remember the yacht was previously owned by Victoria's Rob Hanna and raced as *Shogun*. She did not show her potential, and Hanna, impatient for good results, sold her after realising some mediocre results. However, Haynes saw the yacht's potential, and



CHARLIE'S DREAM

SAIL NO: RQ1920
LOA: 13.7m
CLASS: PHS
DESIGNER: Holland/Cole/Lowe (IRE)
YEAR BUILT: 2008
TYPE: Bluewater 450
NO. OF HOBARTS: 3
OWNER: Peter Lewis
CLUB: Royal Queensland Yacht Squadron
CREW: P Lewis – Skipper (3), B Pozzey (3), G Boyd (2), R Harrison (1), N Everson (1), P Zemek, R Pym, J Saunders, K Kaiser (1)

Charlie's Dream is a cruising yacht named in memory of Peter Lewis' father-in-law, who loved cruising and would have loved having the yacht named for him. Since delivery in September 2008, she has mostly cruised, but has competed in three Rolex Sydney Hobarts, two Gosford to Lord Howe Islands, two Brisbane to Gladstone races and a Brisbane to Keppel race along the way. In her first Sydney Hobart outing in 2008, *Charlie's Dream* placed second in the Cruising Division, followed by a fourth in the Cruising Division of the 2009 Brisbane to Gladstone Race. In 2010, she won her





PHS Division of the Gosford Lord Howe Island race and went on to finish eighth in PHS Division 2 of the Rolex Sydney Hobart. In 2011–2012 she circumnavigated Australia, and in June, completed the Brisbane to Noumea Rally.



CHUTZPAH

SAIL NO: R33
LOA: 12.32m
CLASS: IRC/ORC
DESIGNER: Reichel/Pugh (USA)
YEAR BUILT: 2007
TYPE: Caprice 40
NUMBER OF HOBARTS: 5
OWNER: Bruce Taylor
CLUB: Royal Yacht Club of Victoria, VIC
CREW: B Taylor – Skipper (31), K Piesse – Navigator (28), A Taylor (20), G Gourley (25), J Permezel (22), M Bagley (4), P Sandles (12), P Fletcher (25), P Crinion

Although he has come close, this will be Bruce Taylor's 32nd attempt to win the race that has so far eluded him, son Drew – who has sailed every one of his 20 races with Bruce, flying in from Hong Kong each year – and pretty much Taylor's entire crew, four of whom have serious Hobart longevity behind them. The yachtsman will never know what might have been, had he not sold his Hick 35 to Ed Psaltis and Bob Thomas, who won the fatal 1998 race the same year, while Taylor had to retire his new yacht from the race. This is Taylor's sixth *Chutzpah*, a Reichel/Pugh Caprice 40 built by Mal Hart, a builder of note from Victoria. In her first Rolex Sydney Yacht in 2007, *Chutzpah* won Division C and placed fourth overall and in 2008 scored another IRC 2 Division win, with a third in division in 2009 and 2010. In his 31 years of competing in the ocean classic, the Victorian dentist has notched up a second and third overall, and an amazing 10 divisional wins. The team would love to deliver this affable dentist an overall win in the famous blue-water classic.



CIC TECHNOLOGY INCA

SAIL NO: F111
LOA: 12.5m
CLASS: PHS
DESIGNER: Lavranos Marine Design (NZL)
YEAR BUILT: 1999
TYPE: Vickers 41 MkII
NUMBER OF HOBARTS: 2
OWNER: Noel Sneddon
CLUB: Canberra Yacht Club, ACT

CREW: N Sneddon (6), B Butcher (1), D Buchler (2), I Cooke (4), M Cooke (2), N Cooke, R Malpas, A Kavanagh

Aboard *CIC Technology Inca* for this year's Rolex Sydney Hobart is a father and son trio. Ian Cooke, elder son Michael (28) who has done two Sydney Hobarts with his dad previously, and younger son Nicholas (20) competing in his first. Ian says they are looking forward to a typical Sydney Hobart southeasterly wind all the way to Hobart and adds: "No other children to follow!" *CIC Technology Inca* is a 1999 Vickers 41 MkII, designed and built in South Africa. After sailing over from South Africa in 2000, Noel Sneddon purchased her as his new floating home at Airlie Beach. Since then, he has competed in several Audi Hamilton Island Race Weeks and the 2008 and 2010 Rolex Sydney Hobarts, with a best result of third in PHS Division 2 in 2010. While not a modern downwind flyer, *Inca* performs well upwind, especially in a seaway.



COPERNICUS

SAIL NO: 6689
LOA: 11.99m
CLASS: ORC
DESIGNER: Radford Yacht Design (AUS)
YEAR BUILT: 2008
TYPE: Radford 12m
NUMBER OF HOBARTS: 4
OWNER: Greg Zyner
CLUB: Manly Yacht Club and Cruising Yacht Club of Australia, NSW
CREW: G Zyner (5), J Nixon (18), A Seja (11), F Nelson (17), M Doherty (12), G Wilkins, K Terrens

Since her launch in January 2008, *Copernicus*, a regular in CYCA races, has competed in most east coast offshore races, including all the big ones; the Audi Sydney Gold Coast, Hempel Gosford Lord Howe Island and Rolex Sydney Hobart races. The Radford 12 won the Tasman Pointscore in 2008 and 2010 and placed third in IRC Division 3 in the 2010 Hobart. *Copernicus* placed second overall in the 2011 Audi Sydney Offshore Newcastle Yacht Race with long-time crew Jim Nixon, at the helm, and followed up with a second in the 2011 Hempel Gosford Lord Howe Island Race. Prior to that, she scored a divisional third in both the 2009 and 2010 races to Lord Howe. Greg Zyner's other sailing highlights include second in Division in the 2007 Rolex Sydney Hobart and a divisional first in the 2007 Pittwater to Coffs race with his previous boat, *Morna*.

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COUGAR II

SAIL NO: 5200
LOA: 15.85m
CLASS: IRC/ORC
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2005
TYPE: TP52
NUMBER OF HOBARTS: 4
OWNER: Anthony Lyall
CLUB: Royal Yacht Club of Tasmania, TAS
CREW: A Lyall – Skipper (11), A Declerck (3), B Gadd (11), C Cecil (1), C Boon (1), D Meincke (14), P Brasington (19), R Cohen (19), T Grafton (13), T Roberts (12)

Anthony Lyall, a doctor at Beaconsfield in northern Tasmania, purchased this TP52 from Victorian Alan Whiteley in late November 2011, after racing his former yacht, *Valheru*, a modified Elliott 13, for some years. Lyall has been practicing in local waters and making a lasting impression in the Audi Showdown series. In November, he cut 22 minutes and 20 seconds from the 18 year-old Maria Island record of 19 hours 50 minutes set 18 years ago by the maxi ketch Tasmania and took the treble of record, line and overall honours. In his first Rolex Sydney Hobart hit-out with the TP52, Lyall took *Cougar II* to a good 11th overall and sixth in IRC Division 1. When owned by Whiteley, the yacht finished second overall in the 2008 Rolex Sydney Hobart, which shows she has the legs. Earlier this year, Lyall made the long trek up to Sydney to campaign the boat in the Audi Sydney Gold Coast Yacht Race, where she finished 24th overall. One of four Tasmanian entrants, and being one of six successful TP52s, means she will have stiff competition from her own breed, not to mention the rest of the top boats entered in the 50–55ft range. Sailing under the burgee of the Royal Yacht Club of Tasmania, the race's finishing partner, Lyall will need to pull something special out of the bag.



DEKADENCE

SAIL NO: S20
LOA: 14.1m
CLASS: IRC/ORC
DESIGNER: Mark Mills
YEAR BUILT: 2004
TYPE: DK46
NUMBER OF HOBARTS: 4
OWNER: Ken Simpson
CLUB: Royal Melbourne Yacht Squadron, VIC
CREW: K Simpson – Skipper (3), A Hibbert,

A Robinson, A Doolan (1), I Law (1), I Lindsay (1), J Wright, J Adams, P Walsh, R Hibbert

This well-travelled yacht raced two Rolex Sydney Hobarts under original owner and past Sandringham Yacht Club commodore, Phil Coombs, who has given up the ocean slog for cruising. He raced her to Hobart for the first time in 2004 and finished 10th overall in what transpired to be a rough race. The following year he finished 19th overall and then took her in the Melbourne–Osaka double-handed yacht race and finished fifth over the line. The boat also had many local successes before being sold to Tasmanian, David Creese, who contested the 2009 race and finished 21st overall before sending the yacht back to Melbourne and new owner, Ken Simpson. In May, he took the line and overall double in the Apollo Bay Race and the team have been brushing up on their crew work in the Nautilus Marine Winter Series.



DODO

SAIL NO: 6081
LOA: 11.78m
CLASS: IRC/One Design
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 2000
TYPE: Sydney 38
NUMBER OF HOBARTS: 0
CHARTERER: Adrian Dunphy
CLUB: Cruising Yacht Club of Australia, NSW
CREW: A Dunphy (13), A Schaffer (1), C Cunningham (3), D Chapman (1), G Parker (1), J Bradshaw (1), M O'Shea (3), S Allie (1)

Dodo, previously raced as *Next*, is a competitive Sydney 38 that placed third overall and won her division in the 2009 Rolex Sydney Hobart. The boat is skippered by Adrian Dunphy, a former windsurfing world champion, 18 foot skiff sailor and one design sailor, and will be crewed by a mix of offshore and inshore sailors who have over 30 Hobart and Fastnet races between them. The crew mix ranges from 18 foot skiff, 49er and foiling Moth sailors through to "old-hands" from the maxi days and is a blend of youth and experience. This will be Dunphy's 11th Hobart as skipper and he said "the formula the Dodo team subscribe to for the Rolex Sydney Hobart is to finish the race, win our division and hope that the conditions suit the boat's rating for an overall win!"



DUENDE

SAIL NO: ESP6100
LOA: 15.39m
CLASS: IRC
DESIGNER: Judel/Vrolijk (GER)
YEAR BUILT: 2003
TYPE: Judel/Vrolijk 52
NUMBER OF HOBARTS: 1
OWNER: Damien Parkes
CLUB: Cruising Yacht Club of Australia
CREW: D Parkes – Skipper (25), D Lambert, I Mason (10), L Klohs (1), L Gilbert, M Cassidy (3), N Parkes (5), P Dohna, R Saled, T Cable (46), D Graham.

Duende is a 52-foot yacht from the design team of Judel/Vrolijk in Germany and sistership to the previous Yendys. Previously raced as *Tau Ceramics* and *Lacoste* in Europe, she has been modified for Australian conditions and optimised under the IRC rating system. The boat is favourably handicapped and is carrying a crew of experienced yachties, led by Damien Parkes, who has special cargo aboard in the shape of Tony 'Glark' Cable, who holds the record for sailing the most Sydney Hobarts (46) of anyone. Others include Donald Graham and some Pacific Sailing School students. *Duende* was forced to retire from the 2011 Rolex Sydney Hobart with engine problems, just before entering Bass Strait. Cable and his crew felt robbed and are definite about double checking everything in the efforts to make Constitution Dock this year.



DUMP TRUCK

SAIL NO: A6
LOA: 11.3m
CLASS: IRC/ORC
DESIGNER: Ker (UK)
YEAR BUILT: 2002
TYPE: Ker 11.3
NUMBER OF HOBARTS: 3
OWNER: Justin Wells and Edward Fader
CLUB: Royal Yacht Club of Tasmania, TAS
CREW: J Wells – Skipper (5), C Cunningham (1), F Read (4), F Barrett (8), J Foster (2), N Dineen (1), R Menadue (1), R Parker (3), W Young (2), G Peacock (4)

Dump Truck is a Ker 11.3 built in 2002 in the UK. Under her previous name, *Tow Truck*, and with her previous Lake Macquarie owners, she scored good offshore race results across the board. Under Wells's and

Fader's guidance, *Dump Truck* finished last year's Rolex Sydney Hobart in 35th place overall; like all the smaller boats, she was at the mercy of uncongenial winds, but her form was realised with a second in IRC Division 2.

Now based in Hobart, owners Justin Wells and Edward Fader have been campaigning her strongly and have had good local success including winning last season's combined clubs Offshore Championship overall. In late October she finished second overall to fellow Tasmanian and Hobart competitor Martela in the Isle of Caves Race, won the Bay of Fires race in mid-October and took out the Group 1 IRC division from Sydney Hobart rivals *Whistler* (David Rees) and *Cougar II* in the Betsey Island Race in January. In other words, *Dump Truck* is on fire.



ENCHANTRESS

SAIL NO: SA346
LOA: 11.0m
CLASS: IRC
DESIGNER: John Muirhead (AUS)
YEAR BUILT: 1983
TYPE: Muirhead 11
NUMBER OF HOBARTS: 0
OWNER: John Muirhead
CLUB: Royal South Australian Yacht Squadron, SA
CREW: J Muirhead – Skipper, A Muirhead (1), J Willoughby, N Swan, R Large, R Harrison, S Jenkins, L Michael

One of four South Australian yachts in this year's race, *Enchantress* is a self-designed yacht that was also built locally from cold-moulded cedar over frames and stringers and is about to tackle her first Rolex Sydney Hobart. She has been raced and cruised since being launched in 1983 by her owner/designer, John Muirhead, competing in 20 Adelaide to Port Lincoln races. *Enchantress* won the 2010 Melbourne to Hobart West Coaster under IRC, PHS and AMS after finishing sixth on line. Her Hobart crew features the same guys who sailed her to victory; Roger Harrison, co-owner John Willoughby, Steve Jenkins, Rob Large and Noel Swan. Built to perform downwind, *Enchantress* can take a bit of hard stuff on the nose, as long as she eventually gets to go downwind.




ERESSEA

SAIL NO: 6590
 LOA: 12m
 CLASS: PHS
 DESIGNER: Hanse (GER)
 YEAR BUILT: 2007
 TYPE: Hanse 400
 NUMBER OF HOBARTS: 1
 OWNER: John Bankart
 CLUB: Mooloolaba Yacht Club, QLD
 CREW: J Bankart – Skipper (5), D Rattai (1), J Morris (1), P Johnstone, T Edwards, D Chadderton, S Simlat, J Meldon

Eressea is a Sunshine Sailing Australia sail-training vessel that has competed in both the Brisbane to Gladstone race and Audi Hamilton Island Race Week for the past five years, finishing fifth in the Cruising division at Hamilton this year while enjoying the majestic scenery. In last year's Hobart, the boat's first time in the race, she finished third last over the line, docking at 4.30pm on New Year's Eve. *Eressea* also sails to Lord Howe Island as a sailing adventure and for those who wish to gain ocean-going qualifications.


FINISTERE

SAIL NO: F108
 LOA: 15.4m
 CLASS: IRC
 DESIGNER: Laurie Davidson (NZL)
 YEAR BUILT: 1991
 TYPE: Davidson 50
 NO. OF HOBARTS: 2
 OWNER: Robert Thomas
 CLUB: Fremantle Sailing Club, WA
 CREW: R Thomas (1), G Bishop (4), R Coster (1), M Dutry, M Hunt (3), P Mason (3), A Rainbow, A Stock, J Halvorsen, P Kaiko, A Shand, J Vabidden, M Giles, H Weaving

Finistere is competing in her third Rolex Sydney Hobart, having contested the 50th race in 1994 and again in 2008. Owner Robert Thomas rebuilt her for the Around Australia Yacht Race and she is a comfortable cruiser racer that is at her best in medium to heavy conditions. The race itself is only part of the journey, as Rob and his crew are sailing *Finistere* from Fremantle to Sydney just to make the start line. They compete regularly in WA.


FLYING FISH ARCTOS

SAIL NO: 7551
 LOA: 16.36m
 CLASS: PHS
 DESIGNER: Graham Radford (AUS)
 YEAR BUILT: 2001
 TYPE: McIntyre 55
 NUMBER OF HOBARTS: 5
 OWNER: Flying Fish Online
 CLUB: Middle Harbour Yacht Club, NSW
 CREW: Duncan Macalister – Skipper (2),

Flying Fish Arctos is the flagship yacht in the Flying Fish offshore training fleet. *Arctos* is a strong and powerful cutter-rigged yacht that was built to race around the world. The crew of this boat are mostly paying amateurs from around the world looking for adventure, making this 55-footer ideal for the crew and race. However, they are joined by more experienced crew, including this year's skipper, Duncan Macalister. The 2010 team took first place in PHS and last year a different crew sailed the boat to sixth overall under PHS and second in Division 2, so the 2012 crew have a lot to live up to.


FRANTIC

SAIL NO: M111
 LOA: 15.9m
 CLASS: IRC/ORC
 DESIGNER: James Donovan (USA)
 YEAR BUILT: 2004
 TYPE: TP52
 NUMBER OF HOBARTS: 1
 OWNER: Michael Martin
 CLUB: Lake Macquarie Yacht Club and Newcastle Cruising Yacht Club, NSW
 CREW: M Martin – Skipper (4), B Leask (3), B Davies (2), C Freeman (16), D Hull (2), G Waterson (3), H Leicester (1), L Chapman, M Dean (2), M Davies (3), M Jensen (1), R Campbell (1), S Hunter (2), S Chapman (3)

Mick Martin's three-year search for a slick offshore TP52 came to fruition earlier this year with the purchase of the former *Strevth*, previously owned by Geoff Hill. Having looked at other TP52s in Australia and being gazumped on V5 in New Zealand, the deal for the newly named *Frantic* was

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too sweet. "A mate pulled me into the *Strewth* deal. We observed it getting some bulkhead and reinforcing work done. While it's a bit heavier than the other TP52s, it means the boat will still be going when the weather gets foul," Martin explained. The reason for the upgrade from his Sayer 40, *LMR Solar/Frantic*, was a purely personal one. "I felt the need for more adventure, downhill speed and a bigger work pit," Martin said laughing. "Plus I don't want to be on my deathbed saying I was going to buy one and never made the purchase!" Martin raced *Frantic* in this year's Gold Coast race, but she was forced to retire with a broken boom. "I'm looking forward to seeing all the other TP52s



GEOMATIC

SAIL NO: M495
LOA: 15.4m
CLASS: PHS
DESIGNER: Judel/Vrolijk
YEAR BUILT: 2011
TYPE: Hanse 495
NUMBER OF HOBARTS: 0
OWNER: Adrian Lewis (2)
CLUB: Mornington Yacht Club, VIC
CREW: A Lewis (2), T Humphries (2), P Young (2), S Hand (1), A Breidahl, P Whybird

Adrian Lewis launched this new vessel, from the drawing board of enduring and successful designers Judel/Vrolijk, in November last year, making the step up from his previous 39ft David Lyons boat. *Geomatic* is a weighty cruiser built for comfort. Earlier this year, *Geomatic* made the long trek north from Mornington in the south of Victoria to compete in Audi Hamilton Island Race Week, where she finished 18th in Cruising Division 2. It provided the opportunity for some crew familiarisation with the boat and to log a lot of ocean miles. Lewis is joined by a mixture of recent and long-standing crew who look forward to the trip south.



HALCYON

SAIL NO: R75
LOA: 12.6m
CLASS: IRC
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2010
TYPE: Beneteau First 40
NUMBER OF HOBARTS: 0
OWNER: Chris Tucker
CLUB: Royal Yacht Club of Victoria, VIC

CREW: C Tucker – Skipper, B Anderson, B Grayson, B Brown (4), C Pope (4), D Holter, I Davidson, L Hulley, R Curry, D Rushbrook (2)

Halcyon is one of a number of Beneteau First 40s entered in the race this year and they are a successful breed – one won the 2009 Rolex Sydney Hobart. Tucker launched *Halcyon* in May 2010 and has been competing in races out of Port Phillip Bay and several ocean races out of Melbourne as he prepares for the big race south. Tucker won the Melbourne to Launceston Rudder Cup (AMS) series in 2010, finished third PHS in the 2011 Melbourne to Hobart Eastcoaster series, and second PHS in the 2011 Melbourne to Hobart Eastcoaster Race.



HEL SAL III

SAIL NO: 262
LOA: 20m
CLASS: PHS
DESIGNER: Joe Adams/Fred Barrett (AUS)
YEAR BUILT: 1984
TYPE: Adams 20
NO. OF HOBARTS: 8
OWNERS: Rob Fisher
CLUB: Royal Yacht Club of Tasmania, TAS
CREW: R Fisher (18), A Goode (4), A Roper (2), D Stephenson (2), G Roper (12), J Davis (4), K Lawrence (4), M Vosper (2), P McTaggart (4)

Representing the finisher, Royal Yacht Club of Tasmania in the Rolex Sydney Hobart, Dr Tony Fisher raced *Helsal III* with success in the late 1980s and early 1990s out of Sydney where he then lived, broke his own record for the Gosford to Lord Howe Island Yacht Race and also scored line and handicap wins in the Sydney Mooloolaba Race. Tony later sold the yacht, but he and son Rob bought her back in 2007 in a totally rundown condition. They have since refurbished the yacht and installed a fixed bulb keel (she originally had a centreboard) and bigger rig. A new rudder was added in 2009, with further modifications made in 2010, such as moving the mast aft and converting her to a masthead rig. She finished 26th on line and 12th overall from 14 boats in the PHS division. *Helsal III* is at her best in heavy slow-going conditions.



ICEFIRE

SAIL NO: R6572
LOA: 13.85m
CLASS: PHS

DESIGNER: Alan Mummery
YEAR BUILT: 1988
TYPE: Mummery 45
NUMBER OF HOBARTS: 8
OWNER: Peter Tucker, Alan Mather, Thyge Trafford-Jones and Malcolm Griffiths
CLUB: Cruising Yacht Club of Australia
CREW: A Mather – Skipper (8), H Brouer (1), M Trafford-Jones, M Groen, M Morrissy, N Tisdale (1), T Trafford-Jones (1), S Walsh, B Collis (5)

Icefire returned to racing in last year's Rolex Sydney Hobart after a six-year absence. A downwind flyer, *Icefire* has been a very competitive boat since her launch in 1988 and has many podium finishes in her race history log. New owners Peter Tucker, Alan 'Big Al' Mather, Thyge Trafford-Jones and Malcolm Griffiths, are looking forward to campaigning *Icefire* in this year's race. However, Mather, from the host club, is fully aware that downwind flying in the Rolex Sydney Hobart is not likely to be on the cards – but you never know. He also knows that while the yacht was up there with the best when she was launched, *Icefire* is now over 20 years old and does not rate well against some of the newer boats.



