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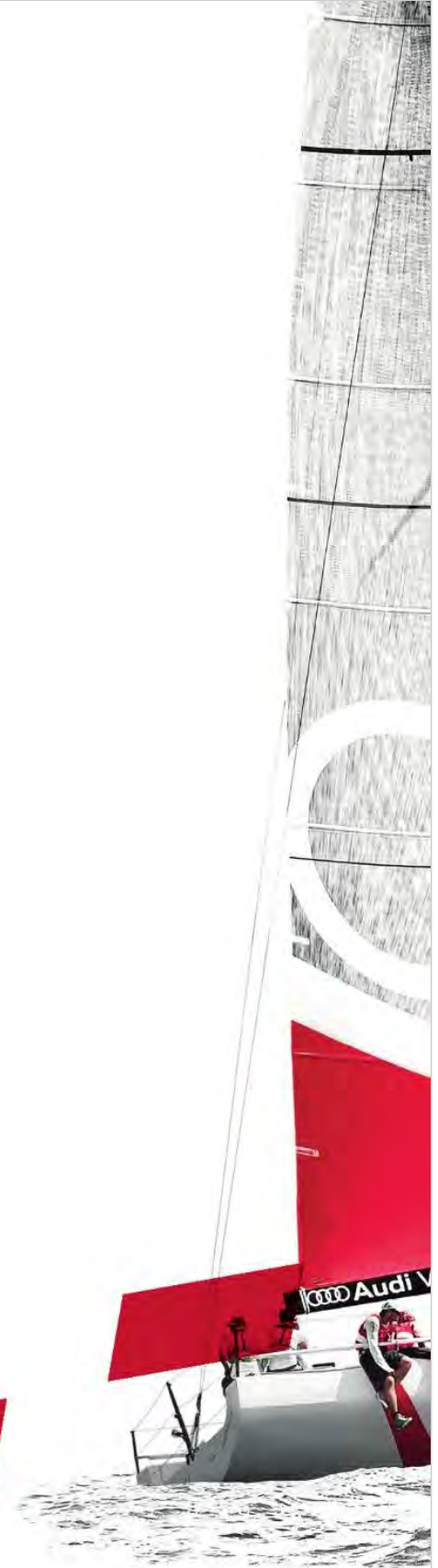
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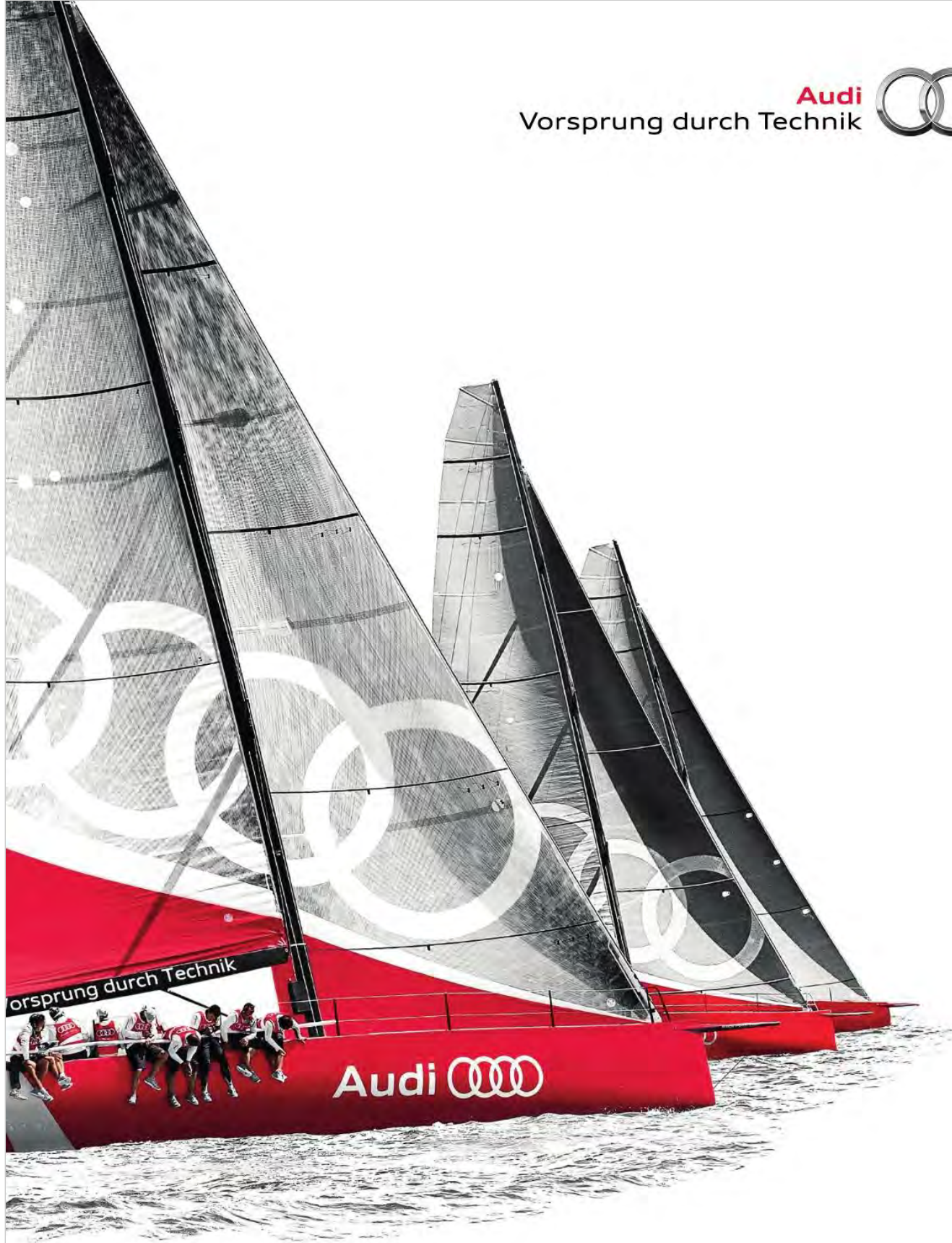
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69th ROLEX SYDNEY HOBART 2013 OFFICIAL PROGRAM

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CYCA
Looking over the Cruising Yacht Club of Australia, home of the Rolex Sydney Hobart Yacht Race.

A strong fleet of 95 yachts comprising of five 100-foot super maxis, three 80-footers, 22 international entries, 15 new boats, 36 first timers, previous overall and line honours winners and the many supportive regulars returning this year will take to the start line on 26 December 2013 for the 69th Rolex Sydney Hobart Yacht Race.

All states of Australia including the ACT are represented in the fleet with international entries from New Zealand, United Kingdom, Hong Kong, New Caledonia, Germany, Singapore and for the first time Cyprus.

I believe the strength and quality of this year's fleet will ensure great competition not only for the coveted J H Illingworth Trophy for line honours but also the prestigious Tattersall's Cup for the overall winner. There will also be strong competition across all divisions, which will no doubt capture the viewers' imagination as the fleet make their way down the east coast of Australia and on to Hobart.

Wild Oats XI's line honours supremacy will be challenged this year by Syd Fischer's *Ragamuffin 100*, Anthony Bell's *Perpetual LOYAL* and Grant Wharington's *Wild Thing*. There will be spirited racing between three Volvo 70s - two new generation Volvo 70's: *Giacomo*, owned by New Zealander Jim Delegat, (that won the 2011-2012 Volvo Ocean Race as *Groupama*), and Peter Harburg's *Black Jack* (formerly *Telefonica*) from Queensland; with CYCA Director Andrew Wenham's *Southern Excellence II* that was built for and competed in the 2005-2006 Volvo Ocean Race.

Amongst the newest boats in the fleet are three new builds representing the latest thinking in offshore yacht designs namely Karl Kwok's latest *Beau Geste*, a Botin 80, past Commodore Matt Allen's new *Ichi Ban*, a Carkeek 60; and fellow CYCA member Tony Kirby's Ker 46 *Patrice*.

Adding colour to the Rolex Sydney Hobart Yacht Race is the entry of 12 Clipper 70s, that were designed specifically for this year's Clipper Round the World yacht race. The twelve yachts will use the Rolex Sydney Hobart as one of the 16 legs in their round the world challenge. They will be joined by two Clipper 68s, that originally made their debut in the 2005-2006 Clipper race. We are pleased to welcome Sir Robert Knox-Johnson, founder/



chairman of the Clipper Round the World Yacht Race who will be racing in one of the two Clipper 68s.

Competition for the Tattersall's Cup is wide open and on blue water series form, contenders include *Midnight Rambler*, Ed Psaltis, Bob Thomas and Michael Bencsik's Ker 40, Sam Haynes' Rogers 46 *Celestial*, Darryl Hodgkinson's latest *Victoire* (the Cookson 50 formerly known as *Jazz*), Phil Molony's Archambault 40 *Papillon*, Roger Hickman's Farr 43 *Wild Rose* and Chris Bran's Beneteau First 40 *Brannew*, the winner of the 2013 Sydney Gold Coast Yacht Race.

Of special interest in this year's fleet is *Spirit of Mateship*, a Volvo 60 earlier named *Southern Excellence*, which will be crewed by 10 existing and former Australian Defence Force (ADF) personnel who were injured on duty, known as 'Brave Mates' to raise money for the Mates4Mates charity.

The start of the race will be broadcast live by the Seven Network around Australia and webcast around the world by Yahoo!7, commencing at 12.30pm Boxing Day. Through the Rolex Sydney Hobart Yacht Race, users can follow via the internet on any device via the official race website www.rolexsydneyhobart.com.

On behalf of the Cruising Yacht Club of Australia, I would like to thank our naming rights sponsor, Rolex SA, for their ongoing support and commitment to our great race, that

includes providing two Rolex time pieces - one each for the line honours and overall winner of the race.

I extend our appreciation to the Flag Officers, member and volunteers of the Royal Yacht Club of Tasmania, our finishing partners since 1945.

I would like to acknowledge and thank the governments of New South Wales and Tasmania for the support 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 overall winners by inviting crew members of those yachts to start the race 50 years on. This year our starters are from the first, second and third overall placegetters in the 1963 race. Firing the starting cannon will be Trygve Halvorsen from winning yacht *Freya*, with the five minute gun fired by Graeme Burgess from second placed *Cavalier*, and the 10 minute warning signal fired by Norman Ridge, from *Lolita Maria* that placed third.

At the 2013 Australian Yachting Awards Syd Fischer was awarded Lifetime Achievement Award and Past Commodore David Kellett was awarded the President's Award for their services to yachting. Past Commodore Matt Allen was elected new President of Yachting Australia and we congratulate him.

The Southern Cross Cup, last conducted in 2001, has been re-introduced this season as a teams racing series. Teams will compete in a four-race format that includes the Port Hacking Bird Island Race on 7 December, CYCA Trophy Passage Series and the Rolex Sydney Hobart.

The Rolex Sydney Hobart Yacht Race will be preceded by the CYCA Trophy series to be conducted off Sydney Heads on the weekend of the 14th and 15th December. This regatta gives the competitors an opportunity to tune up for the Sydney Hobart race.

On Tuesday 10 December before the running of the CYCA Trophy Passage series, the Cruising Yacht Club of Australia's SOLAS Big Boat Challenge will be held in Sydney. This is a showcase for larger boats and raises money for CYCA SOLAS Trusts, which has donated more than \$895,000 to search and rescue organisations throughout Australia.

I wish all members and their families a very happy Christmas, a prosperous new year and a safe and successful summer sailing season.

HOWARD PIGGOTT
Commodore CYCA

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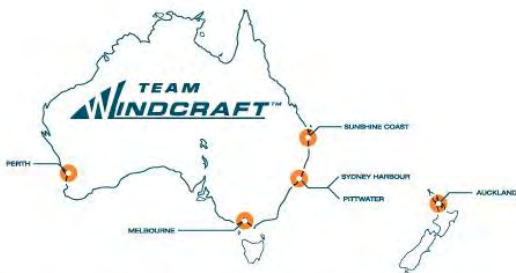
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For the 69th consecutive year, the Royal Yacht Club Tasmania and its members are delighted to be involved in the finish of what we believe is the greatest ocean yacht race in the world, the Rolex Sydney Hobart.

The finish of the Rolex Sydney Hobart is arguably unique in the world in terms of the hospitality extended to the visiting yacht owners and their crews by members of the RYCT and Hobartians in general.

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.

The 69th 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 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 200 Tasmanian volunteers, including members of the Royal Yacht Club of Tasmania and other Hobart yacht clubs, and the wider community.

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, and 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.

While public presentations and announcement of winners of the 69th Rolex Sydney Hobart Yacht Race will be made at the Constitution Dock precinct, the Official Prize Giving will be held on the riverside lawns of the Royal Yacht Club of Tasmania on New Year's Day.

I extend a warm invitation to all competitors, their families and friends to come down and visit our wonderful club for a glittering conclusion to this great ocean yacht race.

RICHARD BATT

*Commodore,
The Royal Yacht Club of Tasmania*

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SOUTHERN CROSS CUP AND CYCA TROPHY SERIES

Trophy Series' new format

The Cruising Yacht Club of Australia has reinstated the Southern Cross Cup as part of a new-look CYCA Trophy Series for 2013.

THE CYCA Trophy Series is a significant lead-up event to the Rolex Sydney Hobart Yacht Race, and this year will consist of two passage races only rather than the Rating Series and passage racing series format.

Racing will be conducted on Saturday 14 and Sunday 15 December with the two races forming part of the Southern Cross Cup, re-introduced by the CYCA after a 12-year absence.

Vice Commodore and chairman of the Sailing Committee John Cameron announced the changes in August prior to the start of the Cruising Yacht Club of Australia's Summer Series.

The Southern Cross Cup will be an international, state and club teams event, and will consist of four races: the Port Hacking Bird Island Race (7 December), the two CYCA Trophy Series races and the Rolex Sydney Hobart. Three boats will represent each team with clubs allowed to enter multiple teams.

The Southern Cross Cup is designed to reignite international, interstate and inter-club competition, camaraderie in the Corinthian spirit.

"Reinstating the Southern Cross Cup as a teams' event was done to encourage interstate and international entrants coming for the whole of December to participate in lead-up events prior to the Rolex Sydney Hobart," Cameron said.

A number of top ocean racers including defending winner Sam

Hayne's *Celestial*, Jim Delegat's *Giacomo* from New Zealand, Darryl Hodgkinson's *Victoire*, and Roger Hickman's *Wild Rose* will use the Passage Series as their last hit out before the Rolex Sydney Hobart.

"I like the passage races – it's great to have them so close to Hobart," Haynes said.

"It will be good to see how we go against some of the new boats that have been launched such as Tony Kirby's *Patrice* and Matt Allen's *Ichi Ban*.

"I'd just like some more breeze," Haynes said. "In the recent Blue Water pointscore races, we haven't had much breeze and it's been very tricky racing."

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.

The Southern Cross Cup will be presented to the winning club team and each boat in the team will have their name engraved on it.

The Bill Lawler Memorial trophy will be presented to the navigator of the top scoring yacht as well as individual perpetual trophies being presented to the team with the highest aggregate points in each race.

Notice of Race is now available for the CYCA Trophy Series and Southern Cross Cup with online entry available. www.cyca.com.au

SOLAS BIG BOAT CHALLENGE 2013

The power and the glory

Powerhouses of yachting come together for a good cause.

THE Cruising Yacht Club of Australia's annual invitation-only maxi yacht race, the SOLAS Big Boat Challenge (10 December), will once again be a day that showcases the power, speed and glory of these technologically advanced racing machines prior to the 2013 Rolex Sydney Hobart Yacht Race.

Now in its 20th year, the SOLAS Big Boat Challenge is one of the preview events leading into the Rolex Sydney Hobart. It raises money for the CYCA SOLAS Trusts which were set up after the tragic 1998 Sydney Hobart and have donated just over \$895,000 to search and rescue organisations Australia-wide.

For the first time in many years, the race features brand new boats from Australia and overseas, featuring the latest in technology. Expect to see four modified and enhanced super maxis and some old regulars.

The event will be the first time Bob Oatley's super maxi *Wild Oats XI* will line up against Anthony Bell's new *Perpetual LOYAL*, the former *Rambler 100*, and the rivalry between the two will be fierce. However, the two will also have to deal with Syd Fischer's *Ragamuffin 100* and Grant Wharington's *Wild Thing*.

Since recording a second historic Rolex Sydney Hobart treble of line honours, overall win and setting new race records, including last year, *Wild Oats XI* has undergone further modifications inclusive of a new mast and a radical, retractable, hydrofoil-type wing which was fitted in a bid to make her even faster when sailing downwind.

Ongoing modifications are aimed at keeping the eight-year-old super maxi competitive against more recent designs. However, all of the super maxis have undergone extensive work as they ready for the Rolex Sydney Hobart.

Since acquiring *Perpetual LOYAL* earlier this year, Anthony Bell embarked on a mammoth project to rebuild the yacht after its keel snapped off, causing her capsize in the 2011 Rolex Fastnet Race.

Bell took line honours by just three minutes and eight seconds from *Wild Oats XI* in the 2011 Rolex Sydney Hobart with his former super maxi, *Investec Loyal*, after surviving a protest by the Race Committee.

Bell has once again assembled a crew that forms part of the 'who's who' of yachting, such as the return of American navigator Stan Honey and Olympic gold medalist and winning America's Cup strategist for ORACLE Team USA, Tom Slingsby, plus some celebrity crew members.

Ragamuffin 100, Bell's former super maxi, has been in the hands of Syd Fischer for over 12 months and also undergone some modifications. Fischer shipped the boat to the US for the 2225-nautical-mile Transpac Yacht Race in July and took line honours in the monohull section.

Grant Wharington's *Wild Thing* has been a process of evolution over 10 years, and after extending her to 100 feet and making improvements to her original hull last year, he secured line honours in the Brisbane to Gladstone Yacht Race earlier this year, and followed up with line honours in the Sydney Gold Coast Yacht Race in July.

Headlining the 70 footers will be Jim Delegat's *Giacomo*, the 2011-2012 Volvo Ocean Race winner Groupama, while Matt Allen's new Carkeek 60, *Ichi Ban*, will lead the charge in the 60 foot range. In the 50 plus footers, expect a strong fleet of TP52s and Cookson 50s.

The highly charged race, which is popular with spectators, starts at 12.30pm on Tuesday 10 December. It takes the yachts on a tight 14 nautical mile course around the Harbour, starting off Steele Point.

The public will once again have the opportunity to purchase spots on a select number of competing maxis via an ebay auction to raise fund for the CYCA SOLAS Trusts.

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Hickman's hat-trick

A third impressive blue water win in a row for Roger Hickman ensures his WILD ROSE will be a formidable prospect in the Rolex Sydney Hobart.

ROGER Hickman's success with the 28-year-old *Wild Rose* secured a third consecutive win in the Cruising Yacht Club of Australia's annual Blue Water Pointscore. His latest victory was in the 180-nautical-mile Cabbage Tree Island Yacht Race, confirming him as a favourite for the Rolex Sydney Hobart.

Five yachts were forced to retire from the Cabbage Tree Island event with boat damage taking its toll. *Wild Rose*, however, remained strong in holding off line honours winner *Celestial*, the Rogers 46 owned by Sam Haynes. *Wild Rose* won by just under two minutes.

Third place went to *Midnight Rambler*, Ed Psaltis, Bob Thomas and Michael Bencsik's Ker 40. Tony Kirby's Ker 46, *Patrice*, finished fourth in its debut race. A fleet of 30 competed in the difficult race, which Hickman described as a "baptism of fire". The race was a true test of patience, skills, boats and gear as excessive winds and seas battered the fleet. As well, crews were struck by contrasting conditions thrown at them when lulls and parking lots replaced the harsh sea and winds, which ran the gamut of the compass.



CALL OF THE WILD
Roger Hickman, owner of *Wild Rose*, seen above competing in the Cabbage Tree Island Yacht Race, in which the 28-year-old yacht proved triumphant.



CYCA REDEVELOPMENT

Stage two finished

The second phase of the CYCA's redevelopment plan has successfully concluded.

CYCA Commodore Howard Piggott has announced that stage two of the CYCA Redevelopment has been completed after a six-month construction period.

Stage two of the redevelopment consisted of the demolition of the existing C arm deck, rigging deck and concrete hardstand and the construction of a new concrete hardstand adjacent to the sea wall north of the clubhouse to the boundary with d'Albora Marina, Rushcutters Bay.

Further highlights include an increase in hardstand accommodation for 15 additional boats taking the total capacity of the hardstand to 30 hardstand boats, relocation of the jib crane, installation of floating pontoons around the parameter of the new hardstand area to allow more casual visitor access to the CYCA pond and the installation of 100 new storage lockers.

"I would like to thank members of the site redevelopment committee for their due diligence in ensuring that the project was successfully delivered and look forward to seeing CYCA Members utilising the upgraded facility," Commodore Piggott said.

"Planning is underway by the Site Redevelopment Committee with regard to the determining the details of the next stage of the club redevelopment. I look forward to sharing those details as and when they get approved by the board."

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TOP DOGS
Left: Evan Walker and crew celebrate their win in the Australian Match Racing Championship; Below right: Gilmour (far right) and team celebrate their win at the Australian Youth Match Racing Championship. Below left: Rayshele Martin (front) and her victorious team at the Australian Women's Match Racing Championship.



AUSTRALIAN MATCH RACING CHAMPIONSHIPS

Walker wins fourth national title

Evan Walker is crowned Australian Open Match Racing Champion, with Rayshele Martin taking the honours in the women's category.

EVAN Walker and his team of John Flannery, Hamish Hardy and Jaidan Stevens, representing the CYCA, have won the Australian Match Racing Championship, defeating eventual youth champion Sam Gilmour in the grand final in Sydney.

"Awesome result," said an effusive Walker, "we certainly worked for it. In any point of the six races in the semis and finals we could have won or lost it. We won the right races when it counted."

The grand final was a tense three-flight battle with principal race officer Denis Thompson pushing hard to finish the program.

"The last race was a bit of a lottery," continued Walker. "The breeze shut down as we entered the start – we

saw pressure up on the Harbour and raced toward the pressure and got it, all 2 knots of it, which pushed us in front of Sam.

"There was a little southerly puff at the bottom mark which we also took advantage of and came away with the win. We never gave up and took our chances when we had them. Sam sailed really well – he was a tough opponent."

Rayshele Martin and her crew of Kylie McKillop, Mariet Stark, Tina Babbage and Kathleen Stroinovskiy, representing Freshwater Bay Yacht Club, proved too strong in the Women's Match Racing Championship, defeating overnight leader Milly Bennett from Royal Prince Alfred Yacht Club, 2-1

GILMOUR SECURES YOUTH MATCH RACING CHAMPIONSHIP TITLE

Sam Gilmour held off the challenge of Harry Price in the final to take the Australian Youth Match Racing Championship.

Sam Gilmour and his crew of Adam Negri, Cameron Seagreen and Mark Spearman, representing the University of Western Australia won the Australian Youth Match Racing Championship after four days of intense competition in late September.

After finishing the round-robin stages on top of the leader board, Gilmour elected to sail against Malcolm Parker (RPAYC) in the semi-finals and defeated him 2-0 to progress to the grand final, where he dropped one match to CYCA's Harry Price.

"The finals were pretty close," said Gilmour, "Harry kept pushing us in every match so we weren't able to get into a comfortable lead. Conditions were light and the shifts were difficult to pick.

"I'm happy with our performance – we called the shifts well and had the lead around the marks most of the time. The crew has been awesome – it's been our first time really sailing together and I've seen improvement in them throughout the course of the regatta."

Sam is the son of Peter Gilmour, veteran of five America's Cups and holder of four world match racing titles. www.cyca.com.au



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CRUISING YACHT CLUB OF AUSTRALIA
Home of the Rolex Sydney Hobart Yacht Race



NEW YORK YACHT CLUB INVITATIONAL CUP

A New York fairytale for CYCA crew

The CYCA team achieves a fine top-10 finish at the prestigious New York Yacht Club Invitational Cup for Swan 42s.

IN 2012, the Cruising Yacht Club of Australia once again accepted the invitation to compete in the third biennial New York Yacht Club Invitational Cup presented by Rolex that was conducted from 10-15 September 2013.

The CYCA team led by Bruce Foye finished in 10th place, which was an amazing result against some of the best teams in the world – some of whom had competed on the Swan 42s and in the Invitational Cup previously.

The New York Yacht Club Invitational Cup promotes true Corinthian sporting spirit and is a tough, demanding competition on a level playing field.

The regatta is open to a limited number of the world's pre-eminent yacht clubs with crew composition strictly limited to non-professional sailors. The 20 teams competed on identically tuned one-design Swan 42s and it proved to be a test of ability and tactical expertise.

The fleet was made up of host club the New York Yacht Club (NYYC), 2011 defending champion the Royal Canadian Yacht Club, 15 invited international clubs that included three Australian teams: the Cruising Yacht Club of Australia (CYCA), Royal Freshwater Bay Yacht Club and Royal Prince Alfred Yacht Club, and three American yacht clubs determined by a qualification series. All teams are instilled with fierce patriotism.

The CYCA team, led by Foye, included Sean Langman (tactician), Alex Paton, Mitchell Gordon, Andrew Copley, Anthony Clift, Richard Howard,

Stephen Leslie, Wulf Wilkens and Jamie Judd.

The team was selected after an application process and sail-off in the 2012 CYCA Trophy Series (One Design). The team then used the CYCA Winter Series for crew training.

Bruce Foye said, "We achieved our objective: we finished in the top 10, didn't cause any damage and sailed cleanly throughout the regatta. We built the dream and made it come true.

"It was the pinnacle event and one of the highlights of my sailing career.

"Had we started the way we finished we may have finished higher up the scoreboard but the top five teams had all been there before. The difference between fifth and 15th was minimal."

Of their regatta strategy, Foye said, "We matched ourselves closely against the team from Royal Prince Alfred Yacht Club, as some of their team were also Sydney 38 one design sailors.

"Everyone had their turn to win – most races came down to half a boat length. If you had good speed across the race course, that gave you the opportunity to get your nose in front. Our results improved in the second half of the regatta as we got used to how the Swan worked," Foye added.

"I would relish the opportunity to go back. It would be great to take a long-term approach and go through a crew selection process and then adequately train and prepare for the regatta. I'd personally like to thank both the CYCA and the New York Yacht Club."

www.cyca.com.au

www.nyyc.org

EIGHT BELLS

Vale 'Sighty' Hammond



Australian yachting farewells one of its finest navigators. By Peter Campbell.

RICHARD 'Sighty' Hammond, who died in October in Sydney, was "one of the great navigators and seamen in the ocean racing world," according to former Yachting Australia president, former International Sailing Federation vice-president and past Cruising Yacht Club of Australia commodore David Kellett AM.

Kellett's tribute was one of many that have been flowing in from Sighty's many friends and former sailing mates since his death was announced. He and Hammond sailed together on the maxi yachts *Sovereign*, *Vengeance* and *Condor*, with *Sovereign* achieving line and handicap honours in the 1987 Sydney Hobart Yacht Race.

In an ocean racing career spanning more than 46 years, Hammond competed in 40 Sydney Hobart Races, navigating two overall winners, *Koomooloo* and *Sovereign*, and two line honours winners, one being *Sovereign* in her double victory, the other aboard the British yacht *Crusade*.

He also sailed at the Admiral's Cup in England many times, his organisational and navigation skills playing a key role in the success of the Australian teams, including the brilliant team victory in 1967 when he navigated *Mercedes III*.

Kellett said that Sighty's success in the Sydney Hobart Yacht Race and the Admiral's Cup "speak volumes for his ability and dedication." Kellett added that he had been honoured when Sighty had agreed to sail with him, forming a relationship that would last for many years and certainly led to the formation of a winning crew to campaign Bernard Lewis's *Sovereign*.

"I learned so much from Sighty about navigation, positioning a yacht on the race course to take best advantage of the weather, keeping the yacht up to speed, managing a yacht and crew at sea, and seamanship in heavy weather," Kellett added. Another illustrious navigator Lindsay May recalled his own time at the Admiral's Cup and the guidance he received from Hammond.

"In 1983 before I went to Cowes, I used to spend every Saturday, for about two months, at Sighty's home, manually [in those days] calculating the tidal flow for The Solent and cross-Channel race scenarios, determining apparent and tidal wind," he wrote.

"Then in Cowes we shared a room for about three weeks, with the table, floor and beds littered with charts, publications and paperwork about The Solent, the Channel and tides. It was a memorable immersion into the advantages of using tidal flow that I apply every time I sail, even when the rate is minimal. When in Cowes, it's a special feeling to just let that ebb and flow move you across the track, knowing that you appreciate the nuances and the overall picture.

"I've always believed that Australian crews at Cowes were better prepared and served than even our English competitors due to Sighty's knowledge and preparation.

"In the Cherbourg race the Australian boats all reached the CH1 mark and edged within 100 metres of it; if we had not been familiar with tidal wind, in those very light airs, we could have been like some of the other boats who were miles down current. To me Sighty was the current man.

"Vale Sighty, a lovely man and leader in our sport."



A Quiet Little Drink

Bob Thomas is the first Queenslander to be inducted into the '25 Hobarts' Club and was honoured together with Jim Holley and Steve Jarvin at the Quiet Little Drink on Friday 13 September, hosted by the Cruising Yacht Club of Australia. Lindsay May was recognised as the 11th person to have completed 40 Hobarts onboard *Love & War*. Thomas (*Midnight Rambler*), Holley (*Aurora*) and Jarvin (*Wild Oats XI*) all sailed their 25th Hobart in 2012 and now join 98 sailors who have their name engraved on the beautiful Huon Pine Map of Tasmania honour board.



1. Jim Holley, Steve Jarvin, Lindsay May, Bob Thomas. 2. Rob McAuley, John Sheridan, David 'Stork' Reid. 3. David Lawson, Peter Shipway, Tony Cable, Commodore Howard Piggott. 4. John Brooks, Peter Cox, Patricia Cox, Dick Bearman, Geoff Rouvray, Frank Sticovich. 5. Denise Wilson, John Whitfield. 6. Front row: Jenny May, Tanya Mace, Trish Carlier. Back row: Robert Stubbs, Lindsay May, Ralph Carlier. 7. Ed Psaltis, Bill Psaltis, Bob Thomas. 8. Rob Scrivenor, Peter Shipway, Mike Hesse, Carl Crafoord. 9. Steve Jarvin. 10. Colin Wilson, Geoff Lavis, John Brooks.



**CYCA SOLAS
Trusts Dinner**

On the evening of Friday, 25 October, 177 CYCA members and guests attended the third annual CYCA SOLAS Trusts Fundraising dinner. Guest speaker Grant Simmer, general manager of ORACLE Team USA, shared stories from the 34th America's Cup and was joined by Tom Slingsby, ORACLE's tactician and Iain Murray, the Cup's race director for question and answers. A silent auction, which raised funds for the CYCA SOLAS Trusts (which to date has distributed more than \$895,000 to search and rescue organisations Australia wide) raised close to \$30,000 for CYCA SOLAS Trusts.



1. The *Honeysuckle* Crew. 2. Grant Simmer, Tom Slingsby, Steve Jarvin. 3. CYCA SOLAS Trusts chairman Matt Allen presents the \$34,000 cheque to David Donaldson, executive director, flight operations – community for Careflight Group Australia, for RACQ Careflight's two new flight tracking systems. 4. Bettina Crafoord, Darryl and Katherine Hodgkinson 5. Pam and Peter Messenger. 6. Wendy Tuck with guests. 7. Andrew Copley, Richard Winning, Bruce Gould. 8. Kendi Kellett, Grant Simmer, David Kellett.



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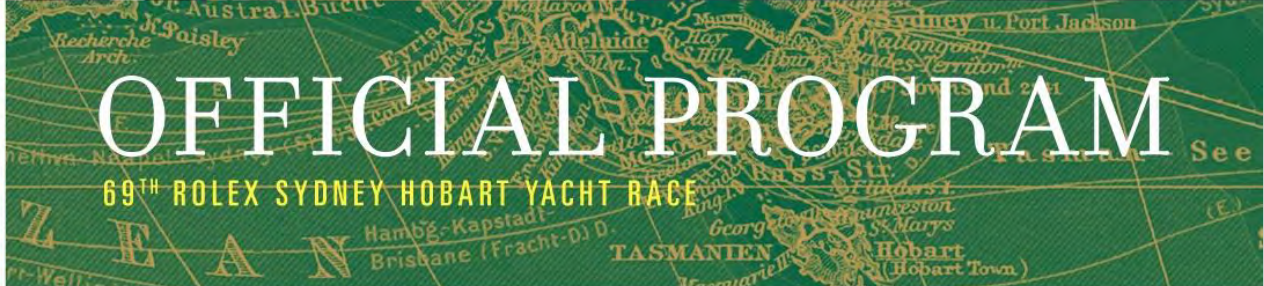
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In a matter of the last two months, the race has taken on extraordinary proportions: five maxis of 100-foot, three 80-footers, fifteen 70-footers, key crew from the America's Cup and other major ocean races, including Oracle Team USA's Australian strategist Tom Slingsby, and the biggest overseas contingent since the 50th race in 1994.

An armada of 95 will sail to Hobart to break the stranglehold that has seen *Wild Oats XI* take line honours six times and the triple crown of line honours, overall victory and the race record twice.

They have responded to the gauntlet thrown down by the Oatley family not only to remain top of the heap in ocean racing but also to rally support to bring back the America's Cup to this country. The Oatleys have made their Hamilton Island Yacht Club the Challenger of Record for the next Cup.

The calibre of this year's fleet shows that Australian sailing is back, and back with a vengeance. The Hobart race is where battle will commence. One maxi skipper, Gerhard Ruether, will have sailed 43,000 nautical miles to get to the start of the race.

THE GREAT RACE SOUTH

FROM OUT OF THE BLUE, FROM OUT OF THE WOODWORK, WHAT IS ARGUABLY THE STRONGEST FLEET IN 30 YEARS HAS BEEN ASSEMBLED TO KNOCK BOB OATLEY'S *WILD OATS XI* FROM THE TOP OF THE PERCH IN THE 69TH ROLEX SYDNEY HOBART YACHT RACE.
BY BRUCE MONTGOMERY.

Of the four maxis taking on *Wild Oats XI*, three have the potential to beat her: Anthony Bell's latest acquisition *Perpetual LOYAL*, Syd Fischer's *Ragamuffin 100* and Grant Wharington's *Wild Thing*. On paper, line honours should be beyond Ruether's Cypriot maxi SW 100 *Zefiro* unless it is an upwind race, but the next tier of pocket maxis has similar ambitions.

"This will be the most competitive offshore race ever," says Hong Kong sailing identity Karl Kwok, who is bringing his brand new Botin 80 *Beau Geste* to the race.

"There has never been a line-up of boats sailed at this high level in any offshore event. History is in the making on December 26 and we had to be part of the event," Kwok says.

Matt Allen, who has invested in a new *Ichiban* for the race, a Carkeek 60 built in Dubai, says it is the best fleet he has seen in terms of quality since the early 1980s.

"That quality is very deep," he says. "This is a grand prix racing fleet."

A quarter of the fleet will have sailed the seven seas to participate. Yachts in the Clipper Round the World Yacht Race will join the fray for the first time alongside veterans of Volvo Ocean races, including the overall winner of the 2011/12 race, *Groupama 4*, dressed in the new livery





in the Audi Hong Kong to Vietnam Race in his Dubois 90-foot version of *Ragamuffin* and, before that, line honours in the Transpac race from Los Angeles to Hawaii in *Ragamuffin 100*.

In 2011, that very same maxi, an Elliott 100, was sailed south by Anthony Bell as *Investec Loyal*, beating *Wild Oats XI* in a twilight duel in the Derwent. Fischer acquired the boat to repeat the dose in the 2012 race but finished four hours, 45 minutes behind *Wild Oats XI*'s record-breaking run of one day, 18 hours, 23 minutes and 12 seconds.

With Grant Wharington's *Wild Thing* anything can happen and usually does. In the latest drama last year, the Don Jones-designed boat was sensationally rubbed out of the 2012 race three hours before the start for incomplete paperwork after Wharington had declared that, following radical surgery to her hull,

of *Giacomo* from New Zealand.

Each Boxing Day through to the new year, the Hobart race draws the nation's attention to the daring, skill and courage of yachtsmen and women, some of whom are now household names but most of whom never will be. Perhaps more than any previous Hobart race, in this year's event the world's leading yacht designers will be on trial, through the performance of their latest products.

Already the spotlight is on Bell, who has retrieved the northern hemisphere thoroughbred racer *Rambler 100* following her dramatic capsize off the Fastnet Rock.

Designed by Argentinian Juan Kouyoumdjian, the rechristened *Perpetual LOYAL* was built in New Zealand in 2008 by Cooksons and originally launched as *Speedboat*, before being bought by Virgin boss Richard Branson and renamed *Virgin Money*. The maxi took line honours in its maiden event, the Newport to Bermuda Race, and has a notional top speed of 45 knots.

Later renamed *Rambler 100* the yacht was campaigned by American George David but, while leading the 2011 Rolex Fastnet Race, she lost her keel and turned turtle in dramatic circumstances.

Bell had had his eye on it for last year's Hobart race but delayed.

"I was watching the finish of the 2012 Rolex Sydney Hobart and within minutes of *Wild Oats XI* winning I was on the phone to Michael Coxon [tactician], Joe Akacich [general manager] and I said 'let's get back in the game and find out what's



happening with *Rambler 100*," Bell says.

First, they had to make sure the keel wouldn't let them down again.

"We spent a lot of time and resources looking at exactly that and hired some of the best technicians in the world to prevent its reoccurrence," he says.

"We believe we have overcome the risk by increasing the strength of the steel componentry in the boat's fin."

Slingsby will be aboard together with some of sailing's top names: Coxon, Tom Braidwood, Tony Mutter, Stan Honey and Nick Burridge.

Syd Fischer returns to the fray, fresh from the line honours record

she could beat *Wild Oats XI* across the line and was also capable of taking the line honours and handicap double. He learned you have to be in it to win it.

Cypriot businessman Gerhard Ruether's *Zefiro* is another maxi that's racing south this year. However, unlike her 100-foot contenders, she is a luxury sailing superyacht with all the comforts of home aboard, although she's still fast enough to have won New Zealand's Millennium Cup for superyachts raced in Auckland last February.

Since buying *Zefiro*, a Southern Wind 100, in Cape Town in August 2009, Ruether has sailed 43,000 nautical miles in a slow

CHALLENGER TO THE CROWN
Top: Syd Fischer's *Ragamuffin 100* is one of three super maxis expected to present a stern challenge to last year's overall winner *Wild Oats XI*, pictured above.