ICHI BAN

SAIL NO: AUS 03
LOA: 21.50metres
CLASS: IRC
DESIGNER: Don Jones (AUS)
YEAR BUILT: 2005
TYPE: Jones 70 Custom
NUMBER OF HOBARTS: 7
OWNER: Matt Allen
CLUB: Cruising Yacht Club of Australia, NSW
CREW: M Allen (23), A Campbell (1), D Rolfe (10), D McGain (9), J Rae (7), M Spies (35), R Hudson (8), R Case (27), S Lawson (14), S Pammenter (1), T Sellars (1)

Matt Allen has again assembled a top-notch cast for the annual race to Tasmania. Michael 'Spies' Spies will make it 36 races this year and is always a fantastic hand to have on a boat, having co-skipped *Nokia* to her line honours win in 1999 and First National Real Estate to an overall win in 2003. Add Robert Case, Dave 'Dingo' Rolfe, Scott Lawson and Doug McGain, an Olympic coach, to the mix and you have a winning formula. A past commodore of the CYCA and Yachting Australia Vice President, Allen has campaigned various boats for years in ocean races in Australia and in 23 Hobarts. This ex-Volvo Ocean Racer has reaped some great results for Allen, second on line in 2006 and third in 2007 and 2008. He has come so close winning the race overall too; fourth in 2006 and fifth in 2007. In that no-man's land 70ft range, it takes special weather and the right moves to place this boat, which finished seventh on line and 25th overall last year. However, *Ichi Ban's* crew is up to the task.



ILLUSION

SAIL NO: 5356
LOA: 10.25m
CLASS: IRC/ORC
DESIGNER: Laurie Davidson (NZL)
YEAR BUILT: 1988
TYPE: Davidson 34
OWNER: Kim Jaggar and Travis Read
CLUB: Cruising Yacht Club of Australia, NSW
CREW: K Jaggar – Skipper (31), T Read – Skipper (3), A Lawrence (7), G Healy (9), J Whitfield (18), P Walker, M Butler (3)

Earlier this year, 31 Hobart race veteran Kim Jaggar and Travis Read purchased the 1998 Hobart winner, among the smallest yachts to win the race at 34 feet for her original owner, Gino Knezic from Melbourne. At the time, she was only the second Victorian yacht to win the race, which that year was a rugged one, so it proves the Davidson 34 can stand up to the rigours of arguably the toughest ocean race in the world. Although the yacht was designed to the old IOR rule, she performs well under IRC. *Illusion* returned to the Rolex Sydney Hobart Yacht Race after a 21-year hiatus in 2010, under second owner, Jonathan Stone, and was the fourth last boat to cross the finish line and finished fifth in her division. He sailed her south again last year, but retired. Expect good things if conditions are favourable for the smaller yachts; Jaggar is an experienced and competent ocean-racing helmsman. The high-school principal competed aboard *Papillon* in the last three Hobarts, finishing 19th overall and third in Division 3 last year.



INSX

SAIL NO: SM5985
LOA: 11.63m
CLASS: IRC
DESIGNER: Scott Jutson (AUS)
YEAR BUILT: 1994
TYPE: NSX 38
NO. OF HOBARTS: 3
OWNER: Robert Sill
CLUB: Sandringham Yacht Club
CREW: R Sill (15), J Sill (2), M Sill (4), A Kelly, J Swifte, D Judge, R Thompson, T Tanner, S Hill

Robert Sill and *INSX* last headed to Hobart in 2008 under the name *Dormit* /*INSX* and finished 31st overall and fifth in Division 4. Sill may not have sailed the 628-nautical-mile course for four years, but he has contested 15 Hobart races, so the experience is well and truly there.





Some of the same crew will sail with the Sandringham Yacht Club member again, including his two sons, Julian and Marcus Sill. The boat's name is a play on her design, an NSX38 by Australian Scott Jutson. Sill and his crew are planning on putting in a couple of ocean races prior to arriving in Sydney for the big day.



JAZZ

SAIL NO: 5299
 LOA: 15.2m
 CLASS: IRC/ORC
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 2006
 TYPE: Cookson 50
 NUMBER OF HOBARTS: 6
 OWNER: Chris Bull
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: C Bull – Skipper (5), M Broughton – Navigator (7), C Ripard (4), J Newman (7), J Smith (3), S Ripard (1), S Pollard (4), T Davis (8)

Jazz is an exceptionally well-sailed boat that flies under the radar, because she leaves Australia after the race to Hobart to continue racing in foreign waters. Under Chris Bull's ownership, this canting keeled Cookson 50 was second overall, first in IRC Division 0 and first overall in the ORC division in the 2010 Rolex Sydney Hobart. Throughout 2011, Bull raced *Jazz* in the Caribbean, the USA, Transatlantic and the Rolex Fastnet Race, and returned to the Hobart race with a fourth overall, first in IRC Division 0, with second in ORC Division 1. Bull, a British yachtsman who calls Malta and Australia home these days, returns in what could be the pinnacle, an overall win in the Rolex Sydney Hobart. With him again is trusty British navigator, Mike Broughton, and other regular crew members, who are hoping for strong winds.



JAZZ PLAYER

SAIL NO: S390
 LOA: 11.9m
 CLASS: IRC/ORC
 DESIGNER: Brett Bakewell-White (NZL)
 YEAR BUILT: 2004
 TYPE: Bakewell-White 39
 NUMBER OF HOBARTS: 2
 OWNER: Andrew Lawrence
 CLUB: Royal Melbourne Yacht Squadron, VIC
 CREW: A Lawrence (3), G Agnew (7), J Oosterweghel (4), M Lawrence (2), M Setton (1), M Dolphin (8), W Slater (8),

T Pedler

Launched in 2004 and designed by New Zealander Brett Bakewell-White, *Jazz Player*, one of 14 Victorian entries, has enjoyed considerable inshore and offshore success over the past few seasons. Andrew Lawrence has taken *Jazz Player* to a remarkable line honours and overall IRC handicap win in the 2009 Melbourne to Hobart West Coast Race, second in IRC in the 2010 Melbourne to King Island Race and an overall first in PHS and third in AMS in the 2010 ORC Melbourne Winter Series. In last year's Rolex Sydney Hobart, the 39-footer placed third in IRC Division 2. In recent years, Lawrence has campaigned the boat vigorously and her consistent crew is looking forward to this year's challenge.



KIONI

SAIL NO: 6146
 LOA: 14.5m
 CLASS: PHS
 DESIGNER: Bruce Farr (USA)
 YEAR BUILT: 2001
 TYPE: Beneteau 47.7
 NUMBER OF HOBARTS: 7
 OWNER: Nick Athineos
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: P Jackson – Skipper (2), A Leslie, J Geurts, K Johnson, P Mara, R Vining, J Vining, G Rasspass, J Harvey, M Shipley, C Dolisson, N Waterson, B Garrod, G Evans

Kioni is a Beneteau First 47.7 owned by Sailing Services Pty Ltd, and is a regular campaigner in offshore racing. *Kioni* has contested seven Rolex Sydney Hobarts, four Gosford Lord Howe Island races, three Mooloolaba races, five Sydney Gold Coast races, five CYCA Winter Series, Hamilton Island Race Week and many others. Last year, the Beneteau 47.7, one of two in the race, placed fourth in PHS Division of the Pittwater to Coffs Harbour Offshore Series. As a sailing-training vessel, *Kioni* has introduced more than 200 sailors to the sport of ocean racing and will continue to do so through the Rolex Sydney Hobart.



KLC BENGAL 7

SAIL NO: JPN4321
 LOA: 16.5m
 CLASS: IRC
 DESIGNER: Tom Humphreys
 YEAR BUILT: 2010
 TYPE: Humphreys 54
 NUMBER OF HOBARTS: 0

OWNER: Yoshihiko Murase

CLUB: LMYC, JPN
 CREW: Y Murase, Y Ito, Y Ando, Y Takagi, K Hara, U Arakawa, N Igei, M Nagao, T Mishima (1), Y Hirano, D Yokoyama, T Nakane, M Takasu, Y Nakamura, Y Arakawa, H Mori

Bengal 7 is only the second Japanese boat to enter the race since Summer Boy (Eiichiro Tatsui) in 1997. She is a 54ft yacht designed by Tom Humphreys and built by Hakes Marine Limited and was launched in October 2010. *Bengal 7* competed in her maiden regatta in the Okinawa-Tokai Yacht Race in May 2012 and claimed line honours as well as overall victory. She will be sailing to Sydney from her homeport in Japan to compete in this year's blue-water classic, giving her some long ocean miles in anticipation of the race ahead. Skipper Yoshihiko Murase, is a gynaecologist who runs the Kanayama Lady's Clinic in Japan, hence the reason why the yacht is sailing under the moniker of *KLC Bengal 7*. An experienced ocean racer, Murase competed in the Melbourne/Osaka Double-handed yacht race in 1991 and 1995, with a former Bengal. He has also competed in six consecutive Transpacific Yacht Races since 2001.



LAHANA

SAIL NO: 10081
 LOA: 30m
 CLASS: IRC/ORC
 DESIGNER: Brett Bakewell-White (NZL)
 YEAR BUILT: 2003
 TYPE: Bakewell-White 30m maxi
 NUMBER OF HOBARTS: 6
 OWNER: Peter Millard and John Honan
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: P Millard (3), C Crafoord (26), A Stafford, A Pryer (10), A Hearder (27), C Shelley (3), C Skinner (1), D Kilponen (6), D Williams (3), G Cropley (15), G Chessells (8), J Love (1), J Beaton (8), J Honan (3), M Demilio (3), M Souter (12), P McEneaney (4), P McGee (6), P Sheldrick (22), S Price (6), S Byron (20), T Falinski (3) S Cavanough (3), G Brady (13)

Lahana is a fixed keel water ballasted 98ft yacht, built in 2003 in New Zealand. She was the most modern yacht of her time and originally owned by Stewart Thwaites who variously named her *Zana* and *Konica Minolta*, before Peter Millard and his brother-in-law purchased her in 2009. The duo is committed to improving her performance, which showed up in the results in last year's Rolex Sydney Hobart, where she finished third on line, sixth overall, second in IRC Division 1 and fourth in ORC Division 1 and more recently in the Cabbage Tree Island Race when she finished second on line to Wild Oats XI and a good third overall. Last year, *Lahana* claimed line honours in the Brisbane to

Gladstone and was declared the overall winner of the Club Marine Brisbane to Keppel Tropical Island Yacht Race. Aboard are some heavyweight ocean racers, many from George Snow's successful *Brindabella* days, including Tony Hearder, Geoff Cropley, Peter Sheldrick and Steve Byron, all of whom have sailed more than 20 Hobarts.



LIVING DOLL

SAIL NO: R55
 LOA: 16.76m
 CLASS: IRC
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 2008
 TYPE: Farr 55
 NUMBER OF HOBARTS: 3
 OWNER: Michael Hiatt
 CLUB: Royal Yacht Club of Victoria, VIC
 CREW: M Hiatt – Skipper (8), B Smith (2), C Barber (5), E Holden (1), K McMaster (5), R Trujilo (1), R Bearda (7), R McGarvie (1), W Wilkens (4)

Living Doll has lived up to all expectations for Michael Hiatt, although breakages and minor problems have hampered what has otherwise been a fruitful relationship between the two. Hiatt took his reliable Farr 55 to sixth across the line and second overall in last year's Rolex Sydney Hobart, beaten to the punch by *Loki* in a little under an hour. The previous year, *Living Doll* was seventh overall. On his 59th birthday, the Melbourne fashion label owner, for which the boat is named, won the 2011 Audi Sydney Gold Coast Yacht Race and went on to finish third in the Audi IRC Australian Championship that year. Launched in late 2008, she missed the Hobart race due to a broken mast, but went on to win Division 1 at the 2009 Skandia Geelong Week, followed by a close win at the Meridian Marinas Airlie Beach regatta in August and finally the IRC Grand Prix Division One win at Audi Hamilton Island Race Week.



LOCAL HERO

SAIL NO: 1236
 LOA: 10.97m
 CLASS: PHS
 DESIGNER: Reichel/Pugh (USA)
 YEAR BUILT: 1995
 TYPE: BH 36 MOD
 OWNER: Peter Mosely
 CLUB: Middle Harbour Yacht Club, NSW
 CREW: G Stromov – Skipper (2), J Butt – Navigator, G Tomlins, I Brokenshire, M Koppel (1), P Grasse, P Desprez





Local Hero continues to remain highly competitive both offshore and inshore. Owner Mosely has been campaigning strongly throughout the past couple of seasons and has notched up some good results including third in division in the 2010 Rolex Sydney Hobart, fifth in division in the 2010 Audi Sydney Gold Coast Yacht Race, a PHS overall and divisional win in the 2010 Brisbane to Keppel Yacht Race and was second in division at Airlie Beach Race Week. Mosely followed this up with a divisional win at Audi Hamilton Island Race Week, placed fourth in the 2010 Audi IRC Australian Championship and was the winner of the Audi A5 Sportback in the Drive Challenge. After the exhilaration of this year's Gold Coast race, where the yacht finished fourth overall in PHS, the crew is looking forward to this Hobart challenge.



LOKI

SAIL NO: AUS60000
LOA: 19.26m
CLASS: IRC
DESIGNER: Reichel/Pugh (USA)
YEAR BUILT: 2008
TYPE: Reichel/Pugh 63
NUMBER OF HOBARTS: 4
OWNER: Stephen Ainsworth
CLUB: Cruising Yacht Club of Australia, NSW
CREW: S Ainsworth – Skipper (14), M Bellingham – Navigator (20), G Maguire – Sailing Master (3), A Ferguson (4), A Merrington (3), D Senogles (23), D Sampson (4), B Sykes (4), B Ellis, M Hughes (1), J Scott (1), R Ely (9) S Nolan (4), C Garnett (2), G Attrill, J Dann (1), S Wells (1), T Ryan (3)

A champion from the outset, four-year-old *Loki* won the Rolex Sydney Hobart last year, and took all that was placed before her in the lead-up to the race and since, after a disappointing 15th overall in the 2010 Hobart. The remarkable boat holds the following records: Bird Island (set in 2011 when she took the treble), Flinders Islet (2010) and the 2009 Audi Sydney Offshore Newcastle race, in which she also won the treble. She broke the Cabbage Tree Island race record in 2009, only to have *Wild Oats XI* break it again in 2010. *Loki* claimed 2012 Audi Sydney Gold Coast overall honours and broke *Brindabella's* 13-year-old record. At the time of going to press, *Loki* led the CYCA's Blue Water Pointscore Series (which she won in 2010), with two wins and a second from three races. Ainsworth shared the 2011 Ocean Racer of the Year Award with Geoff Boettcher (he won the Hobart in 2010), after being crowned the 2010 Audi IRC Australian champion when he scored victories in the three Audi events he contested; Sydney Harbour Regatta, Sydney-Gold Coast Yacht Race and Hamilton Island Race Week. Added yet another victory on November 17, when she won the Cabbage Tree Island Race overall. He is keen for a repeat performance with the Hobart.



LOVE & WAR

SAIL NO: 294
LOA: 14.21m
CLASS: IRC/ORCi
DESIGNER: Sparkman & Stephens (USA)
YEAR BUILT: 1973
TYPE: Sparkman & Stephens 47
OWNER: Simon Kurts
NUMBER OF HOBARTS: 14
CLUB: Cruising Yacht Club of Australia, NSW
CREW: S Kurts – Skipper (15), L May – Navigator (39), S McCullum (20), A Watterson (1), E Adriaanse (23), P Kurts (1), M Heenan (12), R Snow (10), O Brady, R Carlier (31)

Love & War is the 39-year-old classic Oregon and Maple wooden boat that won the Hobart three times in 1974, 1978, 2006 and won the 20 Year Veteran Division of the 50th anniversary race in 1994. She was the second of five yachts owned and raced to Hobart by Peter Kurts, but *Love & War* held a special place in his heart and she has now passed to his son, Simon, who allowed Peter's long-time navigator to take the boat in the Hobart in 2006 – the rest is history. As in 2009 when they finished 24th overall – “we got becalmed in light air in Bass Strait” – Simon Kurts will again skipper the yacht with May aboard as navigator to sail his 40th Hobart race. Simon's 21-year-old son Phillip and first-timer nephew Tom will also be along for the ride. Heavy breeze on the nose is the preferred option for this boat.



LUNA SEA

SAIL NO: 8339
LOA: 10.5m
CLASS: IRC/ORCi
DESIGNER: Robert Hick
YEAR BUILT: 1994
TYPE: Hick 35
OWNER: James Cameron
NUMBER OF HOBARTS: 8
CLUB: Drummoyne Sailing Club, NSW
CREW: J Cameron (1), M Nicoll, B Smith, G Baker, N Dyer, A Wallace, K Bunning, P Conway

James Cameron has purchased the 1998 winner, *AFR Midnight Rambler*, and renamed her *Luna Sea*. Originally, this was the third of Bruce Taylor's *Chutzpah's*, which he sold to Ed Psaltis and Bob Thomas when he launched *Chutzpah* No. 4. Despite her diminutive 35 feet, *Luna Sea* has proved she has the strength to cope with anything. Psaltis and Thomas went on to do three

more Hobarts with the little boat, but never repeated their win with her. To prepare for the race ahead, Cameron has been racing locally at Drummoyne and in the CYCA's Blue Water Pointscore.



LUNCHEON LEGEND

SAIL NO: RQ14
LOA: 12.6m
CLASS: IRC
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2011
TYPE: Beneteau First 40
NUMBER OF HOBARTS: 1
OWNER: Robbo Robertson
CLUB: Royal Queensland Yacht Squadron and Mooloolaba Yacht Club, QLD
CREW: R Robertson (10), D Thornton (1), M White (8), S Kirkman (1), D Tooth, L Davison, K Kilgariff

Luncheon Legend was launched last August and finished fifth in division at Audi Hamilton Island Race Week. She followed this up with a win in IRC Division 2 of the Rolex Trophy (Rating) Series, third in IRC Division 4 and second in ORCi Division 3 of the Rolex Sydney Hobart – finishing on the exact same corrected overall time as sister ship *Two True*. In August, Robertson scored second in division at Airlie Beach Race Week and continued on to Audi Hamilton Island Race Week where he was second in IRC Class B. A dual winner of the Brisbane to Gladstone and many other major races in Australian waters, including a third overall in a previous Hobart race, “Sir Robbo” believes he has the experience and endurance to become a serious challenger when the fleet heads south on Boxing Day. “I guess when you approach the sundown-side of 60, you could be classed among the pretenders, but *Luncheon Legend* has the crew experience and the potential handicap rated speed to be rated among the serious contenders,” he says. Sir Robbo is hoping to improve on his previous best place of third overall.



MALUKA OF KERMADIE

SAIL NO: A19
LOA: 9.1m
CLASS: IRC
DESIGNER: Cliff Gale (AUS)
YEAR BUILT: 1932
TYPE: Classic gaff rigger
NUMBER OF HOBARTS: 3
OWNER: Sean Langman
CLUB: Port Huon Yacht Club, TAS

CREW: S Langman (22), P Langman (1), N Langman (1), J Crawford (5), S McKnight (7), M Skolzo

Originally built 80 years ago of Huon pine, the gaff-rigged *Maluka* was lovingly rebuilt by Sean Langman, better known for his high-octane yachts *AAPT* and *Loyal*. He sailed *Maluka* in the 2006 Rolex Sydney Hobart and was the first boat under 9.5m LOA to finish. In fact, she was the smallest boat to compete, placing eight overall, the year of the ‘golden oldies’ when *Love & War* won, *Bacardi* was second and *Impeccable* fifth. Last year she had the distinction of being last on line (but 34th overall), the irony being Langman was listening when his former *Loyal* sailed to a line honours win. While she carries a Sydney Amateur Sailing Club sail number, *Maluka of Kermadie* is representing the Port Huon Yacht Club in southern Tasmania, where Sean has extended his business interests.



MARTELA

SAIL NO: 7075
LOA: 19.26m
CLASS: IRC/ORCi
DESIGNER: Niels Jeppesen (DEN)
YEAR BUILT: 1996
TYPE: IMX 38
NUMBER OF HOBARTS: 1
OWNER: Anthony Williams
CLUB: Bellerive Yacht Club, TAS and Motor Yacht Club of Tasmania, TAS
CREW: A Williams (5), A Davison (4), B Green (5), D Oak (3), T Edwards (3), Z Williams (1), M Bird, A Nunn

Martela is an IMX38, which was imported from the United States and competed in last year's Rolex Sydney Hobart with a 10th in IRC Division 4 and ORCi Division 3. Recently, *Martela* won the Bellerive Yacht Club's Isle of Caves race in both IRC and AMS categories after finishing an impressive fourth across the line, only 24 minutes astern of the line honours winner. One of just five Tasmanian yachts in the race, *Martela* has also been scoring wins in the Combined Clubs Long Race Series and third in the Bay of Fires Channel Race, as she continues to race locally in the lead-up to ‘the big one’ on Boxing Day. Because of her size, she won't be among the front markers, but her crew members have the experience to make their mark.