Photo: Andrea Francolini



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circumnavigation that has taken him from Cape Town to Cyprus, across the Atlantic to the Caribbean, Bermuda, the US east coast, Cuba, Mexico, the Panama Canal, the Galapagos Islands, the Marquesas and Tuamotus islands in French Polynesia, Bora Bora, Samoa, Tonga, New Zealand, New Caledonia, Vanuatu and down the Australian east coast to Sydney.

Wild Oats XI remains the boat to beat. The Reichel/Pugh 100 sails with added appendages, a retractable foil for every occasion, literally a Swiss Army knife under sail.

Since mid-year she has carried a horizontal, retractable foil at the waterline, which runs athwartships between the mast and keel. Designed by Dynamic Stability Systems in England, the foil lifts the bow when the boat is sailing downwind in strong winds, thereby reducing drag. Hydraulic motors extend and



demonstrate the lengths to which Bob and Sandy Oatley and skipper Mark Richards will go to maintain their grip on the Rolex Sydney Hobart Yacht race.

One of the newest boats on the block is Matt Allen's *Ichi Ban*, a 60-footer from the drawing board of South African designer Shaun Carkeek and built in Dubai by Premier Composite Technologies (PCT), the third time Allen has built with them. The new *Ichi Ban* arrived in Sydney during November leaving a two-week commissioning period to attach the keel, install the rig, hydraulics and electrical systems prior to sailing trials.

The brief was to build a boat that was light but powerful enough to get through the normal weather windows of the race.

"I have sailed bigger and smaller boats but I am comfortable with 60

retract the foil inside a cassette. The foil is intended to prevent the maxi slamming her bow into short, sharp seas that can eventuate in sail damage as well as a dramatic loss of speed. Anecdotal evidence suggests the new foil may increase her speed by four knots or more, but that will remain to be seen come December 26.

The innovation adds to *Wild Oats XI*'s blade armoury of rudder, canting keel, two retractable daggerboards and a retractable forward foil, which it uses in light, upwind work with the daggerboards retracted. In addition, the boat has just been fitted with a new lightweight Southern Spars carbon mast that has reduced windage.

The latest modifications

HEAT OF BATTLE

Top: *Midnight Rambler* (last year AFR *Midnight Rambler*) is a Ker 40 that was second overall at this year's Gosford Lord Howe Yacht Race. Above: Illustrious maxi *Brindabella* won line honours in 1997 and broke the record for a conventionally ballasted yacht in 1999 with one day, 20 hours, 46 minutes and 33 seconds. Right: *St. Jude*'s best Rolex Sydney Hobart result was in 2009, finishing fourth in IRC Division 2.





feet," Allen says. "That size suits ocean racing and the average wave pattern; 70 feet is sometimes too large for the waves and 52 feet quite small when going upwind in heavy conditions.

"We want to win the race overall," he says.

Beau Geste, Karl Kwok's new Botin 80, has just been built by Mick Cookson in Auckland under the watchful eye of co-skipper, former America's Cup helmsman Gavin Brady.

It replaces Kwok's former Farr 80 of the same name that was damaged, bending in the middle 'One Australia' style, in last year's Auckland to Noumea race.

"Lessons from Noumea range from structures in a race yacht to how your safety procedures are in place. You never stop learning and we believe we have built a very safe, fast yacht based on many years of experience," Kwok says.

"The big boats are around 27 tonnes and we are 18 tonnes. We have 20 per cent smaller sail area and a modern hull shape. *Beau Geste* is the first of a new generation of maxi.

"She is a very different animal to the other boats. The numbers would say we are very fast downwind but we have worked hard on upwind balance and building a boat you can push hard," says Kwok.

Beau Geste will sail with a crew of 16, made up mostly of Volvo 70 sailors. Steve Hayles is navigating with Kwok and Brady in the afterguard.

Also out of New Zealand is *Giacomo*, the former *Groupama 4* that Franck Cammas sailed to victory in the 2011/12 Volvo Ocean Race, and now owned by Jim Delegat, a New Zealand wine producer. It is another Kouyoumdjian design, built by Multiplast in France during 2011.



Another veteran of the Volvo race is the new *Black Jack*, which raced as *Telefonica* in 2011/12. She won the first three legs of the race and finished fourth overall. Peter Harburg had the boat shipped to Australia where it has undergone some modifications. She replaces the Reichel/Pugh 66 of the same name that was fourth across the line in last year's 2012 Rolex Sydney Hobart.

"The boat was purchased with the idea of racing closer to the top end of the fleet and shortening the gap to the super maxis," says sailing master Mark Bradford.

Harburg and Bradford make for a formidable team. They took both line and overall honours in the 2008 and 2009 Brisbane to Keppel races and line honours in the 2009 and 2010 Brisbane to Gladstone races.

Nikata is a Tom Brewer's British Swan 82 from the Royal Ocean Racing Club, designed by German Frers, built in 2005 and based in Athens. With four cabins, it is a boat suitable for cruising in the Mediterranean or Caribbean: "Open plan with a sofa on the starboard side and formal dining to port". The boat has competed in two Rolex Middle Sea races and this is the owner's first foray south for the Rolex Sydney Hobart Yacht Race.

Replying from the Society Islands to my emailed questions, Brewer said, "The yacht is in the Pacific this year and usually does at least one offshore or regatta per season. We are on our way to Sydney so we will be coming from the Med on our own bottom.

"The Rolex Sydney Hobart is one of the pinnacles of sailing. We have a full

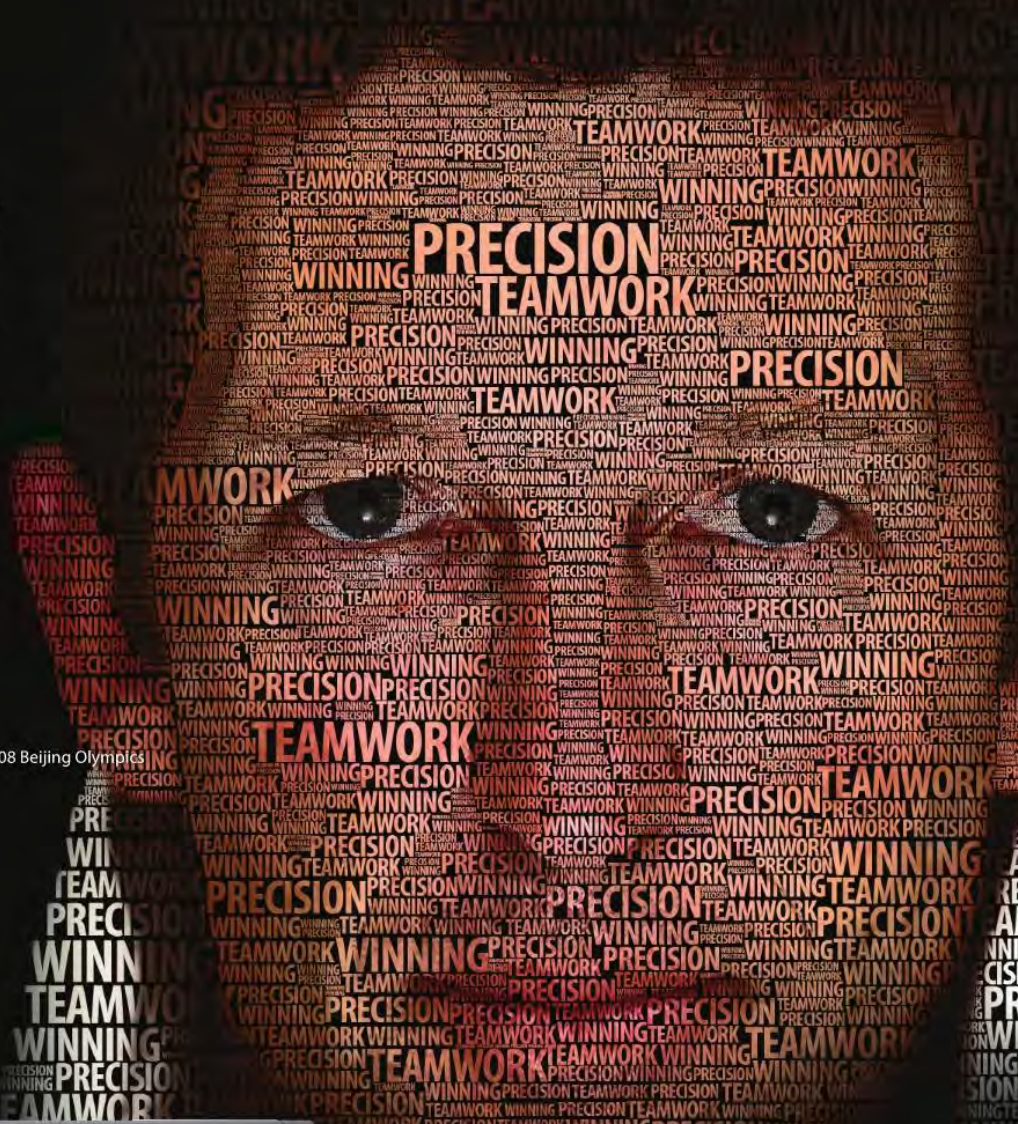


FAMILIAR FACES
Top: Yachts jostle for position in the great race's early stages. Above: *Beau Geste's* co-skipper Gavin Brady with owner Karl Kwok. Left: *She*, an Olsen 40 owned by Peter Rodgers, won PHS overall in 2009.



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They have upgraded their sail wardrobe to lift the light air performance. They will be sailing at close quarters with boats such as Tony Kirby's latest *Patrice*, a brand new Ker 46, Sam Haynes' Rogers 46 *Celestial*, which has had multiple IRC successes, and Darryl Hodgkinson's Cookson 50 *Victoire*.

Of special interest in the fleet is *Spirit of Mateship*, crewed by 10 existing and former Australian Defence Force personnel who were injured on duty. Known as 'Brave Mates', they will raise money for the *Mates4Mates* charity.

Spirit of Mateship is the former Volvo 60 *djuice dragons* from the 2001/2 edition of the global race.

Four Tasmanian yachts have entered: *Helsal 3*, an Adams/Barrett 60 chartered by Paul Mera, owned by Tasmanian Rob Fisher; Tony Williams' IMX38 *Martela*; Michael

race crew flying in, all of whom have raced on the boat before and done many Category 1 races.

"Our aspirations? To have a safe race and place well in a highly competitive fleet."

Over the years there have been several entries in the race from New Caledonia. This year Jean Luc Esplaas is back with his Archambault 40, 41 *Sud*. Esplaas competed in the 1998 race with his then yacht, *Marine Corail Voile*.

Other overseas entries include Jens Kellinghausen's *Varuna*, a Ker 51 from Germany, and *Zanzibar*, a Humphreys 42 from Singapore, owned and skippered by Jonathan Mahony. It won the 2012 Rolex China Sea Race, 565 nautical miles from Hong Kong to the Philippines.

In 2001, the Volvo Ocean Race fleet joined the Sydney Hobart fleet and excelled with *Assa Abloy* skippered by Neal McDonald taking line honours, with the others in that race not far behind. They had a pit stop in Hobart before resuming hostilities racing on to Auckland.

This year the 12 entries in the 2013-2014 Clipper Round the World Race join the Rolex Sydney Hobart fleet. The fleet of new 70-foot racing yachts are of identical Tony Castro designs, each with a professional skipper and amateur crew. They will have a longer pit stop in Hobart before sailing in their wake on December 31, heading north to Brisbane on the next 1,200 nautical mile leg of their circumnavigating ocean race.

Two earlier Clipper 68s will also race to Hobart, the class that competed in the previous four



editions of the Clipper Round the World Race and which are now mainly training boats. Race founder Sir Robin Knox-Johnston is back for his second Hobart race as navigator on one of the Clipper 68s.

Sir Robin sailed aboard *Titania of Coves* in 2010. She returns for this year's Hobart race with Australian former Clipper winning skipper Richard Hewson at the helm.

The contenders for overall honours for the Tattersall's Cup trophy include *Midnight Rambler*, the Ker 40 owned by Ed Psaltis, Bob Thomas and Michael Bencsik that was second overall in this year's Gosford Lord Howe Island Yacht Race and second in IRC Division 2 in last year's Hobart race.

CUP CONTENDERS
Top: Sam Haynes' *Celestial*, a Rogers 46 that has enjoyed substantial IRC success this year.
Above: Darryl Hodgkinson's Cookson 50 *Victoire*, formerly ran as *Jazz* in last year's race.

Crew's *Dynamique 62 Magic Miles* and the Queensland-based but Tasmanian-owned *Pawtucket 35 Quiros*, entered by Wayne Williams.

The smallest in the fleet is *Wilparina*, Nick Cannar's S&S 34, a design close to the hearts of all sailors, having taken Jon Sanders, David Dicks, Jesse Martin and Jessica Watson around the world by themselves and brought former British prime minister Sir Edward Heath Sydney-Hobart glory on *Morning Cloud*. Aboard *Wilparina* will be Brian Caldwell, the first person under 21 to circumnavigate the world solo, with stops, in 1996.

To all competitors, a safe and satisfying race. ⚓



Sean Langman's
Maluka approaching
Tasman Island, 2008
Rolex Sydney Hobart
Yacht Race.

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GOLDEN SUNRISE
Daniel Forster

The prestigious *Wild Oats XI* approaches Hobart at dawn on the River Derwent during the 2012 race to ultimately secure victory in a record-breaking time.



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DANIEL FORSTER

Daniel Forster was born in Murten, Switzerland. After working as an apprentice in a photo studio in Berne, he turned freelance and made a living covering major sailing regattas in Europe, USA, Australia and New Zealand. Forster has photographed no less than 11 America's Cups and 10 Olympic Games. In 1986 Forster sailed the Uruguay-England leg of the Whitbread Race onboard the winning yacht *UBS Switzerland*, and in 1987 he spent five months in Perth photographing that year's America's Cup competition. *TIME* magazine used his picture of the winning skipper Dennis Connor for the cover of their February issue. Forster continued to follow the America's Cup in subsequent years, working as official photographer for Bill Koch's *America3* team in 1992 and in 1995, and reporting from Auckland, New Zealand during the 2000 and 2003 competitions. Now employed as an official Rolex photographer, Forster's duties include photographing races like the Rolex Big Boat Series in San Francisco, the Rolex Fastnet Race in the UK, the Rolex Farr 40 Worlds and the Rolex Sydney Hobart Yacht Race. Despite this hectic schedule, he still finds time for a Cape Horn rounding or a cruise through the Galapagos Islands. Daniel now lives in Jamestown, Rhode Island, and during his time off he likes to go fishing with his daughter Daphne.





**SWEET
HARMONY**
Daniel Forster

Black Jack passes
the spectacular
organ pipes on
Tasman Island,
during the 2012
race. Peter Harburg
will be back in 2013
with a new *Black
Jack*, a Volvo 70.





CARLO BORLENGHI
 Carlo Borlenghi was born in 1956 in Bellano, Italy. When he was young, thanks to a collaboration with the magazine *Uomo Mare Vogue*, he travelled around the world covering the most important nautical events. He has photographed every America's Cup regatta since 1983, following the endeavours of the Azzurra, Italia, Moro di Venezia, Luna Rossa and Alinghi teams. He was the official photographer of the 32nd America's Cup in 2007. Since 1994, Borlenghi has documented the adventures of top Italian yachtsman Giovanni Soldini, accompanying him on round-the-world races and other major sailing events. He has also been official photographer during several editions of the Whitbread Round the World Race and Volvo Ocean Race.



WAVE RIDER
 Carlo Borlenghi

Stephen Ainsworth's *Loki* hits a wave in the 2012 Sydney Hobart, when she was overall runner-up to *Wild Oats XI*. *Loki*, overall winner in 2011, will not be on the start line for the 2013 race.







**SOUTHERN
WATERS**

Carlo Borlenghi

Ichí Ban rounds Tasman Island in last year's race on the way to sixth place line honours, skippered by Matt Allen. The new *Ichí Ban*, a Carkeek 60, will compete in 2013. This boat will also compete under the name of *Southern Excellence II* for new owner Andrew Wenham





100-FOOTERS

WILD OATS XI
AUS10001

Mark Richards has skippered Bob Oatley's super maxi to six line honours victories, including twice capturing the triple of race record, line honours and overall win (2005 and 2012). But Richards and his regular crew will face what should be their toughest battle yet; three other grand prix 100-footers with determined owners and crew. Anthony Bell, who took line honours from *Wild Oats XI* in 2011 returns with reportedly "the fastest super maxi on the planet" with the yacht last known as *Rambler 100* and now *Perpetual LOYAL*. Syd Fischer will race *Ragamuffin 100* again, the yacht Bell raced in 2011, and the newly lengthened *Wild Thing*, which Grant Wharington skippered to line honours as a 98-footer in 2003. Oatley remains committed to modifying his yacht each year. Last year she smashed the 13 year-old Sydney Gold Coast record and the Cabbage Tree Island Race record.

This year, *Wild Oats XI* is improved with a new lighter mast and a radical, retractable, hydrofoil-type wing fitted into a horizontal cassette that extends across the yacht at the waterline,



YACHTS TO WATCH

THE OUTCOME OF THE ROLEX SYDNEY HOBART YACHT RACE IS ALWAYS TOUGH TO PREDICT AND THIS YEAR'S RACE IS NO EXCEPTION, WITH A STELLAR LINE-UP SET TO FIGHT IT OUT IN THE 69TH RUNNING OF THE ICONIC SAIL SOUTH. 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.



between the mast and keel to make the yacht even faster downwind. When sailing upwind, the wing will be fully retracted. The modifications were put to the test in trials off Sydney and then while racing at Audi Hamilton Island Race Week. Consensus is that it improved the yacht's performance, but the proof will be in the Rolex Sydney

Hobart pudding. So we don't lose count of what lies beneath the surface, the yacht has a hydrofoil wing, a retractable forward rudder, two retractable daggerboards, canting keel, and the conventional rudder at the stern. Kept in immaculate racing trim, with a well-honed crew could make the difference for *Wild Oats XI*.

PERPETUAL LOYAL
SYD1000

Anthony Bell left a lasting impression in the 2011 Rolex Sydney Hobart when he beat now six-time line honours winner and twice treble crown holder *Wild Oats XI* for line honours victory by three minutes and eight seconds after a race-long duel with *Investec Loyal* (now racing as *Ragamuffin 100*).

Bell has gone to even greater lengths this time, buying what is rated the fastest super maxi in the world, the former *Speedboat/Rambler 100*. Renamed *Perpetual LOYAL* in honour of his sponsor and the Loyal Foundation charity, he persuaded Australia's Prime Minister, Tony Abbott, to launch it in early November.

Designed by Juan Kouyoumdjian, the yacht lost its keel and turned upside down in the 2011 Rolex Fastnet Race under charter to American George David. Until that incident, David had fully intended to contest the Rolex Sydney Hobart that year. He declared after record-breaking runs in the 2011 RORC Caribbean 600 monohull and Storm Trysail Block Island Race: "*Rambler 100* is as powerful a boat I have ever sailed. Reaching and running, the acceleration to boat speeds four knots or more over



wind speeds is instant and exciting.”

Watching the finish of the 2012 race, and after a year's sojourn, Bell was seduced again. With his new 100-footer, he knows the sky is the limit, while the other three grand prix super maxi owners will be pondering what lies ahead, as none of those yachts have raced against it. Bell says he hired some of the best technicians in the world to prevent the keel failing again. The boat was sent from England to Ian Cook's Yachting Developments team in New Zealand and her owner says, "We believe we've overcome the risk by increasing the strength of the steel componentry in the boats fin."

Celebrity crew returnees, Phil Waugh, Karl Stefanovic and Larry Emdur will be thrown into the Mosh Pit amid the pros, including technology whizz top navigator Stan Honey, 2012 Laser Olympic gold medallist and Oracle Racing Team America's Cup winning strategist, Tom Slingsby and a clutch of Volvo Ocean Racers, such as Tasmanian Justin 'Juggy' Clougher who has raced on this yacht several times in the past.

70-FOOTERS+

BEAU GESTE HKG1997

At the time of writing, Karl Kwok's latest *Beau Geste*, a new Botin 80, was still in the shed at Cooksons in New Zealand and due to launch late November, leaving little time for her crew, headed by Kiwi Gavin Brady, to prepare. However, Hong Kong businessman Kwok has prepared several new yachts, winning the 1997 Rolex Sydney Hobart overall with a new Farr 49 and has won and placed in major races and regattas globally.

This ambitious new *Beau Geste* replaces Kwok's Farr 80, which cracked through the hull during the 2012 Auckland Noumea Race and was lucky not to sink. That yacht assisted Kwok with the design of his new boat, on which some of the old boat's fitting are being recycled. According to Gavin Brady, "There's a lot more structure in the boat, especially in the deck and some engineering aft." It is designed more for the Hobart and races of similar ilk, sporting comparable foils to

a Volvo 70, with dagger boards and a canting keel that is lighter than most in its class.

On crew, Brady, whose handful of America's Cups, one-design, offshore (including the Hobart) and match racing triumphs have winner written all over them, is joined by fellow AC sailor Kevin Batten, Whitbread/VOR navigator Steve Hayles, and versatile VOR sailors Rob Salthouse and Brad Marsh (from the VOR winner Groupama 4) among others.

BLACK JACK 52570

Queenslander Peter Harburg purchased the Volvo 70, *Telefonica*, winner of the 2011/2012 Volvo Ocean Race's first three legs (and fourth place finisher this year). Main adversary for the upcoming Hobart will be *Groupama 4*, winner of the VOR. Both designed by Juan Kouyoumdjian, the latter is now owned by New Zealand winery owner, Jim Delegat, who renamed it *Giacoma*.

Harburg shipped *Black Jack* to Australia early this year and replaced the sail wardrobe via his sailing

finished a close third on line to *Wild Thing* and *Lahana* in mostly light air. They are the only conditions the yacht has been tested in, although it may get a dose when the racing crew deliver it to Sydney in December. The yacht was built for the hard running and reaching the VOR offers, so the effects an upwind blow will have are yet to be seen.

Harburg's RP66 *Black Jack* smashed its own 2008 record in the 2009 Brisbane to Keppel race and finished second on line and overall in the 2012 Audi Sydney Gold Coast race inside record time. An addition to its usual slick crew is expatriate Aussie navigator, Andrew Cape, whose career includes five Hobart victories and spans four Whitbread/VOR's, including the former *Telefonica*.

PSP LOGISTICS GBR728X

The fleet of 12 new identical Clipper 70s is utilising the Rolex Sydney Hobart Yacht Race as one of its legs – a first for the Clipper Race. Designed by well-known naval architect, Tony Castro, it is faster and more dynamic



NEW WITH THE OLD
As a Clipper 70, the Tony Castro-designed PSP Logistics will be competing in the Rolex Sydney Hobart for the first time. Left: The familiar sight of *Wild Oats XI* leading the field.

master and North Sails Brisbane manager, Mark Bradford. The end result is lighter sails and a main that is slightly increased in area, to suit the newly lengthened boom. Bradford says *Giacoma's* boom is even longer and the two boats' foils and other underwater appendages are slightly different, but not enough to make it advantageous for either. Anything heavy that is not required has been jettisoned, so the overall package is a lighter one. The righting moment was slightly changed, but reverted back when the various changes were made. Bradford agrees it will come down to which of the two boats is sailed best. The yacht's first offshore splash was the delivery from Queensland to Sydney for the Sydney Gold Coast Yacht Race, in which it

than its 68-foot predecessor. Featuring twin helms, twin rudders and a six-foot bowsprit, it allows for the inclusion of large asymmetric spinnakers and Yankee headsails, all of which have increased performance. Downwind, these yachts are capable of 30 knots in big conditions for the multi-national professional skippers and paying amateur crew who race them. Aboard *PSP Logistics* is Sydney skipper and two-time Hobart competitor, Chris Hollis, who won the 5000-nautical-mile Clipper Leg 2 from Brest to Rio. The boat showcases one of the many inspiring crew in the race; Nigel Brennan, a 41-year-old Australian photojournalist, taken hostage while working in Somalia in 2008, spending 462 days in captivity before release.



50-FOOTERS+
VICTOIRE
 AUS5299

Darryl Hodgkinson will sail the former *Jazz* to Hobart after taking possession earlier this year and renaming it *Victoire*, having sold his successful Beneteau 45, with which he won the CYCA's 2011/2012 Blue Water Pointscore Series (BWPS), resulting in his being named 2012 Ocean Racer of the Year. With him again is principal helmsman Sean Kirkjian, who is joined by Tony Powell. Between them, the two can claim 31 Hobarts, among other attributes. This canting keel Cookson 50 was sailed to second overall and first under ORCi in the 2010 Rolex Sydney Hobart and to fourth overall in 2011 and 2012 by then owner Chris Bull. Considering her new owner has only competed in races that went to smaller boats, he has the yacht working well. With four races put to bed in the 2012/2013 BWPS, *Victoire* is fifth overall, after finishing fifth in the Cabbage Tree Island Race.


ICHI BAN
 AUS01

One of three new yachts launched in November, Matt Allen chose the Carkeek 60 to attempt to win the Rolex Sydney Hobart overall in his 24th race. It was built by Premier Composite Technologies in Dubai, and was shipped to Australia in early November. Allen had come to the conclusion he wanted a boat that would fit the bill for "70 per cent ocean racing and 30 per cent around the cans." He felt Carkeek yachts had developed best, resulting in a superior performance – and that Shaun Carkeek was keen to design without the Box rule or VOR constrictions, so there are few limitations. All will become clear when he races against the two newest

generation VOR70s in the fleet, and another untried new boat, *Beau Geste*, the 80-foot Botin Partners design, as all four are untested when it comes to the Rolex Sydney Hobart. The icing on the cake is a well-balanced mix of crew, among them Gordon Maguire and Darren Senogles from the successful *Loki* campaigns, Tim Sellars, Robert Case, Anthony Merrington, Michael Spies and Phil Harmer. Allen produced great results with his Jones 70, *Ichi Ban*, finishing second on line in the 2006 Rolex Sydney Hobart (and fourth overall) and third on line in 2007 for fifth overall.

WEDGETAIL
 AUS11888

Bill Wild bought the former *Yendys* in 2010 and sailed it as *Rodd & Gunn Wedgetail* to sixth place overall in the 2010 Rolex Sydney Hobart, a result the boat also achieved in its launch year, 2006. Wild and the Reichel/Pugh 55 returned to racing this year after an 18-month break and won Pittwater Coffs Harbour race line honours and finished second overall to Syd Fischer's TP52

Ragamuffin after a protracted duel. Both finished inside *Wild Oats IX*'s 2003 record. *Wedgetail* finished fourth on line behind *Wild Thing*, *Lahana* and *Black Jack*, and was 14th overall and second in Division 1 of the Sydney Gold Coast Race. It was the catalyst that brought Wild back to the Rolex Sydney Hobart.

VARUNA
 GER6700

One of four Ker designs in the race, Jens Kellinghusen's one-year-old Ker 51 has been dabbling in around the buoys and offshore racing. Her German owner is keen to enter all the great ocean races of the world, including the Rolex Sydney Hobart. Making a start, *Varuna* scored sixth overall in Class 2

of the 2012 Rolex Middle Sea Race, and in February, was sixth in the RORC Caribbean 600. Finished second in the Maxi/Racing division at Les Voiles de Saint Barth, with a crew of mainly amateur university students and was fifth in Division 2 of the Transpac Race in July. Kellinghusen brings with him Spanish navigator Guillermo Altadill, who competed in the Barcelona World Race, four Whitbread/Volvo Ocean Races and 18 Atlantic crossings, one during Steve Fossett's 2004 Jules Verne circumnavigation record with *Cheyenne*.

40-FOOTERS+
PATRICE
 360

Chasing an overall win for his 29th race to Hobart, Tony Kirby launched his latest *Patrice*, a Ker 46, in early November. In his first foray into competition, Kirby finished fourth overall in the CYCA's hairy Cabbage Tree Island Race in November – the weather threw everything at the fleet. *Patrice* is a light displacement

carbon-hulled yacht sporting a slim keel and optimised bulb. She has a roomy cockpit and was purposely designed and optimised for IRC and ORCi rules for racing in a variety of conditions – and that has now been proved. Gail Harland, a trimmer with 18 Hobarts experience, inclusive of an overall win in 2003, re-joins the crew that is topped up by 34-race veteran Mike Green and Peter Messenger who can count four overall wins from 24 Hobarts. With his previous yacht, *Patrice Six*, Kirby's best result was fifth overall in the 2009 Rolex Sydney Hobart, and third under ORCi.

ST JUDE
 6686

Noel Cornish and *St Jude* fly under the radar a bit, as they don't contest all the major offshore races on offer, but when given its head, the Sydney 47 always lands at the top of the pile. Won the Australia Day Race to Botany Bay in its first offshore outing, and finished third in the CYCA's 2010/2011 Ocean Point Score. In this season's

UNDER THE RADAR
 Tasmanian favourite *Martela* in racing mode on the Derwent. Left: Noel Cornish's Sydney 47 *St Jude* could well be a dark horse this year.





OPS, after two races, *St Jude* was in a comfortable second place, but she missed the third, as *Cornish*, one of three CYCA directors who will skipper a yacht in the race, instead used the tough 180-nautical-mile Cabbage Tree Island Race to hone his crew's skills for Hobart and finished ninth overall.

ZANZIBAR
SIN4321

A Rolex Sydney Hobart rookie, *Zanzibar* has already impressed, winning the 2012 Rolex China Sea Race overall after overcoming all challengers from an impressive entry list. For his efforts, owner/skipper Jonathan Mahony was rewarded with a Rolex Yacht-Master Timepiece. Winning Division 1 in the 2011 Hong Kong Vietnam Race and finishing second in the 2012 and 2013 Subic to Boracay Race, rate him a chance in the 628-nautical-mile race.

WILD ROSE
4343

This golden oldie puts paid to the theory that old things should be put out to pasture. *Wild Rose* was purchased by Roger Hickman and two partners

from Bob Oatley, and in 1993, the three became the last overall Hobart winners declared under IOR; also the last time joint winners were announced under IOR and IMS. The year stands out for having one of the highest attrition rates in the history of the race, as only 38 out of 104 starters finished after what yachties say was the worst weather they had encountered. The Hickman/*Wild Rose* combo is just as potent in the light shifty airs that pervaded the first three races of the CYCA's Blue Water Pointscore Series; finishing third in the Sydney Gold Coast Yacht Race and won the Flinders Islet and Bird Island races. He also won Race 4, the 180-nautical-mile Cabbage Tree Island race, which turned out to be a mini replica of the Hobart. 'Hicko' insists on having a balance of male and female crew – and it works perfectly well.

30-FOOTERS+

MARTELA
7075

For the past two seasons, the Tasmanian crew of *Martela* has been burning the candles at both ends in their efforts to win the race. In

February, she was second overall in the Betsey Island Race. In the Combined Clubs Long Race Series in March, *Martela* caught an early break in light airs to win the Group 1 AMS, IRC and PHS overall treble. The final race victory also gave *Martela* the summer season long race pennant (held under AMS) in which she also finished second in IRC. Anthony Williams also sailed *Martela* to overall victory in the 50-nautical-mile Isle of Caves race under IRC and AMS in 2012. The Bellerive Yacht Club member was 34th overall in the 2012 Rolex Sydney Hobart with his reliable IMX 38.

TSA MANAGEMENT/ELENI
MH60

The most decorated of the four competitive Sydney 38 One Design boats entered this year, *TSA Management/Eleni* was unfortunate to have its rudder break last year. Since being repaired, Tony Levett has been competing in local races out of Middle Harbour Yacht Club, sharpening the crew's responsiveness and resolve to come back better than ever. Levett and his 10-year-old boat won the Sydney 38 One Design division of the

2010 and 2011 races and finished third in 2008, her first offshore race under his ownership. Given her same design competition, count this boat in if it becomes a small boat race.

ILLUSION
5356

Illusion has been owned by Kim Jaggard, who has 32 Hobarts to his credit, and Travis Read for the past 12 months or so. It is the overall winner of the rugged 1988 race, the year she was launched for Victorian, Gino Knezic. Twelve hours into the start, a 30-40 knot southerly hit the fleet against a 3-4 knot south-running current; 38 yachts retired. Proving it was no fluke, this little Davidson 34 was sixth overall in 1989 (in a mix of wind directions of 30-40 knots) and third in 1990 in a freshening nor'easterly with gusts up to 50 knots recorded. This gem remains one of the smallest yachts to contest the race. Given her track record, this is where my money would go if similar conditions advantage the 'littlies'. Equally, she finished second in the light-air Flinders Islet Race in September.



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The fate of the revered *Speedboat* has etched itself forever in legend. It was August 15, 2011, 17:17 local time, when the yacht known as *Rambler 100* was leading the fleet in the UK's famous Fastnet ocean race.

The giant sloop rounded Fastnet Rock, the half-way point, eight miles (13 kilometres) off the Irish coast, on pace to claim a course record. Then at 17:40, with a deafening thud her crew described as "like cannon fire", the 13,000-kilogram stainless steel and lead keel snapped off, spinning the boat and toppling it seconds later. Her 21 sailors jumped or were dumped into a near-freezing ocean, with winds gusting to 30 knots and a tremendous current. Within 60 seconds, *Rambler 100* was completely upside down.

All crew were rescued and the hull of the doomed 100-footer survived. It was towed ashore, righted and pumped dry. The stub of the keel fin was examined by a team of metallurgists and engineers, anxious to know how and why this crucial and previously held 'indestructible' part of the yacht failed so dramatically.

There she sat, in Gosport, England, until Anthony Bell, an accountant in Sydney, Australia sought her out with a plan to reanimate the spirit of *Speedboat*.

A visionary, driven by a passion for pro-sailing and a healthy dose of ego (you can't have one without the other), Bell revealed the latest incarnation of this Juan Kouyoumdjian-designed racing yacht on 6 November in the presence of the Prime Minister, Tony Abbott, sponsors, media and supporters, and made his intentions known.

"The aim is to use the 2013 Rolex Sydney Hobart and our involvement as team *Perpetual LOYAL* as a 'shop window' for raising money for charity," he said. "The better we go, the more money we raise."

Bell said the guiding motivation for his returning to compete in this iconic blue water ocean race is to raise money for charity through the Loyal Foundation he established.

"We fundamentally got into the game to raise money for charity. In 2009 when this idea came to fruition, we honestly did not think we could go on to win the race two years later. I have a great team around me at Bell Partners, which means it is business as usual Monday to Friday, and then



THE MAKING OF A LOYAL LEGEND

THE REMARKABLE STORY OF *RAMBLER 100*, FORMERLY *SPEEDBOAT*, AND NOW *PERPETUAL LOYAL*, COULD ONLY HAVE A VISIONARY INDIVIDUAL BEHIND IT. JENI BONE PROFILES THE FORTUNE SEEKER IN THIS THRILLING EPIC, SKIPPER AND OWNER, ANTHONY BELL.

we train on weekends. The race and charity add a challenge outside of work and a sense of achievement in sport."

To date, The Loyal Foundation has raised in excess of \$3 million. "The charity disburses 100 cents in every dollar received by way of donation to those less fortunate. These funds raised go to buying children's medical equipment."

The allure of the Rolex Sydney Hobart, according to Bell, is its universal appeal and 628-nautical-mile test of of man and machinery.

"The Rolex Sydney Hobart is the pinnacle of yachting. It is known around the world as the toughest race and it is testing on all machinery, boat and crew to get a result. It is an iconic Australian event, and people who

aren't interested in sailing still take interest in this race."

One of those at the Rose Bay Marina ceremony is the man who knows Bell and his boat better than most. 'Black' Joe Akacich has been 'doing' Bell's 100-footers since 2009.

"I worked with him on the original Elliot 100 *Loyal* for the 2009 Sydney Hobart, then in 2010, we competed on the same boat, then we won in 2011," says Akacich.

Akacich describes Bell as "a good guy under pressure, a leader, whose forte is putting the best people together."

"Anthony is firm in his ideals and very, very focused on where he needs to be," continues Akacich. "He bases his strategies on three key points: action, focus and intelligence."

Bell, a relative newcomer to pro-sailing, is a quick study. "Not a lot of guys suddenly decide they want to get into sailing, buy a 100-footer and start driving it. It was a tough baptism for him in the beginning. He decided to take the pro road and gathered the best of the best to do the job. That's not a cheap exercise. It's a \$10,000 day every day of crew training. The only thing that's free is the wind!

"What Anthony's doing is sponsoring Sailing Australia, developing talent and inspiring other people to do the same."

A seasoned sailor himself with 32 years in the business, Akacich says the main thing that drew him to working with Bell was his penchant for reclaiming old boats.

"He never, ever buys a new boat. He buys a wreck and then makes it better. In this case, he bought a capsized boat that was sitting on a dock with bird shit all over it, and he wanted it in the Rolex Sydney Hobart by the end of the year. We did the deal 7 February and had to have it ready and in Sydney by the end of October, compliant and ready to go."

Like any compelling yarn, the subplot is just as curious.

Bell had decided to sit out the 2012 event. As he recounts: "I sold the boat for family reasons as my wife, Kelly was not well at the time and the dedication to her health outweighed everything else."

Bell states there was no thought to buying another boat and mounting a new *LOYAL* team.

But, watching *Wild Oats XI* streak over the finish line at the mouth of the Derwent River in a record time of one day, 18 hours, 23 minutes and 12 seconds stoked the fire.

"Seeing *Wild Oats XI* race so well, and not being a part of the race was

READY TO RACE
The rebuilt *Perpetual LOYAL* came about after Anthony Bell was inspired by *Wild Oats XI's* spectacular run in 2012.





a very strong motivating factor. I realised I missed the sport so much that it was an easy choice to get back into the game.

"Literally within minutes of *Wild Oats XI* winning, I was on the phone to Michael Coxon [tactician], Joe Akacich [general manager of *Perpetual LOYAL*] and I said 'let's get back in the game. Find out what's happening with *Rambler 100*'. Joe managed to track it down. It was sitting in a shed with no keel, and we had six months to completely rebuild the boat to a standard that we believe can seriously compete in this year's race."

For his part, Akacich remembers the phone call very well. He was enjoying having a year off, kicking back with wife Claire and his kids, and thinking about anything but racing.

"It was the 28th of December, I was scoffing a bowl of leftover trifle, then Bell's phone number came up on my phone. I thought twice about answering it. He said: 'Merry Christmas! Find *Speedboat*, get it, rebuild it and get it to Rose Bay by November.' I tried to talk him out of it, but he wouldn't budge." Akacich foresaw a job fraught with challenges.

"Putting together 100-footers is tricky," he explains from the vantage point of having done it countless times.

"The boats are complex, especially a rebuild, and this boat came with a lot of conjecture. It lost its keel and capsized. That's a load of baggage."

Getting the right people to do the job would be the other major hurdle.

"But I was blessed. Anthony told me to get a yard that would do a whole-of-boat job, and I went straight to Ian Cook at YDL Yachting Developments Ltd in Hobsonville, New Zealand. They shared the passion. They became crewmembers by the end of it! Then I sat around on a milk crate and tried to figure out a plan."

The first obstacle was gaining compliance. "All vessels of composite construction greater than 24 metres must be Germanischer Lloyd compliant. So I got on to Andy Dovell at DNA Naval Architects, who I have worked with for 20 years. We've done a lot of curve balls together. We got the plans from the original designer, Juan Kouyoumdjian and got his permission to do a plan review of the structure. At that time, the Artemis drama was unfolding in San Francisco and the powers that be were taking a long hard look at him."

The plan review was done by GL to their specifications and the new boat, completely rebuilt from the hull up, received its compliance in time for

the official launch of its Rolex Sydney Hobart campaign.

"It was relatively quick," acknowledges Akacich of the six-month process. "When you chuck money at anything, in this case, \$10 million, you can make it happen. As Michael Coxon, the sailing master involved since day one, says: 'in pro-sailing, there are three things you need: plenty of forestay tension, plenty of righting moment, and plenty of money'. Buckets of it."

Bell's commitment to the project was demonstrated in the walk, as well as the talk, and approving invoices.

"Anthony was ecstatic to see the rebuild in progress. He'd pop over to NZ after work on Friday. He'd see the boat, then fly back to Sydney. He must have done that 20 times over the six months."

YDL was crucial in delivering the boat on time and to brief. "Communication was excellent, matched only by their passion to create something higher, stronger, faster, better."

So, has the newly minted *Perpetual LOYAL* managed to slough off the perceived baggage?

"Most definitely it has. Every millimetre of wire, every run of hydraulics is new. There was a

SHIP SHAPE
Above: Anthony Bell is all smiles upon the launch of *Perpetual LOYAL* on 6 November – just in time for entry to the Rolex Sydney Hobart, which Bell hopes to use as a means to raise money for charity.



complete redesign of structure and a brand new mast from Southern Spars.”

As for the crew, Bell is effusive over the team, which he has marshalled in record time. “We’ve got the band back together!” he says of its formation. “Michael Coxon, Nick Burridge as boat captain, Tom Braidwood, a Volvo Ocean Race veteran, and Phil Waugh has been named as Mid Bow for this year. And Tom Slingsby has signed on for his first ever Rolex Sydney Hobart.

“The celebrity crew will see Larry Emdur and Karl Stefanovic, alongside some new faces for this year’s campaign. Before we announce the celebrity crew, they need to go through all Marine Safety Survival Courses.”

A long-term sponsorship contract has been signed with Perpetual Limited, which Bell sees as thoroughly compatible with *LOYAL*’s values.

“Perpetual is one of Australia’s largest independent wealth managers



and shares *LOYAL*’s commitment to high performance, strong team work and striving for excellence.

“Crown Resorts, our secondary sponsor has similarly aligned brand values. Our corporate sponsors include Sonoma Artisan Sourdough Bakers, Ella Baché, Mass Products and Bell Partners.”

The foundation team members are back on board: Bell, Akacich, Peter Calligeros, owner of the Rag & Famish Hotel, engineer Ty Oxley, and navigator, Stan Honey.

As general manager of *Perpetual LOYAL*, Akacich’s job is to make each facet of operations gel and source the best people for each job.

“Anthony’s a good accountant. His biggest problem is me. I spend it for him. Good accountants look for balancing income with outgoings. But sailing is tearing up hundred dollar bills in a cold shower in the middle of winter! Owners always want to know when it’s going to end. They want you to look in a crystal ball and see the happy ending. Well, we’re going to have a crack,” says Akacich of the Rolex Sydney Hobart campaign.

Over at the *Wild Oats XI* camp, race record holder and a six times line honours victor, referred to as ‘The Swiss Army Knife’, is getting ready for battle.

Speaking to *Sails* about the revival

of *Speedboat* as *Perpetual LOYAL*, *Wild Oats XI* skipper Mark Richards deems his new rival “a great unknown”.

“It’s very exciting for them, for all of us. It’s great for the sport.”

Relishing the challenge, Richards says “It will be amazing to get these two boats side by side.”

Wild Oats XI has undergone a few modifications, but has made no changes to its usual preparation, nor will strategy change to accommodate this pretender to the throne, or should that be heir?

“We have a new mast, a few other modifications and we’re going to be giving it our best shot,” says Richards. “There’s no doubt *Perpetual LOYAL* is the most powerful super maxi in the world, and a lot more powerful than *Wild Oats XI*. It’s a lot wider, has more righting moment. But this is an ocean race, and as we all know, anything can happen.

“It will be a serious showdown come Boxing Day.”

Bell is more prosaic about the Herculean feat it will take to bring this saga to its fitting denouement.

“If you got points for looking fast, we’d be on a winner,” he says of the boat already nicknamed ‘The Beast’. “But the key to doing well will be a good team. We have the making of a great team, competitive and professional, using all the skills we have and athletes with great attitude and ability.

“But we are very cognisant that to win Hobart, we have to get to Hobart first.”

www.loyalfoundation.com.au

EYES ON THE PRIZE
 Top: The sleek lines of *Perpetual LOYAL*, described as “a great unknown” by *Wild Oats XI* skipper Mark Richards. Above: The team that hopes to propel the yacht to Hobart glory. Bell is front row, far right.



Southern Spars rigged yachts win the Rolex Sydney Hobart!

2012

Line Honours, 1st, 2nd, 3rd
IRC... 1st, 2nd, 3rd
IRC Division 0... 1st, 2nd
IRC Division 1... 1st

2011

Line Honours, 1st, 2nd, 3rd
IRC... 1st
IRC Division 0... 2nd, 3rd
IRC Division 1... 1st

2010

Line Honours, 1st, 2nd, 3rd
IRC Division 0... 3rd

2009

Line Honours, 1st, 2nd, 3rd
IRC Division 0... 1st
IRC Division 1... 1st

2008

Line Honours, 1st, 2nd
IRC Division 0... 3rd

2007

Line Honours, 1st, 2nd
IRC... 1st
IRC Division 1... 1st, 3rd

2006

Line Honours, 1st, 3rd
IRC Division 0... 2nd
IRC Division 1... 1st, 3rd

2005

Line Honours, 1st, 2nd, 3rd
IRC... 1st, 2nd, 3rd
IRC Division 0... 1st, 2nd, 3rd
IRC Division 1... 3rd



Southern Spars™ 2013 - Who is next?

The chances are it will be one of the four spar and rigging packages Southern Spars has supplied in preparation for the 2013 race; all built with high modulus carbon fibre and ECsix carbon rigging.

- *Wild Oats XI*, 100' maxi
- *Loyal 100'*, maxi (ex Speedboat)
- *Beau Geste*, Botin 80'
- *Ichi Ban*, new Carkeek 60'

These four yachts are the hot favourites for both Line Honours and IRC overall.

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Image: Southern Spars TPT (Thin Ply Technology)



Blue Robinson: What were the early influences that led you to where you are now?

JONO MORRIS: I think it has just been a passion for racing yachts that influenced me. Never would I have dreamt that I could be involved in designing one, or become like John McConaghy and actually build them, although John would definitely be

Hobart I took a year off uni to work on yachts in Sydney and sailed as much as I possibly could. I did plenty of races up and down the east coast then sailed on *Great News* – my first direct experience of a McConaghy boat – from Hawaii to San Francisco and spent time in the US competing in more regattas such as the One Ton Cup and big boat series.

POWER & THE PASSION

JONO MORRIS HAS BEEN AT THE HELM OF McCONAGHY BOATS AT MONA VALE IN SYDNEY'S NORTHERN BEACHES FOR THE LAST 14 YEARS. IT'S A ROLE THAT INVOLVES PRECISION ENGINEERING, ELEGANCE IN DESIGN AND ABOVE ALL A PASSION ABOUT AN AUSTRALIAN COMPANY THAT'S REGARDED AS ONE OF THE BEST IN THE BUSINESS. HE SPOKE TO BLUE ROBINSON OF THE JOURNEY AND THE CHALLENGES INVOLVED.

counted as a strong influence on me. Obviously *Australia II*'s America's Cup win in 1983 captured my imagination; the whole thing about Ben Lexcen, the winged keel and his creativity influenced me. But more so it was the boats and the technology that I found fascinating, I just wanted to be involved with racing yachts, and then influenced by my architectural studies, I developed an interest in construction and materials. I guess really it's my passion for sailing and racing yachts, taking every opportunity I could, that has landed me here. When I was young I do remember reading about McConaghy's and the boats they were creating and I was in awe – so yes, the company was on my radar from very early on.

BR: Did you grow up on the Northern Beaches?

JM: No – not at all. I grew up in Adelaide, started sailing at school and sailed and worked on boats during school and university. My first Sydney Hobart was in 1987 as part of the South Australian Southern Cross team and the first time I came to Sydney was sailing from Adelaide on one of the boats for that regatta. I remember arriving at the CYCA and my jaw dropped seeing all these grand prix race boats. I knew there and then that I wanted to be amongst it, so after that

BR: Interesting times.

JM: They were and I guess I could have kept on going on that circuit but I wanted to continue with uni whilst doing as much sailing as I could. Around that time I met George Snow and took the following year off university to work for him during the build and the first season of racing on *Brindabella* (1), which included the China Sea Race in Hong Kong and the Kenwood Cup. Later heading back to Adelaide with uni, I still managed to race on *Brindabella* for the Hobart win in 1991 and to sail other regattas like the Australia Cup win with Chris Law. When I finished my architectural studies in Adelaide, I moved north to Sydney to work for Syd Fischer.

BR: That is a significant moment right there.

JM: Absolutely. Just look at the list of great sailors Syd has assisted and influenced – and he is still doing that, just look at his most recent record-breaking win in the Hong Kong to Vietnam race on the McConaghy-built 90-foot *Ragamuffin*!

In those times, I worked in Syd's architect's office and on his racing yachts, sailing on the McConaghy-built *Ragamuffin* of the time in the European 50' circuit and the Admiral's Cup, with Peter Gilmour and 'Cocko', plus many other highly talented sailors. Working for Syd



ANDREA FRANCOLINI



INDUSTRY LEADERS
Clockwise from above: Jono Morris and the Mona Vale headquarters; Bob Oatley's technically challenging *O and Wild Oats*; the Oatleys being a long-term collaborator with McConaghy.





was an incredible opportunity and pretty demanding, as I was really doing three different jobs at once. George Snow was building the second *Brindabella* so I went back to help there and do the following sailing season, including the Hobart and the Kenwood Cup.

BR: It's around this time you have your first taste working at McConaghy Boats?

JM: It was. In 1994 I joined Warwick Miller during the build of *Exile* – the Reichel/Pugh 66 being built at McConaghy, which led to many regattas, Hobarts and deliveries on *Exile* over the next few years. During this time I got to know both John McConaghy and Jim Pugh at Reichel/Pugh pretty well. After working as an architect for a few years, 'Macca' (John McConaghy) encouraged me back to McConaghy Boats, where I would literally live and breathe the boat projects that I was missing whilst working as an architect.

BR: What do you think he saw in you?

JM: Certainly there was the passion for building and racing the boats, but he could probably see the architect's side in me as an asset. The ability to examine an area of loading and stress and be comfortable in working out solutions that were elegant and strong – which was really, really important because of the high speeds and associated loads that the big boats we're moving into from the late '90s onwards. One of my first roles as project manager was with the new Farr 40 project where I first met Mark Evans who was the project foreman and a very talented and passionate boatbuilder. Mark and I realised we worked extremely well together, and built 10 Farr 40s plus several custom yachts together during this time whilst racing on the Farr 40s.

BR: When did the bigger projects start?

JM: In 1999 we started building the 78-foot *Shockwave* for Neville Crichton, for which Mark was foreman and I was project manager. That began a long association with Neville spanning the next decade and five major projects. Around this time Macca and Steve 'Moxy' Moxham started talking to Mark and I about taking over McConaghy Boats – and by mid-2000 Mark and I were the new owners, with Steve and Macca involved on a part-time basis. Steve still works for us, but Macca fully retired in 2005. Mark and I started to

'let the handbrake off' as Macca put it, and the business started to gather steam. Obviously it is vital to continue the relationship with a client when their boat leaves the shed, so I often sailed with Neville Crichton on *Shockwave* after we launched the boat, and have continued that over the last 10 years on each of the boats we have built for him, racing in all the Rolex regattas throughout Europe and of course the Rolex Sydney Hobart.

BR: You have built some particularly interesting and challenging projects during your time?

JM: With people like Neville Crichton and Bob Oatley pushing the boundaries, the evolution of the designs during this time was amazing. Once the Oatley's launched their first canting keel 60-footer the stage was really set for the age of canting keel Maxis. We built the 86-foot *Morning Glory*, followed by the 90-foot *Genuine Risk* and a new 66-foot *Wild Oats X* for the Oatleys. Neville's upped the ante with his 100-foot *Alfa Romeo*, followed by *Wild Oats XI*, *Leopard 3* and *Singularity*. The Oatleys have been great innovators and great supporters of our industry, and one of our most interesting projects recently has been the rotating keel *Q* for Ian Oatley, which is both a work of art and a technical masterpiece. We continue to work for the Oatleys with various optimising and refining projects on their yachts, which is always interesting and of course we are excited about an Australian challenge in the next America's Cup!

BR: With Mark and yourself having now owned and operated McConaghy Boats for close to fourteen years, how has the business changed?

JM: The most obvious change was our expansion into China. Early on, Mark and I were becoming acutely aware of the increasing cost of building these racing boats and started to look at opportunities to reduce that. We didn't intend to look further afield than Australia but surprisingly an opportunity came up for a facility in China, and after several visits and discussions we embarked on a joint venture with a Chinese company.

Mark moved to China with his family eight years ago and started a boatbuilding business from the ground up over there. Geoff Ross gave us our start in China with a contract to build the new *Yendys*, a Reichel/Pugh 55. We then secured the contract to build the China Team America's





Cup yacht, and the business started to grow quickly. Within a couple of years we decided to determine our own future, so we moved to a new factory, setting up as a wholly owned foreign entity with no Chinese partners.

In that new factory work started on *Adastra*, the 44-metre power trimaran, and our new McConaghy Mach 2 Moth, as well as the Volvo 70 *Green Dragon*, the E6 Olympic boats and dozens of other projects. Mark and I remain joint managing directors of both the operations in Sydney and in China, speaking several times a day about both facilities. We have always been an Australian company with Australians building boats in China. Many of our staff moved there with Mark eight years ago – and the Chinese guys who started on day one are still with us!

BR: Big opportunities – but I imagine big challenges?

JM: Certainly, but if you are going to be successful you have to have a long hard look at the abilities and talents in your company, and move forward with confidence with those talents and passion. We have in this team some of the best people in the business, who build the finest, fastest and most reliable boats in the world. These are comments that people outside our business tell us. None of our competitors have over 45 years of continuous experience with these materials and these projects – and it shows. Look at the performance and reliability of *Leopard 3*, *Wild Oats XI*, and all the *Alfa Romeo* yachts. Look at some of the atrocious conditions in the trans-Atlantic, Fastnet or Bass Strait – that is not a place you want your boat delaminating or tearing in half.

BR: I think people would be surprised at the range of projects you have underway?

JM: Our McConaghy factory in Mona Vale continues to operate in parallel to the China yard and over the last couple of years we have had some pretty interesting projects. These have ranged from the James Cameron submarine, to refits and optimisations for various race boats, and over the next year we have the composite aerial mast project for the naval destroyers being built in Adelaide.

Mark and I have been running the business successfully for some 15 years, with all the boats built since 2000 our responsibility, which in that time is about 60 boats built in Sydney and about 1000 boats in China.

SIZE AND SPEED
Below from top:
Neville Crichton's
100-foot triumph,
Alfa Romeo;
One-design MC38
racing; Jono Morris
hard at work on the
Northern Beaches.

BR: Designed by?

JM: The best in the world. Reichel/Pugh, the Farr office, Judel Vrolijk, Jason Ker, Ed Dubois, Mark Mills, Harry Dunning, Greg Elliott, Owen Clark, Hugh Welbourne, Botin, Carkeek, Shuttleworth, Banuls, Morelli Melvin, Andrew McDougal...

BR: And the future for McConaghy Boats?

JM: Keep going and keep innovating. Our factory and team of guys in Sydney are available for any composite projects – from violin cases to Maxi yachts and industrial work and we certainly have no plans to close Sydney. These are Australian jobs McConaghy Boats has worked hard to support over the past 45 years and I think people need to remember that when they are looking for a new boat, or work on existing boats.

Anyone who is considering a refit, repaint, repair or optimisation should contact us, we are happy to talk and have always had a strong relationship with the local clubs. Over the last two years we have launched more new boats into the Cruising Yacht Club than ever before including a Ker 40 *Midnight Rambler*, MC38 *Ginger*, MC 38 *Cone of Silence*, Dunning 60 day-sailer *The Red Hand*, and most recently the Ker 46 *Patrice* and 10 Elliott E7's for the CYCA's Youth Sailing Academy.

BR: And in the short term for Jono Morris?

JM: After decades sailing as crew on bigger boats, I have now finally 'graduated' to being an owner-driver on our own McConaghy MC38, and I challenge anyone to come up with better grand prix racing, on a seriously high performance boat at such a competitive price. And if they don't believe me – give me a call and I will take them sailing! ⚓



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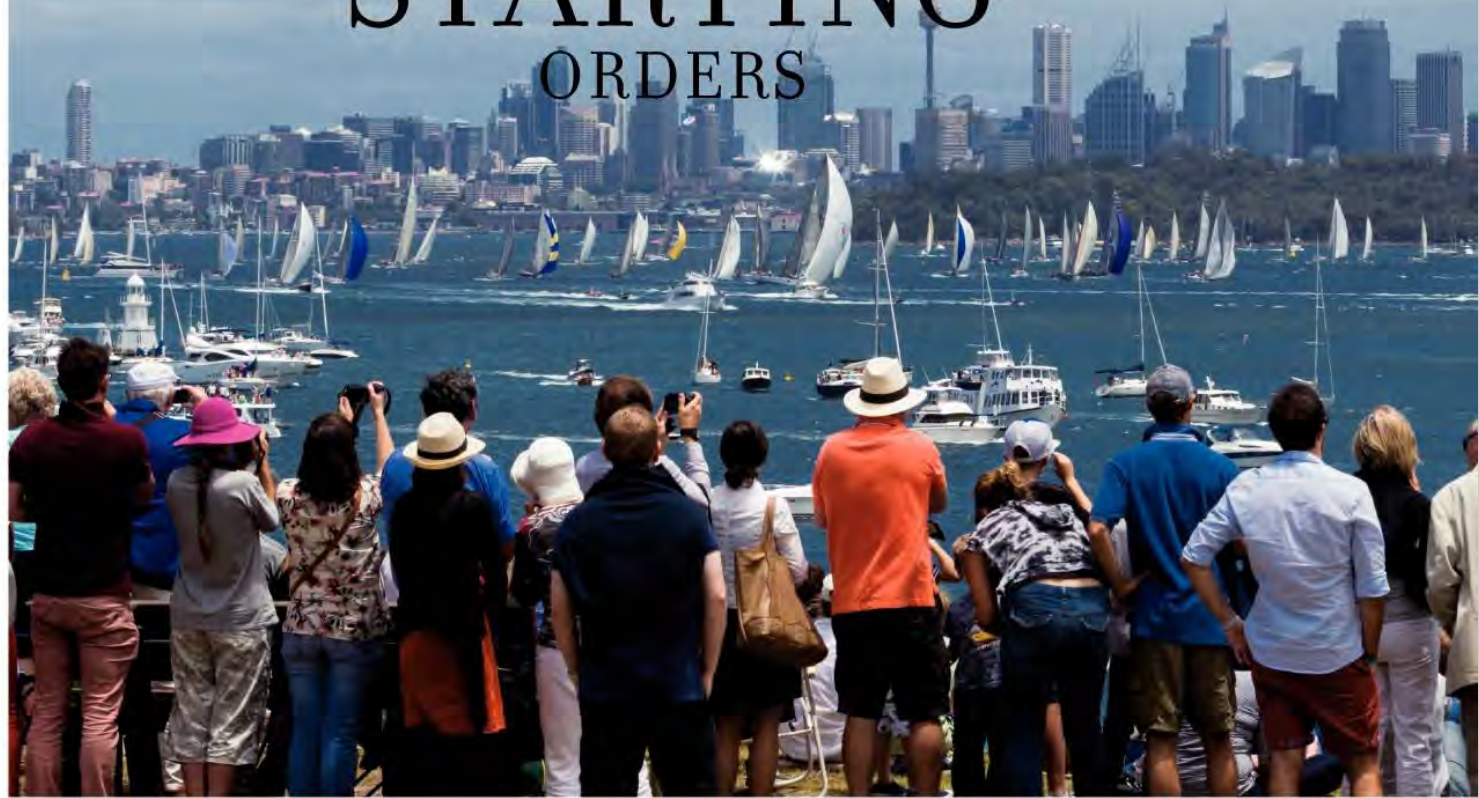
J/88 photo courtesy J-Boats





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 69TH CONSECUTIVE YEAR.

STARTING ORDERS



THE START LINE EXPLAINED

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 69th consecutive year.

No other commercial port in the world can boast the start of such an internationally recognised blue water classic, with the natural grandeur of Sydney Harbour providing 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 12.00pm until 2.30pm, providing the 90-plus 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 foreshores to watch the start of the Rolex Sydney Hobart Race. Sometimes it is a colourful spinnaker start, at 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 can take between two and six days to sail with the race record of 1 day 18 hours 23 minutes and 12

seconds set in 2012 by *Wild Oats XI*. An excellent start is considered an important psychological advantage for the helmsperson of almost every boat in the race.

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

The fleet will start simultaneously from two start lines, as it has been done 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 this

VANTAGE POINT
Yachting fans through the shore as the fleet lines up at the start lines, flanked by spectator boats.





advantage, boats on the front line will sail a similar extra distance to their rounding mark, Victor, near North Head before heading to sea. Boats starting off the back line will round mark X-ray, just north of South Head.

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

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

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

WHAT ARE THE YACHTS DOING?

For the *Wild Oats XI* team, the day starts early at around 8-8.30am when the crew arrive at Woolwich dock, where the super maxi is kept.

Once the final weather forecast is received, the decision is made on what sails will be put aboard. The crew then start taking the sails that are needed but not aboard the yacht from the shed to WOXI, and also take off any sails that are on board but not required.

Concurrently, skipper Mark Richards, strategist Iain Murray and navigator Tom Addis discuss the desired course from Sydney to Hobart and what tactics should apply.

Back on the boat, a final rig and equipment check is made while food, wet weather gear and personal bags (containing not much) go on board; with the yacht's support truck carrying all excess gear and delivery sails to Hobart. While this is happening, skipper Mark Richards and key crew leave Woolwich Dock by high-speed inflatable for the CYCA for the final briefing. That complete, media obligations are met and then they return to Woolwich and prepare for departure. After returning from the briefing the crew has a final pep talk with owner Bob Oatley.

Every year there is always a big crowd on the dock to see *Wild Oats* leave – family, friends, locals and media. The docklines are off and the yacht departs about two hours before the start (to three rousing cheers). On the way out Ricko and key crew members address a crew gathering in the cockpit. Conditions for the start, and the race, are discussed, along with a likely start scenario.

Wild Oats is sailed all the way to the Heads, and possibly outside (briefly) so conditions there can be appraised. This way the team get a better understanding of what sails will be set (if a change is needed), after turning the first and/or second marks. Ricko then guides the super maxi back to the start line where she reports in to the Race Committee.

With that done everyone switches into race mode. The most important thing is the strategy that has been developed which is applied at the start; a strategy designed to give WOXI the best chance of being first out the Heads.

EVERY SECOND COUNTS!

As the countdown to the start begins, the CYCA's cannons will be fired

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 twelfth consecutive year the Race Committee will be chaired by Commodore Tim Cox AM RAN (retired). Commodore Cox leads a team of eight volunteers, comprising of 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 the Sailing Office to assess all entries in the Rolex Sydney Hobart, including stability and safety matters. Once the event commences on 26 December, the committee is responsible for 24-hours-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 of Australia 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 Ross Mannering, Kim Newstead, Graeme Dineen, Perry Foster, and Ian Smith.

Working throughout the year, the Rolex Sydney Hobart Yacht Race Planning Committee chaired by CYCA Commodore Howard Piggott with other members including Vice Commodore John Cameron, Immediate Past Commodore Garry Linacre, Past Commodore Martin James, Past Director Les Goodridge and CYCA Director Noel Cornish. The committee 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, his second year as chairman and who has served as an international jury member five 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, Lars Nyqvist (FIN), Ronnie McCracken (HKG) and Noel Allen (AUS)





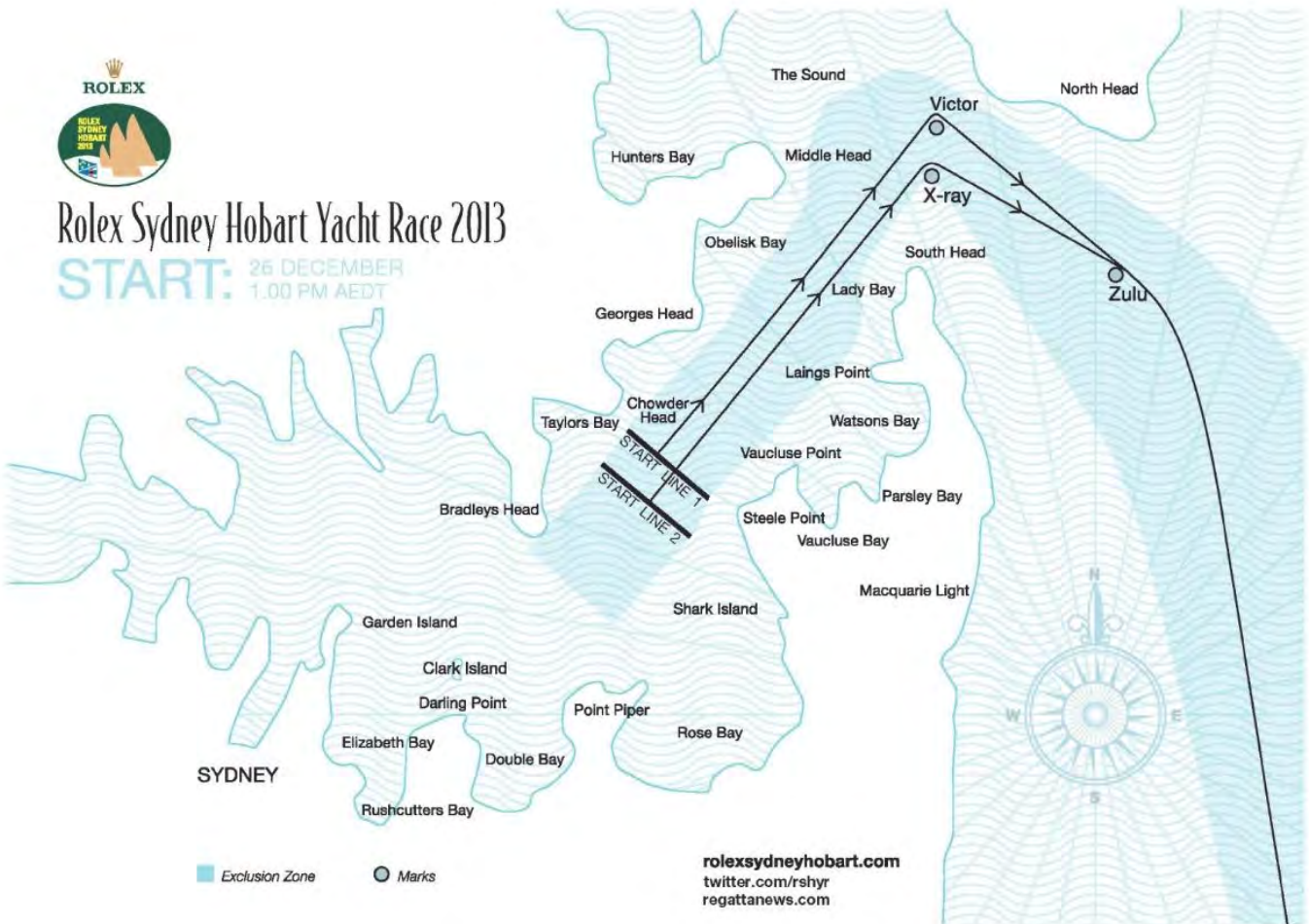
aboard the official starting vessel *Aussie Legend* to draw attention to the traditional starting flag sequence, as follows:

- 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 5 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

An excellent start is considered an important psychological advantage.



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 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 6-knot speed limit
- Commercial vessels only will have access the commercial vessels area (see map).
- Spectator craft should not operate under sail near the exclusion zone from noon until the fleet has cleared the Heads.
- 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 – RMS Maritime and Police vessels will be patrolling and enforcing in this area. Please obey instructions from volunteer marine rescue vessels, as well as RMS Maritime and Police boats.

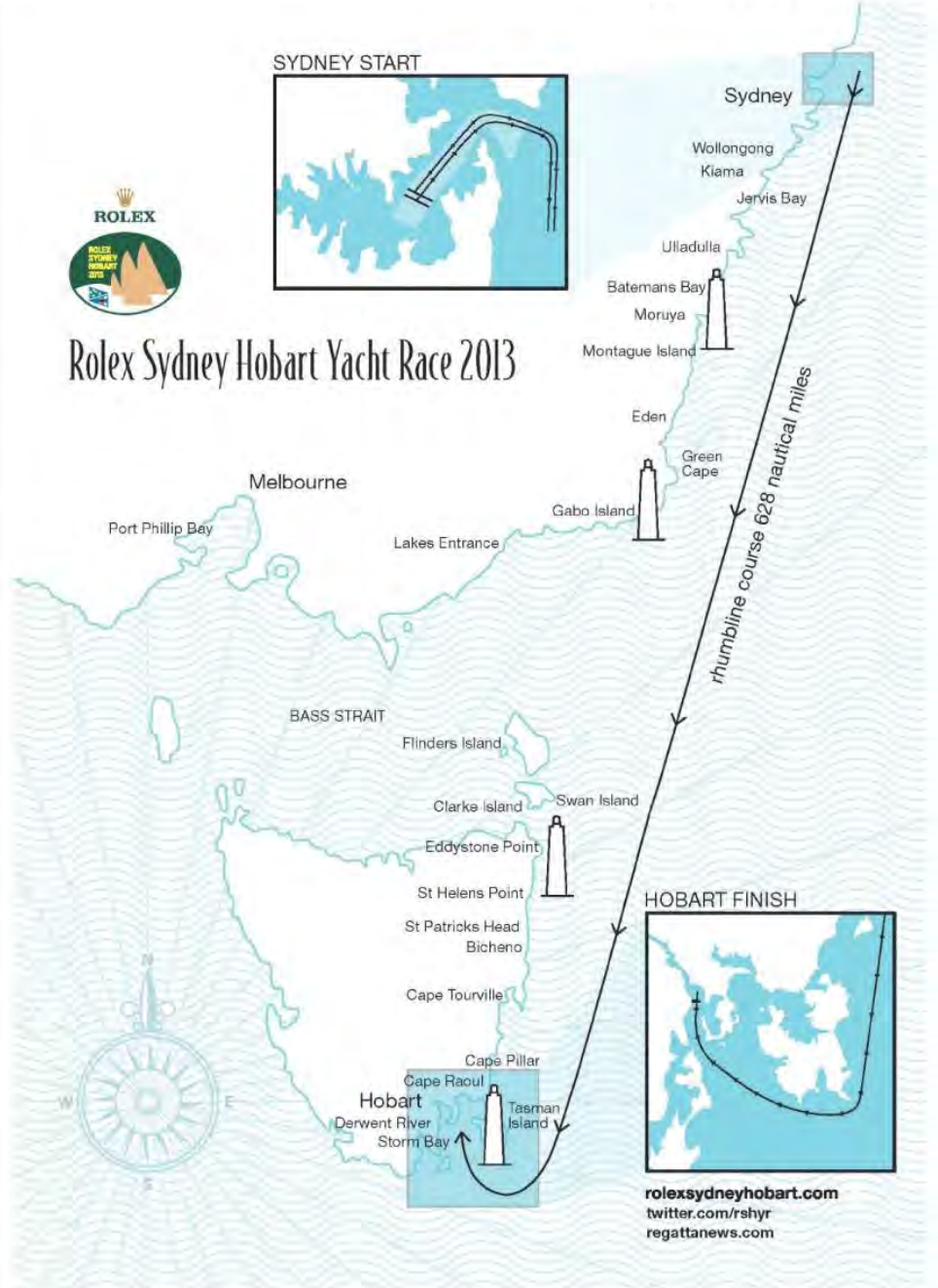
General safety messages will be broadcast on marine radio band 27.88 and VHF Channels 17 (NSW Maritime control network) and 13 (Sydney Ports).

RACE ENTRANTS

- All competing yachts will display



Rolex Sydney Hobart Yacht Race 2013



THE ROUTE SOUTH
Above: The 628-nautical-mile Rolex Sydney Hobart course, that *Wild Oats XI* covered in 2012 in a record-breaking one day, 18 hours, 23 minutes and 12 seconds.

a special Rolex race flag on their backstay. Please be sure to keep well away from any vessel displaying such flags.

STARTING VANTAGE POINTS

The sight of 90-plus yachts taking to Sydney Harbour on 26 December to mark the start of the 69th Rolex Sydney Hobart Yacht Race is a truly spectacular event to witness first hand. No other commercial Harbour in the world is closed to shipping traffic for one day to commence a yacht race!

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 the all race marker buoys.

Spectators also begin to gather from early in the morning whether on boat or 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 this great ocean race – so bring your picnic lunch of Christmas leftovers





with you and secure the best set in the house – either on water or land!

Some of the best vantage points on water are: 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 that wanting to get out on the water and don't own a boat there a couple of options available. The CYCA runs two spectator craft – one



with access to the exclusion zone and one without. *Majestic II* has access to the exclusion zone area, expert commentary from CYCA members and gets you up close and personal with the fleet. Tickets are available through the race website <http://www.rolexsydneyhobart.com/spectators/spectator-vessels/> at a cost of \$199 per adult; \$99.50 for children aged 5-12; children under 5 no charge.

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 \$62 per person and can be booked online <http://www.rolexsydneyhobart.com/spectators/spectator-vessels/>. 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 that can't get out on water, the best vantage points on land include: Bradley's Head, Chowder Bay, Georges Heights and Middle Head on the western shore; Shark Island, Steele Point, Vacluse Point, South Head and The Gap on the eastern shore; North Head in the north, which offers a magnificent panoramic view back up the Harbour and also to sea and down the coast. Get in early to claim the best vantage points!

LANDMARK YEAR

This year, marks the 50th anniversary of the first of *Freya's* three historic consecutive wins, and her owners Trygve and Magnus Halvorsen have both been invited to fire the cannon to start the 69th edition of the Rolex Sydney Hobart Yacht Race.

At the time of going to press Trygve had confirmed that he was intending to fire the cannon, despite failing eyesight, with his brother Magnus having not yet confirmed due to health reasons.

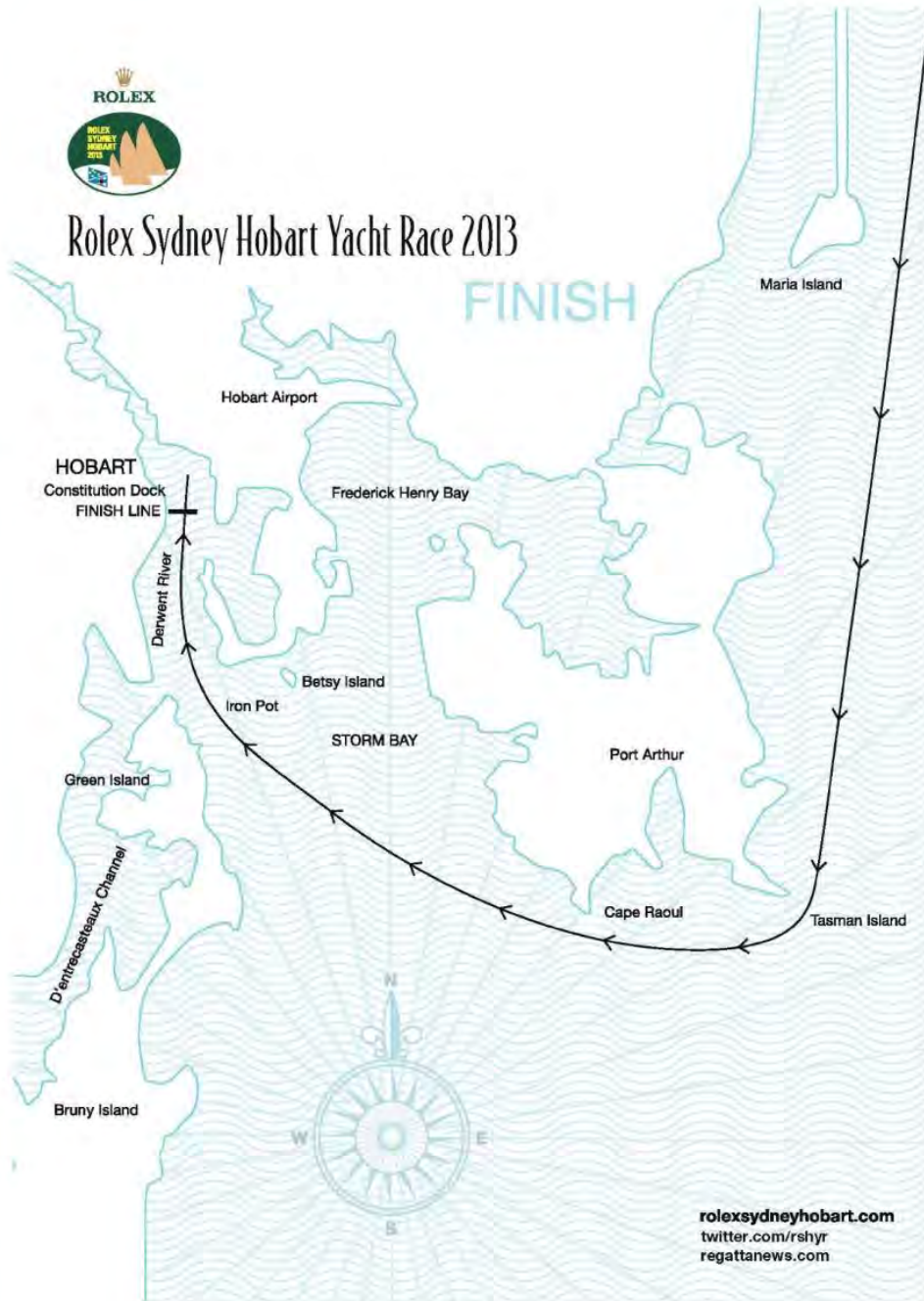
"I'm amazed that our record of three consecutive overall wins still stands," Halvorsen said. "I don't think it will be long now before it goes – the advancement in yacht design over the years has been astounding."