MERIT

SAIL NO: 8679





LOA: 19.26m
 CLASS: PHS
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 1997
 TYPE: Volvo 60
 NUMBER OF HOBARTS: 8
 OWNER: Leo Rodriguez
 CLUB: Whitsunday Sailing Club, QLD
 CREW: L Rodriguez – Skipper (4), B Baillie – Co-Skipper (2), B Wells (3), C Bauman (3), C Mathews (4), D Clarke, D Watson (7), E Haagh (7), G Rodriguez (4), M Cocks (5), M Crook (3)

This former Volvo 60 round-the-world yacht first sailed to Hobart as NewsCorp in 2000, was purchased by Ian Treleaven and renamed *Line 7* and *Merit* and competed in the 2001 and 2002 Hobart Races and Gosford to Lord Howe Island races, breaking the record in 2002. Current Yachting Australia president David Gotze from Melbourne was her next owner and competed in the 2004 Hobart and raced locally. Leo Rodriguez acquired the yacht from Gotze and has held on to her, racing the Hobart in all races since 2008, under the names *Merit* and *Telcoibox Merit*. Going to the aid of Georgia crew members when their boat sank, Rodriguez still won his PHS division in 2008. Last year *Merit* was 11th on line and 13th overall in PHS. Like all the VOR60s, she was built for reaching and downwind conditions, which is what she'll need to succeed.



OCCASIONAL COARSE LANGUAGE TOO

SAIL NO: 8008
 LOA: 13.1m
 CLASS: IRC/ORCi
 DESIGNER: Ker
 YEAR BUILT: 2011
 TYPE: Ker 43
 NUMBER OF HOBARTS: 0
 OWNER: Warwick Sherman
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: W Sherman – Skipper, B Filby – Navigator (8), A Paterson (10), A Jackson, G Van Dijk (7), J Thomas (3), M Stoeckel (5), P Williams (13), P Tarimo (5), R Howard (8), T May (6), T Poulsen (5).

Since her launch in July last year, Warwick Sherman has been getting to know this boat. In her first major offshore outing, in this year's Gold Coast race, Sherman was forced to retire with a steering problem. However, he finished fifth and 10th respectively in the Flinders Islet and Bird Island races and won the Gascoigne Cup in October. Having recovered from a cancer scare, Sherman is undertaking his first Hobart after 18 years of ocean racing.



OCEAN AFFINITY

SAIL NO: RQ64
 LOA: 15m
 CLASS: IRC/ORCi
 DESIGNER: Reichel/Pugh (USA)
 YEAR BUILT: 2009
 TYPE: Marten 49
 NUMBER OF HOBARTS: 2
 OWNER: Stewart Lewis
 CLUB: Royal Queensland Yacht Squadron, QLD
 CREW: S Lewis (7), C White (2), J Digby (1), M Vickers (10), R Lynch (1), S Dunne (2), T Anderson (1), A Willis, E Luz, R Caldwell, H Crossan, T Faragher

Ocean Affinity is a 2009 Marten 49, owned and campaigned by Stewart Lewis. Recent achievements include back-to-back line honours wins in the Gosford to Lord Howe Island Yacht Race (2009 and 2010) and second overall in last year's Lord Howe Island race. *Ocean Affinity*, a comfortable seaworthy and responsive yacht, placed third overall in the 2011 Brisbane to Keppel Island Tropical Yacht Race and first in IRC Cruising at the 2010 Airlie Beach Race

Week. Her recent results include a second in division at the 2012 Audi Hamilton Island Race Week. In last year's Rolex Sydney Hobart, Lewis sailed his yacht to 57th overall and 13th in Division. He and the crew will be out to improve on that result.



PAPILLON

SAIL NO: 6841
 LOA: 12m
 CLASS: IRC
 DESIGNER: Joubert/Nivelt (FRA)
 YEAR BUILT: 2009
 TYPE: Archambault A40rc
 NUMBER OF HOBARTS: 2
 OWNER: Phil Molony
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: P Molony – Skipper (22), B Shutz (2), C Kilshaw, D Ganley (1), J Plant, M Sheehy (3), P Seager, R Cassidy (1), S Grellis (23), A Snyder (1), M Tilden (3)

Papillon is one of the successful Archambault designs that made its way to Australia three years ago. Phil Molony has been ocean racing *Papillon* for two seasons since she made her debut in the 2010 Rolex



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Sydney Hobart. She finished 42nd overall and third in Division 3 of last year's Rolex Sydney Hobart Yacht Race. With four races put to bed, Molony is sixteenth on count back in the CYCA's Blue Water Pointscore Series, with a best result of eighth in the Flinders Islet Race. *Papillon* sailed to 40th overall in the Audi Sydney Gold Coast race. With his previous *Papillon*, also an Archambault 40, Molony was second in the CYCA's 2008-09 Tasman Pointscore Series, an annual offshore series hosted by the CYCA.



PATRICE SIX

SAIL NO: 360
LOA: 12.35m
CLASS: IRC/ORCI
DESIGNER: Niels Jeppesen (DEN)
YEAR BUILT: 2007
TYPE: X41
NUMBER OF HOBARTS: 5
OWNER: Tony Kirby
CLUB: Cruising Yacht Club of Australia, NSW
CREW: T Kirby (27), A Young (1), B Sinton (2), F Walker (9), G Harland (17), J Allan (11), J Tanton (2), M Riding (1), M Jackson (6), P Beale (16)

Courtesy of his father Ray, a well-known ocean racer of his time, Tony Kirby has been around the waterfront for most of his life. He has helped other prominent boat owners such as Stephen Ainsworth and Robbo Robertson to excellent offshore results until starting to buy his own boats. With his latest, *Patrice Six*, 'TK' finished fifth overall and third in IRC Division 3 in the 2009 Rolex Sydney Hobart, after a win looked to be in the bag until the last few hours. It was the first time the ORCI was used in Australia, and *Patrice Six* finished third under that rule. In last year's race, Kirby was 31st overall, as conditions did not favour the 40 footer. However, he was fourth in ORCI Division 2 and seventh in IRC Division 3. He finished sixth in the 2011/2012 Blue Water Pointscore, improving on his eighth the previous season. Bears Oscar and Orlando will be aboard again this year, helping to raise much-needed funds for The Kids' Cancer Project, which undertakes childhood cancer research.



PEUGEOT - SURFRIDER

SAIL NO: 7771
LOA: 13.68m
CLASS: IRC/ORCI
DESIGNER: Beneteau (FRA)

YEAR BUILT: 2008
TYPE: Beneteau 45
NUMBER OF HOBARTS: 3
OWNER: Sebastien Guyot
CLUB: Cruising Yacht Club of Australia, NSW
CREW: N Lunven - Skipper, N Scott-Perry - Navigator (4), JP Nicol, J Villion, M de Montgolfier (1), B Van de Voorde, C Delorme, N Graveline (1), G Valdant, D Taylor (1), S Guyot, H Marechal

A team of six French sailors living in Sydney and led by Sebastien Guyot will participate in the Rolex Sydney Hobart. They will race *Peugeot Surfrider*, the Beneteau First 45 familiar to all as *Balance* and owned by 'Money Man' Paul Clitheroe. The team, supported by French car manufacturer Peugeot, wishes to spread Surfrider Foundation Australia's vital message on ocean protection through their participation in this iconic race and will be raising money through the charity.

Peugeot Surfrider has gathered around them many experienced sailors including three of France's new generation of professional ocean racers, led by skipper Nicolas Lunven. Two of the *Balance* crew will also join the team. *Balance*, a yacht with French heritage and the former *Lady Courier*, has performed well in recent seasons including second in division in last year's Rolex Sydney Hobart; second in the 2009 Rolex Trophy Series; first in IRC Division 2 at the Audi Sydney Harbour Regatta 2010; and she won the IRC Passage at the 2009 Audi Hamilton Island Race Week.



PRIMITIVE COOL

SAIL NO: S777
LOA: 12.4m
CLASS: IRC
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2002
TYPE: Farr 40 Mod
NUMBER OF HOBARTS: 10
OWNER: John Newbold
CLUB: Royal Melbourne Yacht Squadron, VIC
CREW: M Fahey - Skipper (2), J Wemyss (1) - Navigator, T Robertson (3), G Schrank, K Schrank, R Feigan (5), T Bardon, J Collins, S Flynn

Primitive Cool was purchased by John Newbold in 2011 and is one of the former *AFR Midnight Rambler's*, which was modified by previous owners Ed Psaltis and Bob Thomas to maximise offshore racing performance. With the boat now based in Melbourne, John has wasted no time in applying his own sense of style to her and is looking forward to enjoying continued success with this pedigree racer. Under Psaltis's and Thomas's tutelage, the boat won the CYCA's Blue Water Pointscore Series for 2006/07 and the Short Ocean Point Score in the same season, so Newbold has a big reputation to live up to.



QUEST

SAIL NO: 52002
LOA: 15.85m
CLASS: IRC/ORCI
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2005
TYPE: TP52
NO. OF HOBARTS: 2
OWNER: Bob Steel
CLUB: Cruising Yacht Club of Australia, NSW
CREW: R Steel (19), B Kelly - Navigator (4), A Pearson (15), M Green (33), T Braidwood (17), C Evans, M Basset (6), S Francis (3), N Newton (11), S Moran, A McBean (2), B Gardiner (2)

Winning the 2002 Rolex Sydney Hobart with a former *Quest*, Bob Steel won the 2008 Rolex Sydney Hobart with this TP52, also named *Quest* and returns to the race following a two-year break from serious ocean racing. Since arriving in Australia, Steel's third boat of the same name has won every major race on the eastern seaboard, including Audi Hamilton Island Race Week, Audi Sydney Gold Coast Yacht Race and Geelong Race Week. Steel won the 2003 Ocean Racer of the Year against a hefty field including Neville Crichton, Bob Oatley and Colin O'Neil. The three could not match the 'Man of Steel's' 2002 Hobart win and 2002-2003 Blue Water Pointscore victory among other accolades. In anticipation of a third overall Hobart win, Steel has put his TP52 through a minor refit and invested in some new sails for this year's race. He has recruited his old friend, sailing master and 33 Hobart veteran Mike Green back to the cause and Andrew Pearson, both of whom were with him for his two Hobart victories. Joining them is Tom Braidwood, an ex-Volvo Ocean Racer and one of the best hands around. Made an impressionable return to major ocean racing with a second place overall in the Cabbage Tree Island Race in November.



RAGAMUFFIN LOYAL

SAIL NO: SYD100
LOA: 30.48m
CLASS: IRC/ORCI
DESIGNER: Greg Elliott (NZL)
YEAR BUILT: 2004
TYPE: 100ft Maxi
NUMBER OF HOBARTS: 5
OWNER: Syd Fischer
CLUB: Cruising Yacht Club of Australia, NSW
CREW: S Fischer - Skipper (43), T Ellis (45),

D Witt (17), M Pearce (16), P Britt (1), J Shave, A Crowe (15), C Malouf (11), L Pritchard (3), D Brennan (1), J Fisher (1), L Jamieson (27), P Heyes (10), C Wade-Lehman (2), V Dudley (16), M Humphries, A Cape, G Hill (15), M Fullerton (13), C Ward, M Hayes

Took line honours as *Investec Loyal* in last year's Rolex Sydney Hobart, beating *Wild Oats XI* to the punch by 3 minutes 8 seconds after conceding defeat to her nemesis by just over three-and-a-half hours the previous year. Syd Fischer has leased the yacht and rebadged her *Ragamuffin Loyal*. Finding the yacht in great condition, he will only modify the tiny galley so he can keep the troops fed to keep their energy up. Fischer, who at 85 rates as the oldest competitor in this year's race, twice took line honours in the Hobart with his German Frers maxi in 1988 and 1990, and then won it overall in 1992 with the former *Will*, a Farr 50. Tony Ellis, his old mate, was aboard for each of the wins. In fact, while Fischer is coming up for his 44th and Ellis his 46th (one away from the record), the pair will create history by sailing their 40th race together. It would have been more, but Fisher took some years off to run his America's Cup syndicates. Others joining the crew for Hobart include David Witt (he was aboard the 1999 line-honours winner *Nokia*), five-time VOR sailor Matt Humphreys and four celebrity sailors. The Sydney yachtsman has also won the CYCA's Blue Water Pointscore Series a record nine times, last winning in 2007/2008; following that were second, third and second in the following seasons, culminating in his winning Ocean Racer of the Year on multiple occasions. He is third in the 2012 BWPS with three races sailed. Arguably Australia's greatest yachtsman ever, Fischer has self-funded a record five America's Cup campaigns (a feat only matched by Sir Thomas Lipton), captained Australia to wins at the Admiral's and Clipper/Kenwood Cups and won the One Ton Cup in 1971.



RIKKI

SAIL NO: NZL8008
LOA: 13.0m
CLASS: IRC
DESIGNER: Reichel/Pugh
YEAR BUILT: 2011
TYPE: Reichel Pugh 42
NUMBER OF HOBARTS: 0
OWNER: Ray Haslar
CLUB: Kerikeri Cruising Club, NZL
CREW: R Haslar (2), A Shields, A Hammond, B Tuke, D Conway, D Austin, M Cannon, T Dalbeth-Hudson, D Ferris

Rikki is a one-year-old Reichel/Pugh 42, purpose-built for offshore racing. Shortly after her launch, Haslar took *Rikki* in her first ocean race, the 250 nautical mile (Not) Round White Island Race in November last year. The race started in a choppy 15-20 knot southwesterly that peaked at 40 knots





and resulted in a broach along the way. However, that did not dampen enthusiasm and her crew sailed the new boat to an IRC win. Haslar went on to compete in this year's Auckland to Noumea race, placing second on IRC. Among his crew is Blair Tuke, fresh from winning a silver medal in the 49er class at the London Games. Rikki has a fair chance of being declared New Zealand's second only winner of the Rolex Sydney Hobart.



RUSH

SAIL NO: B45
LOA: 13.8m
CLASS: IRC
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 1997
TYPE: Corel 45
NUMBER OF HOBARTS: 5
OWNER: John and Ian Paterson
CLUB: Royal Brighton Yacht Club, VIC
CREW: J Paterson – Skipper (10), A Valenza, J Ezard (2), S Tedstone (3), A McCole (4), J Ryssenbeek (1), P Greenwood (5), P Davies (5), L Poulton, A Poulton (8)

The veteran Corel 45, *Rush*, has contested most of the major Victorian offshore races and the Patersons are regulars at Geelong Week each January. *Rush* is returning for her sixth Rolex Sydney Hobart, with a best place of fifth in IRC Division 2 in both 2008 and 2009. Although crew members have not racked up the multitude of Hobarts that some others can lay claim to, they are nevertheless very experienced ocean racers. On board this year are mates and sailing buddies Andrew McCole and James Ryssenbeek who contested the 2007 Melbourne Osaka, but were forced out due to damage on the 11th day.



SAILORS WITH DISABILITIES

SAIL NO: 6953
LOA: 15.85m
CLASS: IRC
DESIGNER: Nelson Marek (USA)
YEAR BUILT: 2001
TYPE: Nelson Marek 52
NUMBER OF HOBARTS: 4
OWNER: David Pescud
CLUB: Cruising Yacht Club of Australia, NSW
CREW: D Pescud – Skipper (20), B Allen (2), C Barton, E Mander (2), G Johnstone (5), J Natherson (5), L Williams (1),

G Carlisle, L Tesch (1), M Thompson (6)

This TP52 last went to Hobart in 2010 under the name *Wat Eva* after sustaining damage in the Flinders Islet Race last year and not being repaired in time. David Pescud and his crew unusually did not finish the 2010 race due to engine problems. Now the boat is back, going by the name *Sailors with disabilities*, which is the name Pescud has used for former yachts to denote his mostly disabled crews. Pescud famously won PHS overall in the fatal 1998 race, proving once and for all that they are just as competitive and capable as the next boat. He returned to ocean racing in this year's Audi Sydney Gold Coast Yacht Race and finished 18th overall. Among others, they will compete against five other TP52s and the crew includes London Paralympic gold medallist Liesl Tesch, whose first involvement with sailing came with her first Hobart race with Pescud in 2009.



SECRET MEN'S BUSINESS 3.5

SAIL NO: YC3300
LOA: 15.64m
CLASS: IRC
DESIGNERS: Reichel/Pugh (USA)
YEAR BUILT: 2008
TYPE: Reichel Pugh 51
NUMBER OF HOBARTS: 3
OWNER: Geoff Boettcher
CLUB: Cruising Yacht Club of South Australia, SA
CREW: G Boettcher – Skipper (23), S Kemp – Navigator (14), M Dunstan – Crew manager (10), N Burrige (4), J Freeman (25), S Cunningham (12), D MacLeod (17), A Hutchinson (5), T Cowen (8), J Paterson (4), C Howard (6), D Oliver (6), C Kosecki (1), N Partridge (14)

Boettcher chose the Audi Sydney Gold Coast Yacht Race to make his return to ocean racing after winning the 2010 Rolex Sydney Hobart Yacht Race and taking a long-deserved break after persevering for 23 Hobart races in total. Finishing the Gold Coast race sixth overall and second in division, with little training, has given the South Australian and his crew the impetus to try one more time. And "Boettch" says it really will be his last Hobart "It's definitely one more – no more!" Sydney based crew manager, Michael Dunstan, has recruited many from the winning 2010 team, including locals Steve 'Reggie' Kemp and Timmy Cowen, and Tasmanians Julian Freeman and Victorian Simon Cunningham. And with a couple of experienced new faces added, Boettcher says they are determined to give it a good go. SMB3.5 was re-launched in Mornington by Hart Marine in late 2009 after undergoing a rebuild and hull modification designed to correct upwind performance and increase her waterline length by four feet. As SMB 3, the boat broke the record for the fastest boat under 50 feet and fastest-ever South

Australian Yacht to reach Hobart in 2008; and she broke the race record for the Adelaide to Port Lincoln in 2009.



SHE

SAIL NO: 4924
LOA: 13m
CLASS: PHS
DESIGNER: Gary Mull (USA)
YEAR BUILT: 1982
TYPE: Olsen 40 mod
NUMBER OF HOBARTS: 16
OWNER: Peter Rodgers
CLUB: Cruising Yacht Club of Australia, NSW
CREW: P Rodgers (17), A Ozols (6), B Cohen (9), C Gray (6), M O'Dea (4)

At 30 years old, this 'golden oldie' of ocean racing has been sailed by Peter Rodgers and his crew in 16 Rolex Sydney Hobart Races and 12 Lord Howe Island Races, as well as various NSW coastal races – and there are not too many who can claim that. In the 2009 Rolex Sydney Hobart, *She* secured her best result, winning PHS overall. Last year, the 40-footer was up there again, with a fourth overall in PHS and second in Division 2. Other good results have been achieved in the races to Lord Howe, with several PHS divisional placings and a PHS victory. In the rugged 2004 Rolex Sydney Hobart *She* placed fourth overall in PHS. A good solid boat, Rodgers will be pushing her hard again.



SHOGUN

SAIL NO: AUS6952
LOA: 15.85m
CLASS: IRC
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2007
TYPE: Judel/Vroljik 52
NUMBER OF HOBARTS: 5
OWNER: Rob Hanna
CLUB: Royal Yacht Club of Victoria, Vic
CREW: R Hanna – Skipper (6), T Eldershaw – Navigator (20), G Prescott (26), S Kirkjian (17), B Morrison-Jack (8), S Jarvis (2), S Treumiet (2), S Hinton, W Parker, K Searle (3), D McNiece, D Clarke (2), J Carroll

Since purchasing this Judel/Vroljik designed 52 *Shogun* in 2009, Geelong yachtsman Rob Hanna has never been far from the podium. *Shogun* performed well in the 2009 Rolex Trophy Series, placing third in division and following up with a second in Division 1 in the Rolex Sydney Hobart.

She also had the honour of being first boat to Hobart under 18.5 metres that year. *Shogun* placed fifth in the 2010 Audi IRC Australian Championship after looking good early on with a third in division at Audi Victoria Week, but was unable to race in Round 2 of the Championship in Sydney after being dismasted en route from Melbourne. A new mast was installed in late March, with *Shogun* completing Round 3, the Audi Sydney Gold Coast Yacht Race, finishing fifth overall. In the final event, Audi Hamilton Island Race, *Shogun* again placed fifth in the Grand Prix division. *She* also won the NSW IRC Championship and IRC Division 1 at Sail Port Stephens in April 2010. In the 2010 Rolex Sydney Hobart, *Shogun* came enticingly close with a third overall and second in division. *She* carried on to a fourth in Class A of the 2011 Audi IRC Australian Championship, but finished a disappointing 15th overall in last year's Sydney Hobart, well behind the other top TP52s. An impeccable crew including Sean Kirkjian, Greg Prescott, Tristram Eldershaw and others of their ilk should ensure a better result this year.



SOUTHERN EXCELLENCE

SAIL NO: NOR 2
LOA: 19.46m
CLASS: PHS
DESIGNER: Laurie Davidson (NZL)
YEAR BUILT: 2001
TYPE: Volvo 60
NUMBER OF HOBARTS: 9
OWNER: Andrew Wenham
CLUB: Cruising Yacht Club of Australia, NSW
CREW: A Wenham – Skipper (6), D Burt – Sailing Master (3), A Burt (3), D Wenham (2), D Hogben (4), B Swane (1), G Schwass (15), H Green (1), M Lewkovitz (2), M Tyrrell (2), P Meakins (1), R Burns (2), I Brood, S Taylor (2)

In 2010, Andrew Wenham purchased the original *djuice Dragons*, which had gone on to have a variety of owners and name changes. Wenham renamed her *Southern Excellence* and gave the Volvo 60 an extensive refurbishment, which worked wonders. They finished second overall in PHS in last year's Hobart race with a Division 1 win. Wenham took her in the 2012 Audi Sydney Gold Coast Yacht Race and scored second again after finishing 10th on line. He is currently contesting the CYCA's Blue Water Pointscore Series in order to prepare the boat and crew for the challenge ahead. As *djuice Dragons*, the boat took line and PHS honours and set a new course record during the 2006 Gosford to Lord Howe Race, and returned in 2007 to claim line honours again – a feat the older *Merit*, one of three VOR60s in the race, achieved in the early 2000s. Under her previous owner, Wenham's yacht also scored line honours victory in the 2007 Melbourne to Vanuatu race for which it also holds the race record.