Recalling the 1963 race Trygve said: "We thought we were going to win – it was our time after previously winning once with *Solveig IV* (1954), once with *Anitra V* (1957) and placed second in 1956, 1958 and 1959. We'd been given the nickname 'Seconds Halvorsens' around the dock."

"Our fellow competitors told us



Rolex Sydney Hobart Yacht Race 2013



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twitter.com/rshyr
regattanews.com



that they were planning to gang up on us, so dusk was when we made our decisions. We stayed fairly close to the rhumbline, sailing as straight as we could and not going more than 15 miles out," Trygve added.

Brother Magnus was renowned for his skills in celestial navigation, albeit self-taught.

Freya was a 38-foot, 6-inch 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). One of the more radical features (for the time) was the mast, which could change shape to suit the wind.

"It was stepped on the deck and could pivot. This allowed the mast to move forward when going to windward, which meant that the mainsail could be flattened," Trygve added.

"The mast also allowed the crew to change a mainsail in three minutes and those were the days that boats were only allowed to carry one mainsail – so it was revolutionary for its time. Magnus also convinced me to lengthen the keel."

Other keys to their success were

boat speed, reliability and attention to detail. "Good boat speed is essential – combine that with a reliable boat and attention to detail and you've got a recipe for success. I recall one race working with Stan Darling until midnight on Christmas Day just to get the boat ready.

"The next morning, I was ill with a bout of gastro and my wife called around to find a replacement, as I didn't want to give it to the rest of the crew. Kerry Hammond took my place and he arrived at the house, picked up my kit bag and jumped onboard," Trygve recalled.

The Halvorsens are living legends of the Sydney Hobart Yacht race and have left their mark on the race and yachting industry thanks to their pioneering yacht designs, boat building and sailing skills including celestial navigation.

Joining the Halvorsens on the official start vessel, *Aussie Legend*, will be Graeme Burgess, who will fire the five minute gun representing second placed *Cavalier*, with Norman Ridge, representing third placed *Lolita Maria*, firing the 10-minute warning signal.



HARD ACT TO FOLLOW
The legendary *Freya* remains the only yacht to achieve three consecutive wins, with owners Trygve and Magnus Halvorsen invited to fire the cannon at the start of the 2013 race.



Guarder of the fleet

Radio Relay Vessel

Former CYCA Commodore and life member 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 (44 Hobarts), Colin Tipney (30) and John Woodford (26) that conduct the four daily radio skeds and are supported by *JBW* crew of Andrew 'Steak' Copley (captain), Richard Winning, Bruce Gould (43 Hobarts), John Harris (29) and David Hodgson (26).

This will be David Kellett's 13th year as chief radio Operator and he will notch up his 40th Hobart voyage thus joining the exclusive 40 Hobarts club of which 11 yachtsmen have done before him including Bruce Gould, Syd Fischer, Tony Ellis and the late Richard 'Sighty' Hammond.

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.

For the past eight years, John 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, 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 two diesel generators. She has a cruising speed of 10 knots and a range of 3,000 nautical miles. The wheelhouse is fitted with state-of-the-art electrics with Sat phone, two single-side band radios, two VHF radios, radar, chart plotter, internet access and autopilot. *JBW* has also recently had its HF radio equipment upgraded, so the fleet can be assured of a clear signal all the way down the coast.

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

JBW is also available for corporate charter.

www.jbw.com.au



YACHT TRACKING

IT'S NEVER BEEN EASIER TO TRACK THE RACE WITH TELEVISION COVERAGE AND BLOW-BY-BLOW UPDATES ON THE WEB AND SOCIAL MEDIA.

FOLLOWING THE RACE

Whatever the results of the Rolex Sydney Hobart 2013, one thing is certain – when the race starts at 1pm on Boxing Day it will capture the imagination of sailors and spectators worldwide, as some 700,000 people converge on Sydney Harbour foreshore and millions more tune in to the action on TV and online.

ON TELEVISION

The Seven Network will once again broadcast the start of the race live around Australia with the 90-minute program going to air from 12:30 AEDT with well known sports presenter Mark Beretta anchoring the commentary team.

Mark is the sports presenter on the Seven Network's Sunrise program and has covered every summer and winter Olympic Games since Atlanta in 1996. He was the host of the Sydney 2000 telecast and is part of Seven's V8 Supercar commentary team. 'Beretts' has hosted the Rolex Sydney Hobart start once before and will be joined by Rob Brown, who

ONLINE GUIDE
Above: The official website will allow viewers the chance to follow the action via features such as the yacht tracker and standings engine, also available on mobile and tablet devices.

will act as the technical expert, in the commentary team.

Seven Sport's commentary team will again 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 coastline down to Bondi.

Over 80 production and technical personnel are involved to 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 alongside the fleet. Two of these helicopters supply aerial footage whilst the third acts as a link platform, relaying close-up onboard footage from two of the yachts as the crew undertake pre-race manoeuvres and begin their race south.

On top of this, two land-based cabled cameras located at vantage points on North Head and South Head are incorporated into the coverage.

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

Additionally, the start of this iconic sporting event will be broadcast live throughout the Asia Pacific region via The Australian Network. This broadens the international reach of the race and also allows Aussie expats throughout southeast Asia the opportunity to enjoy this great Boxing Day tradition.

Seven's live coverage begins from 12.30pm AEST Boxing Day and for the sixth year in a row, the event will also be webcast 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 New Year holiday period and is your information portal for everything there is to know about the 628-nautical-mile blue water classic.

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 website has continued to evolve over the past 12 months, after its major re-development in 2012, with new map features being added to the

Yacht Tracker and a re-structure of the mobile/tablet platform to further deliver user experience on mobile or tablet devices.

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 68 races since the first in 1945, the weather they encountered; a summary of line and overall handicap winners of those races; historical reports and statistical information; designers of those 66 line and overall winners; and profiles of some of the race luminaries over the years.

You'll also be able to follow the event on twitter for race updates <http://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 boat is performing.

Each yacht will be fitted with a Yellowbrick tracker that will obtain the yacht's latitude, longitude, course over ground and speed over ground, and then transmit that position back to Yellowbrick HQ using the Iridium satellite network.

Each yacht's position is then visualised on the race map. In addition, the system also shows distance to the 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, that automatically updates. The data is also 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. The data also displays 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



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OYSTER



The fleet of ocean racing yachts lining up to contest this year's Rolex Sydney Hobart will vary wildly in size, from 10 metres to more than 30 metres in length. The oldest yacht in the fleet was built in 1977 and will battle maxis made of space-age composite fibres and built almost 40 years across the technology divide. So, you might ask, how can there ever be a fair race between such diverse sail craft?



Since its inception in 1945, the focus of the Rolex Sydney Hobart has always been on achieving a level playing field for the fleet by using a rating system. Over the past 68 years, the rating system has changed with names like RORC, IOR, IMS, IRC and now ORCi, but the end result is a time correction calculation, or handicap. For the 69th 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 boats to slug it out while the others

A LEVEL PLAYING FIELD

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

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 time piece.

IRC is a time correction rating system used extensively in yacht racing around the world. Under this system,

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.

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

In theory at least, this system ensures that any well-sailed boat, regardless of its age or level of technology, can win. The 1977-built *Quiros* can beat the 2005-built (and ever-evolving 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.

The next year in 2006, 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 12th overall. *Wild Oats XI* sailed the race in 2 days, 8 hours, 52 minutes and 33 seconds, but with the highest IRC rating in the fleet (1.776) she ended up with a corrected time of 4 days, 5 hours and 41 seconds.

Love & War on the other hand took almost 35.5 hours longer to sail the course for an elapsed time of 3 days, 20 hours, 17 minutes and 24 seconds. When multiplied by her relatively





small IRC rating of just 1.019, her corrected time was three days 22 hours 5 minutes and 37 seconds – a margin over *Wild Oats XI* of almost 42 hours.

In last year's 68th Rolex Sydney Hobart, Mark Richards again skippered the Bob Oatley-owned 100-foot super maxi to an historic second treble of line honours, overall win and new race record. *Wild Oats XI* sailed the 628 race course in one day, 18 hours, 23 mins, and 12 secs, taking 16 minutes and 58 seconds off her old record and securing her sixth line honours title and second overall win. *Wild Oats XI* is in the history books as only the second boat in the history of the race to break its own race record. Only *Morna*, later renamed *Kurrewa IV*, exceeds that record, having cracked its race record twice.

THE WEATHER FACTOR

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

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

We should know the line honours winner of the 2013 Rolex Sydney Hobart Yacht Race within two days of the start from Sydney Harbour on Boxing Day, but it may be another two, perhaps even three days, before the CYCA can announce the overall winner, and even then it is a provisional result until the last boat crosses the finish line off Hobart's Castray Esplanade.

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 based on the

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

old IMS system, ORCi will be run in tandem with IRC. The overall ORCi winner will receive the Charleston Trophy and eligible yachts may enter both the IRC and ORCi categories.

Results for IRC (overall and all divisions) will be calculated by the application of the IRC Time Corrector (TCC) as a multiplier of elapsed time. The boat with the lowest corrected time (after application of scoring penalties, if any) will be scored first.

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

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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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 ONE

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 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 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 northeast 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

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

DAY ONE

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 northeasterly 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 TWO

Southerly winds would ease along the NSW coast and turn more south easterly during the day. Winds would remain at least fresh southwesterly 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 the western Tasman Sea behind this front. Winds along the southern NSW coast would eventually turn fresh to strong southerly behind this front.

FORECAST TO FINISH

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 KENN BATT.

DAY THREE

Winds would be southeast to northeast along much of the NSW coast, tending southwest to southerly further south.

DAY FOUR

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 FIVE

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.

Okay, so much for the climatology (the average weather), now for a

FRONT RUNNER
A massive storm cloud looms over a lone yacht in an ominous warning of the big seas that battered competitors in the 2010 race.



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 TWO

Gabo Island to northeast 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 entrance to the Strait. This funnelling effect can be more pronounced in

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.

Banks Strait (between Cape Barren Island and northeast 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 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.

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(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 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 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 THREE

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 nautical miles off Eddystone Pt to 15 nautical miles off Maria Island may be influenced by a lee trough (i.e. light and very fluky). By keeping this distance off the coast at least, yachts have a better chance of staying in steadier and mostly stronger winds than closer inshore.

(ii) One would have to be at least 50-60 nautical miles 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.

When yachts are at Tasman Island, wind speeds can increase and decrease quite rapidly (gusts and lulls known as 'bullets') and the direction can vary quickly. Be prepared!

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.

SEGMENT FOUR

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.



(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

(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 1 nautical mile off). The only situation that you would want to be slightly 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

STORM TROOPER
An approaching storm front whips the bow team of *Southern Excellence* into action during the 2011 Race.





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 FIVE

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 100 metres 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 southeasterly 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 per cent 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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Number of Rolex Sydney Hobart Yacht Races conducted by the Cruising Yacht Club of Australia since 1945: 68. 2013 will be the 69th.

Number of yachts to have competed 1945-2012: 5,509 (4,548 completed the race, 961 retired or were disqualified).

Estimated total crew to have competed: About 50,751 between 1945 and 2012.

Average size of fleets, 1945-2012: 81.02 (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).

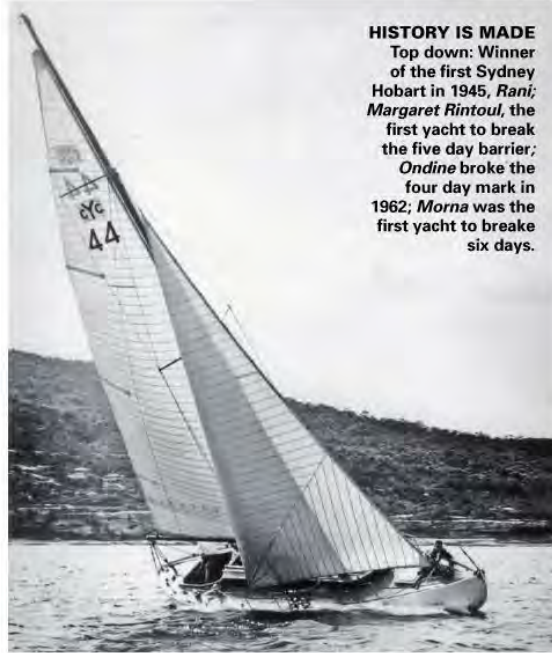
Smallest fleet: Nine starters in the inaugural Sydney Hobart, 1945.

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

Last year's fleet (2012): 76 starters, 71 finishers (with 5 retirements).

Last year's winner – IRC Overall: *Wild Oats XI*, a Reichel Pugh 100 owned by Robert Oatley, skippered by Mark Richards, Hamilton Island Yacht Club.

Last year's line honours winner: *Wild Oats XI*, a Reichel Pugh 100 owned by Robert Oatley, skippered by Mark Richards, Hamilton Island Yacht Club in the time of 1 day 18 hours 23 minutes 12 seconds.



HISTORY IS MADE
Top down: Winner of the first Sydney Hobart in 1945, *Rani*; *Margaret Rintoul*, the first yacht to break the five day barrier; *Ondine* broke the four day mark in 1962; *Morna* was the first yacht to break six days.

Race record: 1 day 18 hours 23 minutes 12 seconds, set by *Wild Oats XI* (AUS), in 2012.

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.



FASCINATING FACTS

THOUSANDS OF YACHTS HAVE SET SAIL IN THE SYDNEY TO HOBART OVER THE YEARS, BUT ONLY A FEW HAVE LEFT THEIR MARK ON THE RECORD BOOKS. THESE ARE THE LEGENDS, LUMINARIES AND RECORD BREAKERS OF THE GREAT RACE.

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

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 3 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 1 hour 32 minutes 9 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 7 minutes 10 seconds. Race record broken after 21 years – longest standing race record.

1999: *Nokia* (Denmark/Australia) 1 day 19 hours 48 minutes 2 seconds for an open race record (water ballast allowed) and first yacht to break two days. *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 98-foot super maxi *Wild Oats XI*, skippered by Mark Richards, was also declared the overall winner of the Tattersall's Cup.

2012: *Wild Oats XI* (Australia) 1 day 18 hours 23 minutes 12 seconds. Bob Oatley's 100-foot 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/QLD) – 2005, 2012

A RACE EVOLVES
Above: In 1999 *Nokia* was the first yacht to break two days. Below: *Kialoa III* took both line and handicap honours in 1977.



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Multiple line honours winners

- *Morna/Kurrewa IV* (NSW) – 7 races
- *Wild Oats XI* (NSW/QLD) – 6 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


WINNING WAYS

Clockwise from left: Two-time overall winner *Solo*; *Wayfarer*, officially the slowest Sydney Hobart yacht ever, in the Derwent; *Investec Loyal*, among the largest line honours winners; Three-time overall winner *Love & War*.

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 47th Rolex Sydney Hobart aboard *Duende* in 2012.

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 46 milestone in 2012. Bill Ratcliff, Syd Fischer and Colin Wildman from NSW have competed in 44 races each (Wildman has been aboard the Radio Relay Vessel since 2005), Bruce Gould (NSW) has attained 43 races (three aboard the Radio Relay vessel), while the late Richard 'Sightie' Hammond (NSW) and Bernie Case (VIC) have both sailed to Hobart 40 times, with Hammond being the first person to ever attain 40 races (in 1998).

Most races completed in a row:

Lou Abrahams did 43 from 1965 until 2007; Lindsay May completed his 40th Hobart in 2012, having started in 1973.

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
- *Wild Oats XI* (NSW/QLD) – 2 races

Largest line honours winners:

Wild Oats XI, Australia AUS (2010, 2012) – LOA 30.48 m (100ft); *Investec Loyal*, AUS (2011) – LOA 30.48m (100ft); *Alfa Romeo*, NZL/AUS (2009) – LOA 30.48m (100ft), *Wild Oats XI*, Australia (2005-2008) – LOA 30m (98ft);

Nicorette, Australia (2004) – LOA 27.38m (90ft); *Skandia*, Australia (2003) – LOA 30m (98ft); *Alfa Romeo Shockwave*, Australia/New Zealand (2002) – LOA 27.43m (89ft).

Smallest line honours winner: *Rani*, NSW (1945) – LOA 10.59m (34.73ft).

Largest overall handicap winner:

Wild Oats XI (2012) – LOA 30.48m (100ft). *Wild Oats XI* had previously held the record in 2005 when she was 30m (98ft).

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.



These statistics have been compiled up to and including the 2012 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.





DANIEL FORSTER

Record races by yachtsmen: Up to and including the 2012 Rolex Sydney Hobart Race, 101 yachtsmen have been recorded as having sailed in 25 or more races since 1945.

Fathers and sons to compete in 25 races: Max (30) and Carl (27) Crafoord, Bernie (40) and Robert (28) Case and Peter (35) and Mike (34) Green.

Most line honours victories by a 25 plus race sailor: Steve Jarvin. *Wild Oats XI's* 2012 line honours win made it 11 victories.

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 (2012 marked her 21st race). 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 18 races; Vanessa Dudley 17. Mary Holley 16; The late Sally Gordon 15; Jan Howard 14; Amanda Wilmot, Sue

Crafer, Julie Hodder 12; Audrey Brown – 11 of 12 were on the radio relay vessel.

Record races by yachts: In 2007, *Phillip's Foote 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.

RECORD BREAKERS
Right: *Phillip's Foote Witchdoctor* set a record of competing in 27 Hobarts in 2007. Below: Syd Fischer and Tony Ellis, who sailed their 40th race together in 2012 aboard *Ragamuffin-Loyal*.



- *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 40th together aboard *Ragamuffin-Loyal* in 2012.

- Bruce and Andrew Taylor (father and son) celebrated 21 Hobarts together aboard *Chutzpah* in 2012 (it was Bruce's 31st race).



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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.
- As of the 1999 race, the CYCA set an age limit of 18 for crew members.
- In 2011, three 18 year olds skippered yachts: Jessica Watson (*Ella Bache*), Peter Langman (*Maluka of Kermandie*) 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 2012, aged 85, Syd Fischer was the oldest skipper (*Ragamuffin-Loyal*).



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*. 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.
- A number of teenage boys and girls have sailed with their parents, 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.

FAMILY AFFAIR
Clockwise from top: Jessica Simpson and her crew in the 2011 race; *Maluka of Kermandie*, the 74-year-old yacht that raced in 2006; Peter Luke, who competed in both the first and 50th races; The Brooker family aboard *Touchwood*, which sailed in the 1978 race; Oldest ever Sydney Hobart sailor John Walker.



First and 50th races: The late Peter Luke and the late 'Boy' Messenger sailed in the first and 50th races. Luke skippered his, *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.

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 *Connella*. Unfortunately, *Connella* was forced to retire in Bass Strait, but *Active* made it to the finish. The Jane Tate Memorial Trophy is presented each year to the first female skipper to finish the race.

First all-women crew to compete: 1975, Vicki Wilman skippered *Barbarian*.

Other all girl crews:
1989 – Christine Evans (*Belles Long Range*); 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 Kermandie* was built in 1932. The 9.1m yacht was restored by Sean Langman and raced in the 2006 as *Maluka* aged 74 years. He raced again in 2008, 2011 and 2012 as *Maluka of Kermandie*.

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 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, including line honours winners *Morna/Kurrewa IV* (same boat, renamed) and *Astor*, built in the 1920s. He believes that *Alice*, which competed in the 1948 race, was built before 1908, although no records exist.

Most successful designer of overall winners: Bruce Farr (NZL/USA) – 17 overall winners. ⚓





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1945-2012 Winners

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

WINNERS

Roll Of Honour

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.



2012 WILD OATS XI
The fabled super maxi made history in breaking its own course record with a time of 1 day, 18 hours, 23 minutes and 12 seconds. Captained by Mark Richards, *Wild Oats XI* easily held off the challenge of second-placed *Loki*.



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 winning the Tattersall's Cup. *Loki* had to settle for second in 2012 and will sit out the race in 2013.





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> , E.Psaltis/B.Thomas, NSW	Robert Hick, Vic	115	<i>Sayonara</i> , Larry Ellison, USA	Bruce Farr, NZ/USA	2:19:03:32
1999	<i>Yendys</i> , Geoff Ross, NSW	Bruce Farr, NZ/USA	79	<i>*Nokia</i> , Stefan Myralf/Michael Spies, Denmark	Philippe Briand, France	1:19:48:02
2000	<i>SAP Ausmaid</i> , Kevan Pearce, SA	Bruce Farr, NZ/USA	82	<i>Nicorette</i> , Ludde Ingvall, Sweden	Simonis/Voogd, SA/NED	2:14:02:09
2001	<i>Bumblebee 5</i> , John Kahlbetzer/Iain Murray, NSW	Murray Burns Dovell, NSW	75	<i>Assa Abloy</i> , Neil McDonald, Sweden	Farr Yacht Design, USA	2:20:46:43
2002	<i>Quest</i> , Bob Steel, NSW	Nelson/Marek, USA	57	<i>Alfa Romeo</i> , Neville Crichton, NZL/Aus	Reichel/Pugh, USA	2:04:58:52
2003	<i>First National Real Estate</i> , M.Spies/P.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
2012	<i>Wild Oats XI</i> , Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	76	<i>Wild Oats XI</i> , Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	01:18:23:12

*** 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.

^ In 1953, *Wild Wave* took line honours but was unable to retain the title. *Josephine* and *Nimbus* lodged protests against *Wild Wave*. After a marathon five hours, the protest against Jock Muir's *Wild Wave* was upheld for two reasons. Firstly, *Wild Wave* was the windward yacht that had converged onto *Josephine*, and then failed to keep clear. Secondly, *Wild Wave* had failed to keep clear of and collided with *Nimbus*; therefore *Wild Wave's* line honours result did not stand, she was disqualified and *Solveig* was declared the line honours 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 with 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 per cent of overall corrected time placings for breaching Rule 26 (advertising).



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.



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 win. The first in 2002 was on another boat also named *Quest*. A respectable seventh in 2012.





2012 Results

IRC OVERALL	YACHT	DIV	LINE	ELAPSED TIME	HANDICAP	CORRECTED TIME	OWNER /SKIPPER
1	<i>Wild Oats XI</i>	0	1	01:18:23:12	1.945	03:10:26:31	Bob Oatley, skippered by Mark Richards, NSW
2	<i>Loki</i>	1	5	02:07:53:23	1.516	03:12:43:44	Stephen Ainsworth, NSW
3	<i>Black Jack</i>	0	4	02:06:42:53	1.586	03:14:46:39	Peter Harburg, skippered by Mark Bradford, QLD
4	<i>Jazz</i>	0	8	02:17:25:14	1.35	03:16:19:04	Chris Bull, NSW/UK
5	<i>Calm</i>	1	7	02:17:06:20	1.362	03:16:40:26	Van der Slot, Ainley, Williams, VIC
6	<i>Ragamuffin Loyal*</i>	0	2	01:23:08:44	1.906	03:17:51:34	Syd Fischer, NSW
7	<i>Quest</i>	1	9	02:18:35:06	1.354	03:18:09:22	Bob Steel, NSW
8	<i>Lahana</i>	0	3	02:05:57:55	1.683	03:18:49:25	Peter Millard and John Honan, NSW
9	<i>Shogun</i>	1	11	02:19:26:07	1.36	03:19:42:43	Rob Hanna, VIC
10	<i>Secret Mens Business 3.5</i>	1	12	02:20:02:26	1.354	03:20:07:37	Geoff Boettcher, SA
11	<i>Ichi Ban</i>	0	6	02:10:04:09	1.596	03:20:40:42	Matt Allen, NSW
12	<i>KLC Bengal 7</i>	1	14	02:22:56:35	1.386	04:02:19:37	Yoshihiko Murase, Japan
13	<i>Wild Rose</i>	4	41	04:01:13:12	1.039	04:05:00:42	Roger Hickman, NSW
14	<i>Ambersail</i>	0	13	02:22:50:29	1.426	04:05:01:11	Simonas Steponavicius, Lithuania
15	<i>Love & War</i>	4	54	04:04:15:26	1.017	04:05:57:42	Simon Kurts, NSW
16	<i>Occasional Coarse Language Too</i>	2	22	03:15:31:20	1.182	04:07:27:05	Warwick Sherman, NSW
17	<i>Lunchtime Legend</i>	3	34	03:23:43:41	1.081	04:07:28:55	Robert Robertson, QLD
18	<i>Brannew</i>	3	36	04:00:02:54	1.081	04:07:49:42	Chris Bran, NSW
19	<i>Enchantress</i>	4	58	04:05:24:41	1.026	04:08:02:53	John Muirhead, SA
20	<i>AFR Midnight Rambler</i>	2	23	03:15:45:28	1.19	04:08:25:54	Psaltis, Thomas, Bencsik, NSW
21	<i>Peugeot Surfrider</i>	3	28	03:20:15:48	1.132	04:08:26:32	Sebastien Guyot, skippered by Nicholas Lunven, NSW/France
22	<i>Celestial Assistance Dogs</i>	2	19	03:11:08:20	1.259	04:08:40:19	Sam Haynes, NSW
23	<i>Illusion</i>	4	67	04:09:51:05	0.991	04:08:53:55	Kim Jagger and Travis Read, NSW
24	<i>Two True</i>	3	44	04:01:24:16	1.077	04:08:54:17	Andrew Saies, SA
25	<i>Wicked</i>	3	39	04:00:58:17	1.082	04:08:55:23	Mike Welsh, VIC
26	<i>Luna Sea</i>	4	62	04:07:11:58	1.018	04:09:03:25	James Cameron, NSW
27	<i>Blunderbuss</i>	3	40	04:00:58:24	1.086	04:09:18:47	Tony Kinsman, QLD
28	<i>Ariel</i>	3	45	04:01:29:36	1.086	04:09:52:40	Ron Forster, NSW
29	<i>Breakthrough</i>	3	47	04:02:58:36	1.074	04:10:18:03	Jonathon Stone and Mathew Vadas, NSW
30	<i>Aurora</i>	4	59	04:06:02:12	1.042	04:10:19:20	Jim and Mary Holley, NSW
31	<i>Papillon</i>	3	42	04:01:21:55	1.092	04:10:19:22	Phil Molony, NSW
32	<i>Patrice Six</i>	3	35	03:23:46:18	1.112	04:10:29:53	Tony Kirby, NSW
33	<i>Cougar II</i>	1	16	03:07:09:20	1.346	04:10:32:36	Anthony Lyall, TAS
34	<i>Martela</i>	4	60	04:06:08:57	1.044	04:10:38:37	Anthony Williams, TAS
35	<i>Zen</i>	3	38	04:00:56:22	1.102	04:10:49:38	Gordon Ketelby, NSW
36	<i>Veloce</i>	2	21	03:15:14:50	1.229	04:11:13:37	Phil Simpfendorfer, VIC
37	<i>This Way Up*</i>	4	61	04:06:14:59	1.057	04:12:04:40	Bryan Thurston and Hamish Maddern, WA
38	<i>Akatea</i>	1	18	03:09:33:15	1.327	04:12:13:21	Gary Lewis, New Zealand
39	<i>Asylum</i>	3	48	04:02:58:53	1.101	04:12:58:43	Derek Morrison, SA
40	<i>INSX</i>	4	66	04:08:41:17	1.041	04:12:58:49	Robert Sill, VIC
41	<i>Frantic</i>	1	17	03:09:31:46	1.346	04:13:44:19	Michael Martin, NSW
42	<i>Chutzpah</i>	2	25	03:20:01:13	1.198	04:14:14:25	Bruce Taylor, VIC
43	<i>Toybox 2</i>	2	43	04:01:23:03	1.142	04:15:12:46	Ian Box, NSW
44	<i>Carbon Credits</i>	3	52	04:03:54:20	1.118	04:15:41:40	Trevor Bailey, QLD
45	<i>Ocean Affinity</i>	2	24	03:17:45:20	1.249	04:16:06:17	Stewart Lewis, QLD
46	<i>St Jude</i>	2	32	03:23:23:29	1.176	04:16:10:49	Noel Cornish, NSW
47	<i>Halcyon</i>	3	64	04:07:57:49	1.084	04:16:41:48	Chris Tucker, VIC
48	<i>Rikki</i>	2	27	03:20:05:40	1.239	04:18:06:18	Ray Haslar, New Zealand
49	<i>Rush</i>	2	30	03:22:12:51	1.221	04:19:02:08	Ian and John Paterson, VIC
50	<i>Finistere</i>	2	33	03:23:36:21	1.208	04:19:29:31	Robert Thomas, WA
51	<i>Jazz Player</i>	2	53	04:04:13:10	1.156	04:19:51:13	Andrew Lawrence, VIC
52	<i>Maluka of Kermadie</i>	4	71	05:08:40:12	0.901	04:19:55:54	Sean Langman, NSW/TAS
53	<i>Dekadence</i>	2	46	04:02:53:44	1.185	04:21:11:28	Ken Simpson, VIC
54	<i>Duende</i>	1	29	03:22:09:53	1.299	05:02:19:12	Damien Parkes, NSW

2012 RACE RESULTS

Trophies & Awards

WILD OATS XI owner Robert Oatley and skipper Mark Richards won a raft of silverware last year, but everyone's a winner in this race and there are plenty of awards to go around.



The George Adams Tattersall Cup (Tattersall's Cup) and IRC Overall Trophy plus Rolex Yacht-Master timepiece *Wild Oats XI*, Robert Oatley, skippered by Mark Richards, NSW.

J. H. Illingworth Trophy (Line Honours Trophy) plus Rolex Yacht-Master timepiece *Wild Oats XI*, Robert Oatley, skipper Mark Richards, NSW.

Jack Rooklyn Memorial Trophy (First Yacht out of Sydney Heads) *Wild Oats XI*, Robert Oatley.



ORCi RESULTS	YACHT	DIV	LINE	ELAPSED TIME	HANDICAP	CORRECTED TIME	OWNER /SKIPPER
1	<i>Black Jack</i>	1	4	02:06:42:53	1.5466	03:12:37:18	Peter Harburg, skippered by Mark Bradford QLD
2	<i>Jazz</i>	1	8	02:17:25:14	1.3188	03:14:16:36	Chris Bull, NSW & UK
3	<i>Calm</i>	1	7	02:17:06:20	1.338	03:15:06:40	Van Der Slot, Ainley and Williams, VIC
4	<i>Ragamuffin Loyal*</i>	1	2	01:23:08:44	1.8498	03:15:12:35	Syd Fischer, NSW
5	<i>Quest</i>	1	9	02:18:35:06	1.3338	03:16:48:40	Bob Steel, NSW
6	<i>Shogun</i>	1	11	02:19:26:07	1.3296	03:17:39:43	Rob Hanna, VIC
7	<i>Lahana</i>	1	3	02:05:57:55	1.6818	03:18:45:32	Peter Millard and John Honan, NSW
8	<i>Holdens Secret Mens Business 3.5</i>	1	12	02:20:02:26	1.3408	03:19:13:44	Geoff Boettcher, SA
9	<i>Love & War</i>	3	54	04:04:15:26	0.9969	04:03:56:47	Simon Kurts, NSW
10	<i>Wild Rose</i>	3	41	04:01:13:12	1.0475	04:05:50:17	Roger Hickman, NSW
11	<i>Enchantress</i>	3	58	04:05:24:41	1.0052	04:05:56:19	John Muirhead, SA
12	<i>Copernicus</i>	3	50	04:03:08:41	1.0348	04:06:35:42	Greg Zyner, NSW
13	<i>Celestial Assistance Dogs</i>	2	19	03:11:08:20	1.2356	04:06:43:35	Sam Haynes, NSW
14	<i>Peugeot Surfrider</i>	2	28	03:20:15:48	1.1137	04:06:45:13	Sebastien Guyot, skippered by Nicholas Lunven, NSW/France
15	<i>Lunchtime Legend</i>	3	34	03:23:43:41	1.0746	04:06:52:10	Robert Robertson, QLD
16	<i>Brannew</i>	3	36	04:00:02:54	1.0751	04:07:15:42	Chris Bran, NSW
17	<i>AFR Midnight Rambler</i>	2	23	03:15:45:28	1.1818	04:07:42:44	Psaltis, Thomas, Bencsik, NSW
18	<i>Patrice Six</i>	3	35	03:23:46:18	1.0835	04:07:46:07	Tony Kirby, NSW
19	<i>Luna Sea</i>	3	62	04:07:11:58	1.0069	04:07:54:41	James Cameron, NSW
20	<i>Cougar II</i>	1	16	03:07:09:20	1.314	04:08:00:37	Anthony Lyall, TAS
21	<i>Akatea</i>	1	18	03:09:33:15	1.277	04:08:08:41	Gary Lewis, New Zealand
22	<i>Martela</i>	3	60	04:06:08:57	1.0202	04:08:12:45	Anthony Williams, TAS
23	<i>Occasional Coarse Language Too</i>	2	22	03:15:31:20	1.1907	04:08:12:46	Warwick Sherman, NSW
24	<i>Zen</i>	3	38	04:00:56:22	1.077	04:08:24:14	Gordon Kettelby, NSW
25	<i>Ariel</i>	3	45	04:01:29:36	1.0722	04:08:31:56	Ron Forster, NSW
26	<i>Illusion</i>	3	67	04:09:51:05	0.989	04:08:41:13	Kim Jaggard and Travis Read, NSW
27	<i>Two True</i>	3	44	04:01:24:16	1.0773	04:08:56:02	Andrew Saies, SA
28	<i>This Way Up*</i>	3	61	04:06:14:59	1.0341	04:09:44:11	Bryan Thurston and Hamish Maddern, WA
29	<i>Veloce</i>	2	21	03:15:14:50	1.2251	04:10:53:12	Phil Simpfendorfer, VIC
30	<i>Frantic</i>	1	17	03:09:31:46	1.3182	04:11:28:20	Michael Martin, NSW
31	<i>Chutzpah</i>	2	25	03:20:01:13	1.2031	04:14:42:35	Bruce Taylor, VIC
32	<i>Carbon Credits</i>	2	52	04:03:54:20	1.1086	04:14:45:19	Trevor Bailey, QLD
33	<i>Finistere</i>	2	33	03:23:36:21	1.1648	04:15:21:42	Robert Thomas, WA
34	<i>Ocean Affinity</i>	2	24	03:17:45:20	1.2413	04:15:24:49	Stewart Lewis, QLD
35	<i>Toybox 2</i>	2	43	04:01:23:03	1.1465	04:15:39:03	Ian Box, NSW
36	<i>Halcyon</i>	3	64	04:07:57:49	1.0742	04:15:40:40	Chris Tucker, VIC
37	<i>Jazz Player</i>	2	53	04:04:13:10	1.1212	04:16:21:58	Andrew Lawrence, VIC
38	<i>Rikki</i>	2	27	03:20:05:40	1.2249	04:16:48:23	Ray Haslar, New Zealand
39	<i>Rush</i>	2	30	03:22:12:51	1.1974	04:16:48:43	Ian and John Paterson, VIC
40	<i>Dekadence</i>	2	46	04:02:53:44	1.1913	04:21:48:51	Ken Simpson, VIC

PHS RESULTS	YACHT	DIV	LINE	ELAPSED TIME	HANDICAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>She</i>	2	63	04:07:52:58	0.9021	03:21:42:46	Peter Rodgers, NSW
2	<i>Brindabella</i>	1	10	02:18:35:37	1.4443	04:00:10:52	Jim Cooney, NSW
3	<i>Flying Fish Arcos</i>	2	55	04:04:17:40	1.017	04:05:59:58	Flying Fish Online, skippered by Duncan Macalister, NSW
4	<i>Local Hero</i>	2	56	04:05:09:25	1.0104	04:06:12:32	Peter Mosley, NSW
5	<i>Kioni</i>	2	57	04:05:17:31	1.0226	04:07:34:52	Nick Athineos, skippered by Paul Jackson, NSW
6	<i>Southern Excellence</i>	1	15	03:05:21:33	1.3403	04:07:41:04	Andrew Wenham, NSW
7	<i>Abzacadabra</i>	2	49	04:03:01:54	1.0512	04:08:06:08	James Murchison, NSW
8	<i>Merit</i>	1	20	03:12:33:57	1.3041	04:14:16:56	Leo Rodriguez and Ian Bishop, QLD
9	<i>Helsal III</i>	1	31	03:22:28:52	1.17	04:14:32:34	Rob Fisher, TAS
10	<i>Geomatic</i>	1	51	04:03:52:47	1.12	04:15:51:55	Adrian Lewis, VIC
11	<i>CIC Technology Inca</i>	2	70	05:08:28:49	0.8728	04:16:08:15	Noel Sneddon, ACT
12	<i>Icefire</i>	2	65	04:08:40:06	1.0732	04:16:19:48	Peter Tucker, Alan Mather, Thyge Trafford-Jones and Malcolm Griffiths, skippered by Alan Mather, NSW
13	<i>Eressea</i>	2	68	05:03:18:31	0.9183	04:17:14:03	John Bankart, QLD
14	<i>Tusitala</i>	1	37	04:00:36:34	1.22	04:21:51:49	Paul Goss, NSW
15	<i>Charlie's Dream</i>	2	69	05:04:48:53	0.9479	04:22:18:43	Peter Lewis, QLD
16	<i>Sailors with disAbilities</i>	1	26	03:20:04:02	1.3628	05:05:28:09	David Pescud, NSW

F & J Livingstone Trophy (First Yacht South of Tasman Island) *Wild Oats XI*, Robert Oatley, skippered by Mark Richards, NSW.

Rushcutter Trophy (First IRC Division 0) *Wild Oats XI*, Robert Oatley, skipper Mark Richards, NSW.

**Plus additional trophies RORC Plaque
Government of Tasmania Trophy
Wild Oats XI**, Robert Oatley, skippered by Mark Richards, NSW.

Bill Owen Memorial Trophy (presented to navigator of winning yacht corrected time)
Adrienne Cahalan and Tom Addis, *Wild Oats XI*.

Alan Payne Memorial Trophy (designer of winning yacht)
Reichel Pugh.

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

City of Hobart Trophy and Bass Strait Cup
Loki, Stephen Ainsworth, NSW.

Solo Trophy (Second IRC Overall)
Loki, Stephen Ainsworth, NSW.

Royal Yacht Club of Tasmania Trophy and Storm Bay Cup (Third IRC Overall)
Black Jack, Peter Harburg, QLD.