ST JUDE

SAIL NO: 6686
LOA: 14.2m
CLASS: IRC
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 2007
TYPE: Sydney 47
NUMBER OF HOBARTS: 4
OWNER: Noel Cornish
CLUB: Cruising Yacht Club of Australia, NSW
CREW: N Cornish (5), A Liddle (4), B De Haas (4), D Sheppard (5), P Liddle, M Longergan (1), M Sheppard (3), M Ivaneza (2), P Binstadt (4), R Shand (4), A Spajic

Launched in December 2007, *St Jude* was the sixth Sydney 47 out of the mould at Azzura Yachts. She sailed her first offshore race in the 2008 Australia Day Ocean Pointscore Race to Botany Bay and return, and won on IRC. *St Jude* finished third in the IRC Division of the CYCA's 2010/11 Ocean Pointscore, following on from her PHS Division win in the 2009/10 Ocean Pointscore. The boat is crewed by a group of friends who, in various combinations, have sailed together for many years. Her best result in the Rolex Sydney Hobart was in 2009 where she finished fourth in IRC Division 2. Cornish's personal record includes winning the 1999 Adelaide-Port Lincoln Race overall with his then Beneteau FC10 *Subjude* - a common theme for his boats, as his wife's name is Judith.



TERRA FIRMA

SAIL NO: SM24
LOA: 15.24m
CLASS: IRC
DESIGNER: Farr Yacht Design
YEAR BUILT: 2005
TYPE: Cookson 50
NUMBER OF HOBARTS: 5
OWNER: Nicholas Bartels
CLUB: Sandringham Yacht Club, VIC
CREW: N Bartels (Skipper),

Named for Nicholas Bartel's consulting company, *Terra Firma* is the former *Shagun* that Nicholas Bartels replaced his Sydney 47 with in 2010. The Victorian yachtsman sailed the Cookson 50 to 12th overall in the 2010 Rolex Sydney Hobart, but did not compete in the race last year. In the lead-in to this year's Hobart, Bartels showed his usual good form to finish ninth on line and

11th overall in the 2012 Audi Sydney Gold Coast Yacht Race. *Terra Firma* placed fifth overall in the 2011 Audi IRC Australian Championship, cementing his place with a seventh overall at Hamilton Island Race Week, the last event of the series. *Terra Firma* is always competitive, whether at home in local waters, or in Sydney, where she visits for major events. With his former Sydney 47, *Terra Firma*, Bartels' best results included seventh in IRC Division 2 of the 2009 Audi Sydney Gold Coast Yacht Race and seventh in the 2008 Rolex Sydney Hobart. Not to be overlooked as a contender.



THIS WAY UP

SAIL NO: RF360
LOA: 11.0m
CLASS: IRC
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 2004
TYPE: Sydney 36CR
NUMBER OF HOBARTS: 0
OWNER: Bryan Thurstan and Hamish Maddern
CLUB: Royal Freshwater Bay Yacht Club, WA
CREW: B Thurstan - Skipper, D Heath - Navigator, H Maddern, P Cartwright, N Abercromby, K Dodds, P Finlayson

This Way Up is a Sydney 36CR yacht that has been owned the past two years by Bryan Thurstan and Hamish Maddern, who are bringing the yacht all the way from Perth for her maiden Rolex Sydney Hobart. In fact, this will be a first for the entire crew, who have undergone rigorous training and qualification to comply with entry requirements for the annual blue-water classic. This yacht and her crew nevertheless have a reputation in Western Australia for hard racing in Cat 3 and 4 events, and enjoy a great rapport with the wider sailing community. This summer, the excited owners are bringing *This Way Up* to Category 1 safety standards and embarking on a major East Coast sailing campaign, culminating in the 2012 Rolex Sydney Hobart Yacht Race.

Skipper Bryan Thurstan will be supported by Drury Heath as navigator and a crew comprising co-owner Hamish Maddern, Paul Cartwright, Noel Abercromby, Kyle Dodds and Peter Finlayson. Following the race to Hobart, a delivery crew will take the boat to Melbourne where it is expected to take part in Geelong Race Week before its eventual return to WA. Box is enjoying not having overlapping headsails and getting



TOYBOX 2

SAIL NO: MH442
LOA: 13.3m
CLASS: IRC
DESIGNER: Niels Jeppesen
YEAR BUILT: 2012
TYPE: XP44
NUMBER OF HOBARTS: 0
OWNER: Ian Box
CLUB: Middle Harbour Yacht Club, NSW
CREW: I Box - Skipper (1), J Hearne (9) Navigator, B King (1), R Clarke (1), M Brett, B Newton, R Parrott, J Morgan, S Phillips (1), P Ward (4), S Marshall (1)

This is the latest in toys for Ian Box, a past commodore of Middle Harbour Yacht Club. *Toybox 2* is the latest from Niels Jeppesen's X yachts in Denmark and features non-overlapping headsails and a lot of carbon. She replaces Box's 11-year-old X442, which he has happily raced to inshore and offshore wins and places. The new boat arrived in Sydney on 4 September, Box's wife's birthday, which he considers a good omen. Box decided it was time he got with the time, so he bought this yacht, which is specifically designed for IRC racing. Pre Rolex Sydney Hobart, Box and his crew of regulars from his previous yacht had done a couple of club races and, at the time of writing, were gearing up for the Sydney Short Ocean Championship and some of the CYCA's Ocean Pointscore Series races. Because he has not contested the Rolex Sydney Hobart since 2006 and the yacht is so new and different to his previous charge, the owner and crew are down to ironing out the last wrinkles and preparing for the 628-nautical-mile race ahead.



TSA MANAGEMENT (ELENI)

SAIL NO: MH60
LOA: 11.78m
CLASS: IRC/One Design
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 2003
TYPE: Sydney 38 OD
NUMBER OF HOBARTS: 6
OWNER: Tony Levett
CLUB: Middle Harbour Yacht Club, NSW
CREW: T Levett (9), A Tompson (1), A Wilson, D Kuhlmann (3), J Marten-Coney (2), M Marten-Coney (1), S Williams (6)

One of the Sydney 38 one-design boats - popular because they are competitive inshore and offshore - *Eleni* returned to

offshore racing in 2008, competing in the Rolex Sydney Hobart, where she finished third in the Sydney 38 One-Design division. *TSA Management/Eleni* has won the Sydney 38 One Design division in the Rolex Sydney Hobart for the last two years. She was third in the Ocean Passage Series of last year's Audi Sydney Harbour Regatta and previously raced as Horwath BRI, with a fourth in the CYCA's Blue Water Pointscore Series 2006-07 and third in the Tasman Performance Series. Tony Levett and his crew will be going for gold again.



TUSITALA

SAIL NO: SAM1
LOA: 18.5m
CLASS: PHS
DESIGNER: Gerard Dykstra
YEAR BUILT: 2000
TYPE: Goss 60
NUMBER OF HOBARTS: 0
OWNER: Paul Goss
CLUB: Avalon Sailing Club, NSW
CREW: P Goss - Skipper (1), Peter Moran - Navigator (2), M Goss - Navigator, M Bell (9), P Mandin (3), Peter Goss

Tusitala hails from the Northern Beaches in NSW and is virtually an unknown quantity. She is essentially a cruising yacht, built in England in 1999. Her construction is wood/epoxy, utilising yellow cedar and mahogany. By cruising standards, she is light and fast, employing a simple cutter rig, easily managed by a small crew. Her name reflects the romantic notion of Pacific cruising - already well proven during her passage out from England. She will return to Samoa in the Pacific after the Hobart where she will spend more time. Crew includes well-known yachtie Mike 'Zappa' Bell. While it might not be his fastest ride to Hobart, it is guaranteed to be a comfortable one.



TWO TRUE

SAIL NO: YC400
LOA: 12.24m
CLASS: IRC/ORCi
DESIGNER: Bruce Farr (USA)
YEAR BUILT: 2009
TYPE: Beneteau First 40
NUMBER OF HOBARTS: 3
OWNER: Andrew Saies
CLUB: Cruising Yacht Club of South Australia, SA
CREW: A Saies - Skipper (7), B Young -





Navigator (12), D Conigrave (1), M Hutton (5), L DeWit (5), R Human (16), J Flak (2), R Last (9)

In her maiden year, *Two True* survived a protest to win the 2009 Rolex Sydney Hobart Yacht Race overall, which culminated in owner Andrew Saies being named 2009/2010 Ocean Racer of the Year, conducted by the Cruising Yacht Club of Australia each year. She was one of the Beneteau First 40s that hit Australian waters in 2009 and took off running. Andy Saies, an orthopedic surgeon, represents the Cruising Yacht Club of South Australia, as does the 2010 Hobart winner and his major rival for the race, *Secret Men's Business 3.5*. The two make up only five South Australian yachts to win the Hobart since its inception in 1945. In 2010, her second Hobart attempt was not to be when *Two True* suffered mast damage on her delivery to Sydney. Although generously loaned a mast by fellow Beneteau owner and then CYCA Vice Commodore, Howard Piggott, Saies made it to the Boxing Day start only to retire on the morning of the 28th December with engine problems that prevented the batteries being charged. He bounced back last year to finish equal 12th overall with fellow Beneteau F40 *Lunchtime Legend* when the two finished with exactly the same corrected time. Saies took the boat to third in IRC Division 2 at Audi Hamilton Island Race Week 2009, her major event debut, and *Two True* was named the CYCSA's Boat of the Year, having won the

Musto Offshore Series. He continued on to Audi Victoria Week in January 2010, where he collected second in IRC Division 2 and followed up with a third at Lincoln Race Week in February. More recently, he has been racing in local waters as boat and crew prepare for the Rolex Sydney Hobart.



VELOCE

SAIL NO: SM602
LOA: 13.7m
CLASS: IRC/ORC*i*
DESIGNER: Farr Yacht Design
YEAR BUILT: 2009
TYPE: Elliott 44cr
NUMBER OF HOBARTS: 0
OWNER: Phil Sempfendorfer
CLUB: Sandringham Yacht Club, VIC
CREW: P Sempfendorfer – Skipper, D Newman (1), E Murphy (2), M Houghton (2), N Duffy

Launched in June 2009, this Elliott designed 44CR and Rolex Sydney Hobart 'newbie' has shown great potential with some

podium finishes worth celebrating. Phil Sempfendorfer was dubbed 'King of the Eastcoaster' after claiming back-to-back handicap victories in the Melbourne to Hobart yacht race in 2010 – an almost unheard-of achievement. *Veloce* competed in Range Series on Port Phillip and finished first. She also took out a somewhat rare line and handicap double in Hobart's big yachting event, the King of the Derwent, in 2011. In fact, she is the first Victorian yacht to win since *Skandia Wild Thing* took the double in 2004. *Veloce* is a regular in Victorian events, Geelong Week in particular, which starts off at Port Phillip in Melbourne and moves down to Corio Bay in Geelong via the annual passage race. Sempfendorfer and crew could prove the 'shock factor' by getting off the start well and taking honours in Hobart.



VICTOIRE

SAIL NO: 1545
LOA: 13.9m
CLASS: IRC
DESIGNER: Beneteau (FRA)
YEAR BUILT: 2007

TYPE: Beneteau First 45
NUMBER OF HOBARTS: 2
OWNER: Darryl Hodgkinson
CLUB: Cruising Yacht Club of Australia, NSW
CREW: D Hodgkinson (2), A Sutherland (1), C Simpson (10), D Dunn, J Nunnerley, M Almekinders, M Ogg (1), N Workman (1), T Powell (15), T Tubman (2)

Since taking ownership of *Victoire* (formerly *Poppy of Portland*) in 2010, Darryl Hodgkinson stepped up to ocean racing. Darryl Hodgkinson is the reigning Blue Water Pointscore champion, having won the Cabbage Tree Island and Finders Islet yacht race and finished first in IRC Division 3 in last year's Rolex Sydney Hobart. *Victoire* also claimed the Class B win in the Audi IRC Australian Championships after a third place in Audi Victoria Week, second in the Audi Sydney Harbour Regatta, and two firsts in division in both the Audi Sydney Gold Coast Yacht Race and Hamilton Island Race week. In 2010, a busy racing schedule saw *Victoire* come away with a string of podium finishes, including first in IRC Division 3 in the Audi Sydney Gold Coast Yacht Race, second in division in the Brisbane to Keppel race and second in division at Airlie Beach Race Week; first in IRC division 2 and third overall in the ORC*i* division of last year's Rolex Sydney Hobart; and second behind *Loki* in the CYCA's Blue Water Pointscore and second to Copernicus in the Tasman Pointscore after finishing third overall in the Audi Sydney Offshore Newcastle Yacht Race earlier that year.

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WAVE SWEEPER

SAIL NO: 7407
LOA: 11.92m
CLASS: IRC
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2001
TYPE: Beneteau First 40.7
NUMBER OF HOBARTS: 7
OWNER: Morgan Rogers
CLUB: Cruising Yacht Club of Australia, NSW
CREW: M Rogers (4), A Hilton, G Sanford (3), G Mason (3), G Scarlett (3), J Anderson, M Ward (3), S Ilzhofer (1)

They might not be the fastest, but they are fun. *Wave Sweeper*, the former *Chancellor*, is a sail-training yacht based in Rose Bay, which had the distinction of finishing last on line in 5 days 6 hours 8 minutes 30 seconds in the 2010 Rolex Sydney Hobart. However, her owner and crew took it in their stride and at least finished well in time to bring in the New Year. Last year was better, when *Wave Sweeper* swept into Constitution Dock, leaving 12 other competitors in her wake and bettering her time by 13 hours and placing 55th overall compared to her second last overall of the previous year. *Wave Sweeper* likes to head north during the winter season to compete at Airlie Beach and Hamilton Island race weeks. This will be her seventh Rolex Sydney Hobart and Morgan Rogers and crew will be aiming to beat their result of last year.



WICKED

SAIL NO: SM4
LOA: 12.24m
CLASS: IRC
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2009
TYPE: Beneteau First 40
NO. OF HOBARTS: 1
OWNER: Mike Welsh
CLUB: Sandringham Yacht Club, VIC
CREW: Mark Welsh – Skipper (4), L O'Connor – Navigator (1), A Ghattas (2), G Smith (3), L Smith (1), Mike Welsh (3), K Goss, D Cheeseman, S Schafer (3)

Wicked is a sister ship to the likes of 2009 Rolex Sydney Hobart winner, *Two True*, which she finished second to that year, the two virtually match raced the whole way but *Wicked* ended up finishing under an hour behind the South Australian yacht. This will be her first Hobart since then, but Mike Welsh and his son Mark are back with their

boat that was launched just prior to the 2009 Hobart. In the meantime, *Wicked* finished 19th overall in the 2011 Audi Sydney Gold Coast Yacht Race, taking out IRC Division 3. More recently, the dynamic duo have been racing locally and lead a team of experienced sailors from Sandringham Yacht Club, who have been campaigning the boat with some success in Victorian club racing. The aim is to beat *Two True* and to leave other competitive same designs, such as *Lunchtime Legend*, in their wake.



WILD OATS XI

SAIL NO: AUS 10001
LOA: 30.48m
CLASS: IRC
DESIGNER: Reichel/Pugh (USA)
YEAR BUILT: 2005
TYPE: 100ft Maxi
NUMBER OF HOBARTS: 7
OWNER: Robert Oatley
SKIPPER: Mark Richards
CLUBS: Hamilton Island Yacht Club, QLD
CREW: M Richards (10), A Cahalan – Navigator (20), C Harmsen, G Taylor (17), I Murray (18), J Hildebrand (8), J Wilson (6), J Whittaker (10), M Shillington (17), N Ellis (7), R Naismith (16), R Daniel (11), S Beavis (3), S Jarvin (24), S Bannantyne (2), S Runnow (23), T Wiseman (8)

Returning for the eighth year in a row is *Wild Oats XI* with skipper Mark Richards at the helm and most of her regulars aboard. They are hungry for a sixth Rolex Sydney Hobart line honours title from eight starts, only beaten by *Alfa Romeo* in 2009 and *Investec Loyal* last year, just to make things more interesting. *Wild Oats XI* is the holder of the race record, which she took in 2005 when she won the treble, in the time of 1 day 18 hours 40 minutes and 10 seconds – the only boat to win the treble since *Rani* in the first race in 1945. Bob Oatley's supermaxi also holds the record for the most consecutive line honours wins – four – from 2005 until 2008, surpassing *Morna's* record of three in a row achieved from 1946 to 1948. In 2009, *Wild Oats XI*, along with a couple of others, underwent extensive modifications to increase her overall length from 98 feet to 100 feet, in accordance with the rule changes to extend the maximum length overall of yachts to 100 feet. After *Investec Loyal* beat her to line honours in last year's race, in light conditions that the lead boats felt on the Tasmanian coast, *Wild Oats XI* has a new configuration below the waterline. She still has the retractable daggerboards fitted for the 2011 race, but now has another retractable centreboard on the centerline, three metres aft of the bow. Earlier this year, *Wild Oats XI* claimed her third line honours win in the Audi Sydney Gold Coast Yacht Race and set a new Open race record of 22hrs, 3mins, 46secs, finally beating the 13 year record set by conventional yacht, *Brindabella*. The super maxi also broke her own 2010 Cabbage

Tree Island Race record in November, slicing nearly two hours off it, firming her chances considerably. Features regular top crew, including navigator Adrienne Cahalan, coming up for her 21st Hobart race – the most by any woman.



WILD ROSE

SAIL NO: 4343
LOA: 13.1m
CLASS: IRC/ORCi
DESIGNER: Bruce Farr (USA)
YEAR BUILT: 1985
TYPE: Farr 43
NUMBER OF HOBARTS: 4
OWNER: Roger Hickman
CLUB: Cruising Yacht Club of Australia, NSW
CREW: R Hickman – Skipper (35), P Inchbold – Sailing Master (25), J Wells – Navigator (2), A Scott (7), A Fong (1), D Williams (2), D Morris (10), J White (2), K Ketelbey (1), P Warburton (6), K Besley (1), M Tonner (1), P Wilkinson (3), T Weise (5)

Wild Rose was commissioned in 1983 as *Wild Oats* by Bob Oatley for the 1987 Admirals Cup and has been owned for some years now by one of Australia's most experienced offshore yachtsmen, Roger Hickman. In partnership with Bruce Foye and Lance Peckman, Hickman sailed the still named *Wild Oats* to win the 1993 Hobart race overall under IOR (there was also an IMS overall winner, *Cuckoos Nest*, the last time the IOR rule was used for the race. Since Hickman took singular ownership, the 27-year-old Farr 43 boat has been known as *Wild Rose*. 'Hicko' won the 2011 Audi Sydney Offshore Newcastle Race overall and the Gosford Lord Howe Island race. Right up 'til the last, *Wild Rose* looked likely to win the 2011 Rolex Sydney Hobart, but the breeze died and changed in a cruel twist of fate. However, you can't sneeze at a seventh overall, a Division 4 win and victory in ORCi Division 3. Each year, Hicko trains up a balanced crew of male and female sailors, whom are aiming to win the race for a second time for Hickman.



WILD THING

SAIL NO: M10
LOA: 30.48m
CLASS: IRC/ORCi
DESIGNER: Don Jones (AUS)
YEAR BUILT: 2003

TYPE: Jones 100 Maxi
NUMBER OF HOBARTS: 9
OWNER: Grant Wharington
CLUB: Southport Yacht Club
CREW: G Wharington (24), P Davis (17), K Bradburn, J Brown (1), S Ciszek (3), P Cosman (13), B Coventry (13), S Crafer (12), T Ede (10), D Evans (11), S Gaddes (3), D Haines (14), I Johnson (16), K Mathews (1), D Price, M Thompson (5), M Buchbach

Grant Wharington's *Wild Thing* won line honours in the 2003 Rolex Sydney Hobart, but the following year, leading the fleet to Hobart, she lost her canting keel, capsized and the crew abandoned ship. *Wild Thing* was rebuilt and went on to take line honours in the 2005 Sydney Gold Coast, Sydney Mooloolaba and Sydney Mackay races. In the 2008 Rolex Sydney Hobart, the supermaxi finished second to *Wild Oats XI*. For the past two years, Wharington, who moved from Victoria to Queensland, has sailed his boat short-crewed, 12 up, meaning little rest for those aboard. This time, though, he has reverted to a bigger crew, some of who have sailed with him for years, including Sue Crafer, one of 15 women to sail 10-plus Rolex Sydney Hobart Yacht Races. Wharington, who will make this his milestone 25th Hobart race, has been busy making modifications to *Wild Thing*, that include extending her to 100 feet, and coupled with more crew, could provide *Ragamuffin Loyal* and *Wild Oats XI* with serious competition – and Wharo would like nothing better to celebrate his 25th race south. Last year, he retired early with sail damage, and in 2010, despite an incident with a media boat in Sydney Harbour, sailed into Hobart fifth across the line.



ZEN

SAIL NO: 3838
LOA: 11.8m
CLASS: IRC/ORCi/One Design
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 2004
TYPE: Sydney 38
NUMBER OF HOBARTS: 4
OWNER: Gordon Ketelbey
CLUB: Middle Harbour Yacht Club, NSW
CREW: G Ketelbey – Skipper (8), A Deakin, A Gage (3), G Hinings (3), M Harding (1), W Leonard

Zen is the second Sydney 38 owned by Gordon Ketelbey, a big fan of the class who has been racing these popular one-design boats for many years. The boat has been extensively campaigned in major races out of Sydney and Victoria, and best results are second in the Sydney 38 division of 2007 Audi Sydney Gold Coast Yacht Race and in the 2007 Rolex Sydney Hobart Yacht Race. In 2011, *Zen* finished second in the Sydney 38 National Championship held in Geelong Victoria. She also picked up second at Airlie Beach and Magnetic Island Race Weeks,



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IRC... **1st** overall
IRC Division 1... **1st**

2010

Line Honours, **1, 2, 3** overall

2009

Line Honours, **1, 2, 3** overall
IRC Division 1... **1st**

2008

Line Honours, **1st** overall

2007

Line Honours, **1, 2** overall
IRC... **1st** overall
IRC Division 1... **1, 3**

2006

Line Honours, **1, 3** overall
IRC Division 1... **1, 3**

2005

Line Honours, **1, 2, 3** overall
IRC... **1, 2, 3** overall



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Image of Wild Oats XI by Andrea Francollini



The international status of the Rolex Sydney Hobart Yacht Race among yachties and its worldwide media and public profile developed over the past 67 years is primarily due, in my opinion, to two significant aspects of this famous bluewater classic.

Firstly, the spectacular start from beautiful Sydney Harbour each year on a public holiday, Boxing Day, 26 December, with the harbour a natural amphitheatre for viewing from the headlands and the ample room on the water for spectator craft to follow the fleet to sea. Several hundred thousand people always turn out for the start.

Secondly, the huge public welcome as the leading yachts sail up the River Derwent to Hobart, capital city of the island state of Tasmania, the crews dock their yachts in the city's historic Sullivans Cove and Constitution Dock, remarkably just five minutes walk from the CBD. Without question, this is the most hospitable and widely publicised race finish of any annual long ocean race in the world.

Hobart's welcome to the arriving yachts, even in the middle of the night (and often a cold night in these southern climes) goes back to the very first Sydney Hobart in 1945 when British naval officer Captain John Illingworth steered *Rani* up the river in the early hours of the morning to take line and, subsequently, overall handicap honours.

The logistics of finishing for the fleet of nine yachts back in 1945 were relatively basic, but over the following 66 years the role of Hobart's Royal Yacht Club of Tasmania has increased



THE FINISH

TWO FACTORS HAVE MADE THE ROLEX SYDNEY HOBART ONE OF THE MOST POPULAR AND HIGH-PROFILE LONG OCEAN RACES IN THE WORLD – THE START AND THE FINISH, WRITES EDITOR AT LARGE PETER CAMPBELL.



commensurately with the growth of the fleet, reaching its peak with the 371 starters and 307 finishers in the 50th race.

That year, 1994, yachts were packed gunwale to gunwale in Constitution Dock and alongside every wharf space in Hobart's Sullivans Cove, everyone bedecked with 'battle' flags.

RYCT Life Member Mick Hocking was one of the team tasked with organising the berths and then making sure that every boat went into its allocated berth, a marathon task that required boat crews from the club on the water 24 hours a day until the last yachts finished the race.

Mick is still overseeing the berthing arrangements for the Rolex Sydney Hobart and, while the task is still tricky at times, he agrees it is easier these days with fleets of less than one hundred boats in the race and more marina berthing available

in Sullivans Cove.

However, fewer yachts can now access the traditional Constitution Dock because of the overall increase in keel depth of modern yachts and an old underwater pipe near the entrance to the dock through the lifting bridge.

Finish logistics for the 68th Rolex Sydney Hobart Yacht Race this year range from the all-important task of timing each yacht as it crosses the finish, firing a finish cannon, and the berthing of each boat in Sullivans Cove, crowd control on the water and ashore, operating the Liaison Centre at Constitution Dock through to organising the distribution of cases of beer to each crew as they berth, providing extra toilet and shower facilities around the waterfront and arranging pick-up of crew baggage brought down from Sydney by truck.

Crowd control can be a problem on the Kings Street Marina, especially when "celebrity" skippers and crews, such as Jessica Watson in last year's race, berth at the marina.

Spectator boat control on the Derwent is tightly controlled following a number of incidents nearing the finish of past races, including a collision between two media boats. However, close co-operation between Tasmania Police's marine division and the RYCT has made it significantly easier for the helmsman and the crew of the super maxis racing up the river to the finish line. Even last year's virtual match race between *Investec Loyal* and *Wild Oats XI* went unhindered by spectator craft.

"Biddy" Badenach, who has been Finish Co-ordinator of the Rolex Sydney Hobart Yacht Race since 1997 and Commodore of the RYCT before then, is full of praise for the Tasmanian Police force's contribution to the race, not only the finish but to the overall safety of the fleet once its sails into Tasmanian Waters. A sea-going Police boat is normally stationed at Flinders Island and as the smaller boats head down the east coast, another boat heads into the area.

Badenach, along with Hocking, Rae Batt (finish team), John Honeysett (race information), Barry Shepperd (prizegiving) and Rowan Johnston (Hobart Race Director for 34 years before Badenach) are among a core of RYCT members who each year volunteered their time to ensure the Rolex Sydney Hobart Race finish, and all the logistics that go with it, are in place and operate without a hitch.

OVER AT LAST
Each year over 80 yachts need a berth at the finish line, courtesy of the Royal Yacht Club of Tasmania.



Past Commodores Alastair Douglas and Marion Cooper have also been heavily involved, Marion running the Liaison Centre at Constitution Dock for many years and Alastair in charge of often vital radio communications with the fleet once it reaches Tasmanian waters.

Badenach, Hocking, Honeysett, Shepperd, Cooper and Johnston have all been elected Life Members in recognition to their efforts for their Club and the Sydney Hobart Race. Batt, Honeysett, Cooper, Shepperd and Johnston have retired, with Badenach, Hocking and Douglas being joined by younger members eager to make their contribution to the Sydney Hobart, or as they call it in Hobart, the "Sydney Race."

"Biddy" (Robert is his given first name) Badenach has many memories of the finish of the Sydney Hobart, but his most memorable one (and one that I shared with him) was the night that the German maxi *Morning Glory* came sweeping up the river on track to breaking *Kialoa III*'s 21 year old race record – and collecting the sponsor's special prize of \$100,000.

"It was going to be touch and go whether she would make it, but Constable Scott Dunn, then skipper



record back in 1975.

For many years now an American Civil War field cannon has been used to signal the line honours victory as the first boat crosses the line off Castray Esplanade, below Hobart's historic precinct of Battery Point. "The gun crew dress in period artillery uniform and I can recall one wet night seeing them holding an umbrella over the gun to ensure the powder did not get wet," Badenach recalls. "The gun fired perfectly!"

Badenach says that while the site

HOME STRETCH
Above: Dozens of spectator craft accompany *Investec Loyal* through the final stages of the race. Below: A frenzied international media scrum fight to get the best pictures of the winners; Bob Oatley answers reporters' questions.

and overall logistics for finishing the Rolex Sydney Hobart Race remain unchanged, the sponsorships of Kodak, followed by Telstra and now Rolex have introduced a high degree of professionalism to the finish and reception at Hobart.

Kodak's event management team got the Lord Mayor of Hobart more involved in the finish and introduced the public presentation of Divisional winners' flags at the docks. For the 50th race the entire trophy presentation was held in the Sullivans Cove precinct with thousands of people packing the dockside for what proved to be a huge event.

Telstra was responsible for having a large barge moored outside the entrance to Constitution Dock for the line honours winner to moor alongside, allowing the always numerous media easier access to the skipper and crew and the public the opportunity for a close-up view of the colourful celebrations.

Rolex has built on this since taking up the naming rights sponsorship, with the Line Honours Trophy and Crew Medallions – and the Rolex timepiece – being presented in a big public dockside event.

The announcement of the overall winner of the Tattersall's Cup is also now announced dockside and again the winning skipper is awarded the trophy and a Rolex timepiece in a televised event. This presentation is, of course, repeated when the official prizegiving is held at the Royal Yacht Club of Tasmania on the morning of 1st January, although by then many of the crews of the big boats have flown home, as have most interstate and international media.

"Even from the earliest races the Commodore of the RYCT or senior flag officers have tried to welcome every yacht, from first to last to finish,



of the police launch *Dauntless*, was continuously radioing us with the yacht's boatspeed," Badenach recalled as we discussed past finishes. "Media and yachtsmen were phoning you, as race media director, from around the world asking for updates!"

Morning Glory in 1996 did narrowly break *Kialoa III*'s record but a new time was set four years later by *Nokia* and again in 2005 by *Wild Oats XI*. I also recall being on the water at three o'clock in the morning to see American Jim Kilroy set *Kialoa III*'s



as they dock," Badenach recalls. "Each crew member is still presented with a case of cold Tassie beer, and for many years club members acted as liaison officers to make the crews welcome, even taking their wet sea clothing home to wash and inviting the crew home for a hot meal. Many lasting friendship were made between Hobartians and visiting yachties."

As fleets grew in size, the liaison officer system became too difficult to maintain, but the Commodore still tries to welcome many yachts to Hobart, extending them an invitation to visit the Club at Sandy Bay. "The warm hospitality of Hobartians still remains," says Badenach.

The Royal Yacht Club of Tasmania and the Cruising Yacht Club of Australia work closely throughout the year in planning the Rolex Sydney Hobart Yacht Race. The CYCA organises the race, starts the fleet and controls the race at sea; the RYCT is in charge of the finish which includes close liaison with local authorities such as the Hobart City Council and Tasports, with a working committee of members meeting from mid-year onwards.

As mentioned, many members have had a long involvement with the finish: This year Past Commodore Alastair Douglas will again organise Hobart Radio Control; John Menadue will run the Race Information Centre at the Club; Ian Newman will be in charge of the Liaison Centre at Constitution Dock; Mick Hocking is again in charge of berthing the fleet.

"For the past two decades the Lord Mayor of Hobart has been on the water with the Commodores of the CYCA and the RYCT to welcome to the yachts," Badenach says. "No matter the time of day or night Rob Valentine and now Damon Thomas have been willing to go out on the river to welcome the line honours winner to their city. It has become a great tradition of Hobart."

Everything swings into operation in Hobart as the fleet sets sail from Sydney Harbour on Boxing Day. The Race Committee headed by Tim Cox that evening sets up operations at the RYCT, the Liaison Centre opens at Constitution Dock and the Race Information Centre is manned. The international Media Centre begins operating in the Mawson Pavilion alongside Constitution Dock from early morning on 27 December.

Obviously, a key factor in the finish of the Rolex Sydney Hobart is the accurate timing of each yacht as it crosses the finish line between the



Customs House and the Shipwrights Arms are already gearing up for an influx of thirsty yachties.

"Castray Box" on the foreshores of Battery Point and a large Rolex buoy.

These days the team in the finish box have an even more responsible task, not only finishing the Rolex Sydney Hobart fleet, but also yachts racing in the Melbourne to Hobart Races via the East Coast and the West Coast and also the relatively new Launceston to Hobart Race.

The finish box is staffed 24/7 from when the first yachts round Tasman Island until the very last boat in the Sydney Hobart and the other events finish their races.

In a fine example of co-operation between Hobart's major yacht clubs, finish teams comprise volunteers from the RYCT, Derwent Sailing Squadron and the Bellerive Yacht Club. Working six hour shifts, they will record the finish times of up to 150 ocean racing yachts between 28 December 2012 and 1 January 2013, passing the information on to the relevant clubs.

The huge public interest in the Rolex Sydney Hobart has spawned other events in Tasmania's capital city over Christmas – New Year, the biggest being the Taste of Tasmania which these days attracts several hundred thousand visitors to enjoy the very best of the State's gourmet produce.

Now a Hobart City Council

enterprise, the concept of the 'Taste' originated at the Royal Yacht Club of Tasmania back in 1985 as an innovative idea of then Commodore Ollie Hedberg and Hobart Race Director Rowan Johnston.

Taste visitors also get a close-up view of the yachts soon after they finish, with the escort boats leading them past the Princes Wharf on their way to their berths. "In turn, the crews receive a traditional Tasmanian welcome from people eating out at the Taste," says Badenach.

There are many other facets that make up the successful logistical operations for the finish of the Rolex Sydney Hobart Yacht Race centred on Constitution Dock – the crew baggage distribution centre in the City Hall, an effort of the Glenorchy Rotary Club is just one. And, of course, famous Hobart pubs such as the Customs House and the Shipwrights Arms are already gearing up for an influx of thirsty yachties.

From 26 December 2012 through to 3 January 2013, Sullivans Cove will be the focus of international interest in ocean yacht racing, a focal point for Tasmanians and tourists to the island, and a wonderful welcoming point for yachties who have braved the rugged waters of the Tasman Sea to "do a Hobart". ⚓

LOCAL CUSTOM
The crew of *Loki* celebrate victory in last year's race at Custom's House, a traditional post-Hobart watering hole.



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KURT ARRIGO / ROLEX

Many people have contributed to the development of the Rolex Sydney Hobart Yacht Race over the past 67 years: yachtsmen and yachswomen, designers, builders, sailmakers, club administrators and volunteers, sponsors, even yachting journalists who have promoted the race nationally and internationally.

JOHN H ILLINGWORTH RN

Towards the end of World War II the then Commander John H Illingworth RN was stationed in Sydney as Chief Engineer Officer at the Royal Australian Navy Fleet Repair Base at Garden Island. In peace time, back in the UK, Illingworth had been one of Britain's most accomplished ocean-racing yachtsmen, notably with his boat *Maid of Malham*, which he designed in collaboration with naval architect Laurent Giles.

His vast knowledge of yacht design, rigging and offshore yacht racing was well known in Australia, and in May 1945 he joined the Committee of the newly formed Cruising Yacht Club for dinner at Usher's Hotel in the city. Over dinner, founding member Peter Luke said to Illingworth, "[Bert] Walter, [Jack] Earl and I are planning a cruise to Hobart at Christmas time. Would you care to join us?" Illingworth thought for a moment and famously replied, "Why don't we make a race of it?"

And they did! With the Royal Yacht Club of Tasmania agreeing to finish the 628 nautical mile race, a fleet of nine yachts set sail on Boxing Day, 26 December 1945. Illingworth bought a local yacht, *Rani*, enlisted a crew including serving RN officers based at Garden Island and local yachties, and went on to outsail the fleet in a tough sail south in the Tasman Sea, winning both line honours and first place on corrected time.

Illingworth returned to England and built his most outstanding ocean racer, *Myth of Malham*, pioneering the



LEGENDS OF THE RACE

PETER CAMPBELL PROFILES PROMINENT SAILORS WHOSE SKILLS, ENTHUSIASM AND HARD WORK, BOTH PROFESSIONALLY AND AS VOLUNTEERS, HAVE CONTRIBUTED TO ARGUABLY THE GREATEST ANNUAL OCEAN RACE IN THE WORLD.

concept of light displacement, fin-keeled yachts with short overhangs at both bow and stern. His influence on the design and rigs of ocean racers and the technique of racing small yachts offshore was considerable.

He became Commodore of the Royal Ocean Racing Club and the Royal Naval Sailing Association and chairman of the Royal Yachting Association. He died in 1980, leaving a

IDEAS MAN
Captain John Illingworth (above left) had the idea for the first Sydney Hobart Yacht Race in 1945, winning the inaugural race at the helm of his yacht *Rani*. Above right: That Cable guy.

great legacy to international yachting, as the 'father of modern ocean racing in Australia' and a founder of the Sydney Hobart Yacht Race.

TONY CABLE

Tony Cable is one of the most colorful characters you could hope to meet around the marina (or in the bar) at the Cruising Yacht Club of Australia or around Hobart's historic Constitution Dock. An ebullient raconteur, organiser of memorable events for yachties ashore and a great sailor, Cable has competed in 46 Sydney Hobart Races as a crew member since 1961 – the most by any yachtsman so far in the history of the race. And he is heading south again this year on *Duende* for his 47th.

Elected a Life Member of the CYCA in 2005, Cable's greatest contribution has been to his fellow members and to others who have competed in the Sydney Hobart. In 1969–70, he co-founded the "Quiet Little Drink" (QLD) in Hobart, a notorious post-race gathering that ran for many years at various waterfront pubs. In a different form today, the QLD continues to support charitable causes and the CYCA's Youth Sailing Academy. There is also the more formal QLD Cocktail Party where sailors who reach a distinctive number of 'Hobarts' are formally inducted into the exclusive 'Hobart Heroes' club and have their names inscribed on an honour roll.

Cable has served the CYCA and the Rolex Sydney Hobart Race in many ways. He was a club board member from 1975 to 1986; during that time he was chairman of the club's volunteer publications committee, which produced 65 issues of *Offshore Yachting* magazine and 11 Sydney Hobart Yacht Race Programs.

Tony Cable is a repository of ocean-racing knowledge and has acted for many years as the club's historical liaison officer. A familiar refrain around the club is "Ask Cable, he'll know!"

Legion of legends

These notable sailors have also contributed to the successful development of the Rolex Sydney Hobart Yacht Race over the past 67 years.

Bruce Farr, the New Zealander whose designs have won more line and handicap honours in the Sydney Hobart Yacht Race than any other yacht designer, first made his name in the 1970s with his light displacement designs. He achieved his first Sydney Hobart win with *Piccolo* in 1976, and the maxi ketch *New Zealand* achieved the rare double of line and handicap honours in 1980. Other notable Farr-designed overall winners are *Sagacious V*, *Ragamuffin*, *Ausmaid* and *Rosebud*, while line honours winners include *Brindabella*, *Tasmania* and *Sayonara*.



Vicki Willman made Sydney Hobart Yacht Race history by leading the first all-woman crew to contest the race in 1975, skippering *Barbarian*.

ROLEX SYDNEY HOBART YACHT RACE 2012





GORDON MARSHALL

Another great stalwart of ocean racing and the CYCA, Gordon Marshall was a key figure in the management of the Sydney Hobart Race and also a noted navigator in the ocean classic at a time when celestial navigation skills were moving from the traditional sextant, almanac and tables, to programmable calculators.

Marshall joined the CYCA in 1969 and made a huge contribution for more than 20 years, serving as Rear Commodore 11 times and for many years as chairman of the sailing committee and director of the Sydney Hobart Race. He also played a strong role in the professional publication of *Offshore Yachting* magazine.

From the early 1970s, he taught hundreds of yachtsmen and yachtswomen the art of celestial navigation, at the club and on the cliffs at South Head. He raced to Hobart many times, the most memorable being in 1965 when, as sailing master on *Corroboree*, he was instrumental in saving a man from the Italian navy's entrant, *Corsaro II*, who had fallen overboard. In gratitude, the Italian later presented Gordon with the underpants he was wearing when hauled aboard *Corroboree*, which, according to CYCA bar legends, Gordon had framed in his study.

Marshall, an engineer with a rigorously logical brain and a talent for getting to the heart of the matter, played an influential role in the CYCA's input on safety matters, including the self-righting debate in the late 1970s and early 1980s. His reports on the design and construction of lightweight ocean racers heralded a change in the direction of ocean racing internationally.

Marshall also contributed in a very practical sense to offshore safety regulations, being actively involved in inflating, launching, boarding and spending time in heavy seas in liferafts off the coast of Sydney.

As chief measurer for New South Wales, Marshall devised an efficient method of measuring yachts for the IMS rating rule on a specially modified cradle at the CYCA slipway. He later oversaw the change to the IOR rule, along with the changes that allowed advertising on yachts. Gordon Marshall was elected a life member of the CYCA in 1982, later retiring and moving to Western Australia where he lived out his remaining years.



TRYGVE & MAGNUS HALVORSEN

The record set by Trygve Halvorsen and his brother Magnus in the Sydney Hobart Race as yacht designers, builders and ocean-racing yachtsmen may never be eclipsed. Coming from a line of Norwegian shipbuilders and sea captains on both sides of a family that goes back five generations, they migrated with their parents and siblings to Australia in the 1920s.

All the sons were to make their mark on recreational boating in Australia, but it was Trygve and Magnus who have left a legacy to ocean racing, with the superb yachts *Solveig IV*, *Peer Gynt*, *Anitra V* – and *Freya*, the only yacht to win three consecutive Sydney Hobart Races on handicap.

Trygve's great talent was in design. Magnus's in celestial navigation (self-taught). The transition from *Solveig IV* to *Freya* saw many innovative changes in hull shape, keels and rudders, and in yacht construction engineering. As wooden boatbuilders they carried on the traditions of their Norwegian forebears, and their skills were displayed as the builders of not only their ocean racers, but also famous yachts such as the America's Cup challengers *Gretel* and *Gretel II*. The Halvorsens built the Alan Payne-designed *Gretel* for Sir Frank Packer's 1962 Challenge for the America's Cup and both Trygve and Magnus were part of the team. Later they built and re-built *Gretel II*.

The Halvorsen brothers raced in the Sydney Hobart between 1946 and 1982, beginning with a second overall with *Saga* in 1946 and following this with a third with *Peer Gynt* in 1947 and a win with *Solveig IV* in 1954. Trygve then designed *Anitra V*, a 38-footer double-ender that "went like a scalded cat" downwind; they won with her in 1957 and took three second placings, in 1956, 1958 and 1959. *Freya* was the most famous, winning the Sydney Hobart in 1963, 1964 and 1965, as well as being a member of Australia's first challenge for the Admiral's Cup.

Freya was a 38' 6" LOA double-ender with a vertical spade rudder and a long, straight keel, planked in oregon and splined (wedges glued between the planks instead of caulking). She could carry full sail to windward in 30 knots and carry a shy spinnaker much longer than any of her competitors.

Along with the then CYCA Commodore, Norman Rydge, Trygve Halvorsen played a key role in Australia's first challenge for the Admiral's Cup in England in 1965. The brothers won four Trans-Tasman races between 1948 and 1961 with *Peer Gynt*, *Solveig* and *Norla*.

After sharing the 1966 Australian Yachtsman of the Year honour, Trygve

STAR POWER
Trygve (left) and Magnus Halvorsen left their mark on Sydney Hobart history thanks to their pioneering yacht designs and sailing skills, including celestial navigation.