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DIVISIONAL PLACEGETTERS

IRC OVERALL	YACHT	DIV	LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Wild Oats XI</i>	0	1	01:18:23:12	1.945	03:10:26:31	Bob Oatley, skippered by Mark Richards, NSW
2	<i>Loki</i>	1	5	02:07:53:23	1.516	03:12:43:44	Stephen Ainsworth, NSW
3	<i>Black Jack</i>	0	4	02:06:42:53	1.586	03:14:46:39	Peter Harburg, skippered by Mark Bradford, QLD

IRC DIV 0	YACHT	LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Wild Oats XI</i>	1	01:18:23:12	1.945	03:10:26:31	Bob Oatley, skippered by Mark Richards, NSW
2	<i>Black Jack</i>	4	02:06:42:53	1.586	03:14:46:39	Peter Harburg, skippered by Mark Bradford, QLD
3	<i>Jazz</i>	8	02:17:25:14	1.350	03:16:19:04	Chris Bull, NSW/UK

IRC DIV 1	YACHT	LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Loki</i>	5	02:07:53:23	1.516	03:12:43:44	Stephen Ainsworth, NSW
2	<i>Calm</i>	7	02:17:06:20	1.362	03:16:40:26	Van der Slot, Ainley, Williams, VIC
3	<i>Quest</i>	9	02:18:35:06	1.354	03:18:09:22	Bob Steel, NSW

IRC DIV 2	YACHT	LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Occasional Coarse Language Too</i>	22	03:15:31:20	1.182	04:07:27:05	Warwick Sherman, NSW
2	<i>AFR Midnight Rambler</i>	23	03:15:45:28	1.190	04:08:25:54	Psaltis, Thomas, Bencsik, NSW
3	<i>Celestial Assistance Dogs</i>	19	03:11:08:20	1.259	04:08:40:19	Sam Haynes, NSW

IRC DIV 3	YACHT	LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Lunchtime Legend</i>	34	03:23:43:41	1.081	04:07:28:55	Robert Robertson, QLD
2	<i>Brannew</i>	36	04:00:02:54	1.081	04:07:49:42	Chris Bran, NSW
3	<i>Peugeot Surfrider</i>	28	03:20:15:48	1.132	04:08:26:32	Sebastien Guyot, skippered by Nicholas Lunven, NSW/france

IRC DIV 4	YACHT	LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Wild Rose</i>	41	04:01:13:12	1.039	04:05:00:42	Roger Hickman, NSW
2	<i>Love & War</i>	54	04:04:15:26	1.017	04:05:57:42	Simon Kurts, NSW
3	<i>Enchantress</i>	58	04:05:24:41	1.026	04:08:02:53	John Muirhead, SA

ORCi DIV 1	YACHT	LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Black Jack</i>	4	02:06:42:53	1.5466	03:12:37:18	Peter Harburg, skippered by Mark Bradford QLD
2	<i>Jazz</i>	8	02:17:25:14	1.3188	03:14:16:36	Chris Bull, NSW & UK
3	<i>Calm</i>	7	02:17:06:20	1.338	03:15:06:40	Van Der Slot, Ainley and Williams, VIC

ORCi DIV 2	YACHT	LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Celestial Assistance Dogs</i>	19	03:11:08:20	1.2356	04:06:43:35	Sam Haynes, NSW
2	<i>Peugeot Surfrider</i>	28	03:20:15:48	1.1137	04:06:45:13	Sebastien Guyot, skippered by Nicholas Lunven, NSW/france
3	<i>AFR Midnight Rambler</i>	23	03:15:45:28	1.1818	04:07:42:44	Psaltis, Thomas, Bencsik, NSW

ORCi DIV 3	YACHT	LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Love & War</i>	54	04:04:15:26	0.9969	04:03:56:47	Simon Kurts, NSW
2	<i>Wild Rose</i>	41	04:01:13:12	1.0475	04:05:50:17	Roger Hickman, NSW
3	<i>Enchantress</i>	58	04:05:24:41	1.0052	04:05:56:19	John Muirhead, SA

PHS DIV 1	YACHT	LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Brindabella</i>	10	02:18:35:37	1.4443	04:00:10:52	Jim Cooney, NSW
2	<i>Southern Excellence</i>	15	03:05:21:33	1.3403	04:07:41:04	Andrew Wenham, NSW
3	<i>Merit</i>	20	03:12:33:57	1.3041	04:14:16:56	Leo Rodriguez and Ian Bishop, QLD

PHS DIV 2	YACHT	LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>She</i>	63	04:07:52:58	0.9021	03:21:42:46	Peter Rodgers, NSW
2	<i>Flying Fish Arctos</i>	55	04:04:17:40	1.017	04:05:59:58	Flying Fish Online, skippered by Duncan Macalister, NSW
3	<i>Local Hero</i>	56	04:05:09:25	1.0104	04:06:12:32	Peter Mosley, NSW

NEW RACE RECORD	ELAPSED TIME	OWNER/SKIPPER
<i>Wild Oats XI</i>	01:18:23:12	Bob Oatley, skippered by Mark Richards, NSW

LINE HONOURS PLACING	DIV	ELAPSED TIME	OWNER /SKIPPER
1	IRC Div 0	01:18:23:12	Bob Oatley, skippered by Mark Richards, NSW
2	IRC Div 0	01:23:08:44	Syd Fischer, NSW
3	IRC Div 0	02:05:57:55	Peter Millard and John Honan, NSW
4	IRC Div 0	02:06:42:53	Peter Harburg, skippered by Mark Bradford QLD
5	IRC Div 1	02:07:53:23	Stephen Ainsworth, NSW
6	IRC Div 0	02:10:04:09	Matt Allen, NSW
7	IRC Div 1	02:17:06:20	Van Der Slot, Ainley and Williams, VIC
8	IRC Div 0	02:17:25:14	Chris Bull, NSW/UK
9	IRC Div 1	02:18:35:06	Bob Steel, NSW
10	PHS Div 1	02:18:35:37	Jim Cooney, NSW
11	IRC Div 1	02:19:26:07	Rob Hanna, VIC

Peter Allsop Memorial Trophy
(First IRC Division 2)
Occasional Coarse Language Too,
Warwick Sherman, NSW.

RORC Trophy
(First IRC Division 3)
Lunchtime Legend, Robert Robertson, QLD.

Sir Arthur Warner Trophy (First IRC Division 4)
Wild Rose, Roger Hickman, NSW.

RANSA Trophy (First PHS Division 1)
Brindabella, Jim Cooney, NSW.

Charleston Trophy (First ORCi Division 1)
Black Jack, Peter Harburg, QLD.

Tasports Trophy (First ORCi Division 2)
Celestial Assistance Dogs, Sam Haynes, NSW.

Tasports Trophy (First ORCi Division 3)
Love & War, Simon Kurts, NSW.

Apollo Trophy (presented to first yacht under 18.5 metres across the finish line)
Calm, Jason Van der Slot, Graeme Ainley and John Williams, VIC.

Battery Point Trophy (First Small Boat Across the Line)
Local Hero, Peter Mosely, NSW.

Plum Crazy Trophy (presented to first yacht under 9.5 metres across the finish line)
Maluka of Kermadie, Sean Langman, NSW/TAS.





2013 Fleet

BOAT NAME	DESIGN/TYPE	DESIGNER	LOA	BEAM	DRAFT	OWNER	SKIPPER	CLUB	DIVISION
41 SUD	Archambault 40	Nivelt	12.0	3.8	2.4	Jean Luc Esplaas	Jean Luc Esplaas	CNC	IRC/ORCi
ARIEL	Beneteau First 40	Farr Yacht Designs	12.6	3.9	2.5	Ron Forster	Ron Forster & Phil Damp	CYCA/SASC	IRC/ORCi
AUDACIOUS	Sydney 38	Murray Burns Dovell	11.8	3.7	2.7	Greg Clinnick	Greg Clinnick	RBVC	IRC/Sydney 38
AUDI SUNSHINE COAST	Welbourn 50	Hugh Welbourn	15.2	4.6	3.0	Rodney Jones	Rodney Jones	MYC	IRC/ORCi
BACARDI	Petersen 44	Doug Petersen	13.4	4.2	2.4	Martin Power	Martin Power	SYC	IRC
BALANCE	Beneteau First 45	Philippe Briand	13.7	4.2	2.7	Paul Clitheroe	Paul Clitheroe	CYCA	IRC/ORCi
BEAU GESTE	Botin 80	Botin Partners	24.0	6.3	5.5	Karl Kwok	Karl Kwok	RHKYC	IRC/ORCi
BLACK ADDER	Sigma 41	David Thomas	12.2	4.0	2.1	James Clayton	James Clayton	FSC	ORCi
BLACK JACK	Volvo 70	Juan Kouyoumdjian	21.5	5.7	4.5	Peter Harburg	Mark Bradford	ROYC	IRC
BLACK SHEEP	Beneteau First 45	Philippe Briand	13.7	4.2	2.7	Derek & Martin Sheppard	Derek & Martin Sheppard	WYVC	IRC/ORCi
BRANNEW	Beneteau First 40 CR	Farr Yacht Design	12.6	3.9	2.5	Chris Bran	Chris Bran	CYCA	IRC
BREAKTHROUGH	Beneteau First 40	Farr Yacht Design	12.2	3.9	2.4	M. Vadas & J. Stone	M. Vadas	CYCA	IRC
BRINDABELLA	Jutson 80	Scott Jutson	24.1	5.6	4.3	Jim Cooney	Jim Cooney	CYCA	PHS
CANUTE	King 40	Mark Mills	12.1	3.7	2.5	Peter Horn	Mitchell Miller	MHYC	IRC
CELESTIAL	Rogers 46	Simon Rogers	14.0	4.0	2.9	Sam Haynes	Sam Haynes	CYCA	IRC/ORCi
CHANCELLOR	Beneteau 47.7	Farr Yacht Design	14.8	4.5	2.8	Edward Tooher	Edward Tooher	CYCA	IRC/ORCi
CHUTZPAH	Caprice 40	Reichel/Pugh	12.0	3.2	3.0	Bruce Taylor	Bruce Taylor	RYCV	IRC/ORCi
COLORTILE	John Sayer	Sayer Yacht Design	13.7	4.0	2.9	Warren & Kristy Buchan	Warren & Kristy Buchan	CSC/RMYCPH	IRC
COPERNICUS	Radford12	Radford Yacht Design	12.0	3.4	2.1	Greg Zyner	Greg Zyner	MYC	IRC/ORCi
CV5	Clipper 68	Ed Dubois	20.7	5.7	2.5	Clipper Ventures	Piers Dudin	RORC	IRC
CV10	Clipper 68	Ed Dubois	20.7	5.7	2.5	Clipper Ventures	James Dobie	RORC	IRC
DEJA VU	Dufour Classic 38	Dufour Yacht Design	11.6	4.0	1.9	Steven Carey	Steve Carey	RYCV	PHS
DERRY-LONDONDERRY-DOIRE	Clipper 70	Tony Castro	21.3	5.7	3.0	Clipper Ventures	Sean McCarter	RORC	IRC/Clipper 70
DODO	Andrews 52	Alan Andrews	15.8	4.3	3.3	Adrian Dunphy	Adrian Dunphy	CYCA	IRC
DUENDE	Judel Vrolijk 52	Judel/Vrolijk	15.4	3.9	3.2	Damien Parkes	Damien Parkes	CYCA	PHS
FLYING FISH ARCTOS	McIntyre 55	Graeme Radford	15.2	3.7	2.7	Flying Fish Online	Duncan Macalister	MHYC	PHS
FRANTIC	Donovan TP52	James Donovan	15.9	4.2	3.3	Michael Martin	Michael Martin	NCYC	IRC/ORCi
GEOOMATIC	Hanse 495	Judel/Vrolijk	15.4	4.8	2.4	Adrian Lewis	Adrian Lewis	MYC	PHS
GIACOMO	Volvo 70	Juan Kouyoumdjian	21.5	5.7	4.5	Jim Delegat	Jim Delegat	RAYC	IRC/ORCi
GREAT BRITAIN	Clipper 70	Tony Castro	21.3	5.7	3.0	Clipper Ventures	Simon Talbott	RORC	IRC/Clipper 70
HALCYON	Beneteau First 40	Farr Yacht Design	12.6	3.9	2.5	Chris Tucker	Chris Tucker	RYCV	IRC/ORCi
HELICAL 3	Adams/Barrett	Joe Adams/Fred Barrett	20.0	4.6	3.4	Rob Fisher	Paul Jackson	RYCT	PHS
HENRI LLOYD	Clipper 70	Tony Castro	21.3	5.7	3.0	Clipper Ventures	Eric Holden	RORC	IRC/Clipper 70
ICHI BAN	Carkeek 60	Carkeek Design Partners	18.3	5.0	4.2	Matt Allen	Matt Allen	CYCA	IRC
ILLUSION	Davidson 34	Laurie Davidson	10.3	3.5	2.5	Kim Jaggard/Travis Read	Kim Jaggard/Travis Read	CYCA	IRC/ORCi
INVEST AFRICA	Clipper 70	Tony Castro	21.3	5.7	3.0	Clipper Ventures	Richard Gould	RORC	IRC/Clipper 70
JAMAICA GET ALL RIGHT	Clipper 70	Tony Castro	21.3	5.7	3.0	Clipper Ventures	Peter Stirling	RORC	IRC/Clipper 70
JAZZ PLAYER- THINK PINK FOUNDATION	Bakewell-White Z39	Brett Bakewell-White	11.9	3.7	2.7	Matthew Lawrence	Matthew Lawrence	RMYS	IRC/ORCi
KERUMBA	Ker 50 C/R	Ker Design	15.2	4.9	3.0	Tam Faragher	Tam Faragher	ROYC	IRC/ORCi
KNEE DEEP	Farr 49 Custom	Farr Yacht Design	15.3	4.0	2.7	Phil Childs	Phil Childs	HVC	IRC/ORCi
LAST TANGO	Salona 44	J&J Yachts	13.6	4.2	2.6	Phillip King	Phillip King	CYCA	IRC/ORCi
LUNA SEA	Hick 35	Robert Hick	10.5	3.3	2.1	James Cameron	James Cameron	DSC	IRC/ORCi
MAGIC MILES	Dynamique 62	Philippe Briande	18.7	5.0	2.9	Michael Crew	Michael Crew	BYC	IRC
MAHLIGAI	Sydney 46	Murray Burns Dovell	14.3	4.0	2.7	Murray Owen/Jenny Kings	Murray Owen/Jenny Kings	RPNYC	PHS
MARTELA	IMX 38	Niels Jeppesen	11.3	3.6	2.1	Anthony Williams	Anthony Williams	BYC	IRC/ORCi
MIDNIGHT RAMBLER	Ker 40	Jason Ker	12.2	4.1	2.6	Psaltis/Bencsik/Thomas	Psaltis/Bencsik/Thomas	CYCA	IR /ORCi
MILLE SABORDS	Sydney 38	Murray Burns Dovell	11.7	3.8	2.7	Stephane Howarth	Stephane Howarth	SYC	IRC/Sydney 38
MINERVA	DK 43	Reichel/Pugh	13.0	4.0	2.7	William Cox	William Cox	RSYS	IRC/ORCi
MISSION PERFORMANCE	Clipper 70	Tony Castro	21.3	5.7	3.0	Clipper Ventures	Matthew Mitchell	RORC	IRC/Clipper 70
MONDO	Sydney 38	Murray Burns Dovell	11.7	3.7	2.6	Ray Sweeney	Ray Sweeney	ROYC/IRC/ORCi/Sydney 38	
NAMADGI	Elan 444	Humphreys Yacht Design	13.9	4.2	1.9	Canberra Ocean Racing Club	Paul Jones	CORC	PHS
NAUTICAL CIRCLE	Archambault 40	Joubert/Nivelt	12.0	3.8	2.4	Ian Prentice	Ian Prentice	CYCA	IRC/ORCi





BOAT NAME	DESIGN/TYPE	DESIGNER	LOA	BEAM	DRAFT	OWNER	SKIPPER	CLUB	DIVISION
NIKATA	Swan 82 S	German Frers	24.8	5.8	4.1	Ns82/103 S Ltd	Tom Brewer	RORC	IRC
OCEAN AFFINITY	Marten 49	Reichel/Pugh	15.0	4.2	3.6	Stewart Lewis	Steward Lewis	ROYS	IRC/ORCi
OLD PULTENEY	Clipper 70	Tony Castro	21.3	5.7	3.0	Clipper Ventures	Patrick Van Der Zijden	RORC	IRC/Clipper 70
ONE DLL	Clipper 70	Tony Castro	21.3	5.7	3.0	Clipper Ventures	Oliver Cotterell	RORC	IRC/Clipper 70
ONE FOR THE ROAD	Archambault 40	Joubert/Nivelt	12.0	3.8	2.4	Kym Butler	Kym Butler	NCYC	IRC/ORCi
PAPILLON	Archambault A40RC	Joubert/Nivelt	12.0	3.8	2.5	Phil Molony	Phil Molony	CYCA	IRC
PATRICE	Ker 46	Ker Yacht Design	13.9	4.5	3.4	Tony Kirby	Tony Kirby	CYCA	IRC/ORCi
PENNANT HILLS FORD	Beneteau 47.7	Farr Yacht Design	14.0	4.5	2.3	Ian Creak	Ian Creak	GFS	IRC/ORCi
PERPETUAL LOYAL	Juan-K 100	Juan Kouyoumdjian	30.0	7.5	6.1	Anthony Bell	Anthony Bell	CYCA	IRC
PRETTY FLY III	Cookson 50	Farr Yacht Design	15.2	4.3	3.3	Colin Woods	Colin Woods	CYCA	IRC/ORCi
PRIMITIVE COOL	Reichel/Pugh 51	Reichel/Pugh	15.6	4.4	3.3	John Newbold	John Newbold	RMYS	IRC/ORCi
PSP LOGISTICS	Clipper 70	Tony Castro	21.3	5.7	3.0	Clipper Ventures	Christopher Hollis	RORC	IRC/Clipper 70
QINGDAO	Clipper 70	Tony Castro	21.3	5.7	3.0	Clipper Ventures	Gareth Glover	RORC	IRC/Clipper 70
QUIROS	Pawtucket 35	Peter Cole	10.5	3.3	1.9	Wayne Williams	Wayne Williams	DSS	PHS
RAGAMUFFIN 100	Elliott 100	Greg Elliott	30.5	5.7	6.2	Syd Fischer	Syd Fischer	CYCA	IRC/ORCi
RUSH	Farr 45	Farr Yacht Design	13.8	4.1	2.9	John Paterson	John Paterson	RBVC	IRC
SAILORS WITH DISABILITIES	Lyons 54	David Lyons	16.2	4.3	3.3	Sailors with disAbilities	Kirk Watson	CYCA	PHS
SENNA	Beneteau First 45	Philippe Briand	14.1	4.2	2.4	Chris Manton	Chris Manton	RGYC	IRC
SHE	Olsen 40	Garry Mull	13.0	4.0	2.0	Peter Rodgers	Peter Rodgers	CYCA	PHS
SHEPHERD CENTRE	Beneteau 40.7	Farr Yacht Design	11.9	3.8	2.4	Hugh Torode	Hugh Torode	RSYS	IRC
SHE'S THE CULPRIT	Inglis-Jones/Hart 39	Jim Inglis	12.0	3.8	2.5	Culprit Syndicate	M. McDonald/G.Picasso	NCYC/LMYC	PHS
SHINING SEA	Beneteau First 45	Philippe Briand	13.6	4.2	2.7	Andrew Corletto	Andrew Corletto	CYCSA	IRC
SOUTHERN EXCELLENCE II	Jones Volvo 70	Don Jones	21.5	5.7	4.6	Andrew Wenham	Andrew Wenham	CYCA	IRC
SPIRIT OF MATESHIP	Volvo 60	Laurie Davidson	19.5	5.3	3.8	RSL Queensland	Russell McCart	SYC	PHS
ST JUDE	Sydney 47	Murray Burns Dovell	14.2	4.1	3.2	Noel Cornish	Noel Cornish	CYCA	IRC
SWITZERLAND	Clipper 70	Tony Castro	21.3	5.7	3.0	Clipper Ventures	Victoria Ellis	RORC	IRC/Clipper 70
TEAM GARMIN	Clipper 70	Tony Castro	21.3	5.7	3.0	Clipper Ventures	Mark Burkes	RORC	IRC/Clipper 70
THE BANSHEE	MBD 41	Murray Burns Dovell	12.5	3.8	2.5	Corinne & Rob Francis	Corinne & Rob Francis	CSC	ORCi
TILTING AT WINDMILLS	Joubert Mod. 42	Peter Joubert	12.8	3.7	2.5	Andrew Roberts	John Alexander	SYC	IRC/ORCi
TITANIA OF COWES	Swan 68	German Frers	21.1	5.3	3.5	Richard Dobbs	Richard Dobbs	RYA	IRC/ORCi
TSA MANAGEMENT	Sydney 38	Murray Burns Dovell	11.8	3.7	2.6	Tony Levett	Tony Levett	MHYC	IRC/Sydney 38
VARUNA	Ker 51	Ker Yacht Design	15.5	4.7	3.7	Jens Kellinghausen	Jens Kellinghausen	NRV	IRC/ORCi
VELOCE	Elliott 44CR	Greg Elliott	13.7	3.9	2.8	Phil Simpfendorfer	Phil Simpfendorfer	SYC	IRC/ORCi
VENTURE 2	Elliott 50	Greg Elliott	15.2	4.6	4.1	Stephen Chapman	Stephen Chapman	LMYC	IRC
VICTOIRE	Cookson 50	Farr Yacht Design	15.2	4.3	3.5	Darryl Hodgkinson	Darryl Hodgkinson	CYCA	IRC/ORCi
WEDGETAIL	Reichel/Pugh 55	Reichel/Pugh	16.8	4.5	4.0	Bill Wild	Bill Wild	ROYS	IRC/ORCi
WILD OATS XI	Reichel/Pugh 30 Mtr	Reichel/Pugh	30.5	5.1	5.9	Robert Oatley	Mark Richards	HIYC	IRC
WILD ROSE	Farr 43	Bruce Farr	13.1	4.2	2.5	Roger Hickman	Roger Hickman	CYCA	IRC/ORCi
WILD THING	100 Supermaxi	Don Jones	30.5	5.0	6.9	Bc 39 Pty Ltd	Grant Wharrington	MHYC	IRC
WILPARINA	S&S 34	Sparkman and Stephens	10.1	3.1	1.9	Nick Cannar	Nick Cannar	KMYC/GSC	PHS
ZANZIBAR	Humphreys 42	Tom Humphreys	12.8	3.7	2.6	Jonathan Mahony	Jonathan Mahony	RM	IRC
ZEFIRO	Farr 100	Farr Yacht Design	30.2	6.7	4.0	Gerhard Ruether	Gerhard Ruether	NRV	IRC
ZEN	Sydney 38	Murray Burns Dovell	11.8	3.7	2.6	Gordon Ketelbey	Gordon Ketelbey	MHYC	IRC/Sydney 38

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).



George Adams Tattersall's 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 cannot 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.



**41 SUD**

SAIL NO: FRA8995
LOA: 12m
CLASS: IRC/ ORCi
DESIGNER: Nivelts (FRA)
YEAR BUILT: 2006
TYPE: Archambault 40
NUMBER OF HOBARTS: 2
OWNER: Jean-Luc Esplaas
CLUB: Cercle Nautique Caledonian, New Caledonia
CREW: J Luc Esplaas (3) – Skipper, J Esplaas (2), V Esplaas, F Lhote (2), A Chenu, G Guttin, M Balagny, G Sorensen, D Ladiesse, A Furlan

Over the years several yachts have represented the Cercle Nautique Caledonian in the Rolex Sydney Hobart Yacht Race and Jean Luc Esplaas has returned with his Archambault 40 and experienced crew, *41 SUD*, for a third attempt to win the race overall. Esplaas' best result in this race was in 2008 when *41 SUD* finished 41st overall and seventh in IRC Division 3. However, Esplaas and some of his crew took part in the 1998 race with his former yacht, a Young 35 named *Marine Corail Voile*. They were one of only 44 finishers and came away with third in Division D. *41 SUD* was the only New Caledonian yacht to take part in the Noumea Sail 2012 race, which was hampered by extremely difficult navigational conditions, and finished second on line.

**ARIEL**

SAIL NO: A140
LOA: 12.6m
CLASS: IRC/ ORCi
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2010
TYPE: Beneteau First 40
NUMBER OF HOBARTS: 1
OWNER: Ron Forster
CLUB: Cruising Yacht Club of Australia and Sydney Amateur Sailing Club, NSW
CREW: R Forster (2) – Skipper/ Navigator, P Damp (1) – Co-skipper, J Naylor (5) – Second in charge, H Forster, R Kuijken, A Saunders (1), J Andrews (1), M Scroop (3), R Pickering

Representing the race organiser, the CYCA, *Ariel* and some of her crew are still testing the waters, having attained just two seasons of offshore racing. Results include

12th in the CYCA's 2012/2013 Blue Water Pointscore Series and 10th in the Cape Byron Pointscore Series (ORCi category of the BWPS), inclusive of finishing 28th overall and seventh in IRC Division 3 in last year's Rolex Sydney Hobart. Before that, *Ariel* contested the Pittwater to Coffs Harbour Race in 2012.

Ron Forster and crew are preparing for this year's race to Hobart by competing in the BWPS again. With four races away, *Ariel* is seventh overall. Her best result so far is a second place to *Wild Rose* in the Bird Island Race in October, which will give Ron Forster and his crew the impetus going into the 628-nautical-mile Hobart in December. Prior to last year, Forster had sailed the Hobart just once before – 32 years ago, but the bug has well and truly bitten and the objective this year is to better his result of last year.

**AUDACIOUS**

SAIL NO: B331
LOA: 11.78m
CLASS: IRC/One Design
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 2002
TYPE: Sydney 38
NUMBER OF HOBARTS: 6
OWNER: Greg Clinnick and Paul Holden
CLUB: Royal Brighton Yacht Club, VIC
CREW: G Clinnick (2) - Skipper, S Hogan – Navigator, K Christensen (1) – Second in Charge, J McKay, L Butchers, M Seager, P Holden (2), P Lamb, S Jook (1), T Baldwin, J Sunkell-Lozell

Previous owner Bruce Taylor raced this boat five times in the Rolex Sydney Hobart as *Chutzpah*, including winning the Sydney 38 One Design division of the 60th race, and placing in IRC division. Greg Clinnick and Paul Holden purchased the boat over five years ago and raced her in the 2008 Rolex Sydney Hobart finishing 73rd on line and 64th overall. The duo are regular campaigners in Royal Brighton Yacht Club races on Port Phillip and have had mixed results. Thawing out after winter, *Audacious* took the plunge in the Sydney 38 division at the Festival of Sails and came away with sixth overall in a grand prix fleet.

**AUDI SUNSHINE COAST**

SAIL NO: A5
LOA: 15.2m
CLASS: IRC/ORCi
DESIGNER: Hugh Welbourn (UK)

YEAR BUILT: 2000
TYPE: Welbourn 50
NUMBER OF HOBARTS: 0
OWNER: Rodney Jones
CLUB: Mooloolaba Yacht Club, QLD
CREW: R Jones (1) – Skipper, B Donovan (3), G McAllansmith, J Walker, J Jannink, K Timm, L Down, M Chew, C Geeves, S O'Rourke, T Shardlow (2), C Brooks, J Vincent

Rod Jones, a two-time Australian IRC champion, will bring his Welbourn 50, *Audi Sunshine Coast*, to the start line for this year's Rolex Sydney Hobart. Built in Gosford, Jones revamped a 2000 designed Welbourn 50, combining it with the keel, rudder and deck from Warren Johns' 1989 IOR 50 footer, *Heaven Can Wait* and optimised and tweaked it. In this year's protracted Gosford Lord Howe Island Yacht Race, the Queenslander finished third overall and won PHS. In its second offshore outing, the yacht showed early promise, winning Division 1 of the CYCA's 2013 Sydney Gold Coast Yacht Race in July after featuring at the top of the overall rankings early on. This will be Jones' second and probably last Hobart, having sworn off it after his first some years ago. A solid crew who have mostly raced with Jones for a few seasons on his various yachts and in the SB3 keelboat, accompanied by a quick boat, make them worth having a bet on.

**BACARDI**

SAIL NO: SM377
LOA: 13.34m
CLASS: IRC
DESIGNER: Doug Peterson (USA)
YEAR BUILT: 1978
TYPE: Peterson 44
NUMBER OF HOBARTS: 27
OWNER: Martin Power
CLUB: Sandringham Yacht Club, VIC
CREW: M Power (10) - Skipper, S Humphries (3) – Second in Charge/ Navigator, L Forkes (3), B Leighton (1), G Poole, M Feore (2), L Salkowski, R Eason (2), P Rajda

This year *Bacardi* competes in her 28th race to Hobart – it will be the most ever sailed by an individual yacht. Finishing 53rd overall and 11th in division in 2011, the last time this Peterson 44 competed, she equalled the record 27 races set in 2007 by *Phillip's Foote Witchdoctor*, a Davidson 44. *Bacardi* has only failed to finish once in her Hobart race history. Sailed by her present owner in 2010, she dropped her rig and the deck disintegrated in heavy seas off the southern NSW coast. *Bacardi*'s best result in the Rolex Sydney Hobart was in 2006 when the 35-year-old finished second overall to the classic yacht *Love & War*. Skipper Martin Power raced his previous boat, a Swanson 36, *Breakaway*, to several

divisional placings in the Rolex Sydney Hobart, including winning the Gordon Marshall Trophy in 1999.

**BALANCE**

SAIL NO: 7771
LOA: 13.68m
CLASS: IRC/ORCi
DESIGNER: Beneteau (FRA)
YEAR BUILT: 2008
TYPE: Beneteau 45
NUMBER OF HOBARTS: 4
OWNER: Paul Clitheroe
CLUB: Cruising Yacht Club of Australia, NSW
CREW: P Clitheroe (5) – Skipper, N Scott-Perry (4) – Navigator, D Taylor (2) – Second in Charge, A Cribb (7), D Keddie (3), M Balsom (4), M Craig (1), N Gillies (2), R Dexter (2), M de Montgolfier

Balance is the fourth yacht of that name skippered and owned by money media commentator Paul Clitheroe, who began campaigning this Beneteau 45 in 2009. He has come away with some great results: winning overall the IRC Passage at the 2009 Audi Hamilton Island Race Week; second in the 2009 Rolex Trophy Series; first in IRC Division 2 at the Audi Sydney Harbour Regatta 2010 and second in the CYCA's 2009/2010 Ocean Pointscore Series. In 2010, *Balance* won the Hempel Paints 37th Gosford to Lord Howe Island Yacht Race and the Gascoigne Cup. In 2011 it was second in the Audi Docklands Invitational Production division and won the Milsons Cup and Division 2 of the NSW IRC Championship, before a divisional third in the Audi Sydney Gold Coast Yacht Race. Clitheroe then scored second in IRC Division B at Audi Hamilton Island Race Week and was second in IRC and ORCi Division 2 of the Rolex Sydney Hobart. Clitheroe entrusted his Beneteau to an expat French crew for last year's race and the crew, who renamed the yacht *Peugeot-Surfrider*, notched up a third in IRC Division 3 and second in ORCi Division 2. With Clitheroe back in control, *Balance* won the City of Sydney Cup (Australia Day Race 2013), and IRC and ORCi Division 1 in the Sydney Harbour Regatta, before finishing second in IRC Passage Division 1 at Audi Hamilton Island Race Week in August.

**BEAU GESTE**

SAIL NO: HKG1997
LOA: 24.0m





CLASS: IRC/ORCi
DESIGNER: Botin Partners (ESP)
YEAR BUILT: 2013
TYPE: Botin 80
NUMBER OF HOBARTS: 0
OWNER: Karl Kwok
CLUB: Royal Hong Kong Yacht Club, Hong Kong
CREW: K Kwok (1) – Skipper, G Brady (10) – Second in Charge, S Hayles (8) – Navigator, R Salthouse, B Marsh, R Houston, D Sweet, T Rae, P Jameson, D Endean, G Endean, C Ward (7), K Batten (3), M Cheung, M Chan, W Lo

Overall winner of the 1997 Hobart with his then new Farr 49, Karl Kwok returns to the Rolex Sydney Hobart fold with his brand new Botin 80, *Beau Geste*, which his team has been busy putting together this year. It is a replacement for the Hong Kong businessman's ill-fated Farr 80, which cracked through the middle during the Auckland Noumea Race off Norfolk Island last year, causing experienced skipper Gavin Brady and the crew some serious alarm. Rescued by islanders, the boat's fittings are being utilised in the new boat, which has assisted with the design process, ensuring that this super-charged performance racer will be ready to take to the start line on Boxing Day.

"There is a lot more structure in the boat, especially in the deck and some other engineering aft," Brady explains. "It's designed to be more of a coastal boat - for the Fastnet, Rolex Sydney Hobart, Bermuda and so on, with a similar beam. With a coastal race you've got to sail to VMG, both upwind and downwind, so a coastal boat is more of a Mediterranean style, maxi-worlds type of boat than say a Volvo 70. It also has similar foils to a Volvo 70, with dagger boards and a canting keel that is lighter than most in its division."

Apart from Kiwi Brady, the star-studded crew includes navigator Steve Hayles, who has navigated multiple Whitbread/VOR boats and contested other big events such as the Rolex Sydney Hobart, the Maxi Yacht Rolex Cup, Audi Medcup and Admiral's Cup. Karl Kwok has done and won most of the big ocean races and yachting regattas around the world with more than a dozen different boats. Expect big things from this boat built by Mick Cookson in New Zealand. Kwok will have major competition in this race though, especially from other new builds such as the Carkeek design, *Ichi Ban*.

**BLACK ADDER**

SAIL NO: F255
LOA: 12.50m
CLASS: ORCi
DESIGNER: David Thomas (UK)
YEAR BUILT: 1985
TYPE: Sigma 41
NUMBER OF HOBARTS: 0
OWNER: James Clayton

CLUB: Fremantle Sailing Club, WA
CREW: J Clayton – Skipper, L Powell – Navigator, P Washington – Second in Charge, W Macleod, C Meechan

Black Adder is a Sigma 41 that was designed and built in the UK. Sigma Yachts built the boat in 1985 and it contested three Rolex Fastnet races in the early 2000s with her previous English owners. A comfortable and seaworthy cruiser/racer, Australian owner James Clayton cruised the masthead rigged sloop from the UK to Australia via the Atlantic and Panama Canal and across the Pacific from 2010 to 2012. Following her first tilt at the Rolex Sydney Hobart in December, Clayton will cruise the yacht to her new home in Fremantle, Western Australia, where she will spend a bit of time sailing on the Swan River.

**BLACK JACK**

SAIL NO: 52570
LOA: 21.5m
CLASS: IRC
DESIGNER: Juan Kouyoumdjian (ARG)
YEAR BUILT: 2011
TYPE: Volvo 70
NUMBER OF HOBARTS: 0
OWNER: Peter Harburg
CLUB: Royal Queensland Yacht Squadron, QLD
CREW: M Bradford (6) – Skipper/Sailing Master, P Elkington (8) – Navigator, A Cape (20) – Navigator, P Harburg (2), A Nolan (7), A Smith, A Nossiter (12), B Hilliar (4), B Clarke (15), D Hutchison (5), G Van Lunteren (2), M von Bibra (6), P Dowdney (13), R Godfrey (8), V Prentice (5)

Peter Harburg purchased the 2011-2012 Volvo Ocean Race entrant *Telefonica*, with which Spaniard Iker Martinez won the first three legs of the race, but ultimately finished the VOR fourth overall. Shipping his new *Black Jack* to Australia earlier this year, Harburg ordered modifications to bring the yacht up to Australian standards. She made her Australian ocean racing debut in the Sydney Gold Coast Yacht Race in July and finished third on line and in IRC Division 0 following a tight tussle with the top two, *Wild Thing* and *Lahana*.

Hoping to give the super maxis a run for their money in the upcoming Hobart, Harburg and his long-term sailing master, Mark 'Squark' Bradford, think the boat rates well enough under IRC to do some damage overall if conditions tend to be off the wind, which is what the boat was predominantly built for. Harburg has continued the *Black Jack* name for his friend and Formula One legend, Sir Jack Brabham. The previous *Black Jack*, a RP66, won line honours in the 2008 and 2009 Brisbane to Gladstone races. In August last year, she was second on line and recorded the second fastest time ever in the history of the Sydney Gold Coast Yacht Race, breaking

Brindabella's (a conventionally ballasted yacht) 13-year-old record.

**BLACK SHEEP**

SAIL NO: 33345
LOA: 13.7m
CLASS: IRC/ORCi
DESIGNER: Philippe Briand (FRA)
YEAR BUILT: 2008
TYPE: Beneteau 45
NUMBER OF HOBARTS: 0
OWNER: Derek and Martin Sheppard
CLUB: Wollongong Yacht Club, Greenwich Flying Squadron and Cruising Yacht Club of Australia, NSW
CREW: D Sheppard (6) – Skipper, J Kolsky (3) – Navigator, C O'Neill (2), M Ramsay, M Sheppard (5), M Outhred, M Kennedy, M Jones, P Allen (2), T Rodwell, W McKinnon, W Taylor

Black Sheep, formerly *Honeysuckle*, was acquired by Martin and Derek Sheppard in April this year and given a new tongue-in-cheek name. The brothers, in their first role as ocean racing owners, have a goal to excel in ocean racing and so entered their first Blue Water Point Score with the CYCA as preparation for the upcoming Rolex Sydney Hobart. They started off with the Sydney Gold Coast Yacht Race and finished 16th overall and eighth in IRC Division 3. They went on to an excellent third overall in the Flinders Islet Race in September, fifth in October's Bird Island Race, and were 11th in November's Cabbage Tree Island race, showing promise of things to come. The brothers have had experience racing on other peoples' yachts, and their crew is an assembly of three previous boat crews, including family and friends, who bring a mixture of experience to the table.

**BRANNEW**

SAIL NO: 9988
LOA: 12.6m
CLASS: IRC
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2012
TYPE: Beneteau First 40 Cr
NUMBER OF HOBARTS: 1
OWNER: Chris Bran
CLUB: Cruising Yacht Club of Australia, NSW
CREW: C Bran (2) – Skipper, G Cooper (6) – Navigator, I Short (5) – Sailing Master, G Vaughan (8), J Craddock (2), J Penney (2), L Derwent (1), M Fielberg

(2), M Short (1), B Sinton

The temptation proved too strong for Chris Bran to come back for a second Rolex Sydney Hobart after scoring his first major offshore victory in winning overall the Sydney Gold Coast Yacht Race in July this year. His decision was vindicated after winning the Botany Bay Race in October and the IRC division of the Gascoigne Cup in late October. This Beneteau First 40 Cruiser Racer was launched in February 2012 "to race in the Hobart." In the lead-up, Bran finished 18th overall in the 2012 Sydney Gold Coast in which he won Division 3. He replicated his 18th overall result in Rolex Sydney Hobart, with a second in Division 3, after using the CYCA's Winter Series for crew training and to explore the inner workings of the boat.