Martin James, a past Commodore of the CYCA, played a very significant role in bringing Rolex aboard as sponsor and helped to make the CYCA a world leader with its yacht-tracking system, which provides the most advanced progressive race results, as well as enhanced race safety.



Peter Bush, another past Commodore of the CYCA, chaired the club's safety review committee following the tragic 1998 race, making far-reaching recommendations on safety in ocean yacht racing.

Robert 'Biddy' Badenach and Rowan Johnston, both past Commodores of the Royal Yacht Club of Tasmania, have between them held the position of finish co-coordinator of the Sydney Hobart Yacht Race for the past 50 years. This vital role includes liaising with the CYCA and the Race Committee, bringing together the many volunteers involved in the race finish and liaising with Tasmanian government, civic, port and water police authorities. Johnston held the position for 34 years, with Badenach taking it over in 1997.





and Magnus went their separate ways in yachting. Trygve sailed in several more Sydney Hobart races while Magnus navigated on the American maxi yacht *Kialoa III* when she set a long-standing race record in 1975.

In September 2012, Trygve and Magnus Halvorsen were among a small group of yachtsmen who attended a lunch at the Royal Sydney Yacht Squadron to mark 50 years since Australia's first challenge for the America's Cup with *Gretel* in 1962.

ADRIENNE CAHALAN

Arguably one of the best ocean-racing navigators in the world, Adrienne Cahalan has also earned the title of 'The Fastest Women To Sail Around the World'. She has sailed in more Rolex Sydney Hobart Races than any other woman and, as co-navigator of the record-breaking, five-times line honours winner *Wild Oats XI*, she has an enviable status among Hobart Race veterans.

Cahalan grew up racing small dinghies on the Lane Cove River, moving later into the famous Sydney Harbour 18-footers before taking up ocean racing. She has sailed and raced around the world three times and holds five world-speed sailing records. In 2004, she was the navigator aboard the 125ft catamaran *Cheyenne*, which broke the record by sailing around the world in 58 days 9 hours 32 minutes 45 seconds. She has twice been chosen as Australian Yachtswoman of the year (2002-2003 and 2004-2005) and been nominated for World Yachtswoman of the Year four times.

Cahalan graduated in law from Sydney University and practised maritime/commercial law. Several years ago, she completed a Master of Science in Applied Meteorology in the UK, basing her thesis on southern hemisphere meteorology.

Cahalan has spent most of her adult life navigating yachts in such events as the Admiral's Cup, TransAtlantic Races, Whitbread/Volvo races around

the world, the speed-record bids and in 20 Sydney Hobart Races to date. Her first Rolex Sydney Hobart was in 1990: *Bumblebee*, *Nicorette*, *Andrew Short Marine* and *Wild Oats XI* are among the yachts she has navigated. Her 21st 'Hobart' this year will again be aboard *Wild Oats XI* as navigator.

Cahalan's first race on *Wild Oats XI* was in 2005 when the boat broke the race record and took line honours and first place overall on IRC. Her only time off has been to give birth to her daughter in 2007.

Her skills as a sailor and, in particular, as a brilliant navigator, have certainly encouraged more women to compete in the Rolex Sydney Hobart Yacht Race, with many learning to be navigators.



SYD FISCHER

Unquestionably the doyen of Australian ocean racing, Syd Fischer has for decades been a driving force in lifting the status of the Rolex Sydney Hobart Yacht Race to meet technological advances in yacht design and construction. He has always been prepared to put his money where his mouth is, building or buying a string of state-of-the-art yachts all named *Ragamuffin*.

Fischer has made a significant contribution to the success of Australian yachts on the international

stage, winning Britain's most famous ocean race, the Fastnet, and leading Australian teams many times to victory in the Admiral's Cup in England and the Clipper/Kenwood Cup in Hawaii.

He also won the prestigious One Ton Cup, skippering the chartered boat *Stormy Petrel* to victory at the peak of offshore level rating competition.

Fischer has also been a leading voice in moves for changes in the rating systems used to handicap the Rolex Sydney Hobart and other major Australian yacht races. Over the last couple of years he has been a strong advocate of the ORCi rating system to replace the existing IRC in deciding the overall winner of the Tattersall's Cup.

So far, he has succeeded in convincing the CYCA to run an ORCi rating division in tandem with IRC in the club's Blue Water Championship, which includes the Rolex Sydney Hobart Yacht Race. ORCi has also been given higher status with yachts competing under that category racing for the valuable Charleston Trophy.

Fischer was rewarded last year with his TP52 *Ragamuffin* placing first in ORCi, as well as third overall under its IRC rating.

Having gained a high degree of recognition for ORCi, the 85-year-old has decided to return to racing a maxi yacht, the 30-metre *Ragamuffin Loyal*, in this year's Rolex Sydney Hobart, leaving the TP52 at its berth in Mosman Bay. As *Investec Loyal*, this powerful supermaxi took line honours in last year's Sydney Hobart, beating the race record-holder *Wild Oats XI* in a thrilling duel up the Derwent.

Fischer has competed in 43 Sydney Hobarts since 1963, yet has been overall winner only once, back in 1992 with a Bruce Farr-designed, 50-foot LOA *Ragamuffin*. However, he has twice won line honours with maxi yachts also named *Ragamuffin*, in 1988 and 1990.

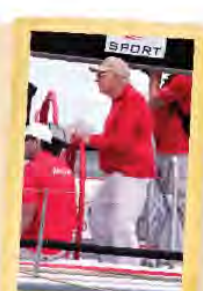
Described as a "colourful, forceful, resourceful and effective operator" this remarkable Australian yachtsman

'OLD SALT'
Above: Matt Allen with Syd Fischer, who at 85, is preparing to take on his 44th Hobart race as skipper aboard super maxi *Ragamuffin-Loyal*.

John Bennetto was the first yachtsman to reach the notable goal of sailing in 40 Sydney Hobart Yacht Races. The colourful Tasmanian yacht owner, known as "The Fish", sailed in his first Sydney Hobart Race in 1946 aboard *Kintail*; his last (and 44th race) was in 2004, skippering *Quest*. Bennetto crewed aboard winning yachts *Westward* (overall) and *Waltzing Matilda* (line) and skippered his own yacht *Mirrabooka II* in 17 consecutive Sydney Hobarts.



Bob Oatley, although no longer an active ocean-racing yachtsman, continues to make a significant contribution to the extraordinary technical advances in the design, construction and sailing of state-of-the-art supermaxis. He was one of the first yacht owners in the world to successfully campaign a yacht with the new canting keel twin foil (CBTF), beginning with his Admiral's Cup winning yacht, *Wild Oats*. With a huge financial commitment, Oatley later built the champion *Wild Oats XI*.





has been the most prolific challenger ever for the America's Cup. His challenges at Newport, Rhode Island, Fremantle and later in Auckland have been well organised but his boats have failed more often on technical grounds or because they were simply not good enough.

One of his lesser known, yet highly valuable, contributions to the sport has been mentoring young sailors and giving them big-boat racing experience. Iain Murray and James Spithill are just two prime examples.

Australian yachting has recognised Syd Fischer with Yachtsman of the Year and Ocean Racing Yachtsman of the Year – well-deserved honours for a real 'old salt'.

PETER LUKE

Along with Captain John Illingworth RN, Peter Luke (1915–2007) must be regarded as one of the founding fathers of the Sydney Hobart Yacht Race and the Cruising Yacht Club of Australia.

Luke was co-founder of the Cruising Yacht Club back in 1944 and was the club's second Commodore. It was he who invited Illingworth, the noted English yachtsman then serving with the Royal Navy in Sydney, to join in a cruise to Hobart with other CYCA members, prompting Illingworth's famous remark: "Why don't we make a race of it?"

And so the Sydney Hobart Yacht Race was born and both yachtsmen added their names, and those of their boats, to yachting history. Illingworth won the inaugural race with *Rani*, taking line and handicap honours. Luke skippered his cruising yacht *Wayfarer*, setting a Sydney Hobart record that's unlikely to be broken: 11 days, six hours and 20 minutes – the longest-ever time to finish the course.

On the long and rough voyage south, *Wayfarer* took shelter behind Broulee Island, north of Montagu Island. Luke and his crew went ashore to phone home to say they were fine and bought some fresh beef to

replenish their supplies on board. It has sometimes been reported they also went ashore on the Tasmanian east coast and shot some rabbits!

Luke was a man who stood by his principles through weather fair and foul. He disliked all things commercial and resigned his life membership in 1976 when the CYCA took on the first sponsor with naming rights for the Sydney Hobart Yacht Race. Many years later, he did rejoin the club but only under protest.

In 1974, at the age of 79, Peter Luke sailed in the 50th Sydney Hobart Yacht Race aboard a friend's yacht, *Charisma*, although he owned *Wayfarer* until he died.



DAVID KELLETT

David Kellett has made a major contribution to the status of the Rolex Sydney Hobart Yacht Race across a broad spectrum: as a highly successful competitor; as a past Commodore of the CYCA; as Chairman of the world body, the Ocean Racing Council; in race communications; and in safety at sea, not just for the Sydney Hobart, but for ocean racing worldwide.

As Australia's senior representative and an executive member of the International Sailing Federation (ISAF) he has considerably raised this nation's status within the international governing body for the sport.

He has worked as Treasurer of the international body and served as Vice-President for over ten years. David recently ran for President of the ISAF and although his campaign gathered significant momentum Italy's Carlo Croce won the vote.

Kellett has had a passion for sailing since boyhood, gaining experience internationally as a young man, including time at Newport, Rhode Island, then home of the America's Cup. He returned to Australia after being part of Gordon Ingate's *Gretel II* challenge in 1977 and quickly got involved in yachting back in Sydney, as a project manager in the building of several ocean-racing yachts and as a sailing master on maxi yachts.

He had a long association with Bernard Lewis's Sydney Hobart Yacht Race campaigns, which included winning line honours with *Vengeance* in 1961, and in 1987 with *Sovereign*, one of only a handful of yachts to have won both the line and handicap double.

In total, Kellett has sailed in 38 Sydney Hobarts – in later years as the CYCA's key representative aboard the radio relay vessel, introducing many new and improved procedures in race communications that followed the tragic 1998 race.

In tandem with his ocean-racing career, Kellett became increasingly involved in the administration of the sport but always retained a practical, hands-on approach that he continued with his involvement with ISAF. He became Commodore of the CYCA, then President of the Australian Yachting Federation and now Yachting Australia, before being chosen to represent Australia on the Offshore Racing Council and ISAF.

ISAF chose him to be its Technical Representative at the Beijing and London Olympic Games' sailing regattas, a key role in overseeing the smooth operations of these events. He has now been nominated for the most senior administrative role in world sailing. ⚓

KELLETT'S WAY
Above: Past CYCA Commodore and Hobart veteran David Kellett.

Jim Kilroy is one of the outstanding US yacht owners to have successfully campaigned his maxi yachts *Kialoa II* and *Kialoa III* in the Sydney Hobart Yacht Race, putting the race firmly in the sights of fellow American yachtsmen. Kilroy now 90 years of age, took line honours three times in the Sydney Hobart Yacht Race, his 1975 win with *Kialoa III* setting a course record that was to stand unchallenged for the following 21 years. Kilroy has been a fierce opponent of the use of 'stored power' for yachts with canting keels and is against 'historic sailing rules'.



Jenny Tate and Dagmar O'Brien set sail with their husbands for Hobart in 1946, the second year of the race. Jenny sailed with her husband Horrie aboard *Active*, virtually taking over as skipper when Horrie became ill; Dagmar was aboard *Connella* with her husband, Dr Brian O'Brien, but they were forced to retire from the race. Unfortunately, *Connella* was forced to retire in Bass Strait, but *Active* made it to the finish. The Jane Tate Memorial Trophy is presented each year to the first female skipper to finish in the Sydney Hobart





This year another five sailors will have their names engraved on the beautiful Huon Pine map of Tasmania that celebrates reaching the 25 Hobart milestone. It isn't only yachtsmen who are chalking up an impressive number of races, many yachswomen have completed more than 10 and at least one has her eye on joining the 25 club.

Jim Holley will sail his 25th Hobart this year onboard his modified Farr 40 Aurora, that he has sailed with his wife Mary for the last 14 Hobarts. Grant Wharington whose name is synonymous with the maxi Wild Thing will also be undertaking his 25th race. Wharington has had Wild Thing extended to 100 feet for this year's race.

Bob Thomas will sail his 25th race aboard the Ker 40 AFR Midnight Rambler and Steve Jarvin will mark his 25th Hobart onboard the supermaxi Wild Oats XI.

Renowned navigator Lindsay May will mark his 40th Hobart on Love and War - the boat he skippered to an overall win in 2006.

98 yachtsmen have competed in 25 or more yachts races south with only 10 reaching the 40 milestone.

The list of 'Hobart Heroes' up to and including 2011 Rolex Sydney Hobart Yacht Race is:

Table listing Hobart Heroes with names, state abbreviations, and number of races/wins.



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 OCEAN CLASSIC, NOTCHING UP 25 OR MORE RACES OVER THE DECADES.

Table listing Hobart Heroes with names, state abbreviations, and number of races/wins.

QUARTER CENTURY CLUB Left to right: Ian 'Barney' Walker, Peter Fletcher, Gavin Gourlay, Robert Moore and Peter Inchbold receive their 25 year medallions at the official prizegiving of the 2011 Rolex Sydney Hobart.

Table listing Hobart Heroes with names, state abbreviations, and number of races/wins.

LEADING YACHTSWOMEN

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

14 women have competed in 10 or more races, with navigator Adrienne Cahalan having sailed south 20 times.

Table listing Leading Yachswomen with names, state abbreviations, and number of races/wins.

† Deceased





Women fill a range of sailing roles – from Olympic medallist to navigational genius – and any waterborne role in between. Women are an integral part of many bluewater racing teams, with many crews heading to Hobart this year with women in key sailing positions. Some famous female sailors we know well, while others need some introduction. All of them, young and old, have inspiring stories to tell about their love of sailing.



An Olympic silver medal in the Women's Match Racing wasn't the only reward Olivia Price brought home from the London Games.

SILVER LINING
OLIVIA PRICE

At the start of her campaign in 2008 the competitive Olivia Price was a quiet 16-year-old with an exceptional match racing opportunity offered to her. "I didn't want to let it go to waste, so I put everything into it and was really determined."

Now four years later and with an Olympic silver medal for skipper Price and her team members, Nina Curtis and Lucinda Whitty, Price confidently states she has finally found her voice.

"I am such a different person. I have learnt so much. I have learnt not only a lot about sailing, but also some life lessons and I have seen so much of the world that I would never have seen otherwise."

"I used to be a shy 16-year-old. I never really knew what was going on. Then all of a sudden I found my own voice. I had a say in what was going on around me and I stood up for my opinions because we were in a competitive environment. I wanted someone to listen to me. That is the biggest change I had; being an outgoing person rather than someone who was really shy."

Price heads off to Sydney University next year to start a Political, Social and Economic Sciences degree which could be the start of a career

WOMEN
ON WATER

SAILING IS A SPORT IN WHICH MEN AND WOMEN CAN OPERATE ON A COMPLETELY EVEN PLAYING FIELD, SO IT IS NO WONDER THERE ARE SCORES OF WOMEN MAKING HEADWAY IN SAILING ACROSS THE COUNTRY. BY TRACEY JOHNSTONE

in journalism or politics. But firstly, Price will now have the 2016 Olympics to look forward to and mastering the 49er FX.



Royal Melbourne Yacht Squadron's Commodore Linda Goldsmith is passionate about her club and about women in sailing, both on and off the water.

COMMITTED
LINDA GOLDSMITH

Almost 17 years ago Goldsmith, then aged in her mid-30s and she claims working far too hard, looked for something healthy to do on the weekends that was outdoor, fun and social. So she walked in the door of RMYS, claimed a regular crew place on a Squadron yacht, leapt into the women's sailing with enthusiasm and

"I am such a different person. I have learnt so much. I have learnt not only a lot about sailing, but also some life lessons and I have seen so much of the world that I would never have seen otherwise."
OLIVIA PRICE

"Women... are coming to yacht clubs in droves looking for something different to do. Sailing is attractive because it is active and social."
LINDA GOLDSMITH

hasn't looked back since.

Goldsmith, now a 16 year veteran of the Australian Women's Keelboat Regatta, sees the Squadron's 22-year-old event as a key factor in the increase in women's sailing numbers in Victoria. "It gives them skills in organising and managing a crew, managing training sessions and competing. There other events in Melbourne with mixed crews, but the boys do tend to let the testosterone run around sometimes and don't give the girls a fair shot at it. We call it being 'blooked'."

The regatta also pulls more women into membership of the club which is valuable to any club's survival.

"Women similar to me, that is, in their late 30s, are coming to yacht clubs in droves looking for something different to do. Sailing is attractive because it is active and social."

With a sea-bed lease for the club's new marina to study and about six hours of club work to be completed before she gets on with her own legal work, the highly organised Goldsmith is just as hard working and committed now as she was when she first walked through the front door of the Squadron; but now she is having a lot more fun.



Already a National Judge with international status in her sights, 23-year-old Danielle Pascoe represents the new breed of sailing administrators.

AGE NO BARRIER
DANIELLE PASCOE

Born to a sailing family, literally, with her first sailing experience while still in her mother's womb, Pascoe has travelled the world with her parents to many world championships held in amazing locations. "That's normal for me and that's what I enjoy," she says.

Pascoe discovered early on in her sailing travels that she was not a hugely competitive sailor, preferring the social side of regattas. "I will happily sail around the course, but I am not in it to win it."

She then discovered judging was something she was really good at doing. And with her dad a judge and her mentor, she took her National





Judge exam at the age of 19. "I didn't have to study for it and I topped the exam. I was the only female in the group and the only one under 50."

Surrounded by a supportive group of peers and friends, Pascoe is now enjoying her climb up the judging ranks, rarely experiencing barriers to her chosen pathway. "Knowing why you are doing what you are doing makes it a lot easier to deal with criticism."

"Most people expect you, when you are young, to be an athlete. If you find something else that you enjoy doing more than competing, then you really need to know why you are doing it and be very assured of yourself so that when people do question your decision, you have an answer for them or you can let their comments roll off you."



With an eye to detail which has come from her work as a microbiologist, 54-year-old Louise Davis is achieving at the top level of race management.

CAN I GET THERE? LOUISE DAVIS

Davis was introduced in the late 70s to sailing by fellow Victorian university students. "We got ourselves some boards and taught ourselves to sail." They then headed off to the beach to join the racing crowd. Davis remembers it was then she realised just how good it felt to be on the water.

The move from competitor to race management didn't happen until her twin boys started sailing. "It was a way of me being out there and helping their sailing. I found I could do it well and I enjoyed doing it."

Davis progressed up the ladder to National Race Officer through the encouragement from her home club, the Royal Queensland Yacht Squadron, and from many sailors. She also ensured she attended as many sailing events as possible around and outside of Australia.

At one point she wondered if she could really get there, but not for long. With an attitude of wanting to achieve what seemed almost unattainable and a strong streak of competitiveness thrown in, Davis says she has found the pathway towards the sacred territory of IRO reasonably straight

forward, finding few barriers along the way.

Davis is now on the cusp of achieving International Race Officer (IRO) status; joining Jenny Bonnitcha as the second woman to sit in the current group of 18 Australian accredited IROs.



Jessica Watson readily admits it was a tough challenge stepping into the unfamiliar territory of team leader for last year's Rolex Sydney Hobart Race.

JUST LIKE THEM JESSICA WATSON

While Watson achieved international acclaim for successful completion of her 2009/10 round-the-world, solo non-stop voyage, it was her practical approach to the Ella Bache Sydney Hobart campaign which proved to her peers she was actually a lot like them with lots to learn about ocean racing.

"The biggest thing for me was being a good leader because that was where I could add the most value to the team. So I left everyone else to the high-level sailing side of things and I worked on getting the best out of everyone. It's something I came to really enjoy."

Watson learnt how to inspire her crew and to let them be an integral part of the campaign. "That's really what got us there in a good place in the end."

Joining Watson in the Ella Bache team were three girls – Alex Paton, Genevieve Warlow and Lisa Chamberlain.

"The girls were a pretty amazing set of sailors in their own right. I realised having the girls on board brought so much more to the program. Not just on the water, but also on the land. They brought a totally different perspective which was really invaluable. They had different attitudes and different ways of looking at things on board."

"The thing that they took away from it was getting to know me and realising I was just like them."

Watson and her Sydney 38 Ella Bache crew of under-21 year olds took out second place in their division in the 2011 race.

"Women's sailing now is about integration not segregation."

KERRY GOUDGE



"Every time we started, we finished. We proved we could do it, which is what we set out to do."

A LITTLE BIT OF HISTORY KERRY GOUDGE

From 1989 through to 2000, Kerry Goudge was a key member of the Sydney-based Women on Water (WOW) group that achieved inroads into blue water racing, which had until then been the bastion of males.

"In those days, you could sail with a boat all season, all year in fact, then Hobart came around and the girls were off. Only blokes went to Hobart then."

In 1989 and already a veteran of two Sydney Hobart races, Goudge joined an all-female crew, only the second in the race's history. After enormous monetary and logistical challenges, the 45-foot *Belles Long Ranger* and 11 women sailors made the start line.

Recounting the response by the doubting offshore racing community to their successful race finish still brings a surprisingly emotional reaction from Goudge. "We had to come down past all the boats that had already tied up in the pond. As we went past they gave us a standing ovation. Their recognition was spontaneous and genuine."

Fast forward to 2012, Goudge still remembers the feeling that by 1996 the WOW offshore program had achieved what it had set out to do. "We were doing it to make a point. I think we made a huge difference. There was no way a guy could then turn around and say a women wasn't good enough to sail to Hobart because we proved they were."

"The other side of the coin was we demonstrated to other women that they could do it and that was probably the more important thing."

"Women's sailing now is about integration not segregation."