Sailmaker, Ian Short of Ian Short Sails, acts as sailing master and his extensive knowledge in producing optimised sails for Beneteau yachts will be invaluable, as will his sailing expertise. Some of Short's own long-term crew will be aboard, along with a few of Bran's own crew from his previous boat, most of whom were aboard for the Gold Coast win.

**BREAKTHROUGH**

SAIL NO: 6834
LOA: 12.2m
CLASS: IRC
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2010
TYPE: Beneteau First 40
NUMBER OF HOBARTS: 3
OWNER: Jonathan Stone and Mat Vadas
CLUB: Double Bay Sailing Club, NSW
CREW: M Vadas (1) – Skipper, B Hurler (2), T Guy (1), B Hunter (2), N Martin, K Rumball, M Gentili, K Kiernan, C Halpin, W Pankanian (2)

This is the former *Chancellor*, which was purchased by Jonathan Stone and Mat Vadas who sailed the Beneteau First 40 to 35th overall and ninth in IRC Division 3 of last year's Sydney Gold Coast Yacht Race. They went on to finish 29th overall and eighth in IRC Division 3 of the Rolex Sydney Hobart. *Breakthrough* retired from this year's Sydney Gold Coast Yacht Race due to time constraints. Previously, Stone owned *Illusion* (the 1988 Hobart overall winner for her original owner), which he sailed in the 2011 Rolex Sydney Hobart, but retired with hull damage.





BRINDABELLA

SAIL NO: 10000
LOA: 24.1m
CLASS: PHS
DESIGNER: Scott Jutson (AUS)
YEAR BUILT: 1993
TYPE: Jutson 80
NUMBER OF HOBARTS: 20
OWNER: Jim Cooney
CLUB: Cruising Yacht Club of Australia, NSW
CREW: J Cooney (3) – Skipper, O Schenk (7) – Navigator, L May (40) – Navigator, B Kellett (21) – Sailing Master, A Simpson (1), B Sykes (24), D Goff, F Khoo, G Simeoli (3), H Burke (1), J Coleman (2), M Phillips, N Armstrong (1), P Morrish (1), R Bott (2), S Wells, S Gajic (1), S Don (9), W Hedberg, W Hubbard (3), S King, E Adriaanse (24), C Greenhill (3), B Taylor (3), H Burke

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*. In last year's Rolex Sydney Hobart, *Brindabella* finished 10th on line and won PHS Division 1. In this year's Sydney Gold Coast Yacht Race, she was the sixth boat to finish the slow 384-nautical-mile race and finished fourth in the PHS Division. Until last year, she held the record for this race for 13 years. Under the ownership of Jim Cooney since 2010, *Brindabella* has been overhauled and refitted to suit his requirements. Although out-gunned by the bigger, newer boats in the fleet these days, should it blow, she could come into her own. The Scott Jutson design still holds the record for Sydney Mooloolaba, Sydney Wollongong and Sydney Noumea Races, all of which have been discontinued.



CANUTE

SAIL NO: MH85
LOA: 12.1m
CLASS: IRC
DESIGNER: Mark Mills (IRE)
YEAR BUILT: 2009
TYPE: King 40
NUMBER OF HOBARTS: 0
OWNER: Peter Horn
CLUB: Middle Harbour Yacht Club, NSW

CREW: M Miller (1) – Skipper, M Bassett (6) – Second in Charge, S Williams (11) – Navigator, A Simms (1), M Daniels (2), T Wildman (8), S Jackson, A Horn, G Dawson

Peter Horn debuted his brand new Mark Mills-designed *Canute* at Audi Victoria Week in 2010 and made an immediate impression, winning Division 2 of the IRC Series. The yacht ultimately finished third in Audi IRC Championship that same year to *Loki* and *Araona* after finishing sixth at the Sydney Harbour Regatta and third at the final Championship event, Audi Hamilton Island Race Week. Nothing has been heard of the Australian boat since. She is on the comeback trail under the leadership of Mitchell Miller, who is normally at the helm of his Adams 10 and who will skipper the yacht in its first ever race to Hobart. *Canute* could be the dark horse of the fleet. In the short time she spent on the race track, she delivered the goods and had fellow competitors talking.



CELESTIAL

SAIL NO: 421
LOA: 14m
CLASS: IRC/ORCi
DESIGNER: Rogers (UK)
YEAR BUILT: 2007
TYPE: Rogers 46
NUMBER OF HOBARTS: 4
OWNER: Sam Haynes
CLUB: Cruising Yacht Club of Australia, NSW
CREW: S Haynes (3) – Skipper, B Decoster (10), C Janes (9), D Cataldi (4), D Van Der Wende (2), D Palazzi (2), D McPhee (6), M Nolan (2), K Clarkson (6), S Clarkson (3), S McConaghy (13), T Davis (9)

Sam Haynes has been sailing a storm with his Rogers 46, *Celestial*, in his attempts for great results this season. It finished runner-up to *Loki* in last year's CYCA Blue Water Pointscore (BWPS) after scoring 22nd overall, third in IRC Division 2, and first in ORCi Division 2 in last year's Rolex Sydney Hobart, the last race of the series. Haynes said it made amends for disappointing performances in the previous two Hobarts. *Celestial* also won the Cape Byron Series (ORCi division of the 2012 BWPS) and placed third in the PHS series of that event. This year has already proven to be a good one for Haynes and crew. They won the 2013 NSW IRC Championship at Sail Port Stephens in April after finishing fourth in the Audi IRC Australian Championship in January. In July, the Rogers 46 was 12th overall and second in IRC Division 2 of the CYCA's light wind Sydney Gold Coast Yacht Race, and went on to win the Brisbane Keppel Tropical Yacht Race overall, also winning under ORCi. Haynes then finished third in the IRC

Racing division at Audi Hamilton Island Race Week and is fourth in the CYCA's Blue Water Pointscore Series after four races. *Celestial* will once again be sponsored by Sydney Animal Hospitals and is sailing to raise funds for Assistance Dogs Australia. This is a yacht that should not be underestimated - BWPS and other races this season, all of them, have tended to favour the smaller boats, so come the Rolex Sydney Hobart, *Celestial* could well come into her own.



CHANCELLOR

SAIL NO: 8824
LOA: 14.8m
CLASS: IRC/ORCi
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2004
TYPE: Beneteau 47.7
NUMBER OF HOBARTS: 3
OWNER: Edward Tooher
CLUB: Cruising Yacht Club of Australia, NSW
CREW: E Tooher (7) – Skipper, P May (3) – Navigator/ Second in Charge, H Buckland (1), J Tjink, J Drysdale, K O'Reilly, M Meehan, M Ward (4), P Drake-Brockman (6), R Grubb (1), S Dawson (1), H Haibt (1), P Kenna (1), P Williams (1)

This is the third Beneteau owned and sailed by Ted Tooher under this name. Formerly *Pretty Fly II*, the boat was campaigned extensively by her previous owners Colin and Gladys Woods, and clocked up thousands of sea miles along the eastern seaboard. Her highlight was a second place in the CYCA's Blue Water Pointscore in 2005/06. Tooher has had the Beneteau 47.7 refitted and is looking forward to success throughout the CYCA Blue Water Pointscore Series in the lead up to the final race, the Rolex Sydney Hobart. Tooher retired from the first race of the series, the slow Sydney Gold Coast, due to time constraints. His previous *Chancellor*, a Beneteau 40.7, contested five Rolex Sydney Hobarts (her last in 2011, and finished 59th), and four Audi Sydney Gold Coast Yacht Races.



CHUTZPAH

SAIL NO: R33
LOA: 12.32m
CLASS: IRC/ORCi
DESIGNER: Reiche/Pugh (USA)
YEAR BUILT: 2007

TYPE: Caprice 40
NUMBER OF HOBARTS: 6
OWNER: Bruce Taylor
CLUB: Royal Yacht Club of Victoria, VIC
CREW: B Taylor (32) - Skipper, K Piesse (29) – Navigator, A Taylor (21), B Anderson, G Gourley (26), M Bagley (5), P Sandles (13), P Fletcher (26), J Permezel (23)

Although he has come so close, with second and third places overall, and an amazing 10 divisional wins, this will be Bruce Taylor's 33rd attempt to win the race that has thus far eluded him. He may still be wondering what could have been, after selling his Hick 35 to Ed Psaltis and Bob Thomas in 1998, who went on to win that fatal race, while Taylor had to retire his new boat. Son Drew has sailed every one of his 21 races with Bruce, flying in from Hong Kong each year. His crew is a solid core who have stuck with Taylor and have serious Hobart cred, with three having notched up 25 races plus, and others nearing that magic milestone. *Chutzpah's* Victorian owner has 32 Hobarts to his credit, 27 with his own boats, his latest being *Chutzpah* number six. She is a Reiche/Pugh Caprice 40 built by Mal Hart, a builder of note from Victoria. In her first Rolex Sydney Hobart in 2007, *Chutzpah* won Division C and placed fourth overall. In 2008 she scored another IRC 2 Division win, and was third in division in 2009 and 2010. Arriving in Sydney last year and looking at the predicted weather prompted the luckless dentist to quip: "I brought the wrong boat," referring to his Sydney 38 of the same name. He was right, as *Chutzpah* finished 42nd overall and fifth in IRC Division 2. Mainstays of the race have their fingers crossed for the likeable Victorian.



COLORTILE

SAIL NO: 67
LOA: 13.7m
CLASS: IRC
DESIGNER: Jon Sayer (AUS)
YEAR BUILT: 2000
TYPE: Sayer 44.9
NUMBER OF HOBARTS: 2
OWNER: Warren and Kristy Buchan
CLUB: Cronulla Sailing Club and Royal Motor Yacht Club, Port Hacking, NSW
CREW: W Buchan (2) – Skipper, P Rogers (1) – Navigator, T MacGillivray (5) – Second in Charge, D Romy, G Cummins, G Weinberg (1), J Broom (1), K Buchan (2), P Marshall, R Varley (2), S Williams (5)

Colortile last raced to Hobart in 2011 but was forced out with rig damage. In 2009, she finished 12th in division after surviving a protest following a post-start incident on Sydney Harbour. Offshore racing results include seventh in IRC Division 2 in the





2012 Sydney Gold Coast Yacht Race, after placing eighth in 2011. Her best result in the race though, was third in IRC Division 2 in 2009.

Warren Buchan, Rear Commodore of Cronulla Sailing Club, and wife Kristy, are determined to complete the unfinished business of 2011 with the former *Bashful*. They are competing in that club's and the RMYC Port Hacking combined racing schedule in the lead-up.

A sense of humour is one of the crew requirements on this boat where Kristy will once again be working the pit, while also making sure the boys are well fed and kept amused. Meanwhile, 'Bucko' and crew will hopefully embrace some favourable surfing conditions. They love team work and celebrating after every long race with fellow competitors.



COPERNICUS

SAIL NO: 6689
LOA: 11.99m
CLASS: IRC/ORCi
DESIGNER: Radford Yacht Design (AUS)
YEAR BUILT: 2008
TYPE: Radford 12
NUMBER OF HOBARTS: 5
OWNER: Greg Zyner
CLUB: Manly Yacht Club, NSW
CREW: G Zyner (6) - Skipper, J Nixon (19), A Seja (12), F Nelson (18), M Doherty (13), G Radford, G Wilkins (1), D McRae (13)

This Radford 12 scooped third in IRC Division 3 in the 2010 Rolex Sydney Hobart, her best result to date, and has competed in every race since. In last year's edition, *Copernicus* finished 12th overall under ORCi and fourth in ORCi Division 3. In this year's light air Sydney Gold Coast Yacht Race, *Copernicus* had the honour of being last over the finish line, but at least she hung in and finished. She had previously won ORCi Division 2, and was second under IRC in the 2009 Sydney Gold Coast Yacht Race. In 2011, with long time crew Jim Nixon helming in the absence of owner Greg Zyner, *Copernicus* finished second overall in the Audi Sydney Offshore Newcastle Yacht Race. The yacht went on to finish second in the 2011 Hempel Gosford Lord Howe Island Race, in which it formerly scored divisional third places in both 2009 and 2010. Nixon, coming up for Hobart number 20, joins the crew again, as does Felicity Nelson, who will sail her 19th Hobart, the second most Hobart races by any woman - an accolade she shares with Gail Harland, who will race aboard the new *Patrice* this year.



CV5 (CLIPPER 68)

SAIL NO: GBR9354T
LOA: 20.7m
CLASS: IRC
DESIGNER: Ed Dubois (UK)
YEAR BUILT: 2005
TYPE: Clipper 68
NUMBER OF HOBARTS: 0
OWNER: Clipper Ventures
CLUB: Royal Ocean Racing Club, UK
CREW: P Dudin - Skipper, H Fernie, S Atkinson, P Cooper, D Grant, G Jones, C Betts, C Buchanan, W Reed, P Spry-Bailey, B Treveltham, J Walker, M Wilson, R Hanna, D Miller, R Palmer

This is the former *Gold Coast Australia* which won 12 of the 15 legs in the 2011-12 edition of the Clipper Round the World Yacht Race under Tasmanian skipper Richard Hewson and his crew. Prior to that, it competed in the previous three editions respectively as *Team Finland* (was second), *Jamaica* (10th) and *Jersey* (ninth).

This time around, the yacht will be skippered by Rolex Sydney Hobart novice, Piers Dudin, who skippered *Hull & Humber* in the 2009/10 race to fourth place and *Edinburgh Inspiring Capital* in 2011/12. However, on the leg from Qingdao to San Francisco in 2010, he broke his right leg after falling and had to be lifted from the yacht and hospitalised. Dudin's parents are sailors, so it was natural he would follow and cut his teeth in dinghies. The Englishman has been a professional skipper for the past seven years, so has a lot to offer when it comes to the Rolex Sydney Hobart, with more than 100,000 sea miles logged. He will deliver the yacht to Australia to warm up for the main event.

Come January, he will help lead crew training and development and participate in local sailing events at Clipper Ventures' new Sydney training and events base.



CV10 (CLIPPER 68)

SAIL NO: GBR9359T
LOA: 20.7m
CLASS: IRC
DESIGNER: Ed Dubois (UK)
YEAR BUILT: 2005
TYPE: Clipper 68
NUMBER OF HOBARTS: 0
OWNER: Clipper Ventures
CLUB: Royal Ocean Racing Club, UK
CREW: J Dobie (4) - Skipper,

M Moore, M Churchill, J Comer, L Coulsen, B Daniels, S Davis, S Jodrell, K Kyle-Little, M Hollis, R Palmer, M Popham, T Sherrall, L Simons, J Stevens, K Nelson, P Rayner

Jim Dobie, a dual citizen of the UK and Australia, skippered *Uniquely Singapore* in the Clipper 2009-10 Race and finished sixth. This time around he will be at the helm of the former *Derry-Londonderry* which finished eighth in the 2011-12 edition under current Clipper Race deputy director Mark Light. The yacht also raced in the previous three editions variously as *California* (10th), *Nova Scotia* (ninth) and *Cardiff* (eighth). Currently senior training skipper for Clipper Ventures in the UK, Dobie will take up the same role in Australia when the new training and events base opens. He is known around the Sydney waterfront having lived here when he ran sailing schools. Plenty of offshore experience, including three Rolex Sydney Hobarts and the Rolex Fastnet Race, should hold him in good stead.

Sir Robin Knox-Johnston (74), the legendary British yachtsman who became the first person to circumnavigate the world solo non-stop, and founder/chairman of the Clipper Round the World Yacht Race, will navigate in his second Hobart aboard either this boat or *CV5*. For the first time ever, he will race against his Clipper Race fleet of 12 brand new Clipper 70 yachts and their amateur crews, who are competing in the Rolex Sydney Hobart as part of their 16-leg round the world race.



DEJA VU

SAIL NO: R166
LOA: 11.6m
CLASS: PHS
DESIGNER: Dufour Yacht Design (FRA)
YEAR BUILT: 2003
TYPE: Dufour 38
NUMBER OF HOBARTS: 0
OWNER: Steven Carey
CLUB: Royal Yacht Club of Victoria, VIC
CREW: S Carey - Skipper, P Nicholson - Navigator, M Neilson - Second in Charge, C Hughes, E Dickin, M Moss, S Juza, S Scicluna

Steve Carey is bringing *Déjà Vu* from Victoria to its first Rolex Sydney Hobart. In 2012, the Dufour 38 produced mixed results. Last overall under IRC in the Stanley Race, she went on to place third overall in the Melbourne to Hobart Eastcoaster. It was second in the Cruising Division of the 2012 Lipton Cup Regatta and again in the Lord Forster and Acrospire Trophies, with a 13th overall in the 2012/2013 Ocean Racing Club of Victoria's Offshore Championship under IRC. A regular Royal Yacht Club of Victoria Wednesday Twilight competitor, in 2011 *Déjà Vu* won the Palliser Trophy for the local cruise to Mornington. That same year was second in the Commodores and Doc

Bennell Trophies for the Port Arlington cruise. Add a bit of serious racing to a bit of serious cruising, plus mixed results, makes it hard to say where Steven Carey and his Rolex Sydney Hobart novice might finish up.



DERRY-LONDONDERRY-DOIRE

CLIPPER ROUND THE WORLD YACHT
SAIL NO: GBR730X
LOA: 21.33m
CLASS: IRC
DESIGNER: Tony Castro (UK)
YEAR BUILT: 2013
TYPE: Clipper 70
NUMBER OF HOBARTS: 0
OWNER: Clipper Ventures
CLUB: Royal Ocean Racing Club, UK
CREW: S McCarter - Skipper, J Ford, T Nice, N Blewer, C Crapper, R Dawson, J Middleton, M Porter, S Redhouse, A Richardson, K Wilson, C O'Byrne, M Porter, S Redhouse, A Richardson, K Wilson, N Bingham, C Cunningham, W White, A McLellan, A Taylor, O Baglay, C Archibald

Irish skipper Sean McCarter is savouring leading *Derry-Londonderry-Doire* this year after following ocean races since the age of 10. Originally from Derry-Londonderry, McCarter says being named skipper of his home entry is one of the greatest honours he has ever received.

The Northern Ireland city of Derry is the first UK City of Culture in 2013. It is the city's 400th anniversary, and it is participating in the Clipper Race for the second time as part of its four-year global legacy project. Derry-Londonderry will welcome the Clipper Race fleet to its shores at the end of June 2014 when the boats arrive from New York. Crew member, 26-year-old Kristi Wilson from Jersey City, USA, had never sailed until she saw the boats at Liberty Landing in New York when out running. Now, she is sailing round the world. This goes for a lot of the crew sailing in this race, some of whom will race all 16 legs to the finish back in the UK sometime in July 2014, while others will compete in just one leg.



DODO

SAIL NO: HKG2238
LOA: 15.8m
CLASS: IRC
DESIGNER: Alan Andrews (USA)
YEAR BUILT: 2001





TYPE: Andrews 52
NUMBER OF HOBARTS: 1
OWNER: Adrian Dunphy
CLUB: Cruising Yacht Club of Australia, NSW
CREW: A Dunphy (12) – Skipper, B Munns (8) – Navigator, M Hoogland – Co-skipper, G Parker (1), C Selwood (1), D Chapman (1), T Roberts (13), C Cecil (2)

Originally raced as *FreeFire 52* for Sam Chan, this boat was the first TP52 ever built. She has done the bulk of her racing in Asian events, but competed in the 2011 Rolex Sydney Hobart under the guidance of Anthony Day, only to be forced out when the mainsail track was damaged. Residing in Australia ever since, Rolex Sydney Hobart regular, Adrian Dunphy has decided to try his luck with this offshore reinforced yacht. A Sydney yachtsman who has contested 12 Hobarts, some as a charterer, the former 18-foot skiff and one design sailor will be joined by people with a mix of accomplishments - some have over 30 Hobart and Fastnet races between them while others come from skiff backgrounds, including the famous 18-footers, and from the foiling Moth machines. The crew is a blend of old hands and youth. The former will add wisdom and knowledge, while the latter will be the 'new eyes' and strength. Dunphy says, "The formula that 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: PHS
DESIGNER: Judel/Vrolijk (GER)
YEAR BUILT: 2003
TYPE: Judel/Vrolijk 52
NUMBER OF HOBARTS: 2
OWNER: Damien Parkes
CLUB: Cruising Yacht Club of Australia, NSW
CREW: D Parkes – Skipper (26), D Graham (12) - Navigator, T Cable (47), M Cassidy (4), L Gilbert (1), D Bishop, R MacMillan, R Saleh (1), M Riding (5), J Rowe

Duende will once again be the boat that carries the man to have achieved the most Hobart races, Tony Cable, who is coming up for race number 48. In an offshore career that spans over 50 years, this national living treasure remains a dedicated and enthusiastic ocean racer and club man – he is a life member of the Cruising Yacht Club of Australia, where he served on the board and continues to play an active role. According to Damien Parkes and his co-sailors, 'Glark' as he is known, is not just a pretty face, but a very capable member of the crew, who the younger members aboard the yacht hold in the greatest esteem. It

doesn't hurt that he can tell a good yarn and has a sound knowledge of the race that few can boast. This will be the third time he will head south on *Duende*. Parkes himself is undertaking Hobart number 27 and his crew includes experienced navigator Donald Graham. Some students from the Pacific Sailing School will also be aboard. From the German-based Judel/Vrolijk stable, this TP52 previously raced as *Tau Ceramics* and *Lacoste* in Europe, but was modified for Australian conditions and optimised under the IRC rating system. Her crew achieved their goal last year when they sailed over the finish line and into Constitution Dock in one piece. Tenth in IRC Division 1 after being forced to retire from the 2011 race with engine problems heading into Bass Strait, was a great achievement.



ENCHANTRESS

SAIL NO: SA346
LOA: 11.0m
CLASS: IRC
DESIGNER: John Muirhead (AUS)
YEAR BUILT: 1983
TYPE: Muirhead 11
NUMBER OF HOBARTS: 1
OWNER: John Willoughby and John Muirhead
CLUB: Royal South Australian Yacht Squadron, SA
CREW: J Willoughby (1) – Skipper, N Swan (1) – Second in Charge, N Parker – Navigator, F Brown – Navigator, F Crozco, F Dooner, D Ladd

Enchantress is a home-designed yacht that was also built locally from cold-moulded cedar veneer frames and stringers and is back to the keel on the Rolex Sydney Hobart. She finished 19th overall, third in IRC Division 2 and third in ORC Division 3 – a remarkable achievement for the 38-foot boat in what was a big boat race. *Enchantress* has been raced and cruised since being launched in 1983 by her co-owner and designer, John Muirhead. She has competed in 20 Adelaide to Port Lincoln races, and won the 2010 Melbourne to Hobart West Coaster under IRC, PHS and AMS after finishing sixth on line. *Enchantress* is currently competing in the Royal South Australian Yacht Squadron's Musto Offshore Series and Short Offshore Series as part of preparations for this year's Rolex Sydney Hobart. She finished third in the 2012-2013 Series, but retired from this year's Adelaide to Port Lincoln race. Built to perform downwind, *Enchantress* can take a bit of hard stuff on the nose, as long as she eventually gets to go downwind.



FLYING FISH ARCTOS

SAIL NO: 7551
LOA: 15.2m
CLASS: PHS
DESIGNER: Graeme Radford (AUS)
YEAR BUILT: 2001
TYPE: McIntyre 55
NUMBER OF HOBARTS: 6
OWNER: Flying Fish Online
SKIPPER: Duncan MacAlister
CLUB: Middle Harbour Yacht Club, NSW
CREW: D MacAlister – Skipper (3), D Lewin, K Holmes, T Grossman, A Harris, D Jenkins, E Linkova, M Kujala, J Allat, G McGowan, R Bonner

Flying Fish Arctos' best result in the Rolex Sydney Hobart was in 2010 when the crew won PHS overall. Last year she finished a good third overall under PHS, which converted to second in PHS Division 2 – adding to her two other second places from 2008 and 2009. These are great results for the flagship of the Flying Fish offshore training fleet which is crewed by a number of international amateurs who compete in the race as a personal challenge together with some veteran hands from previous Hobart campaigns. The crew will head south under the direction of Duncan MacAlister again aboard *Flying Fish Arctos*, a strong and powerful cutter rigged Australian designed yacht that was originally built to race around the world.



FRANTIC

SAIL NO: M111
LOA: 15.9m
CLASS: IRC/ORC
DESIGNER: James Donovan (USA)
YEAR BUILT: 2004
TYPE: TP52
NUMBER OF HOBARTS: 2
OWNER: Michael Martin
CLUB: Lake Macquarie Yacht Club, NSW
CREW: M Martin (5) – Skipper, A Johnson (1) – Navigator, B Leask (4), B Davies (3), A Jenkin (1), D Hull (3), G Waterson (4), J Roberts (5), K Saladine (8), R Campbell (2), R Epstein (1), S Hunter (3)

This will be Rolex Sydney Hobart number five for ex-Wallabies winger, Mick Martin, who played Test rugby in the early eighties

and has since made a successful transition to sailing. He purchased the former *Strewth* last year and retired from the 2012 Sydney Gold Coast Yacht Race after breaking the boom. Her Hobart campaign the same year resulted in a 41st overall, ninth in IRC Division 1 and 11th in ORC Division 1. The Lake Macquarie yachtsman, who has been campaigning *Frantic* in the new TP52 Southern Cross Cup Series, had his first taste of major success this year, winning the Gosford Lord Howe Island race overall. Entering the CYCA's Blue Water Pointscore in preparation of the 628-nautical-mile Hobart race, he placed 24th overall in the Sydney Gold Coast Yacht Race in July, resulting in a Division 1 fourth and ninth in ORC Division 1. Scored 11th and 12th in the ensuing two races of the series – all three were light weather affairs, not suited to this heavier TP52, which is built to handle harsher conditions. Finished eighth in IRC Racing at yet another light weather affair, the 2013 Airfile Beach Race Week in August. Prior to buying the TP52, Martin owned the *Sayer 40*, *LMR Solar/Frantic*, before getting hit with the serious sailing bug.



GEOMATIC

SAIL NO: M495
LOA: 15.4m
CLASS: PHS
DESIGNER: Judel/Vrolijk (USA)
YEAR BUILT: 2011
TYPE: Hanse 495
NUMBER OF HOBARTS: 1
OWNER: Adrian Lewis
CLUB: Mornington Yacht Club, VIC
CREW: A Lewis (3) – Skipper, S Hand (2) – Navigator, T Humphris (3) – Second in Charge, P Young (3), P Whybird (1), G Scheen

This lovely looking two-year-old Hanse was constructed in Germany and is back for a second shot at the Rolex Sydney Hobart. A weighty cruiser, built for comfort, rather than speed, this yacht is built to handle a heavy seaway and has all the comforts of home on board, including a cellar. There will be no extended periods on the rail for these guys, who sure to be well fed before being tucked up when off-watch. The envy of many when she was parked at the CYCA pre-Hobart start, *Geomatic* finished a good 10th overall in PHS in her maiden Hobart last year after crossing the line in a respectable 51st place. In January this year, she finished fifth in Cruising Division 1 at the Festival of Sails. Lewis' hands will consist of a mixture of recent and long standing crew who are prepared to go the distance.





GIACOMO

SAIL NO: NZL70000
LOA: 21.5m
CLASS: IRC
DESIGNER: Juan Kouyoumdjian (ARG)
YEAR BUILT: 2011
TYPE: Volvo 70
NUMBER OF HOBARTS: 0
OWNER: Jim Delegat
CLUB: Royal Akarana Yacht Club, New Zealand
CREW: J Delegat – Skipper, R Keenan (14) – Second in Command, J Vila (3) – Navigator, S Cotton (10), C Dickson (4), R Bearda (9), M Hannon (11), D Blanchfield (25), D Wood (1), I Darby (1), P Robertson, S Wilson, R Trujillo, C Main (1), A Crossan

New Zealander Jim Delegat, managing director of Delegat Wine Estate (distributor of Oyster Bay wines), purchased the 2011-2012 Volvo Ocean Race winner, *Groupama* earlier this year. Renamed *Giacomo*, it is expected to line up against at least two other Volvo 70s amongst the other line honours chasers come Boxing Day. Has a canting keel, dagger boards and the latest in rigging. Was built for fresh off-the-wind conditions and will be impossible to stop in the right conditions. Will give a fellow winemaker Bob Oatley and his *Wild Oats XI* crew something to think about. Delegat has chosen Kiwi whizz, Rodney Keenan, as second in command of his new yacht after contesting the Auckland Noumea race with him on *Beau Geste*, which nearly sank off Norfolk Island mid-race when a large crack emerged in the hull. Established yachtsman, Steve Cotton, a Whitbread Race/VOR veteran, is boat captain. Navigator is Juan Vila, who was among the victorious Alinghi America's Cup crew in 2007.



GREAT BRITAIN

CLIPPER ROUND THE WORLD YACHT
SAIL NO: GBR726X
LOA: 21.33m
CLASS: IRC
DESIGNER: Tony Castro (UK)
YEAR BUILT: 2013
TYPE: Clipper 70
NUMBER OF HOBARTS: 0
OWNER: Clipper Ventures
CLUB: Royal Ocean Racing Club, UK
CREW: S Talbot – Skipper/Navigator,

P Coates, S Hunt, S Johns, M Nichols, D Acton, N Bennett, N Banks, J Carter, L Evans, P Hardy, J Hendry, C Powys, O Jones, S Mabey, B Pate, O Phillips, I Robinson, M Heywood, G Sharp, R Hanson, S Usher

Skipper Simon Talbot was encouraged into sailing by his parents who both served in the Royal Navy and has always dreamed of completing a circumnavigation. Racked up second place in leg one of the Clipper Round the World Yacht Race from the UK to Brest, France and in late October, scored victory in the 3600-nautical-mile leg from Rio de Janeiro to Cape Town, South Africa, finishing nearly three hours ahead of second placed Henri Lloyd.

Crew includes British violinist, Gil Sharpe, 73, who is also the oldest female crew member and second oldest person taking part in the Clipper race. She was the first female violinist of the Royal Philharmonic Orchestra and wanted an extreme adventure. Ollie Phillips is an England International Rugby Sevens player who previously captained the team. He is taking on the challenge as he recovers from injury and hopes to lead the England Rugby Sevens team at the Rio 2016 Olympic Games. Kirsty Norris, 31, has worked at Camp Bastion, Afghanistan, as well as doing voluntary work in Kenya.

The GREAT Britain project and Clipper Race partnership is promoting British trade and tourism and is leading an Olympic legacy campaign. The GREAT campaign is the most ambitious international marketing program the British government has ever run. It aims to showcase the very best of Britain to encourage the world to visit, study and do business with the UK.



HALCYON

SAIL NO: R75
LOA: 12.6m
CLASS: IRC/ORC
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2010
TYPE: Beneteau First 40
NUMBER OF HOBARTS: 1
OWNER: Chris Tucker
CLUB: Royal Yacht Club of Victoria, VIC
CREW: C Tucker (1) – Skipper, L Hulley (4) - Navigator, B Grayson, B Brown (2), D Holter (1), I Davidson, R Curry (1), L Hetrick (1), T Cembala (4)

Chris Tucker and his *Halcyon* crew from 'The Royals' in Victoria have been warming up the Beneteau First 40 in their local winter series and finished with a second in AMS Division 1. In last year's Rolex Sydney Hobart, a first for *Halcyon*, Tucker and crew finished 47th overall and 14th in division against a class field including some designs such as division winner, *Lunchtime Legend* and the 2009 overall Hobart winner, *Two True*. Tucker launched *Halcyon* in May 2010 and has been competing in races on Port Phillip Bay and several ocean races out of

Melbourne since. Race highlights since launching include winning the Melbourne to Launceston Rudder Cup under AMS in 2010, finishing PHS second in the Melbourne to Hobart Eastcoaster Race and third in the attached series.



HELsal 3

SAIL NO: 262
LOA: 20m
CLASS: PHS
DESIGNER: Joe Adams/Fred Barrett (AUS)
YEAR BUILT: 1984
TYPE: Adams 20
NUMBER OF HOBARTS: 9
OWNER: Tony and Rob Fisher
CHARTERER: Paul Mara
CLUB: Royal Yacht Club of Tasmania, TAS
CREW: P Jackson (3) – Skipper, P Mara (1), B Garrod(1), P Walker (1), C Dollison (1), C Ledden, K Johnson (1), L Maciejewzski, M Raleigh, P Love-Williams, S Marsland, Z Leffler, K George, B Baker (1), S Zuehlke, A Leslie (1)

Paul Mara has chartered *Helsal III* from Rob Fisher this year and will sail her with a mixture of local and international crew under the burgee of Royal Yacht Club of Tasmania, the Rolex Sydney Hobart finishing partner. Skipper Paul Jackson comes from Bishops Lydeard, a small English Village, and will be competing against Helen Cook who is onboard *Team Garmin*, one of the 12 Clipper 70s, who is from the same village and was at school with Paul's daughters.

It's a multi-national team onboard that includes the British *Wild Spirit* team with eight Fastnet veterans and several Round Ireland veterans bringing a unique blend of age experience and maturity. *Helsal III*, originally Arthur Bloore's *The Office*, was raced with success in the late 1980s and early 1990s out of the Cruising Yacht Club of Australia, when Dr Tony Fisher and his family lived in Sydney. Fisher broke his own record for the Gosford to Lord Howe Island Yacht Race and scored line and handicap double in the Sydney Mooloolaba Race. Rob Fisher sailed her to 31st on line and PHS ninth overall from 16 boats in last year's Rolex Sydney Hobart. A heavy 29 year-old, *Helsal III* is at her best in heavy conditions.



HENRI LLOYD

CLIPPER ROUND THE WORLD YACHT

SAIL NO: GBR721X
LOA: 21.33m
CLASS: IRC
DESIGNER: Tony Castro (UK)
YEAR BUILT: 2013
TYPE: Clipper 70
NUMBER OF HOBARTS: 0
OWNER: Clipper Ventures
CLUB: Royal Ocean Racing Club, UK
CREW: E Holden – Skipper/Navigator, S Hagler, D Paradiso, I Stewart, J Clarke, R Bates, D Dittmann, J Dick, N Golding, K Harney, S Lloyd, C Nelson, M Reilly, M Wassenaar, M Watson, W Macadie, H Wiser, A Paterson

One of 12 brand new Clipper 70 footers, *Henri Lloyd* boasts a capped skipper in Canadian yachtsman Eric Holden, 33, who was part of the first Canadian team to win the Marblehead to Halifax Ocean Race in its 106-year history. He also filled the role of weather forecaster for the Canadian sailing team at the London 2012 Olympic Games and raced in the 2011 Rolex Sydney Hobart Race aboard the grand prix yacht, *Living Doll*, all which helped get the boat into third place on Leg 2 of the race from Brest in France to Rio de Janeiro and second in the leg from Rio to Cape Town, South Africa in late October. As we went to press, the 12-boat fleet was on its way from Cape Town to Albany, Western Australia, a distance of 4950 nautical miles. Other *Henri Lloyd* crew members include Samuel Haglar, the oldest crew member in this year's Clipper Race at 74, who hasn't sailed in 20 years and American Ryan Bates (31), who has spent 14 months working in Kabul in Afghanistan, liaising between the army and Afghan government. He has always wanted to sail around the world. Englishwoman Anita Davies (42), suffered a stroke in 2005, and after two years in rehabilitation learnt to walk again through cognitive therapy. *Henri Lloyd* is the Clipper Race's technical clothing supplier and is a first-time entry.



ICHI BAN

SAIL NO: AUS01
LOA: 21.33m
CLASS: IRC
DESIGNER: Carkeek Design Partners (RSA)
YEAR BUILT: 2013
TYPE: Carkeek 60
NUMBER OF HOBARTS: 0
OWNER: Matt Allen
CLUB: Cruising Yacht Club of Australia, NSW
CREW: M Allen (23) – Skipper, G Maguire (13) – Second in Command, W Oxley (13) – Navigator, M Spies (36) T Sellars (7), J Dann (3), D Senogles (24), A Pratt (5), S Nolan (12), R Case (28), C Garnett (11), R Ely (11), J Rae (20), T Ryan (7), A Merrington (6), P Harmer, D McGain (9)





Past CYCA Commodore Matt Allen is making a strong bid for the Rolex Sydney Hobart's prized trophy, the Tattersall's Cup (presented to the overall race winner), with his brand new Carkeek 60. Built in Dubai and arriving in Australia by ship in November, the latest *Ichi Ban* had little time for pre-race practice. Allen says he chose the design because, "There's been a lot of evolution in the TP52 area and the Carkeek boats, but the Carkeek has moved away in terms of performance. We've designed it to be a fast, powerful yacht with plenty of sail area, but also structurally sound, as I intend to campaign it in major ocean races most of the time and spend about a third of the time competing in regatta-style racing." Allen chose 60 feet as the optimum size because of his predominant passion, offshore racing, and the average wave patterns he would expect to encounter on the 628-nautical-mile Rolex Sydney Hobart – the yacht's first big ocean racing test. He has assembled a gun crew, including the talented Gordon Maguire, sailing master from Blue Water Point Score and 2011 Hobart winner, *Loki*, and first class navigator, Will Oxley, Robert Case, Michael 'Spiesy' Spies and Anthony Merrington. Allen came tantalisingly close to taking Hobart line honours with his former Volvo Ocean racer, now competing as *Southern Excellence II* for new owner Andrew Wenham, scoring second on line in 2006 and third in 2007 and 2008. He has come so close winning the race overall, finishing fourth in 2006 and fifth in 2007.



ILLUSION

SAIL NO: 5356
LOA: 10.3m
CLASS: IRC/ORCi
DESIGNER: Laurie Davidson (NZL)
YEAR BUILT: 1988
TYPE: Davidson 34
NUMBER OF HOBARTS: 5
OWNER: Kim Jaggar and Travis Read
CLUB: Cruising Yacht Club of Australia, NSW
CREW: T Read (4) – Skipper, K Jaggar (32) – Navigator/Second in Charge, G Nosworthy (5), J Marks, M Butler (4)

This sturdy Davidson 34 has the experienced and capable Kim Jaggar (who will compete in his 33rd Hobart race) and Travis Read to guide her for a second time since they purchased it last year. *Illusion* won the 1988 Hobart with original owner, Gino Knezic of Victoria, and is among the smaller winners of the race. Since Jaggar and Read purchased the yacht, they finished fourth in IRC Division 4 in last year's Rolex Sydney Hobart and sixth in the CYCA's 2012-2013 Blue Water Pointscore Series. *Illusion* is tenth in the 2013-2014 Blue Water Pointscore Series at the completion of four races, her best result being second in the Flinders Islet Race in September. Designed to the now defunct IOR rule, she also performs well under IRC. The proof

was 23rd overall and fourth in Division 4 in last year's Rolex Sydney Hobart in which they had two solid southerly stages. A nice hard blow on the nose with regularity will suit this yacht's temperament – and we are overdue for one.