**"Knowing why you are doing what you are doing makes it a lot easier to deal with criticism."
DANIELLE PASCOE**

**"The girls were a pretty amazing set of sailors in their own right. I realised having the girls on board brought so much more to the program. Not just on the water, but also on the land. They brought a totally different perspective which was really invaluable. They had different attitudes and different ways of looking at things on board."
JESSICA WATSON**





“I am encouraged by the number of girls who are sailing because we are in a sport where we can play on an even playing field. If you pick the right class, then strength doesn't matter. It comes down to how smart you are.”

KARYN GOJNICH



Have you got your running shoes on? You'll need them to keep up with this triple Olympian.

**HIGH ACHIEVER
KARYN GOJNICH**

Triple Olympian, Yachting Australia (YA) Board member since 2009, chair of the YA Athletes Commission, member of the YA's High Performance, Participation, and Finance and Planning committees, competitor in this year's Etchells and Yngling World Championships, Karyn Gojnich is an exceptional achiever in the world of sailing.

As a mother of two, her schedule is demanding requiring her to finely tune her sailing and family commitments, but this, she says, isn't unique to women.

“Men in our society are trying to find the same balance as well. Certainly what I have been able to do wouldn't have been possible without the support of my parents and then from my husband and even from the girls when they were younger.”

Gojnich's motivation to spend time in sailing administration is about giving something back to the sport and helping sailing to grow.

“Through my coaching work I am seeing an increase of women at clubs. I am encouraged by the number of girls who are sailing because we are in a sport where we can play on an even playing field. If you pick the right class, then strength doesn't matter. It comes down to how smart you are.”

Oh, and now that her youngest daughter has finished school, she is starting to cast her eye around for other challenges.

It would be wise to keep your running shoes on if want to keep up with this super woman.



Ocean Racing is her passion.

**HEART OF THE CLUB
JULIE HODDER**

Finishing third in the harrowing 1989 Sydney Hobart Race on board the yacht she co-owned with Peter Sorensen and Stan Zemanek may be her proudest achievement. But it's her love of Sydney's Middle Harbour Yacht Club that really defines Julie Hodder.

She has served the club in many roles since joining 35 years ago, finally rising in 2010 to both Commodore and chair of the organising committee for the 2012 International Access Class World and International Championships.

Earlier this year she retired from the Commodore role only to step straight into being the Club Captain. Theoretically this move gives her time to go back to part-time IT consultancy work and to do more ocean racing, but her long work list will see her continuing to spend the majority of her week working on club projects close to her heart.

The Access Worlds helped Hodder to develop an appreciation of the simplicity of combining abled and disabled sailors in the one fleet. “They competed on the same turf. They didn't get any advantages. There was one guy there who couldn't even talk and he was there competing and won his division.” From this experience she sees ways in which the club's Sailability program can be expanded to incorporate a racing fleet.

Australia's brilliant Olympic Games sailing result is the basis for Hodder's drive to increase club member numbers. “We want to make MHYC a place to be for not just sailing, but also for cruising and for social events and charity races.

“I love my club. It's my other home.”

*“I love my club. It's my other home.”
JULIE HODDER*



It was an enthusiastic Adrienne Cahalan who greeted August's announcement of an all-female crew for the next Volvo Ocean Race, even though she is on sabbatical from that level of competition... so she says.

**LE GRAND DAME
ADRIENNE CAHALAN**

The 48-year-old veteran navigator of two Volvo Ocean Race campaigns, several other around the world campaigns and 20 Sydney Hobart yacht races, Adrienne Cahalan has her hands full with two very young children and with mentoring female and male sailors into professional roles.

“I see my role as giving equal air time to both women and men in the sport and at the same time, helping them to grow in the direction they want to go.”

“Since the Volvo announcement, traffic has increased quite a bit from all different countries.”

Cahalan started developing her navigation skills early on as sailing friends saw her legal skills valuable, tossing the race documentation her way to decipher. It didn't take long for Cahalan to become internationally recognised for her talent, which then took her around the world working alongside some of the best open water racing sailors. The slim build Cahalan also seemed to enjoy being stuck below deck.

“It suits me. When I go around the world and I look at those on deck, I just have to hand it to them; the structure of watches and sheer, bloody hard work. I like not being on a watch, instead being across the team.”

Cahalan sounds wistful when she speaks about the next Volvo Ocean Race, but then quickly reminds herself that right now she has her hands full with a young family. So one more Sydney Hobart aboard *Wild Oats XI* and the occasional weekend race on her 12-foot skiff is all the sailing she will be doing, for now anyway. ⚓

*“I see my role as giving equal air time to both women and men in the sport and at the same time, helping them to grow in the direction they want to go.”
ADRIENNE CAHALAN*



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 **MARINER**
BOATING HOLIDAYS

Like the famous *Ena*, *Hurrica* was built by William 'Watty' Ford Jnr in Sydney's Berry's Bay – albeit 21 years following *Ena* in 1922. *Hurrica* was launched in 1924, for wealthy wool grazier William Oliver of Melbourne.

Ena was restored in the 1990s at a cost of some \$2 million with the project taking four years to complete. *Hurrica*, on the other hand, was restored by shipwrights Norman Wright and Sons at Bulimba on the Brisbane River between 2003 and 2010, taking seven years at a restoration cost in excess of \$4 million.

Hurrica began her life on the drawing board of the Charles E. Nicholson (1868 – 1954) of the Camper and Nicholson design rooms in the United Kingdom. Nicholson was responsible for many revolutionary designs between 1890 and World War Two, including all the British-built J-class yachts, four America's Cup challengers and many exquisite sailing schooners.

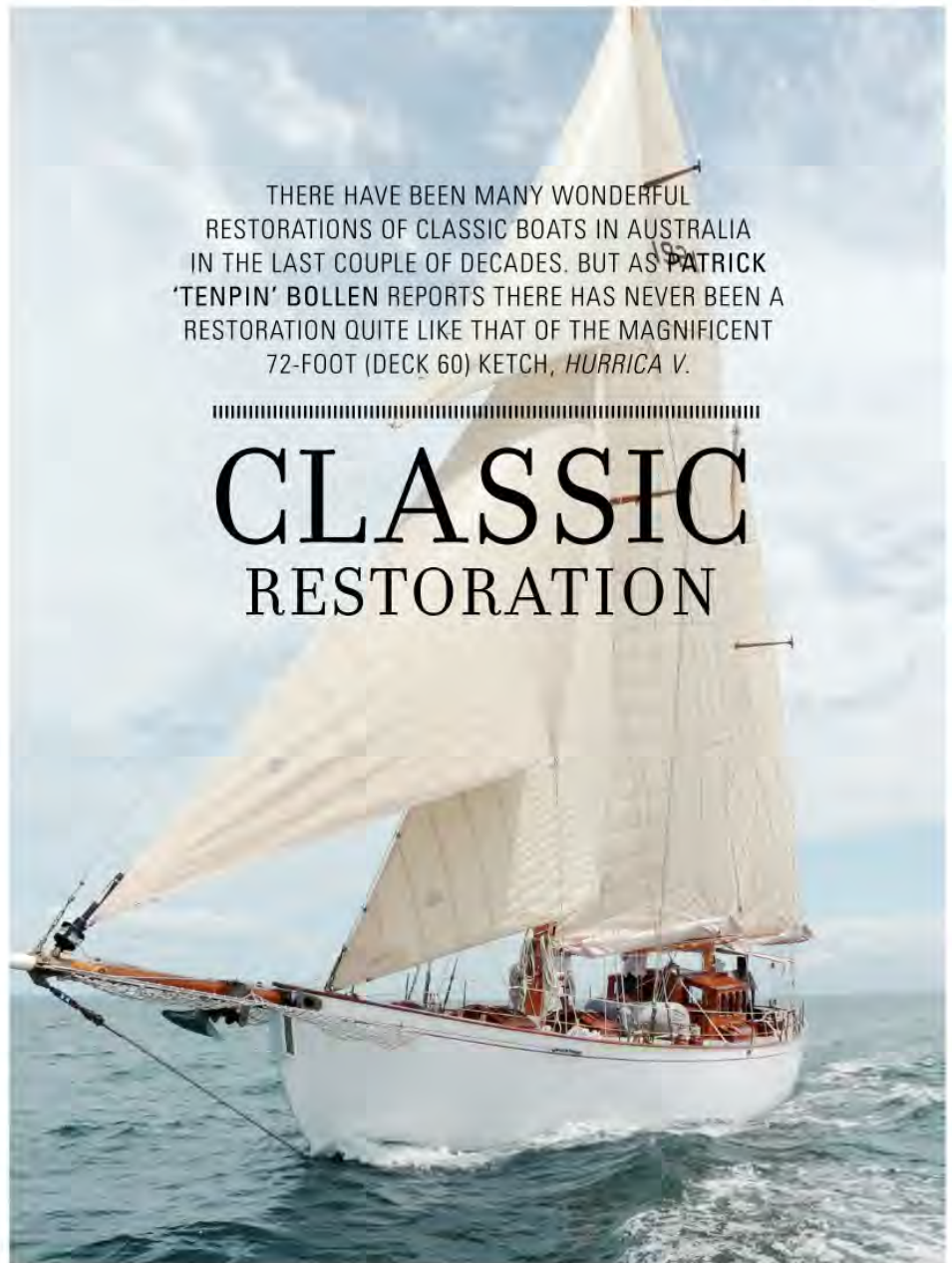
Oliver was the son of the ambitious pioneering Scotsman, John Oliver. Oliver senior and his business partner ventured onto a South Australian property as squatters and obtained a lease in 1847. Three years later they were running in excess of 10,000 sheep on their estate known as Broadmeadows (later Hynam).

However, by 1855 the partnership had dissolved and Oliver and his family moved to Geelong. John died in 1857 and soon afterwards his wife Mary purchased Morambro Station near Broadmeadows.

While living in Geelong a young William developed a love of sailing. Later the family bought the Avington/Isis Downs property in Queensland, grazing over 100,000 sheep and for a time the Olivers profited handsomely. However, drought, overgrazing, shearers' strikes and cold spells ensured the loss of half the flock, inflicting huge financial losses on the family.

By 1911 Oliver had owned several yachts, including *Hurrica III* and *IV* run by paid crews. In 1920 at the age of 70, William commissioned *Hurrica V*, a gaff ketch originally costing 10,000 pounds sterling. After many years of sailing, by 1938 Oliver had dismissed his crew and the yacht was put on the market, selling her in 1941 to William Stuart of Darling Point, New South Wales, for the sum of just 2,000 pounds.

Two years later at the height of the war *Hurrica V* was requisitioned for the war effort by the Commonwealth,



THERE HAVE BEEN MANY WONDERFUL RESTORATIONS OF CLASSIC BOATS IN AUSTRALIA IN THE LAST COUPLE OF DECADES. BUT AS PATRICK 'TENPIN' BOLLEN REPORTS THERE HAS NEVER BEEN A RESTORATION QUITE LIKE THAT OF THE MAGNIFICENT 72-FOOT (DECK 60) KETCH, *HURRICA V*.

CLASSIC RESTORATION

HISTORY AFLOAT
Restored to exceed the creature comforts found in the original, *Hurrica V* maintains her beauty and presence.

with the government paying 3,250 pounds and *Hurrica V* joining the Australian Navy as HMAS *Stingray*. Painted battleship grey and with two gun emplacements, *Hurrica V* saw service in Port Moresby and Milne Bay as an auxiliary patrol boat.

At the war's end in 1945 she was paid off, towed to Brisbane and then to Sydney where she was offered back to the Stuart family at a cost of 1,650 pounds. *Hurrica V* was in very poor condition by then and a total rebuild was undertaken, restoring her to her pre-war glory.

By 1948 the Stuarts decided to sell *Hurrica V* and Clifford Gordon Crane of Wahroonga in Sydney purchased her. Crane was Chairman of AMP at

the time and also a member of the Royal Sydney Yacht Squadron. He sailed *Hurrica V* as a social family and business vessel mostly on Pittwater. At this time she underwent a re-sheathing of the hull and had a new teak deck laid.

In 1956 Crane sold the beloved yacht to Henry John of Cremorne on the shores of Sydney Harbour. When John passed away the title was transferred to his wife before another sale in 1963.

This beautiful sailing yacht was about to enter the longest period of ownership since her building when Edwin (John) Shaw of E. J. Shaw Sand and Gravel Company in the Sydney northern beaches suburb of Mona

Vale purchased her for an undisclosed sum. Shaw kept the yacht in Pittwater, and shortly after acquiring *Hurrica V* he sailed to New Guinea and New Caledonia, enduring a vicious five-day cyclone.

In 1983, some twenty years after acquiring her, Shaw embarked on a major refit of the boat, which included new bulwarks and a new teak deck, a raised cabin, diesel motor and a new hollow main mast. The interior cabin was stripped ready for a refit when the 1980s recession struck and *Hurrica V* was left on a mooring for many years in a derelict state.

A saviour finally appeared on the horizon when Gary Dover of

anything led me to Church Point to take a look. As soon as I saw *Hurrica V* I wanted to own her, so much so I paid about \$185,000 for this very sad looking classic yacht."

Gunns bought the boat as a restoration project and after scutinising many yards from New Zealand, Tasmania and South Australia, he decided on Norman Wright & Sons, as they had carried out a wonderful restoration of the beautiful K-class yacht *Cambria*.

A budget of \$1.5 million was budgeted to restore the vessel to her former glory, however, as is the case with many such enterprises it was likely the cost would blow out.

LADY OF THE SEAS
Hurrica V is a vision of a bygone age of grace under sail.

Blow out it did. Work commenced in 2003, with seven skilled shipwrights and tradesmen working virtually full time for seven years. *Hurrica V* was finally handed over to Gunns in 2010.

The yacht was in very ordinary condition when Gunns embarked on a complete refit. "At the outset I set in motion a plan to complete a major world-class project," says Gunns. I believe he has done just that.

Hurrica V is by all standards and any measure the most beautiful yacht currently in Australia. This classic ketch has been so beautifully restored her beauty will captivate anyone who views her and she is truly in a league of her own.

She was completely stripped back to bare planks, the deck and engine removed, the masts replaced with new hollow spars by Collars in the United Kingdom, and her pilothouse re-modeled to resemble the original design. The finishing touch was a stunning new teak deck, laid over new deck beams.

This glamorous yacht is enhanced by authentic bronze and impeccable varnish work boasting stunning attention to detail.

She features new bronze chain plates, which were X-rayed for casting voids and billet tested for tensile strength. All bronze winches were stripped and shipped to Germany to be PVD coated. Wooden blocks



Sylvania paid \$40,000 for *Hurrica V*, commencing a complete interior rebuild and a hydraulic topmast allowing the boat access under Tom Ugly's Bridge in Sydney.

She was renamed *The Gift*, put into commercial survey and operated out of Port Stephens as a charter vessel. In 1996 on a passage to Port Moresby, she ran aground on Hinchinbrook Island after hitting a reef.

Title passed once more, this time to Patrick Silver of Avalon, who owned *Hurrica V* from 1997 to 2001.

Enter Stephen Gunns, today a retired architect from Sydney's North Shore, who spotted *Hurrica V* on a mooring in Pittwater. On first sighting he fell in love with the yacht, or perhaps I should say the potential restoration project, and never one to shy away from a rebuilding pledge, Gunns committed to fully restoring this floating piece of Australian maritime heritage.

"I first saw her in a boating magazine and curiosity more than



feature on deck and below the two heads include the original 1920s 'Baby Blake' toilets.

Given her low, sleek profile to the waterline, the extent of accommodation aboard *Hurrica V* is totally unanticipated.

A luxurious fit-out includes a king size bunk in the V-berth forward with ensuite, two large queen size beds in the port and starboard quarter cabins, and the raised coach house has two pilot berths. All cabins are decorated with French fabrics, period fans and antique reading lamps for an authentically restored ambience.

The main saloon table can seat eight people comfortably amid surroundings of exquisite mahogany paneling, Chesterfield-style buttoned leather couches and gimbaled oil lamps. A large day head adjoins the spacious main saloon.

This stunningly renewed yacht of a bygone era truly is spectacular, but don't let her heritage alone fool you. *Hurrica V* is enhanced not only by her luxury appointments but also her discreet yet modern technology, including a new 115hp Perkins diesel engine with feathering propeller, bronze highfield runner levers, the latest instrumentation, radar, GPS, autopilot, satellite phone and VHF/HF communications and entertainment.

The galley features large refrigeration capacity, microwave oven, and a well stocked wine cellar. For longer cruises aboard there is even a washing machine/dryer installed.

Sail handling is made easy with fully electric halyard and mainsheet



winches, and headsail furlers. Plus, maneuvering is made a breeze with the addition of a bow thruster, and for anchoring an oversize Muir windlass.

Following her refit Gunns sailed *Hurrica V* to Pittwater where she is moored in all her glory alongside the Royal Motor Yacht Club in Newport.

Described as a triple headsail, cutter-rigged, Gentleman's Edwardian cruising ketch, *Hurrica V* is a tribute to her owner and his vision, tenacity and perseverance. She is without doubt one of the finest vessels of her type anywhere in the world and a fine example of an extraordinary classic



yacht restoration.

She is still proving to be a steadfast passage maker with Gunns recently sailing her from Sydney to Hobart for the popular Wooden Boat Festival.

"She performed very well, was safe and extremely comfortable. I'll be disappointed to let her go but I must as I have a young family and she is not getting the use she deserves. I learnt so much from this very demanding project. It took so much time and energy. Call me a sucker for punishment but it's now that I must move onto my next project," he said with a twinkle in his eye.

Hurrica V has a starring role in Baz Luhrmann's latest film *The Great Gatsby*, shot in Sydney, which will screen in early 2013.

Reluctantly, however, the owner has decided to put *Hurrica V* on the market. If you're interested in acquiring this nautical classic visit www.hurrica-v.com.



Alex Paton has always taken her sailing journey one opportunity at a time – and when an opportunity came up to sail in last year’s Rolex Sydney Hobart Yacht Race, she knew this was one not to be missed. She and her fellow crew onboard *Ella Baché – Another Challenge* not only finished the race, but also wrote themselves into the history books.

Paton, who has been a part of the CYCA’s Youth Sailing Academy since 2007, applied for the opportunity to be part of Jessica Watson’s *Ella Baché – Another Challenge* crew, and was successful in gaining a position on the youngest crew ever to participate in the blue water classic (the average age being 19).

After a meeting over coffee with Jessica, Alex was invited to become part of the crew and sail her first Rolex Sydney Hobart with the Young Australian of the Year 2011 taking charge as skipper.

Watson assembled her crew from across Australia and the UK. The serious training schedule got underway in October, with the team living as well as training together.

Not only were they the youngest-

YOUNG GUNS

CYCA YOUTH SAILING ACADEMY SAILOR ALEX PATON SET OUT ON AN UNFORGETTABLE JOURNEY WHEN SHE JOINED JESSICA WATSON’S YOUNGEST EVER ROLEX SYDNEY HOBART YACHT RACE CREW TO TAKE ON LAST YEAR’S BLUEWATER CLASSIC.

ever crew in the history of the race – all under 21 – but Watson was also one of the youngest skippers in the race ever. The *Ella Baché* team finished second in the highly competitive eight-boat Sydney 38 One-Design division and ahead of their coach Chris Lewin aboard *Deloitte as One*. Lewin had previously held the record as the skipper of the youngest crew, which he achieved in 2004.

The teams race was tight; in the final chapter of their race, *Ella Baché* beat another Sydney 38, Bruce Foye’s

ALL SMILES
Alex Paton, second from the left in the front row, with Jessica Watson and the youngest crew ever to complete the Sydney Hobart.

GME renews sponsorship

GME Electronics has renewed its sponsorship of the GME Elliott 6.0m, one of the Cruising Yacht Club of Australia’s Youth Sailing Academy training vessels, for a further three years. Anthony Dunn, Director of Standard Communications/GME, said the ongoing sponsorship of the CYCA’s Youth Sailing Academy shows GME’s commitment to the sport of sailing. “GME is delighted to continue to support the development and success of the CYCA Youth Sailing Academy. On behalf of GME we wish the Academy every success and look forward to closely watching and assisting the development and success of the next generation of Australian champion sailors,” said Dunn.

Commodore Howard Piggott thanked GME for their continued support of youth sailing. “Elliott sponsorship is vital to the training fleet and provides support for the many programs and regattas that the CYCA’s Youth Sailing Academy conducts,” he said.
www.gme.net.au

Australian champion, *The Goat*, by just four minutes.

A huge crowd of onlookers had cheered *Ella Baché* to her marina berth at Constitution Dock - a crowd so large that officials sealed off the marina for her arrival.

Watson claimed no credit for *Ella Baché*'s 37th place across the line, second in the Sydney 38's and 29th overall on corrected time (4 days, 13 hours, 18 mins and 52secs). She said it was all down to the crew.

"It was just absolutely amazing - they sailed incredibly - everyone did an amazing job. All the credit goes to them - honestly - I just hung on for the ride," she said.

Recalling the race, Paton said "The race was a great first Hobart - all I could have hoped for. We saw a range of conditions, which was topped off with a downwind finish in the Derwent in good breeze."

Reflecting on her time at the CYCA's Youth Sailing Academy and how that prepared her to take on the challenge of a Rolex Sydney Hobart, Paton said: "Training at the YSA definitely prepared me for the Hobart. Firstly by providing me the opportunity,

desire and reality of competing in the race, and secondly to see the crew work, small boat handling, tactics and knowledge that was honed on the Elliotts put into practice while training for the Hobart.

"The Rolex Sydney Hobart has always been something I've wanted to do, dreamt of doing but never thought I would have the opportunity to do it at the age of 20. I really enjoyed the race experience and am very keen to do many more Hobarts," Paton added.

Each year, those Youth Sailing Academy students who undertake their first Sydney Hobart, are recognised at the annual Quiet Little Drink and are presented with a commemorative plaque, similar to the plaques presented to the 25 Hobart hall of fame inductees. They also have their names on a special Huon Pine honour roll which is displayed in the foyer of the YSA.