INVEST AFRICA

CLIPPER ROUND THE WORLD YACHT
SAIL NO: GBR725X
LOA: 21.33m
CLASS: IRC
DESIGNER: Tony Castro (UK)
YEAR BUILT: 2013
TYPE: Clipper 70
NUMBER OF HOBARTS: 0
OWNER: Clipper Ventures
CLUB: Royal Ocean Racing Club, UK
CREW: R Gould – Skipper, M Liyaba, R Oliver, S Chahonyo, E Collison, A Cross, S Dixey, C Forsyth, H Jones, J Kerckhove, C Reinecke, N Shoutova, P Sykes, P Hayes, B Podayko, S Stuttaford, G Van Der Meulen, A Farrow

Invest Africa is sponsored by a fast-growing networking organisation in growing African markets. *Invest Africa's* managing partner is Rob Hersov, who also holds the same position at Partner of Sapinda UK, which is supporting eight young South Africans to develop their leadership skills in the Clipper race to take back to their communities. The Sapinda Rainbow Project is also working with the Nelson Mandela Children's Fund (NMF) during the race to raise money for a children's hospital in South Africa. Already the crew have learnt about leadership and winning from their skipper, British yachtsman, Rich Gould. He has trained crew taking part in the Clipper Race since the 2009-10 edition and skippered *Invest Africa* to win the opening leg of this edition from the UK to Brest in France, going on to place third in the leg from Rio de Janeiro to Cape Town, South Africa. Sylvia Chahonyo, a 38-year-old investment banker and crew member, is the first Kenyan to take part in the race and has no previous sailing experience. She has unofficially been hands on with helping to organise the Sapinda Rainbow Project crew in coming to the UK for their training. Also aboard are British/Russian lawyer, Natalia Shoutova (30), who finally made her dream of sailing round the world a reality, and Englishwoman Anne Woodward, a 56-year-old whose husband was on the outstanding winner of the last edition of the race, *Gold Coast Australia*.



JAMAICA GET ALL RIGHT

CLIPPER ROUND THE WORLD YACHT
SAIL NO: GBR731X
LOA: 21.33m
CLASS: IRC
DESIGNER: Tony Castro (UK)
YEAR BUILT: 2013
TYPE: Clipper 70
NUMBER OF HOBARTS: 0
OWNER: Clipper Ventures
CLUB: Royal Ocean Racing Club, UK
CREW: P Stirling – Skipper, J Hill, B Mathewson, O Oslawskij, J Brandon, A Byrtek, R Heggie, T Koczka, J Parlour, K Slezak, M Wood, A Rodic, M Cooper, A Ryan, R Burton, A Overy, S Davidson, M Benachour, A Ujlaky

Pete Stirling, 48, is skippering the Jamaican entry for a second edition of the Clipper Race, previously steering *Jamaica Lightning Bolt* to fifth place in the 09-10 Clipper race, missing out on a podium place by just six points. This time, he is hoping for a podium finish by winning individual legs. In early October, he steered *Jamaica Get All Right* to second place in the long Leg 2 from Brest in France to Rio de Janeiro. Crew includes British naval architect Mick Wood, 62, Hungarian Terezia Kockza, 60, who is taking part to show her children and grandchildren that anything is possible, and Ronen Koehler, a 49-year-old Israeli/German executive and ex-submariner with the Israeli Navy. Errol Flynn Marina (named for the famous Hollywood movie star), the Jamaica Port Authority and the Jamaica Tourist Board are joint sponsors, whose wish is to show off the tourist destination and its marina and facilities to the world, as well as to further promote the nation's sporting prowess.



JAZZ PLAYER – THINK PINK FOUNDATION

SAIL NO: S390
LOA: 11.9m
CLASS: IRC/ORCi
DESIGNER: Brett Bakewell-White (NZL)
YEAR BUILT: 2004
TYPE: Bakewell-White 39
NUMBER OF HOBARTS: 4
OWNER: Andrew Lawrence
CLUB: Royal Melbourne Yacht Squadron, VIC
CREW: M Lawrence (3) – Skipper (4), M Dolphin (8) – Navigator, M Setton (6), G

Agnew (8), J Whiteside (5), J Clements (1), W Slater (9), A Hibbert (1), R Gillmore

This year, Jazz Player has partnered with the Think Pink Foundation to raise awareness for breast cancer support. Think Pink is committed to the support of women and their families at every stage of their journey with breast cancer and does so completely free of charge. She had her first Hobart hit-out in 2008 and finished 71st overall. Since that time, Andrew Lawrence, a doctor, whose interest is medical imaging, fits in sailing around his busy work life. He puts the nine-year-old cruiser/racer, from the successful design board of Kiwi Brett Bakewell-White, through her paces as a competitor in Melbourne-based races. The 39-footer finished third in IRC Division 2 of the 2011 Rolex Sydney Hobart and was 12th in division last year, after the wind shut the gate on the smaller yachts and then threw a southerly at them. Lawrence's finest hour with the boat came with the line honours and overall IRC handicap double win in the 2009 Melbourne to Hobart West Coast Race. More recently, Jazz Player was third overall in AMS Division 1 at the Festival of Sails in January. She was also awarded the Ocean Racing Club of Victoria's coveted Lord Warden Trophy for best overall performed yacht in any handicap or division for the Winter Series regatta. The boat's consistent crew remains enthusiastic and committed to every new challenge



KERUMBA

SAIL NO: RQ5050
LOA: 15.2m
CLASS: IRC/ORCi
DESIGNER: Ker Design (ESP)
YEAR BUILT: 2012
TYPE: Ker 50 C/R
NUMBER OF HOBARTS: 0
OWNER: Tam Faragher
CLUB: Royal Queensland Yacht Squadron, QLD
CREW: T Faragher (2) – Skipper, G Essex, P Fuller (1), R Buchanan (2), V Hall, C Duffield, S Williamson, B Jones, M Wallace, R Wood, S Dunne (2), N Everson (2), T Anderson

Kerumba is a Ker-designed racer/cruiser launched in July 2012 and this will be her first Rolex Sydney Hobart outing. With the majority of the crew stepping up from a Beneteau 44.7, the performance jump is being met with exhilaration in what has been described as a 'Beneteau on steroids'. After an extensive commissioning period, *Kerumba* is now starting to demonstrate her design pedigree. Finished fifth overall in IRC Division 1 of the Qantas Link Brisbane to Gladstone in March, was eighth in IRC Passage Division 1 in light weather at Hamilton Island and came back with a second in IRC Division 1 of the 2013 Club





Marine Brisbane to Keppel Race in August. Given the right weather in December, Tam Faragher and his sailing mates could receive a late Christmas present.



KNEE DEEP

SAIL NO: HY161
LOA: 15.28m
CLASS: IRC/ORCi
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 1999
TYPE: Custom Farr 49
NUMBER OF HOBARTS: 5
OWNER: Philip Childs
CLUB: Hillarys Yacht Club, WA
CREW: P Childs (5) – Skipper, R Balding (4) – Navigator, C Saxon (1), D Armstrong (2), J Chaston (2), J Delfos (1), J Alp (3), S Hartley (6), W Koolhof, P Thomson (1), C Campbell, J McMullan (1), J Weeden (2)

This famous yacht was originally launched as *Yendys* for Geoff Ross and went on to win the 1999 Hobart race overall. Philip Childs rescued the yacht at auction after finding her in a deplorable state in Sydney in 2006, and has become a regular Rolex Sydney Hobart competitor since.

Renamed *Knee Deep* and now 14 years old, the Farr 49 is nevertheless in good racing condition and in just the right size band to still be able to give it a crack for an overall win. It last raced to Hobart in 2011 and finished 54th overall and 12th in IRC Division 2. Over the last six months, *Knee Deep* has had a refit that includes a new rig, Kevlar underbelly on the boom, re-design of the traveller system and some new sails.

Took Division 1 victory in Western Australia's 12-race Offshore Series, consisting of races between 20 and 50 nautical miles. Competed in this year's Fremantle to Geraldton race and finished sixth overall under IRC. The crew of 14 consists of the core from previous Hobart challenges with the addition of several very experienced offshore sailors. *Knee Deep* is skippered by *Knee Deep* Wines owner and Perth surgeon Phil Childs.



LAST TANGO

SAIL NO: 8975
LOA: 13.6m
CLASS: IRC/ORCi
DESIGNER: J & J Yachts (SLO)
YEAR BUILT: 2010

TYPE: Salona 44
NUMBER OF HOBARTS: 2
OWNER: Phillip King
CLUB: Cruising Yacht Club of Australia, NSW
CREW: P King (14) – Skipper/Navigator, W Tuck (6) – Second in Charge/Navigator, C Flood (3), D Castleton (3), M Forbes (2), M Bennett, T Johnson (5), V Whitby (3), D Maiden, W Page

Last Tango last raced to Hobart in 2011 and finished eighth in IRC Division 3. She was specifically design as a heavy weather working boat, originally based on AD Boats' Salona 45 series, and was modified to gain greater upwind performance. Her ideal conditions are 15-25 knots on the nose – and with a bit of luck, she might get that this year.

Since arriving in Australia in November 2010, just prior to the Rolex Sydney Hobart, from which she retired with steering problems, *Last Tango* has scored mixed results, including eighth in IRC Division 3 in the 2012 Sydney Gold Coast Yacht Race and 10th in IRC Division 2 the previous year. *Last Tango* will be navigated by Wendy Tuck, one of the increasing number of women offshore navigators. Tuck, an avid yachtswoman, is a sailing instructor who holds Master 5, Med 3, RYA Yachtmaster and RYA Cruising Instructor qualifications.



LUNA SEA

SAIL NO: 8339
LOA: 10.5m
CLASS: IRC/ORCi
DESIGNER: Robert Hick (AUS)
YEAR BUILT: 1994
TYPE: Hick 35
NUMBER OF HOBARTS: 9
OWNER: James Cameron
CLUB: Drummoyne Sailing Club, NSW
CREW: J Cameron – Skipper (2), B Smith, N Dyer (1), P Conway (1), R Garner, S Cotton, A Conway, W Peters

James Cameron raced *Luna Sea* in the Rolex Sydney Hobart last year and scored a good 26th overall and fifth overall in division. It was good, because the race really did not play into the hands of the little boats, which were buffeted on two different parts of the course.

Finished third overall in the 2013 Gosford-Lord Howe Island Race and since, Cameron has been racing in local events and in the CYCA's Blue Water Pointscore Series. With four races in the bag, Cameron is eighth overall, as he did not sail in the first race of the series, the Sydney Gold Coast Yacht Race, but finished fourth and seventh twice in the following Flinders Islet, Bird Island and Cabbage Tree Island races respectively. Despite her diminutive 35 feet, *Luna Sea* has proved her worth, time and again, thanks to Australian designer, Robert Hick, so Cameron knows he has a good boat in the former *AFR Midnight Rambler* purchased

from Ed Psaltis and Bob Thomas, who won the tragic 1998 Hobart overall. They in turn purchased from the original owner, Bruce Taylor, when known as *Chutzpah*.



MAGIC MILES

SAIL NO: TYC4
LOA: 19.81m
CLASS: IRC
DESIGNER: Philippe Briand (FRA)
YEAR BUILT: 1985
TYPE: Dynamique 62
NUMBER OF HOBARTS: 0
OWNER: Michael Crew
CLUB: Bellerive Yacht Club, TAS
CREW: M Crew – Skipper, A Nelson – Sailing Master, P Watkins – Navigator, P Maguire, W Lark, M Woodward, B Bruce, L Watkins, P Gee, G Rudolf, C Atkins

Magic Miles is a beautifully crafted and impeccably maintained luxury cruiser/racer sloop hailing from Tasmania, the finish port of the 628-nautical-mile race to Hobart.

From the drawing board of renowned French designer, Philippe Briand, she was built in 1985 and underwent a major refit in 2007-2008.

Owner Mike Crew owns the Theatre Royal Hotel in Hobart. He is a Qantas captain, but is preparing to fly for Qatar Airways and has assembled a good mix of experienced sailors and novices for what will hopefully be a relatively comfortable sail on his 62-footer. Aboard is a good representation of Tasmania's burgeoning whiskey industry, such as Bill Lark and Pat Maguire and quasi-novice, Peter Gee, who interestingly has not competed in the race before, but did do the distance on the radio relay vessel four times in the eighties.

Primarily used for corporate match racing on the Derwent River in Hobart and for select private charters in the southern waters of Tasmania, *Magic Miles* is the same design as another Hobart-based yacht, Dr Tony Fisher's *Helsal IV*, which last raced to Hobart in 2008. The heavy yacht, more designed for creature comforts and cruising, finished 67th out of 92 on line. Expect a similar result for *Magic Miles*, whose crew will enjoy a relatively comfortable ride.



MAHLIGAI

SAIL NO: NZL1
LOA: 14.27m
CLASS: PHS

DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 1998
TYPE: Sydney 46
NUMBER OF HOBARTS: 4
OWNER: Murray Owen and Jenny Kings
CLUB: Royal Port Nicholson Yacht Club, NZL
CREW: M Owen (5) – Skipper, J Kings (4) – Navigator, C Price (2), R Hobbs (1), A Mackay, A Milln, B Dunsheath, S Russell (2), M Browne

This Sydney 46 has raced to Hobart four times now and has finished every one. Her last assault on the PHS trophy was in 2011 when *Mahligai* finished ninth overall in PHS. Her best result was in the 2010 race, when she was PHS fourth overall and won Division 1, racing as *NSC Mahligai*. In 2009, was third in Division 1, while in 2008, sailed under IRC and finished 61st overall. Has competed in the CYCA's Ocean Pointscore Series and Club Marine Wednesday Twilight Series over the past two seasons and under PHS, won the opening 2013 OPS race, to Lion Island return. *Mahligai* also finished second in PHS Division 2 of the 2011 Sydney Gold Coast Yacht Race after winning PHS Division 1 in 2009. This year is contesting some OPS races to be race ready. Before Murray Owen and Jenny Kings owned *Mahligai*, she spent most of her life racing in Asia. She is berthed at the CYCA where her owners are members, but will race under the burgee of the Royal Port Nicholson Yacht Club in New Zealand, in a nod to Owen and Kings' place of birth.



MARTELA

SAIL NO: 7075
LOA: 19.26m
CLASS: IRC/ORCi
DESIGNER: Niels Jeppesen (DEN)
YEAR BUILT: 1996
TYPE: IMX 38
NUMBER OF HOBARTS: 2
OWNER: Anthony Williams
CLUB: Bellerive Yacht Club, TAS and Motor Yacht Club of Tasmania, TAS
CREW: A Williams (6) – Skipper, A Davison (5) – Sailing Master, A Nunn (1), B Green (6), D Oak (4), T Edwards (4), Z Williams (2)

The distinctive dark blue hull and name, *Martela*, was easy to spot on the second start line of the Rolex Sydney Hobart Yacht Race last year. Tony Williams and his crew, including 20-year-old son Zach, who will be aboard again this year, were happy with their 34th overall, seventh in IRC Division 4 and ninth ORCi Division 3. They bettered their performance of 2011 and the plan is to up the ante again this year. It should not be a problem, as results in the last 12 months show.

In February, *Martela* finished IRC second overall in Tasmania's Betsey Island Race. And in the Combined Clubs Long Race





Series in March, after she got an early break on the fleet as it sailed down the Derwent in light winds, *Martela* led the fleet to the Iron Pot and went on to win the treble of AMS, IRC and PHS in Group 1 on corrected time. The final race victory gave *Martela* the summer season long race pennant under the major AMS scoring system, second overall under IRC and fourth under PHS scoring. In 2012, Williams and crew won the Bellerive Yacht Club's 50-nautical-mile overnight 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, *The Fork in the Road*.



MIDNIGHT RAMBLER

SAIL NO: 8338
LOA: 12.2m
CLASS: IRC/ORC
DESIGNER: Jason Ker (UK)
YEAR BUILT: 2011
TYPE: Ker 40
NUMBER OF HOBARTS: 2
OWNERS: Ed Psaltis, Bob Thomas and Michael Bencsik
CLUB: Cruising Yacht Club of Australia
CREW: E Psaltis (33) – Skipper, B Thomas (25) – Navigator, M Bencsik (17), A Psaltis (13), C Rockell (15), T Baker (9), W Howard (11), G Livingstone (4), N Harrington (2)

Since launching the latest *Midnight Rambler* mid-2011, Psaltis, Thomas and Bencsik, who won the storm-ravaged 1998 Sydney Hobart race with a Hick 35, *AFR Midnight Rambler*, have scored various podium finishes. They include second overall in this year's Gosford Lord Howe Island Yacht Race; second in IRC Division 2 in last year's Hobart; third in the CYCA's 2012-2013 Blue Water Pointscore Series, second in the Cape Byron Series (ORC division of the BWPS) and second in IRC and PHS of the 2012/2013 Grant Thornton Short Ocean Pointscore Series.

The trio, whose crew is a well-melded one with many regulars, has added a new sail wardrobe to help lift the boat's light-wind performance. With four races complete, *Midnight Rambler* is sixth in the CYCA's 2013-2014 BWPS.

Between them, the owners and their crew have 120 Hobart races under their belts. They are hoping for a weather pattern to suit as they chase a second overall win in the annual blue water classic.

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 Sydney Gold Coast Yacht Race in 2009 with a former *Midnight Rambler* (a modified Farr 40), having previously won their division three times.



MILLE SABORDS

SAIL NO: SM381
LOA: 11.7m
CLASS: IRC/One Design
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 2000
TYPE: Sydney 38
NUMBER OF HOBARTS: 2
OWNER: Stephane Howarth
CLUB: Sandringham Yacht Club, VIC
CREW: S Howarth (2) – Skipper, J Boyle (3), B Carnell (10), M Marten-Coney (1), P Sander (2), R Kasperczyk (2), F Rudland (4), M Corcoran, G Dunlop, A Plante

Stephane Howarth purchased *Mille Sabords* in May 2010 and began racing in local waters, including One Design events. She was the first women skipper to cross the line in the 2010 Rolex Sydney Hobart and was awarded the Jane Tate Memorial Trophy as a result. Was fourth in the Sydney 38 Division that year, and raced to Hobart again in 2011 with a 40th overall and seventh in the Sydney 38 Division. In May this year, *Mille Sabords* scored seventh overall in the ORC Offshore Championship, and in August, finished third overall in the Alan Shiels Winter Series on Port Phillip, giving the crew some tight round-the-buoys racing to tighten up boat-handling skills. Finished seventh in the 2012 Victorian Sydney 38 One Design Championship and has previously contested six Melbourne to Hobart Yacht Races. *Mille Sabords* has raced extensively offshore finishing third overall and fourth in the 2013 Melbourne to Portland race. She also competed in the Adelaide to Port Lincoln passage race finishing third on IRC and second in the Sydney 38 One Design division. Frenchwoman Howarth has assembled a crew from Royal Geelong and Sandringham Yacht Clubs to take on the 628-nautical-mile race.



MINERVA

SAIL NO: 6837
LOA: 13m
CLASS: IRC/ORC
DESIGNER: Reichel/Pugh (USA)
YEAR BUILT: 2002
TYPE: DK43
NUMBER OF HOBARTS: 3
OWNER: Timothy Cox
SKIPPER: William Cox
CLUB: Royal Sydney Yacht Squadron, NSW

CREW: W Cox (2) – Skipper, B Greenrod (1), E Cox (1), F McGregor (1), H Edmunds (1), I King (1), M Hewitt-Park (5), M Blaxell (4), R Carlile (3), B Cassidy, K Whyte (1).

This DK 43, the former *Pla Loma IV*, is warming up for the big event in the Cruising Yacht Club of Australia's annual Ocean Pointscore Series. Owned by Timothy Cox, it will be skippered in the Rolex Sydney Hobart Yacht Race once more by his son William. He and *Minerva* last faced the 628-nautical-mile race in 2011 with a 44th overall and fifth in division.

Minerva has also been a competitor in the Sydney Gold Coast Yacht Race, with her best performance in 2011 when she finished 22nd overall and fifth in IRC Division 2.

To top up on racing beforehand, *Minerva* contests events out of her home club, the Royal Sydney Yacht Squadron. She is currently taking part in the CYCA's Ocean Pointscore Series and after retiring from the opening race along with many others, redeemed herself with a second place in the Botany Bay Race. Cox will be aiming to keep pace with the Beneteau brigade once the fleet gets off the start line on Boxing Day.



MISSION PERFORMANCE

CLIPPER ROUND THE WORLD YACHT
SAIL NO: GBR723X
LOA: 21.33m
CLASS: IRC
DESIGNER: Tony Castro (UK)
YEAR BUILT: 2013
TYPE: Clipper 70
NUMBER OF HOBARTS: 0
OWNER: Clipper Ventures
CLUB: Royal Ocean Racing Club, UK
CREW: M Mitchell – Skipper, J Fishburn, T Neil, C Carroll, K Davidson, R Ford, D Furniss, E Gibson, S Hetherington, M Leonard, C Payne, A Sheppard, M Pitkin, K Camilleri, B Challen, S Little, C Madel, S Dand, H Norton, A Fairweather, F Parker Kennett

Mission Performance is skippered by Matt Mitchell, the youngest skipper in the Clipper Race at 26. He has taken part in the Rolex Fastnet Race in the UK, St Maarten Heineken Cup Regatta and the J.P. Morgan Asset Management Round the Island Race, having been a sailing professional since leaving school.

Other crew members include 18-year-old British student, Sophie Hetherington, who is the youngest female in the Clipper Race; aircraft electrician Mick Leonard (53), British MD Anthony Fairweather (30), and Chris Payne, a farmer heading around the world. New Zealander Kate Davidson, a 24-year-old bartender, was inspired to sign up for the race after seeing an ad at a bus stop – she had no previous sailing experience.

The boat is sponsored by UK company, *Mission Performance*, a specialist in delivering high-impact training programs which take lessons from adventures in challenging environments. The company is studying leadership, coaching and operational team working during the race.



MONDO

SAIL NO: 5656
LOA: 11.7m
CLASS: IRC/One Design
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 2003
TYPE: Sydney 38
NUMBER OF HOBARTS: 2
OWNER: Ray Sweeney
CLUB: Royal Queensland Yacht Squadron, QLD
CREW: R Sweeney (3) – Skipper/Navigator, M Edwards – Second in Charge, A Jennings (1), J Marshall, M Grounds, R Daff, A Irvin (1), P Watt

Named after the architectural practice Ray Sweeney founded, *Mondo* came into his hands in 2009. The Royal Queensland Yacht Club Squadron yachtsman last took the yacht in the Rolex Sydney Hobart in 2011 and placed 42nd overall and sixth in the Sydney 38 division.

Formally *Easy Tiger*, *Mondo* has been campaigned in IRC Racing along the east coast, including the Sydney Gold Coast Yacht race in which she finished 20th in IRC Division 3 in 2009. Has been competing in Queensland events in the lead-up to the Hobart and finished 10th overall in IRC Division 2 of the Club Marine Brisbane to Keppel Race.



NAMADGI

SAIL NO: C444
LOA: 13.9m
CLASS: PHS
DESIGNER: Humphreys Yacht Design (UK)
YEAR BUILT: 2011
TYPE: Elan 444
NUMBER OF HOBARTS: 0
OWNER: Canberra Ocean Racing Club, ACT
SKIPPER: Paul Jones
CLUB: Canberra Ocean Racing Club, ACT
CREW: P Jones (8) – Skipper/Navigator, P de Caritat – Second in Charge, G Hall, M Morley, P Ottesen, S Ring

Namadgi is an Elan Impression 444 launched in June 2011, and is the latest





edition to the Canberra Ocean Racing Club fleet. She finished third in non-spinnaker Cruising Division 1 in this year's Audi Hamilton Island Race Week and competed in the CYCA's Flinders Islet race in September finishing ninth on PHS. Skipper Paul Jones' last journey south was in 2009 on the previous *Namadgi*, a Bavaria 44, that placed third in PHS Division 2.

The CORC was founded in 1979 to allow Canberra people to compete in ocean races, which the Club did successfully for four years with the yachts *Mercedes IV* and *Nadia IV*. In 1988, the Club's focus was changed to allow members to spend more time cruising.

Most years, *Namadgi*, the CORC's yacht, remains in New South Wales during the summer months, before undertaking a major winter cruise between May and November. Typically, this takes the yacht as far afield as New Caledonia, Vanuatu, and North Queensland. When not cruising, the Club opts to compete in major ocean races on the eastern seaboard.



NAUTICAL CIRCLE

SAIL NO: A169
LOA: 12.0m
CLASS: IRC/ORCi
DESIGNER: Joubert/Nivelt (FRA)
YEAR BUILT: 2006
TYPE: Archambault 40
NUMBER OF HOBARTS: 1
OWNER: Ian Prentice
CLUB: Cruising Yacht Club of Australia
CREW: I Prentice (1) – Skipper, G Weise (8) – Navigator, R Shaw (1) – Second in Charge, A McGuigan, G Beard (1), I Gleichman (1), R Smith (1), S Powell, T Bye, T Munns, R Ormandlakí (1)

Nautical Circle contested her first Rolex Sydney Hobart in 2010, but suffered the disappointment of retiring. This year she is competing in the the CYCA's Blue Water Pointscore Series, and place 20th overall and ninth in Division 3 of the Sydney Gold Coast Yacht Race, the series opener. Missed the next two races, but Ian Prentice took her to the Whitsundays after the Gold Coast race and competed at Audi Hamilton Island Race Week, and placed eighth out of eight in IRC Passage Division 2. In November, she finished 12th on IRC in the Cabbage Tree Island race. An Archambault 40, she should revel when given the chance to stretch her legs in the upcoming Hobart race and will have some good in-house racing with the other A40's entered.



NIKATA

SAIL NO: GBR8200R
LOA: 24.8m
CLASS: IRC
DESIGNER: German Frers (ARG)
YEAR BUILT: 2005
TYPE: Swan 82
NUMBER OF HOBARTS: 0
OWNER: NS82/103 S Ltd
SKIPPER: Tom Brewer
CLUB: Parkstone Yacht Club, UK
CREW: T Brewer – Skipper, M Hardy – Sailing Master, M Broughton (8) – Navigator, A Harris, C Wattrelot, G Massefield, A Thibeault-Ston, R Whitworth, K George (3), J Turner (1), C Ripard (4), S Lee, A Lush (1), L Molloy (1), N Tangen, P Ganlund, K Bjorklund, S Bull, H Ehrnrooth, N Gabran

Competed in Rolex Swan Cup 2012 and finished fifth in Maxi Class A after contesting the Rolex Middle Sea Race 2011 to finish 19th overall and fifth Class 2 and third in ORCi Class 1. In between, this classy and superbly fitted out cruiser/racer is used as a fully crewed charter vessel throughout France, Italy, the Med and Caribbean and features four luxury cabins. For her first tilt at the 628-nautical-mile race, *Nikata* will be skippered by Tom Brewer, who is fortunate to have Mike Broughton doing the navigating. The Englishman has done the Rolex Sydney Hobart a few times, more lately aboard Chris Bull's *Cookson 50*, *Jazz*. Last year, *Jazz* scored an excellent fourth overall and third in Division O, after finishing eighth on line and was second overall in 2010.



OCEAN AFFINITY

SAIL NO: RQ64
LOA: 15m
CLASS: IRC/ORCi
DESIGNER: Reichel/Pugh (USA)
YEAR BUILT: 2009
TYPE: Marten 49
NUMBER OF HOBARTS: 3
OWNER: Stewart Lewis
CLUB: Royal Queensland Yacht Squadron, QLD
CREW: S Lewis (9) – Skipper, C White (3), J Digby (2), M Vickers (11), D Curnow (1), R Lynch (2), B Torpelund, A Torpelund, S Brown, J Pirret

Ocean Affinity is a comfortable yet responsive Marten 49, owned and campaigned by Queenslander Stewart Lewis. In last year's Rolex Sydney Hobart, Lewis placed seventh in IRC Division 2 against tough competitors such as *Occasional Coarse Language 2* (Warwick Sherman), *Midnight Rambler* (Psaltis, Thomas and Bencsik) and *Celestial* (Sam Haynes), the top three in that division. Not to mention the experienced Bruce Taylor (*Chutzpah*) who has 32 Hobarts to his credit and finished fifth in Division 2.

Lewis' other results with *Ocean Affinity* include: back to back line honours victories in the Gosford to Lord Howe Island Yacht Race (2009 and 2010) and second overall in the 2011 race; third overall in the 2011 Brisbane to Keppel Island Tropical Yacht Race, second in division at the 2012 Audi Hamilton Island Race Week and first in IRC Cruising at the 2010 Airlie Beach Race week.



OLD PULTENEY

CLIPPER ROUND THE WORLD YACHT
SAIL NO: GBR729X
LOA: 21.33m
CLASS: IRC
DESIGNER: Tony Castro (UK)
YEAR BUILT: 2013
TYPE: Clipper 70
NUMBER OF HOBARTS: 0
OWNER: Clipper Ventures
CLUB: Royal Ocean Racing Club, UK
CREW: P van der Zijden – Skipper, S Clegg, J Laundon, S Bonus, S Aram, T Bacso, P Bartlett, R Ham, D Hartman, K Hepworth, S Murray, K Postma, C Slater, P Thomas, C Peat, J Yuen, C Massaro

Patrick van der Zijden is the 43-year-old Portugal-based skipper of *Old Pulteney*, and like other skippers in the race, is specially selected by Clipper Ventures for the job. He has been sailing since he was a child, having grown up on the lakes of Holland. This boat's crew is a truly international one, with crew from Peru, Switzerland, Brazil, Hungary, Holland, Canada, the US and Italy. It includes Welsh retiree, Peter Thomas (63), who is ready for another challenge after raising his son from infancy. British/Egyptian doctor, Fahad Khater (39) and 52-year-old nurse, Cindy Masaro, both of whom travel on annual Guatemalan expeditions, show the diversity of amateurs crewing in the race.

Old Pulteney is sponsored by a Scottish whisky. It has a hint of the sea in its taste from its windswept location which was the centre of an international herring boom.



ONE DLL

CLIPPER ROUND THE WORLD YACHT
SAIL NO: GBR720X
LOA: 21.33m
CLASS: IRC
DESIGNER: Tony Castro (UK)
YEAR BUILT: 2013
TYPE: Clipper 70
NUMBER OF HOBARTS: 0
OWNER: Clipper Ventures
CLUB: Royal Ocean Racing Club, UK
CREW: O Cotterell – Skipper, B Crawford, A Dickinson, R Jansen, J Koole, M Fisher, R Gosling, P Hunter, C Koelink, N Mulholland, D Oakley, D Richards, C Savage, S Smith, S Tait, A van Voorthuysen, J Milsom, Q Stewart, C van der Wilk, D Mathers, T Taraldsvik

One DLL, one of 12 brand new Clipper 70-foot yachts competing in the Clipper Round the World Race, is skippered by Oliver Cotterell, a 28-year-old UK-based yachtsman who grew up on a yacht in the Caribbean and has sailed to Atlantic islands such as Madeira many times.

Joining Cotterell as crew are the likes of Lizzy Fitzsimmons, a 26 year-old from the UK who caught the sailing bug after her mum competed in the Clipper 2011-12 Race. It is a family affair, as her father is also competing in the race aboard *Henri Lloyd*, so they will have plenty to talk about as each leg of the race ends. Retired Dutch shipbuilder, Jacob Koole, is also aboard, sailing around the world while he takes a break from building his own 60-foot classic style Dykstra design yacht.

One DLL is sponsored by the global business and consumer finance solutions company, De Lange Landen, which wants to further connect its global members and customer community to become 'One DLL'. Some of the boat's crew consists of DLL employees who have been nominated to sail various legs of the Clipper Race by their own colleagues in the various global offices.



ONE FOR THE ROAD

SAIL NO: N40
LOA: 12.0m
CLASS: IRC/ORCi
DESIGNER: Joubert/Nivelt (FRA)
YEAR BUILT: 2005
TYPE: Archambault 40
NUMBER OF HOBARTS: 1
OWNER: Kym Butler
CLUB: Newcastle Cruising Yacht Club, NSW





CREW: K Butler (4) – Skipper, A Butler (4) – Navigator, A Kiely (3), A Lobb (5), J Shute (5), N Barnes (1), J Searl, P Ryan, B Hardy (1), R Ferguson (2)

Kym Butler has come a long way since being named CYCA Ocean Racing Rookie of the Year in 2008 and moved on from his previous yachts to this Archambault 40, which he purchased in time to contest the 2011 Rolex Sydney Hobart. A 32nd overall and 11th in division was the result. Butler and his Newcastle Cruising Yacht Club crew have competed in most of the major east coast races over the last few years including the 2011 Sydney Gold Coast Yacht Race where this A40 made her ocean racing debut and finished eighth in her division, which she replicated in the 2012 race. Butler will be bringing to the table all the skills he uses at Butlers, the busy accountancy and legal practice he founded. He will have some great competition with other A40s in the race, such as 41 SUD, Papillon and Nautical Circle.



PAPILLON

SAIL NO: 6841
LOA: 12m
CLASS: IRC
DESIGNER: Joubert/Nivelt (FRA)
YEAR BUILT: 2009
TYPE: Archambault A40rc
NUMBER OF HOBARTS: 3
OWNER: Phil Molony
CLUB: Cruising Yacht Club of Australia, NSW
CREW: P Molony (23) – Skipper/Navigator, R Makin (3) – Second in Charge, A Snyder (1), B Cormack (4), D Ganley (1), J Plant (1), L Molony (3), M Tilden (3), P Seager (1), S Grellis (24)

Phil Molony and his Papillon crew have come into their own in the last 12 months with some of their best work since they started ocean racing the yacht in 2010. Taking part in the Cruising Yacht Club of Australia's 2013-2014 Blue Water Pointscore Series, Crew Molony finished second overall in the opener, the Sydney Gold Coast Yacht Race in July, no mean feat in some very tricky weather. Number two was the Flinders Islet race, in which they finished seventh overall and backed up with third overall in the Bird Island Race. Finished 11th in the Cabbage Tree Island race in November and still holds onto second place overall in the Blue Water Pointscore, behind Wild Rose. It's onwards and upwards for this crew and boat. Molony acknowledged prior to the Flinders Islet Race, "We've got the boat going well and I have a good crew who are working well together." Papillon made her Rolex Sydney Hobart debut in 2010 and following 42nd overall and third in Division 3 in 2011, moved up the rankings to 31st overall last year. Expect big things from this boat if the weather suits, including beating the other A40s in the race.



PATRICE

SAIL NO: 360
LOA: 13.9m
CLASS: IRC/ORCi
DESIGNER: Ker Yacht Design (UK)
YEAR BUILT: 2013
TYPE: Ker 46
NUMBER OF HOBARTS: 0
OWNER: Tony Kirby
CLUB: Cruising Yacht Club of Australia, NSW
CREW: T Kirby (28) – Skipper, F Walker (10), G Harland (18), J Tanton (4), J Mulkearns (3), M Jackson (6), P Messenger (24), P Beale (17), T Woodcock (1), A Young (5), M Green (34)

Tony Kirby launched his latest Patrice, a Ker 46, in November just prior to the CYCA's Cabbage Tree Island Yacht Race, finishing fourth overall, and is one of the brand new yachts in this year's Rolex Sydney Hobart. A light displacement carbon-hulled racer, she has been designed and optimised for IRC and ORCi racing and will suit a wide range of conditions. The hull shape is rounded with plenty of flat section aft for planing quickly, and she has a slim keel aft and optimized bulb. With his previous yacht, an X-41 called Patrice Six, 'TK' finished fifth overall and third in IRC Division 3 in 2009 Rolex Sydney Hobart, after a win looked to be in the bag until the final 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 32nd overall, as conditions did not favour the 40-footers. However, he was seventh in ORCi Division 3 and 10th in IRC Division 3. As a result, he finished eighth in the 2012-2013 Blue Water Pointscore, the first time the Series concluded with the 628-nautical-mile race. An experienced crew includes Pete Messenger, a veteran of 24 Hobarts inclusive of wins, and trimmer Gail Harland, who has 18 to her credit, including a win. Kirby will be on his 29th race south and is hoping his new boat will provide that elusive win.



PENNANT HILLS FORD

SAIL NO: 6755
LOA: 14m
CLASS: IRC/ORCi
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2002
TYPE: Beneteau 47.7
NUMBER OF HOBARTS: 0

OWNER: Ian Creak
CLUB: Greenwich Flying Squadron, NSW
CREW: I Creak – Skipper, G Sanford (2) – Navigator, J Lelliott (1) – Second in Charge, D North, B Moore, L Byrant, R Lees, P Atwood, A Lelliott, I Arnold, K Robertson, D Stenhouse

This will be Ian Creak and Pennant Hills Ford's maiden Rolex Sydney Hobart Yacht Race; however, he has assembled a crew of regular offshore yachties who have been aboard with him in the CYCA's Sydney Gold Coast Yacht Race over the last few years. They finished 22nd overall and 11th in Division 3 in this year's race, a difficult affair which had many succumbing to the extremely light breeze that beset the race. It was an improvement on their 44th overall and divisional 12th of the previous year. Creak and his crew, regulars in the CYCA Winter Series, are looking forward to a hard slog to Hobart aboard this Beneteau 47.7 originally campaigned as Caliban II.



PERPETUAL LOYAL

SAIL NO: SYD1000
LOA: 30.58m
CLASS: IRC
DESIGNER: Juan Kouyoumdjian (ARG)
YEAR BUILT: 2008
TYPE: Juan Kouyoumdjian 100
NUMBER OF HOBARTS: 0
OWNER: Anthony Bell
CLUB: Cruising Yacht Club of Australia, NSW
CREW: A Bell (3) – Skipper, S Honey (2) – Navigator, M Coxon (29) – Second in Charge, J Kacich (10), N Burrige (5), J Flannery (8), T Braidwood (18), J Clougher (10), T Mutter, P Westlake, W McCarthy (6), W Morgan, T Slingsby, T Oxley (8), N Beaudoin, P Calligeros (11), I Smith, I Walker (26), P Waugh (3), L Emdur (2), K Stefanovic (1)

Anthony Bell returns to the blue water classic with the former Rambler 100. Since acquiring the boat earlier this year, Bell has embarked on a mammoth project to re-build the yacht since her keel snapped off, causing her capsize in the 2011 Rolex Fastnet Race, after taking line honours in numerous races. She was originally and aptly christened Speedboat – for good reason – and took line honours in her maiden outing, the Newport Bermuda Race. Bell took line honours from Wild Oats XI in the 2011 Rolex Sydney Hobart with his former Elliott-designed super maxi (now called Ragamuffin 100 and in the hands of Syd Fischer), crossing the finish line just three minutes and eight seconds ahead of her adversary and after surviving a protest by the Race Committee. This yacht is sure to be the fly in the ointment, with a crew that forms part of the 'who's who' of yachting, such as the return of American navigator, Stan Honey, who was among the first to sail this yacht when

it was named Speedboat. Reputedly the fastest racing 100-footer in the world, buckle up for a white knuckle ride and get set for what will be the most talked about super maxi battle in the world as Loyal 100 goes head-to-head with record holder Wild Oats XI, Ragamuffin 100 and Wild Thing.