When asked about her thoughts on the future of the sport Paton said "I think that sailing definitely has a strong future as there are so many different opportunities for young people to step up and take the sport into their own hands. Sailing is for life! www.cyca.com.au

SES jumps onboard

Southern Engineering Services (SES) has joined the Cruising Yacht Club of Australia's Youth Sailing Academy as a sponsor of one of the Elliott 6.0m training vessels for three years.

Andrew Wenham, Deputy Chairman of Southern Engineering Services said the company decided to sponsor the CYCA's Youth Sailing Academy as part of their commitment to the marine industry. "SES is delighted to support the development and success of the CYCA Youth Sailing Academy. The development of sailing is foremost in the Australian sporting culture and the Academy ensures the future growth of the sport in Australia.

Commodore Howard Piggott thanked SES for their support of youth sailing. "The Cruising Yacht Club of Australia prides itself on providing one of the leading youth sailing academies in Australia."

"A new fleet of Elliott 7.0m boats will be launched in August next year to coincide with the 20 year anniversary of the foundation of the Youth Sailing Academy. A program of activities is currently being planned to mark this occasion," he added.

Currently, the Cruising Yacht Club of Australia has sponsorship opportunities available for the Youth Sailing Academy Elliotts. Interested parties should contact Mark Woolf, Chief Executive Officer on mark.woolf@cyca.com.au or 8292 7800 for further information.

www.sesgroup.com.au
www.cyca.com.au



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**CYCA SOLAS
Trusts Dinner**

In October this year, 120 CYCA members and guests attended the second annual CYCA SOLAS Trusts Fundraising dinner. Guests were entertained by speaker Victor Kovalenko, who regaled the audience with some of his insights as Head Coach of the successful Australian Sailing Team, highlighting some of the steps athletes under his direction undertook to set themselves on the path towards becoming gold medallists. An impressive \$10,000 was raised from a silent auction, with prizes donated by: Evanslea by the River, Mudgee Audi Centre Sydney Harken Australia CYCA Director Andrew Wenham Camilla Appliances Online Cruising Yacht Club of Australia Schweppes Australia Naomi Hamilton Photography



1. CYCA SOLAS Chairman Matt Allen, Victor Kovalenko, CYCA Commodore Howard Piggott. 2. Associates President Pam Messenger and Paul McGee. 3. Kaye Brooks sizes up the Camilla kaftan. 4. John Brooks and Denise Christoffersen. 5. Elizabeth & Mark Robinson. 6. John Harris, David Kellett, Kerry Winning, Michael Hesse. 7. Lynda Shelley and Keith Logan. 8. Jennifer Dahl, Pam Messenger and Gail Harland. 9. David Kellett officiating as emcee. 10. Janey Treleaven with Kendi Kellett.

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My friend, Bobby, called a few months ago. "Guess what?" he asked. "I know, you want to borrow my chain saw or the weed-eater again? No, wait, you've never returned my weed-eater," I answered.

In an exasperated voice, he said, "The big news is that I'm taking sailing lessons."

I discovered that Bobby, after years of hearing my tales of the delights of sailing, had decided to take a sailing course. It seems that the Chinese Water Torture method of promoting sailing works after all.

Tiny grains of sand can wear away the biggest rock.

When he brought my weed-eater back, he filled in the details. He'd always liked the idea of sailing but never acted on it until a mass coupon email on the Internet offered him a basic sailing course at a local school for half price. He signed up.

All went well apparently and, when he would come to borrow or (less often) return something, I would hear about his adventures on the water. It was fun to watch his enthusiasm for sailing unfold, like a slow-motion Disney film of tulips blooming.

A couple of weeks ago, he called and asked if I'd like to go sailing. Two regulars in his class couldn't make the weekend lesson and he wondered if I'd like to sit in on the session. It was couched in a casual "we could use a hand on the winches" but I realised that he really wanted to show off what he'd learned. So I agreed.

I arrived at the dock to find two other couples plus Bobby and the instructor already rigging a 35-footer for our afternoon sail. Everyone had their chores, and I know that Bobby was covertly watching me as he expertly threw a hitch on a cleat, coiled down the halyards, and generally showed off his skills. He was like a kid riding a bicycle without training wheels for the first time: proud and slightly scared at the same time.

I won't bore you with the details, but I came away vastly impressed, not just with what Bobby had learned, but also by how competently the instructor handled the crew of semi-novices.

And I had an epiphany.

As I was listening to the instructor, I realised that I'd heard a very similar patter before. No, it wasn't the sailing classes in a junior program a

SAILING & LIFE

CHRIS CASWELL GOES BACK TO SAILING SCHOOL, IN THE PROCESS DISCOVERING THAT HIDDEN WITHIN A DAY'S SAIL CAN BE FOUND THE FUNDAMENTAL RULES OF A SUCCESSFUL LIFE. AND EVEN TONY ROBBINS WOULD AGREE, IF YOU WANT THE PROOF.

half-century ago, it was much more recently. And then I had it.

She Who Must Be Obeyed and I sat in on one of self-help guru Tony Robbins' courses when I was writing a profile on Robbins for an upscale magazine and, with just a few changes in the words used, this sailing class followed Robbins' advice for improving your life.

I realised that sailing and self-improvement seminars share a great deal in common and, in fact, sailing teaches you many of the skills needed to succeed in life as well.

One of the things the instructor repeated over and over, whether we were setting up for a jibe or making a pass to pick up a buoy, was "plan ahead". It was clearly part of the regular drill for the class, and the crew would talk through what each of them would be doing - handling the mainsheet, tailing a winch, or just staying low and out of the way.



With more than 40 years as an award-winning boating journalist, and as a former editor of both *Yachting* and *Sea* magazines, Chris Caswell is a well-known racing sailor in the USA with silverware in everything from Lasers to ocean racers. The author of six books on boating, Caswell is a dedicated sailor who says he's owned more boats than he wants either his banker or his wife to know about.

A basic rule of sailing turned out to be a microcosm of life. Plan ahead. Set goals. Think through the cause and effect before taking action. Don't rush into things.

But that wasn't the end of the life/sailing metaphor.

There was one jibe that looked good right up to the point where the jibsheet looped tightly around a deck vent, leaving the jib flogging.

Once everything was squared away, the instructor looked at the crew sitting in the cockpit and just asked, "Well?" One of the men immediately said, "My fault... I left too much slack in the sheet".

And so here was another one of life's rules: accept responsibility. Once someone had stepped up to the plate and taken responsibility for the mistake, it became a lesson to the whole crew. There was no need to point fingers, because one guy had manned-up and admitted he blew it. We moved on, just as you do in life.

Later in the afternoon, as the waterways filled with other boats, there was a discussion in the cockpit about right of way and, tah-dah, here was another teaching from the self-improvement courses: know the rules.

There were the usual starboard/port and upwind/downwind issues. But there also appeared an important corollary to sailing and life: know when to break the rules. Big boats always have the right of way, even if the rules say they don't. Boats that might not see you always have the right of way, because you can be dead right, too.

It's the same with life. Once you've learned the basic rules, then you can break them to your own benefit, to think outside the box, to create what has never been created.

I'm sure there are many other rules of life that can be drawn from sailing but, as we headed for the dock, I realized there is one more important rule of both life and sailing: laugh a lot.

We laughed while reliving the bad jibe, and we laughed with the instructor when he told stories of jibes that made ours seem tame. We laughed because we were just happy to be on the water under full sails on a beautiful day.

And that's how an afternoon on the water, seen through the eyes of newcomers, showed me that sailing is really an immersion course in life. To succeed at sailing and at life, you need to plan ahead, accept responsibility, know the rules, and laugh often.

It's great that, through sailing, I'm still learning. ⚓

At the recent Quiet Little Drink Cocktail Party at the Cruising Yacht Club of Australia for 25-year Hobart achievers, organised by Tony Cable with 'Mothy' Jarvin as MC, my special guests were David (Slingshot) Slingsby and his wife Mavis, the parents of Olympic Laser gold medallist, Tom.

Tom could not attend because of America's Cup commitments. Also at the table were David's old *Patrice III* shipmates, Col Wildman and Geoff Rouvray, with about 70 Hobarts between them.



I cannot recall any previous CYCA member or sailor contributing such talent through their family for this golden result. Accordingly, I went through some old journals to track down David's own sailing record.

Initially, I met 'Slingshot' aboard the burgundy aluminium 55-foot sloop *Pacha* in 1972 and subsequently crewed with him in 1973 and over the next few seasons on the new S&S *Patrice III*. Slingsby had earlier sailed on former Admiral's Cup winner, *Balandra*, notching up a couple of Hobarts.

Actually, the official 1973 Sydney-Hobart Program states: "*Pacha* - Sail No. 97; LOA 55ft; LWL 40ft; Beam 13ft. 10in; Draft 6ft.

Winner of the 1970 race, *Pacha* is one of the most attractive yachts in the fleet. She has been re-rigged as a sloop for this race and should be a strong force throughout the 630 miles. Crew: Owner/Skipper Sir Robert Crichton-Brown (9), Navigator J. L. Brooks (3), P.H. Green (23), W. R. Bold (15), J.C. Dawson (5), G.P. Long (3), G. J. Rouvray (6), B.

GOLDEN AGE

JOHN DAWSON DIGS DEEP INTO CYCA RECORDS TO UNCOVER THE SOURCE OF THE VEIN OF GOLD MINED BY THE MODERN-DAY SLINGSBY.

W. Davies (7), D.R. Howlett (4), D. K. Slingsby (3)."

In due respect to 'Slingshot', obtaining a berth on *Pacha* was not that easy in those days. Sir Robert Crichton-Brown, a past CYCA commodore, prominent businessman and 1970 Hobart winner ran a pretty tight ship in regards to crew depth and experience.

The navigator, John 'Biggles' Brooks, was a Qantas captain, along with the legendary Peter Green, ex-Navy and ships' chandler, who already

had 23 Hobarts under his belt, as sailing master.

Billy Bold was also ex-Navy and the absolute 'Paid Hand', who had chalked up 15 Hobarts. Then there was Geoff Long, the CYCA slip and yard manager at the time, and Barney Davies, a qualified engineer and 'great' cook to boot.

When *Pacha* was retired in 1974, Slingsby was seconded by Peter Green, sailing master of the new *Patrice III*. An S&S designed 47-footer, *Patrice III* had been built in aluminium for Ray Kirby to compete in the next Admiral's Cup. She just missed selection, but went on to become the CYCA Blue Water Champion in 1975.

After *Patrice*, he went on to sail aboard *Ragamuffin* in the Clipper Cup in Hawaii in 1978, and subsequently crewed aboard *Apollo* that year in a U.S. series on the west coast.

Perhaps David Slingsby's experience as an old 'ocean racer' and former CYCA member provided a 'glimmer of gold' to his son Tom's Olympic success? ⚓

MIDAS TOUCH
Above left: David (Slingshot) Slingsby and his wife Mavis, the parents of Olympic Laser gold medallist, Tom, catch up for a Quiet Little Drink with host Tony Cable and John Dawson.

The Iron Pot is among the most often mentioned rounding marks in media reports on the progress of the Rolex Sydney Hobart Yacht Race. Just 11 nautical miles from the finish of the 628 nautical mile bluewater classic, it marks the entrance to the River Derwent, that final but often frustrating stretch of water for yachts finishing the Rolex Sydney Hobart and other ocean races from Melbourne and Launceston.

The Iron Pot Lighthouse has been added to Tasmania's Heritage Register, noting the significant heritage of the beacon set atop a small, rocky islet. For yachtsmen it marks the end of the ocean side of the Rolex Sydney Hobart and other long races; for fishermen it is a beacon of hope for good prices for their catch; for commercial shipping it means readiness to pick up the pilot to guide them to a berth in Australia's second oldest seaport, Hobart.

"The Iron Pot has shone brightly in fair and foul weather and stood the test of time," Tasmania's Heritage Council chairwoman Dr Dianne Snowden said in announcing the status of the lighthouse.

The origin of the name Iron Pot remains a mystery. One theory is that whalers' iron pots or kettles used for boiling down blubber were left on the island from the early 18th century and this gave the islet its name. Another is that it takes its name from the curiously formed pot like holes on the barren islet. And a third theory is

LIGHT RELIEF

THE IRON POT, A SMALL LIGHTHOUSE AT THE MOUTH OF THE HOBART'S RIVER DERWENT, HAS BEEN ADDED TO TASMANIA'S HERITAGE REGISTER, WRITES PETER CAMPBELL.

there was a whale oil fired beacon in an old whaler's tri-pot.

Several significant shipwrecks and groundings, including the *Bombay* (1830), *SS Lintrose* (1832) and the *Princess Royal* (1832) with 300 free women on board, caused agitation from merchants and residents in Hobart Town for a guiding light to be erected.

The first beacon on the islet was a temporary structure built in 1832.

GOING TO POT
Below: *Wild Oats* passing the Iron Pot.



Colonial architect John Lee Archer designed a permanent square-shaped sandstone lighthouse was built in 1833.

It was the first lighthouse in Tasmania, and only the second in Australia, and remains active to this day.

In its early days, when Hobart was a major port of whaling, one pint of sperm whale oil was used to fuel the light ever hour, a total of 440 gallons every year, according to a story in *The Mercury* by Jennifer Crawley. Six months supply was stored on the islet.

In its heyday as a vital navigation warning, there were buildings that housed three lighthouse keepers and their families. Today, all that remains is the square tower lighthouse, a derrick and a sandstone wall.

Over the past 180 years, the Iron Pot lighthouse has been the guiding light for vessels sailing to Hobart, at times weathering severe storms sweeping across appropriately named Storm Bay.

A curious episode happened in 1862 when one of the keeper's children was claimed to have found a high grade gold bearing quartz nugget. The Iron Pot gold rush was on within hours of their father's report, but the 200 potential diggers were disappointed within hours of arrival by boat as no further gold was apparent.

However, across the entrance to the River Derwent on Bruny Island, treasure hunters for years searched for a pay chest intended for Hobart's military garrison and supposedly buried on the beach at Denne's Point following the wreck of the *Hope* on a beach at South Arm back in 1822.

In 1885 a storm caused significant damage to the buildings on the islet. According to reports, huge boulders were thrown up by the sea on to the islet, and a large wooden storage shed was washed away. Two of the keepers houses were flooded and moved from their foundations.

"Vivaciously there was no loss of life but the keepers and their wives and families must have had a terrifying night – yet the keepers managed to keep the light burning throughout the night," said Dr Snowden in her interview with *The Mercury*.

Lighthouse keepers were withdrawn from the Iron Pot in 1920 and the buildings that housed the head keeper, his assistants and their families were dismantled in 1921.

However, the Iron Pot still remains a significant mark as yachts battle their way on their final leg to the finish of gruelling ocean races from Sydney, Melbourne and Launceston. ⚓

RACES AND REGATTAS

KEEP TRACK OF THIS SEASON'S IMPORTANT EVENTS WITH
OFFSHORE YACHTING'S CALENDAR.

INTERNATIONAL DATE COUNTRY

DECEMBER

Phuket King's Cup Regatta	1-8 Dec	Phuket, Thailand
Sir Peter Blake Regatta	1-2 Dec	NZ
The Kettle Cup	1-2 Dec	USA
Monsoon Cup	4-9 Dec	Malaysia
Extreme Sailing Act 8 Brazil	6-9 Dec	Brazil
Trofeo Ciutat de Palma	6-9 Dec	Palma de Mallorca, Spain
St. Nicholas	6-9 Dec	Pula, Croatia
Wirth M. Munroe Ft Lauderdale to Palm Beach	7 Dec	USA
Sailfish Ocean Regatta	8-9 Dec	USA
Laser South Island Championships	15-16 Dec	NZ
12th Asia Superyacht Rendezvous	16-18 Dec	Thailand
50th New Zealand OK Dinghy Nationals	30 Dec - 4 Jan	NZ

JANUARY

2013 Jaguar Cup Series - Sid Doren Regatta	5 Jan	Miami, USA
P Class - Tanner Cup	5-7 Jan	NZ
11th Royal Langkawi International Regatta	7-12 Jan	Malaysia
2013 Europe Dinghy New Zealand Champs	11-13 Jan	NZ
18 foot Skiff National Champs	18-25 Jan	NZ
ISAF Youth World Qualifier Regatta	18-21 Jan	USA
Women's Professional Match Race	19-20 Jan	USA
Quantum Key West	20-25 Jan	USA
Women's Professional Match Race	19-20 Jan	USA
Mount Gay Rum Round Barbados Race	21 Jan	Barbados
19th Singapore Straits Regatta	29 Jan - 3 Feb	Singapore
16th Bay Regatta	30 Jan - 3 Feb	Phuket
Charlotte Harbour Regatta	31 Jan - 4 Feb	USA
Grenada Sailing Week	31 Jan - 5 Feb	Grenada
VX One Midwinter Championship	31 Jan - 2 Feb	USA

FEBRUARY

Jolly Harbour Valentine's Regatta	7-10 Feb	Antigua
Pineapple Cup - Montego Bay Race	8 - 15 Feb	USA
Neptune Regatta	10-16 Feb	Indonesia
9th Horsburgh Challenge	9 Feb	Singapore
Subic to Boracay Race	15-18 Feb	Philippines
Puerto Rico Heineken International Regatta	16-18 Feb	Puerto Rico
RORC Caribbean 600	18 Feb	Antigua
Boracay Cup	18-22 Feb	Philippines
13th Philippine Hobie Challenge	23 Feb - 2 Mar	Philippines
St. Maarten Heineken Regatta	28 Feb - 3 Mar	St. Maarten

MARCH

10th Phuket International Boat Show	21-24 Mar	Thailand
2013 International Rolex Regatta	22-24 Mar	St. Thomas
VI Spring Regatta and Sailing Festival	25-31 Mar	BVI
St. Barths Bucket Regatta	28-31 Mar	St. Barths

AUSTRALIA DATE CLUB

DECEMBER

Blue Water Pointscore Lion Island Botany Bay	1 Dec	CYCA
Grant Thornton Short Haul/Short Ocean Race	1 Dec	CYCA
Mount Gay Rum Mon Twilight (spinnaker)	3 Dec	CYCA
Club Marine Wed Twilight (non spinnaker)	5 Dec	CYCA
Sail Melbourne	2-8 Dec	SYC
CYCA Trophy Series - One Design & Rating	7-9 Dec	CYCA
NSW Yngling State Championship	8-9 Dec	RSYS
Solas Big Boat Challenge	11 Dec	CYCA
SB3 World Championships	13-20 Dec	HIYC
CYCA Trophy Series - Passage	15-16 Dec	CYCA
Rolex Sydney Hobart Yacht Race	26 Dec	CYCA
70th National Sharpie Championships	27 Dec - 5 Jan	BSYC
International 14 Australian Championship	29 Dec - 6 Jan	RQYS

JANUARY

Pittwater and Coffs Harbour Regatta	2-6 Jan	RPAYC
Australian Youth Championship	6-10 Jan	RYCT
International Moth National Championships	6-12 Jan	WRSLASC
Mount Gay Rum Monday Twilight (spinnaker)	7 Jan	CYCA
Club Marine Wed Twilight (non spinnaker)	9 Jan	CYCA
International 505 Championship	13-19 Jan	PVSC
Mount Gay Rum Mon Twilight (spinnaker)	14 Jan	CYCA
Optimist Australian Championships	14-21 Jan	RQYS
Club Marine Wed Twilight (non spinnaker)	16 Jan	CYCA
Mount Gay Rum Monday Twilight (spinnaker)	21 Jan	CYCA
Club Marine Wed Twilight (non spinnaker)	23 Jan	CYCA
Festival of Sails	25-28 Jan	RGYC
Melges 24 Australian Championships	25-28 Jan	RGYC
Australia Day Regatta	26 Jan	RSYS
Humpybong Yacht Club's Australia Day Regatta	26 Jan	HYC
Ocean Pointscore - Botany Bay Race	26 Jan	CYCA
Mount Gay Rum Monday Twilight (spinnaker)	28 Jan	CYCA
Club Marine Wed Twilight (non spinnaker)	30 Jan	CYCA

FEBRUARY

Strata Management Services	1 Feb	MHYC
King Haakons Cup	2 Feb	RSYS
Ocean Pointscore - Port Hacking	2 Feb	CYCA
Mount Gay Rum Monday Twilight (spinnaker)	4 Feb	CYCA
Club Marine Wed Twilight (non spinnaker)	6 Feb	CYCA
Milson Memorial Cup	9 Feb	RSYS
Marinassess Women's Match Racing regatta	9-10 Feb	CYCA
G.T. Short Ocean Race - Milson Memorial Cup	9 Feb	RSYS
Mount Gay Rum Monday Twilight (spinnaker)	11 Feb	CYCA
Club Marine Wed Twilight (non spinnaker)	13 Feb	CYCA
Institute of Chartered Accountants Regatta	15 Feb	CYCA
G.T. Short Haul Race - Sydney Pittwater	16 Feb	CYCA
Ocean Pointscore - Sydney Newcastle	16 Feb	CYCA
RANSA Regatta	17 Feb	CYCA
G.T. Short Haul Race - Pittwater Sydney	17 Feb	CYCA
Lexus Lincoln Week Regatta	18-21 Feb	PLYC
Mount Gay Rum Monday Twilight (spinnaker)	18 Feb	CYCA
Club Marine Wed Twilight (non spinnaker)	20 Feb	CYCA
Etchells World Championship	20-25 Feb	RSYS
International Women's Match Racing Regatta	20-24 Feb	CYCA

MARCH

Sail Paradise 2013	15-17 Mar	SYC
Melbourne Osaka Two Handed Yacht Race	17 March	ORCV
Australian O'pen Cup	29 Mar - 1 Apr	RFBYC

To have your event added to the calendar please email njones@oceanmedia.com.au

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