PRETTY FLY III

SAIL NO: 10007
LOA: 15.24m
CLASS: IRC/ORCi
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2005
TYPE: Cookson 50
NUMBER OF HOBARTS: 3
OWNER: Colin Woods
CLUB: Cruising Yacht Club of Australia, NSW
CREW: C Woods (6) – Skipper, S Holdsworth (12) – Navigator, A Coates (4), G Marshall (8), M Ashley-Jones (6), J Leppard (2), G Clair, B Gladwell, B Jonstone, D Taylor (3), A Holdsworth, J Bush (1), J Harper (1), C Grahame

As the name suggests, this is the third Pretty Fly for Colin and Gladys Woods who have been around competitive yachting for a long time. The canting keel Cookson 50, which they bought in 2009, last went to Hobart in 2011, but disappointingly for Colin Woods and crew, retired. The previous year, Pretty Fly III finished second overall and was second in IRC Division 0 and ORCi division. It also finished third in the CYCA's 2010/2011 Cape Byron Series (the ORCi division of the Bluewater Pointscore Series). Woods is hoping they can perform as they did in 2010 come this Rolex Sydney Hobart. They had not undertaken any major ocean racing events in the last 12 months, until June this year when Pretty Fly III broke the race record for the Coral Coast Race, showing the yacht and crew and still more than able for the task at hand.



PRIMITIVE COOL

SAIL NO: 3300
LOA: 15.64m
CLASS: IRC/ORCi
DESIGNERS: Reichel/Pugh (USA)
YEAR BUILT: 2008
TYPE: Reichel Pugh 51
NUMBER OF HOBARTS: 4
OWNER: John Newbold
CLUB: Royal Melbourne Yacht Squadron, VIC





CREW: J Newbold (1) – Skipper, M Fahey (3) – Navigator, S Flynn (1) – Second in Charge, T Robertson (4), K Schrank (2), T Bardon (1), T Duckmanton, J Wemyss (2)

John Newbold had mixed success with his last *Primitive Coal* (the former *AFR Midnight Rambler*) and retired from last year's Rolex Sydney Hobart after the mainsail was damaged. On November 1, the Victorian stepped up his campaign by purchasing the 2010 Rolex Sydney Hobart winner, *Secret Men's Business 3.5* from South Australian, Geoff Boettcher, who contested the Rolex Sydney Hobart last year. He finished a respectable 10th overall after losing a portion of the boat's rudder in a race that was dominated by the big boats. Boettcher shipped the boat to Cowes this year and competed at Cowes Week and the Rolex Fastnet Race, in which he finished a respectable third in IRC Division Z. Before re-launching the yacht he originally named *Secret Mens Business 3*, Boettch broke the record for the fastest boat under 50 feet and fastest ever South Australian yacht to finish the 2008 Hobart, and broke the record for the 2009 Adelaide to Port Lincoln race. Later in 2009, the yacht underwent a rebuild and hull modification, designed to correct upwind performance, at Hart Marine in Mornington. Her waterline length was also increased by four feet – hence the name change to *SMB 3.5*. If her new owner and crew can come to grips with the new yacht quickly, a good result could be on the cards.



PSP LOGISTICS

CLIPPER ROUND THE WORLD YACHT
SAIL NO: GBR728X
LOA: 21.33m
CLASS: IRC
DESIGNER: Tony Castro (UK)
YEAR BUILT: 2013
TYPE: Clipper 70
NUMBER OF HOBARTS: 0
OWNER: Clipper Ventures
CLUB: Royal Ocean Racing Club, UK
CREW: C Hollis – Skipper, M Bishop, T Christmas, S Ewens, G Freret, G Jackson, J Rhodes, N Brennan, N Besag, D Brown, T Grigalis, K Hall, M Holingsworth, J Madin, M Murphy, M Pigram, N Reynolds, U Stroh, D Sims, J Hermansky, D Watts, V Nicolls

For NSW fans, this would be the favourite of the fleet, as she is skippered by Sydney-based yachtsman, Chris Hollis. A 34-year-old seasoned racer in Australian waters, he was introduced to sailing at the age of seven by his parents and discovered competitive racing in 2001. Hollis has taken part in two Rolex Sydney Hobart Yacht Races and ended up with two divisional podium places. His experience showed when *PSP Logistics* took out the 5000-nautical-mile Leg 2 of the Clipper

Race from Brest to Rio in October. Crew members include Australian Nigel Brennan, a 41-year-old photojournalist who was working in Somalia when taken hostage in 2008 and spent 462 days in captivity before being released. He is doing Legs 1 to 4 of the Clipper Race. Ursula Stroh, 50, joins him. Originally from South Africa, she has been living in Australia for the past 12 years and has changed her outlook on life by signing up for the Clipper Race. PSP is a UK-based global logistics company and is also the official logistics partner of the Clipper Race. It is best known within the marine industry for its specialism in boat transportation and race logistics, being trusted by some of the biggest brands and races, including Etchells, ISAF and the America's Cup, to transport their yachts and motorboats around the world.



QINGDAO

CLIPPER ROUND THE WORLD YACHT
SAIL NO: GBR722X
LOA: 21.33m
CLASS: IRC
DESIGNER: Tony Castro (UK)
YEAR BUILT: 2013
TYPE: Clipper 70
NUMBER OF HOBARTS: 0
OWNER: Clipper Ventures
CLUB: Royal Ocean Racing Club, UK
CREW: G Glover – Skipper, B Chen, Z Sun, B Webb, J Besley, G Bayles, P Brumby, K Evans, F Hope, J Kingerlee, L Lingard, J Noble, B Pickles, L Smith, K Song, C Gardiner, W Owen, L Swift, W Osorio, J Kempe

Qingdao is skippered by UK-based Gareth Glover, an experienced sailor and Yachtmaster and watersports instructor. After helming *New York* to sixth place in the 2011-12 edition of the Clipper Race, his experience paid dividends with a third place in Leg 1 of the race, which took the 12-boat fleet from UK to Brest in France – a distance of 400 nautical miles. *Qingdao* is looking in form, with a fourth place in the long 5000 nautical mile Leg 2. The Clipper fleet will have plenty of sea miles under their hulls by the time they reach Sydney for the start of the Rolex Sydney Hobart, having raced roughly 15,200 nautical miles to reach Sydney. Crew member Vicky Song will be the first Chinese woman to sail all the way around the world when she completes the Clipper Race circumnavigation in July 2014. There are also 10 other Chinese people on board the yacht sponsored by the Qingdao Yachting Association. It is QYA's fifth Clipper Race; the aim is to make Qingdao a global sailing city and produce more champions since hosting sailing at the 2008 Olympic Games.



QUIROS

SAIL NO: B3030
LOA: 10.5m
CLASS: PHS
DESIGNER: Peter Cole (AUS)
YEAR BUILT: 1977
TYPE: Pawtucket 35
NUKBER OF HOBARTS: 1
OWNERS: Wayne Williams
CLUB: Derwent Sailing Squadron
CREW: W Williams – Skipper, N Williams – Navigator, D Williams – Sailing Master, K McCaffrey, A McCaffrey, D Luszcak

From the stable of renowned Australian designer, Peter Cole, *Quiros* was built in Sydney for Victorian owner John Taylor and launched as *Concubine* in 1977, the one and only year it ever contested the Hobart. It is a sistership to the 1975 Australian Three-Quarter Ton champion *Fair Dinkum* and was a three-quarter ton champion in the early 1980s. After her retirement from racing, *Quiros* spent a number of years cruising the pristine waters of the Whitsundays. It has now been restored to race configuration and is one of the Tasmanian entrants in this year's Rolex Sydney Hobart.



RAGAMUFFIN 100

SAIL NO: SYD100
LOA: 30.48m
CLASS: IRC/ORC
DESIGNER: Greg Elliott (NZL)
YEAR BUILT: 2004
TYPE: 100ft Maxi
NUMBER OF HOBARTS: 6
OWNER: Syd Fischer
CLUB: Cruising Yacht Club of Australia, NSW and Royal Sydney Yacht Squadron, NSW
CREW: S Fischer (44) – Skipper, T Ellis (46), D Witt (18), M Humphries, M Pearce (17), P Britt (2), A Crowe (16), C Malouf (2), L Pritchard (4), J Fisher (2), L Jamieson (28), M Fullerton (14), G Hill (16), V Dudley (17), L Parkinson, J Shave, F Galletta, L Wolfe, I Walker (26), J McCartney, C Knox, M John, T Clout, C Wild

Since finishing second on line to *Wild Oats XI* in last year's Rolex Sydney Hobart, just weeks after acquiring use of the yacht, Syd Fischer shipped *Ragamuffin 100* to the US

this year for the 2225-nautical-mile Transpac Yacht Race and took line honours in the monohull section. On October 19, Fischer took line honours and broke the Hong Kong Vietnam race record by four minutes with the Dubois 90, *Ragamuffin 90*. He used the race for crew training and selection. Originally launched in 1989 as *Maximus*, the yacht underwent a major rebuild in 2004, and was then lengthened from 98 feet to 100 feet in 2009 and renamed *Investec Loyal*. Last year, Fischer raced her as *Ragamuffin Loyal* and this year she will head south as *Ragamuffin 100*. In October, Fischer was honoured with Yachting Australia's Lifetime Achievement award. Among the Sydney yachtsman's many achievements are taking Hobart line honours with his German Frers maxi in 1988 and 1990, and winning it overall in 1992 with the former *Will*, a Farr 50. He has also been victorious in the CYCA's Blue Water Pointscore Series a record nine times, last winning in 2007/2008. He has finished top three since, until late last year, when he changed his TP52 for the super maxi while sitting in second place. These results culminated in Fischer winning Ocean Racer of the Year on multiple occasions. Now 86 years old, Fischer this year equals the record for the oldest skipper in the Hobart race, set by John Walker (*Impeccable*) in 2008. He will sail his 45th Hobart with old mate Tony 'Ace' Ellis alongside him looking down the barrel of his 47th – which is the current record for most Hobart races sailed and held by Tony Cable.



RUSH

SAIL NO: B45
LOA: 13.81m
CLASS: IRC
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 1997
TYPE: Corel 45
NUMBER OF HOBARTS: 6
OWNER: Ian and John Paterson
CLUB: Royal Brighton Yacht Club, VIC
CREW: J Paterson (10) – Skipper, A Poulton (9), J Ryssenbeek (2), A McCole (4), J Ezard (2), L Poulton (1), M Russell (1), P Davies (6), P Greenwood (7)

Rush went to Hobart last year and finish 49th overall under IRC and 10th in Division 2. The Patersons are avid sailors and have entered their 16-year-old Corel 45 in the majority of major Victorian offshore races for years, including putting in a regular appearance at Australia's oldest keel boat event, currently known as Festival of Sails, each January. *Rush* is contesting her sixth Rolex Sydney Hobart, with a best place of fifth in IRC Division 2 in both 2008 and 2009. Among the regular crew, which has a multitude of ocean racing experience, is Andrew McCole, who contested the 2007 Melbourne Osaka double-handed yacht race, withdrawing after hull damage occurred.





SAILORS WITH DISABILITIES

SAIL NO: 7878
LOA: 16.2m
CLASS: PHS
DESIGNER: David Lyons (AUS)
YEAR BUILT: 2000
TYPE: Lyons 54
NUMBER OF HOBARTS: 10
OWNER: David Pescud
CLUB: Cruising Yacht Club of Australia, NSW
CREW: D Pescud (21), K Watson (8), G Johnstone (8), M Thomson (7), R Speedy (10), D Leslie (1), C Josling (10), B Allen (3), K Moore, A Lee (4), B Watkins (1), B Canham (6), D Dannunzio, G Kennedy, L Tesch (2), T Purkiss (4)

Since 2010, the Sailors With Disabilities team has been sailing the TP52, *Wot Eva* (the former *Wot Yot*, which was generously donated to SWD by wotif.com co-founder Graeme Wood), to Hobart with mixed success. This year, the crew is back to sailing its work horse, the Lyons 54 that won PHS in the 2007 Hobart after winning PHS in the 2006 Sydney Mooloolaba race and scoring second in the inaugural Sydney Mackay Yacht Race in 2006. Pescud and crew famously also won PHS overall in the fatal 1998 Hobart with a former yacht. This year, SWD came up with a very clever plan, launching its 'Face Boat' campaign. For a tax deductible \$25.00, donors can have their photo appear on the hull of the boat. Patron Malcolm Turnbull launched this novel campaign in September to help raise funds for SWD (go to www.faceboat.org.au for all information). There is space for more than 3,800 photos on the Lyons 54, which has contested every east coast regatta and offshore race since being launched in 2000. In July 2003, with this yacht, the disabled SWD crew shattered the monohull circumnavigation of Australia record, a record it still holds today.



SENNA

SAIL NO: G14
LOA: 14.1m
CLASS: IRC
DESIGNER: Philippe Briand (FRA)
YEAR BUILT: 2012
TYPE: Beneteau First 45
NUMBER OF HOBARTS: 0
OWNER: Chris Manton
CLUB: Royal Geelong Yacht Club, VIC
CREW: B Garner (5) – Skipper, M

Webb – Sailing Master, S Williamson – Navigator, B O'Brien (3), C Manton, D Pickering (7), I Williamson (1), J Newman (8), J Smith (4), M Webb (1), M Schitt (2), S Williamson, T Clark, J Hannah

Geelong sailing identity, Brendan Garner, will skipper this one-year-old Beneteau 45 in her first Rolex Sydney Hobart outing. The shipwright has 30 years' sailing experience and steered *Senna* to second in Division 2 of the Audi IRC Championship in January. In May, he drove *Senna* to line honours victory in the Apollo Bay Race to finish second overall in IRC. The yacht is also a regular at Beneteau events. *Senna's* star is on the ascent and her owner, JAM Architect director Chris Manton, realises the value his skipper brings to the yacht; Garner has twice won the Australian Fireball Championship, won the Australian SB3 Championship and is an accomplished Etchells sailor. He has also contested the Rolex Sydney Hobart Yacht Race in the past, inclusive of co-helming *Morris Finance Cinquante* to winning the Sydney 38 One Design division in 2008. If the weather plays ball for the Beneteau, *Senna* will be a serious contender.



SHE

SAIL NO: 4924
LOA: 12.23m
CLASS: PHS
DESIGNER: Gary Mull (USA)
YEAR BUILT: 1982
TYPE: Olsen 40 mod
NUMBER OF HOBARTS: 17
OWNER: Peter Rodgers
CLUB: Cruising Yacht Club of Australia, NSW
CREW: P Rodgers – Skipper (18), A Ozols (9), B Cohen (10), C Gray (6), M O'Dea (5), B Ratcliff (44)

The 31-year-old *She* has been around the 628-nautical-mile Rolex Sydney Hobart course 17 times now, while her owner, Peter Rodgers, is going to start his 19th. In last year's Hobart, *She* won PHS overall, a feat she also achieved in 2009. In the tough 2004 race, she scored fourth overall in PHS, proving that age does not weary all, and that the sturdiness of the yacht has held it in good stead. The Gary Mull-designed yacht has also contested 12 Lord Howe Island Races in which she has scored divisional placings over the years. Expect another good result from this regular.



SHEPHERD CENTRE

SAIL NO: 11407
LOA: 11.9m
CLASS: IRC
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2005
TYPE: Beneteau 40.7
NUMBER OF HOBARTS: 4
OWNER: Hugh Torode
CLUB: Royal Sydney Yacht Squadron, NSW
CREW: H Torode (4) – Skipper, A Lawrence (8) – Navigator, J Whitfield (19) – Second in Charge, D Sharp (10), G Healy (10), D Brooks, H Ray, P Bulley, W Torode, M Watson (1), H Sharp, I Douglas (4)

Dr Hugh Torode has continued his support for the Shepherd Centre once again renaming Pelagic Magic to Shepherd Centre for the upcoming Rolex Sydney Hobart. In the 2010 race, Shepherd Centre finished fourth in IRC Division 4 and third in ORCi Division 3 and in the 2011 Hobart, Shepherd Centre was scored DNF due to a failure to report at Green Cape, which is mandatory. Like many others, she retired from this year's Sydney Gold Coast Yacht Race because of time constraints caused by light conditions. The crew are hoping for another strong result in this year's Hobart, and are excited and proud to be representing the Shepherd Centre which assists 200 deaf children aged 0-5 years old, every year. It costs \$15,000 per year per child of which 75% has to be generated through fundraising. This year, and for the first time, Hugh's son Will joins the crew for his first Hobart experience.



SHE'S THE CULPRIT

SAIL NO: 370
LOA: 11.96m
CLASS: PHS
DESIGNER: Jim Inglis (AUS)
YEAR BUILT: 1994
TYPE: Inglis/Jones 39 Mod
NUMBER OF HOBARTS: 3
OWNER: Culprit Syndicate
CLUB: Newcastle Cruising Yacht Club and Lake Macquarie Yacht Club, NSW
CREW: G Picasso (2) – Skipper, A Boslem, M McDonald (2), D O'Dowd (1), G Benson, G Bulmer (3), J Lattimore, M Graham (5), M Denton, R Jarvie, T Vooles, T Butler

She's the Culprit last moored at Constitution Dock in Hobart in 2010, after pulling up 38th overall and 11th in IRC Division 2 with her previous owner, Todd Leary from Tasmania. It was fine revenge, as the previous year, a crash 30 minutes after the start ended Leary's race. The Inglis 39 is now owned by a syndicate of four mates from Lake Macquarie and Newcastle who have sailed thousands of sea miles together. They will be vying for the PHS trophy in this year's Rolex Sydney Hobart.

The boat was originally built in 1994 by Hart Marine and launched as *Top Cat* for the Melbourne Osaka Yacht Race. She then raced in Tasmania under the name of *42 South* before being sold to Todd Leary who changed her name to *She's the Culprit* and campaigned her on all the long distance races, including three Hobart's from 2008-2010.

Her first major race for the current owners was the 2012 Pittwater to Coffs, where she won PHS Division 2, which she followed up with a PHS divisional win in last year's Sydney Gold Coast Yacht Race and in this year's light and slow race, scored fifth from seven boats in PHS, as the conditions did not suit.

The yacht was also second in last year's LMYC and NCYC offshore pointscorers. *She's the Culprit* has quickly earned a local reputation of being a very social boat and her crew of experienced and inexperienced offshore sailors are looking forward to the race south.



SHINING SEA

SAIL NO: YC1545
LOA: 13.6m
CLASS: IRC
DESIGNER: Philippe Briand (FRA)
YEAR BUILT: 2008
TYPE: Beneteau First 45
NUMBER OF HOBARTS: 2
OWNER: Andrew Corletto
CLUB: Cruising Yacht Club of South Australia, SA
CREW: A Corletto (2) – Skipper, B Young (13) – Navigator/Second in Charge, A Van Essen (1), S Bohm, P Hughes, R Davis (1), R Human (18), H Cooper (1), M Warman (6), T Lamond (6), N Wilhelm (3)

Andrew Corletto returns to the Rolex Sydney Hobart after a two-year absence with an updated *Shining Sea*, the former all-conquering *Victoire*, which he purchased late last year from Darryl Hodgkinson and began campaigning locally this July. Corletto's Sydney 38, also *Shining Sea*, was named the Cruising Yacht Club of South Australia's Yacht of the Year after competing in every inshore and offshore series race in the 2012-2013 season, consistently placing in the top three. Won the following: CYCSA's Offshore IRC and PHS Pointscore, PHS in CYCASAs inshore series, in which she was second under IRC and PHS Division at Lincoln Race Week.





Finished third in the South Australian Sydney 38 Championship. With her original owner, the yacht won Class B in the 2011 Audi IRC Australian Championship after a third place at Audi Victoria Week, second at the Audi Sydney Harbour Regatta, and divisional wins in the Sydney Gold Coast Yacht Race and Hamilton Island Race Week. The boat also secured IRC Division 3 victory in the 2011 Rolex Sydney Hobart.

**SOUTHERN EXCELLENCE II**

SAIL NO: AUS03
LOA: 21.5m
CLASS: IRC
DESIGNER: Don Jones (AUS)
YEAR BUILT: 2005
NUMBER OF HOBARTS: 8
TYPE: Volvo Open 70
OWNER: Andrew Wenham
CLUB: Cruising Yacht Club of Australia, NSW
CREW: A Wenham (7) – Skipper, D Burt (4) – Sailing Master, M Bellingham (19) – Navigator, D Wenham (3), D Hogben (5), M Lewkovitz (3), P Meakins (4), R Burns (2), I Broad (19), M Tyrrell (3), A Burt (4), A Chase (2), J Dock (11), J Turner (1), R Harley, K Swiney (5)

Andrew Wenham purchased the former *Ichiban* in March this year and won line honours in the protracted Gosford Lord Howe Island race in a time of 63hrs, 45mins 22secs; one of the longest in the race's recent history after being marred by light and fluky winds. In similar conditions in this year's Sydney Gold Coast Yacht Race, *Southern Excellence II* finished fifth on line and fifth in IRC Division 0 and then took line honours in the Blue Water Pointscore's Bird Island Race in October. Wenham has upgraded a number of systems on the boat to improve her IRC rating and to suit his requirements. His crew, including eldest son David, is bolstered by the likes of sailmaker Ian Broad, who will be pushing hard for a podium finish in their first Hobart aboard this yacht. With his former *Southern Excellence*, a Volvo 60, Wenham crossed the line in 15th place for sixth overall in PHS. Originally built for and competed in the 2005-2006 Volvo Ocean Race, this yacht reaped some great results for former owner Matt Allen, including second on line in 2006 Rolex Sydney Hobart and third in 2007 and 2008. Allen also came close to winning the Hobart overall too; fourth in 2006 and fifth in 2007, with a sixth on line and 11th overall last year.

**SPIRIT OF MATESHIP**

SAIL NO: NOR 2
LOA: 19.5m
CLASS: PHS
DESIGNER: Laurie Davidson (NZL)
YEAR BUILT: 2001
TYPE: Volvo 60
NUMBER OF HOBARTS: 10
OWNER: RSL QLD
SKIPPER: Russell McCart
CLUB: Southport Yacht Club, QLD
CREW: C R McCart – Skipper, B Mills, B McDonald, C McCarthy, D Walker (5), K McCarthy, L McLean, L Robins, M Cardinaels, M Parrott, N Brien, P Huybers (2), P Sanson, R Gibson, R Roberts, K Spencer, P Jones (18)

Spirit of Mateship, the former *Southern Excellence*, but originally known as *Djuice Dragons*, will be crewed by 10 wounded, injured, or ill existing and former Australian Defence Force personnel, known as 'Brave Mates', to raise money for the Mates4Mates charity. Mates4Mates was established to provide support to wounded, injured and ill members of the Australian Defence Force (ADF) and their families. Led by the skilled yachtsman, Russell McCart, the nominated Mates will participate in a series of training activities to ensure all are ready for what awaits come December 26. The Brave Mates will be stretched physically and psychologically to develop both individual and team skills, such as fortitude, strength, resilience and resourcefulness to name a few. By experiencing and conquering any negative aspects, they can overcome adversity. Further information on how to support this valiant effort by the Brave Mates: www.mates4mates.org.

As *Southern Excellence*, this yacht placed second in PHS Division 2 in last year's Rolex Sydney Hobart and had undergone extensive refurbishment. As *Djuice Dragons*, it took line and PHS honours and set a new course record for the 2006 Gosford to Lord Howe Race, and repeated its line honours victory again in 2007. The yacht also scored line honours 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 (6) – Skipper, B De Haas (5) – Navigator, A Liddle (5) – Sailing Master, J Liddle, J Orpin (1), M Loneragan (2), M Ivaneza (3), P Liddle (1), W Allen (1), J King

St Jude sailed her first offshore race in the 2008 Australia Day Ocean Pointscore Race to Botany Bay return and won. Noel Cornish and his crew went on to finish third overall in the CYCA's 2010/11 Ocean Pointscore (OPS), following on from her PHS win in 2009/10 OPS. In the 2012/2013 season, finished fourth. In the present series, with two races in the bag, *St Jude* is sitting pretty in second place, with plenty of racing to come. Her best Rolex Sydney Hobart result came in 2009 with a fourth place in IRC Division 2. Last year *St Jude* finished 46th overall for eighth in Division 2. The crew is made up of a group of friends, who in various combinations have sailed together for many years. Cornish's personal record includes winning the 1999 Adelaide-Port Lincoln Race overall with his then yacht, a Beneteau FC10 named *Subjude*. Jude is a common theme for his boats, as his wife's name is Judith.

**SWITZERLAND**

CLIPPER ROUND THE WORLD YACHT
SAIL NO: GBR724X
LOA: 21.33m
CLASS: IRC
DESIGNER: Tony Castro (UK)
YEAR BUILT: 2013
TYPE: Clipper 70
NUMBER OF HOBARTS: 0
OWNER: Clipper Ventures
CLUB: Royal Ocean Racing Club, UK
CREW: V Ellis – Skipper, J Bordas, G Macdougall, R Nielsen, L Noble, C Paxton, C Pickering, R Preuss, M Stalsberg, A Sturt-Scobie, G Wilson, K Brooks, N Wyatt, D Wong, G Boess, A Crawley, R Brook, R Greer, C Preston

For the first time in the Clipper Race's history, national organisation Swiss Sailing, has entered a yacht. *Switzerland* boasts the only female skipper in the fleet, and only the third ever female skipper in the 17-year history of the Clipper Race, Vicky Ellis. The 30-year-old British sailor is really looking forward to the challenge of the North Pacific after the Rolex Sydney Hobart and Leg 7 to Brisbane. Despite being landlocked, Switzerland has a long tradition with famous and successful sailors who have participated in regattas like the America's Cup, Whitbread Round

the World Race and the Vendée Globe. Swiss Sailing believes it is important to alter the current image of the sport and believes everybody can sail and experience the thrill of mastering Mother Nature's strength. *Switzerland* carries the logo of Mercy Ships, raising awareness for the hospital ship charity that provides free surgery and medical care. Her crew includes American physician, Douglas Wong, who donated a kidney to his brother in 2002 and has since taken up sailing.

**TEAM GARMIN**

CLIPPER ROUND THE WORLD YACHT
SAIL NO: GBR727X
LOA: 21.33m
CLASS: IRC
DESIGNER: Tony Castro (UK)
YEAR BUILT: 2013
TYPE: Clipper 70
NUMBER OF HOBARTS: 0
OWNER: Clipper Ventures
CLUB: Royal Ocean Racing Club, UK
CREW: M Burkes – Skipper, M Anderson, B Davey, T Moir-Ford, J Parianos, A Stallard, L Thomas, K Votano, B Wilkie, H Cook, A Bartley, J Bennett, M Carter, S Denby, D Ho, C Marrows, M Morawa, K Pecherska, J Scott, P Murphy, V Anderson, J Martin

Team Garmin has acquired a new skipper in Mark Burkes, from Worcestershire, UK, who is taking part in his first professional skipper appointment. Currently a training skipper for Clipper Adventures, the 48-year-old circumnavigated the globe in the Clipper 2011/12 Race as a watch leader. The Englishman also worked part-time as a cruising instructor for six years and has competed in the Rolex Fastnet races in 2009 and 2011, Cowes Week 2010 and the 2002 Swan World Cup. Crew includes Englishman James Bennett who had a serious heart disease in 2008 that nearly killed him. Afterwards, the 36-year-old looked for something challenging and came up with the Clipper Race, while a second crew member, Australian university lecturer Josephine Martin (65) has owned and sailed boats all her life. The boat is sponsored by Garmin, one of the world's leading manufacturers of marine electronics and satellite navigation equipment.



**THE BANSHEE**

SAIL NO: 4100
LOA: 12.5m
CLASS: ORCi
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 1995
TYPE: MBD41
NUMBER OF HOBARTS: 10
OWNER: Corinne Feldmann and Rob Francis
CLUB: Cronulla Sailing Club, NSW
CREW: R Francis (2) – Skipper, C Feldmann (2) – Navigator, B Swane (1) – Second in Charge, B Elphinstone, C Cleaver (1), J Feldmann (2), M Brady (2), R Cox (1), P Bannon, T Crossling, N Constable

Probably better remembered as *Terra Firma* when owned by Victorian yachtsman Nicholas Bartels for some years, but best known for winning the 1995 Hobart overall, the year this yacht was launched for original Victorian owners, Scott Carlisle and Dean Wilson. Present owners, Corinne Feldmann and Rob Francis, renamed the MBD41 *The Banshee* and have campaigned the MBD41 over the past three seasons both at club level and in major east coast blue water events under PHS. Their best results to date include PHS second in this year's Sydney Gold Coast Yacht Race, morphing to a divisional third place, and PHS fourth overall in the 2011 Rolex Sydney Hobart Yacht Race, translating to third in Division 1 – a good result considering it was their first Hobart with the yacht.

**TILTING AT WINDMILLS**

SAIL NO: SM117
LOA: 12.8m
CLASS: IRC/ORCi
DESIGNER: Peter Joubert (AUS)
YEAR BUILT: 1994
TYPE: Joubert Modified 42
NUMBER OF HOBARTS: 6
OWNER: Thorry Gunnensen
CLUB: Sandringham Yacht Club, VIC
CREW: J Alexander (4) – Skipper, A Roberts (3), R Jacobsen-Loos, R Glen, L Gunnensen, K Holmes, C Rebecchi, J Havukainen

Tilting at Windmills is a timber yacht designed by Professor Peter Joubert and was built in 1994 by Norman Wright and Sons. She was launched in time for the anniversary 50th Hobart race where she

finished 12th in IMS Division E. Her best result in the Hobart was in 2003 when she finished second overall in IMS for second in division, and seventh overall under IRC. Last entering the Rolex Sydney Hobart in 2005, *Tilting at Windmills* finished 18th overall under PHS. This time around, she will be in the capable hands of John Alexander. Her Victorian timber merchant owner, Thorry Gunnensen, has raced and cruised the yacht extensively in Australia, Europe and New Zealand.

**TITANIA OF COWES**

SAIL NO: GBR6821R
LOA: 21.6m
CLASS: IRC/ORCi
DESIGNER: Nautor's Swan (FIN)
YEAR BUILT: 2000
TYPE: Swan 68
NUMBER OF HOBARTS: 1
OWNER: Richard Dobbs
CLUB: Royal Yacht Squadron, UK
CREW: R Dobbs (1) – Skipper, R Hewson (5) – Navigator, G Hewson (2) – Second in Charge, A Hewson (1), P Middleberg (1), F Brown (1), J Beaver, M Covell, R Kaveney (1), S McCarthy (1), L Chamberlain (2), N Hewitt, R Dicks, R Sheldon

Titania of Cowes is returning for her second Rolex Sydney Hobart Yacht Race after contesting the 2010 race, in which it finished a good 21st overall and sixth in Division 2 after calling into port to drop off crew, due to losing a life raft overboard during the race. Aboard were Clipper Race founder Sir Robin Knox-Johnston (who returns on one of the Clipper 68 yachts), and outstanding 2011-2012 Clipper Race winning skipper (Gold Coast Australia), Richard Hewson, along with his sisters Gina, a captain, and Amanda. At the time of writing, Richard was competing in the Mini Transat Race.

The Hewsons, from Australia, join Richard Dobbs' crew again this year, while the rest of the crew are made up of Olympic, Volvo and Whitbread sailors who will have travelled from the UK, South Korea, Canada and Australia. Also aboard is Lisa Chamberlain, the first woman to ever receive the Rani Trophy for outstanding seamanship in the 2010 Rolex Sydney Hobart aboard the maxi Yuzoo. Then 19, and contesting her first Hobart, she helped stem the flow of water coming in through the hull.

Titania of Cowes, a comfortable Swan 68, has sailed over 10,000 nautical miles from Thailand via Indonesia, Fiji and New Zealand to get to the start line of this year's blue water classic.

**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: 7
OWNER: Tony Levett
CLUB: Middle Harbour Yacht Club, NSW
CREW: T Levett (9) – Skipper, S Williams (7) – Navigator, A Tompson (2), D Griffin (1), D Swales (2), F Kreis (1), M Shoebridge, K Mackenzie

TSA Management/Eleni won the Sydney 38 One Design division of the 2010 and 2011 Rolex Sydney Hobarts, but retired last year after its rudder broke. She spent most of the last year under repair and competing in club racing.

Tony Levett will again skipper *TSA Management*, a Sydney 38 one design yacht that has been popular with yachties because they are competitive inshore and offshore and can be handled easily by males and females alike, resulting in many husband and wife and family crews. This yacht has proven herself several times over, including finishing third in the Sydney 38 One Design division in the 2008 Rolex Sydney Hobart when she returned to offshore racing with owner Levett. She was third in the Ocean Passage Series of the 2011 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 Adventure Series. Levett and his crew will be aiming for gold again and will have at least three other Sydney 38s to gauge their performance against.

**VARUNA**

SAIL NO: GER6700
LOA: 15.0m
CLASS: IRC/ORCi
DESIGNER: Jason Ker (UK)
YEAR BUILT: 2012
TYPE: Ker 51
NUMBER OF HOBARTS: 0
OWNER: Jens Kellinghusen
CLUB: North German Regatta Club, GER
CREW: J Kellinghusen – Skipper, G Altadill (3) – Navigator, T Daase, G Alajmo, C Stoffers, D Blass, F Daase, H Lehning (1), J Hilbert, J Blass, L Molloy (1), M Christiansen, S Vedder,

V Ollero, M Mueller, N Aydin (1)

Launched in April 2012, *Varuna*, from Hamburg, was designed mainly for offshore racing, but also sails well around the cans. In its early outings, the yacht won its class at Kiel Week and went on to take third in class at Les Voiles de St. Tropez – both around the cans events. Since those results, Jens Kellinghusen announced he would do what he considers to be all the great ocean races around the globe, and the German has made a great start to his program with some promising results. In October 2012, *Varuna* finished sixth overall in Class 2 of the Rolex Middle Sea Race. In February this year, she scored sixth overall and fifth in IRCZ division in the RORC Caribbean 600, then in April was second overall in the Maxi/Racing division at Les Voiles de Saint Barth 2013, her crew mainly consisting of amateur university students. In July, was fifth overall in Division 2 of the Transpac Race from Los Angeles to Hawaii. Warning to her theme, could this turn out to be our second ever overall Hobart winner to hail from Germany since *Raptor* won in 1994.

Kellinghusen has a very experienced crew, including Spanish navigator, Guillermo Altadill, whose extensive experience includes the Barcelona World Race, four Whitbread/Volvo Ocean Races and 18 Atlantic crossings. He was also aboard the catamaran *Cheyenne* with Australian Adrienne Cahalan when it set the Jules Verne record for fastest tour around the world with crew.

Next year, Kellinghusen plans include the Transatlantic and Round Britain and Ireland Race with his near new boat out of its downwind speed.

**VELOCE**

SAIL NO: SM602
LOA: 13.7m
CLASS: IRC/ORCi
DESIGNER: Greg Elliott (NZL)
TYPE: Elliott 44cr
NUMBER OF HOBARTS: 1
OWNER: Phil Simpfendorfer
CLUB: Sandringham Yacht Club, VIC
CREW: P Simpfendorfer (1) – Skipper, M Houghton (3) – Navigator, D Newman (2), E Murphy (3), I Taylor (11), N Duffy (1), A Cole (2), J Casley (1), N Drennan (28)

Competing in her first Rolex Sydney Hobart last year, this Elliott-designed 44-foot cruiser/racer finished an enticingly good 36th overall, fourth in IRC Division 2 and fifth in ORCi Division 2, which has persuaded Phil Simpfendorfer, a competitive Victorian racer, back for another tilt with some of his crew from last year. In 2012, *Veloce* was holding her own in the Sydney Gold Coast Yacht Race when broken halyards forced her out of the race. However, the news isn't all bad. Simpfendorfer was dubbed 'king of the eastcoaster' after





claiming back-to-back overall victories in the 2010 Melbourne to Hobart yacht race – an almost unheard-of achievement. *Veloce* also took out the somewhat rare line and handicap double in Hobart's famous King of the Derwent in 2011 and it is the first Victorian yacht to win since *Skandia Wild Thing* took the double in 2004. This win meant she claimed the Salamanca Series title that same year.

**VENTURE 2**

SAIL NO: M497
LOA: 15.2m
CLASS: IRC
DESIGNER: Greg Elliott (NZL)
YEAR BUILT: 2006
TYPE: Elliott 50
NUMBER OF HOBARTS: 0
OWNER: Stephen Chapman
CLUB: Lake Macquarie Yacht Club, NSW
CREW: S Chapman (16) – Skipper, C Freeman (17) – Navigator, C Skinner (1) – Second in Charge, L Chapman (1), R Chapman, A Paterson (5), G Van Dijk (5)

Stephen Chapman purchased this Greg Elliott designed Open 50, formerly *A Southern Man*, owned and skippered by Graham Dalton in the 2005/06 Velux 5 Oceans round the world single-handed race. Chapman renamed, refitted and made ready the yacht for the Auckland to Musket Cove (Fiji) Ocean Race and in February recorded the fastest time in the Simrad Two-Handed series in Auckland and competed in the Coastal Classic Race in October. She will sail from Auckland to compete in the Rolex Sydney Hobart and will be crewed by experienced Lake Macquarie sailors. If they get running and/or reaching conditions, watch this yacht fly.

**VICTOIRE**

SAIL NO: AUS5299
LOA: 15.2m
CLASS: IRC/ORCi
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2006
TYPE: Cookson 50
NUMBER OF HOBARTS: 7
OWNER: Darryl Hodgkinson
CLUB: Cruising Yacht Club of Australia
CREW: D Hodgkinson (2) – Skipper, A Henshall (3), J Newman (7), M Stinn, N Stansell (1), S Francis (3), S Kirkjian (17), S Guanaria (6), T Powell (15),

T Tubman (2)

Darryl Hodgkinson has stepped up from his Beneteau 45 (which is also contesting the race with her new South Australian owner), to the new *Victoire*, a Cookson 50, which her previous British owner, Chris Bull, raced as *Jazz*.

Bull sailed this canting keeled Cookson 50 to second overall and first under ORCi in the 2010 Rolex Sydney Hobart and returned in 2011 to finish fourth overall, first in IRC Division 0 and second in ORCi Division 1. In 2012, *Jazz* came so close, but when winds robbed her in the final stage, she finished fourth overall and third in division behind *Wild Oats XI* and *Black Jack*. Bull also raced the yacht overseas with success.

Hodgkinson has to live up to a big reputation with this yacht, but is up to the job. Under his guidance, the new *Victoire* sits fourth in the CYCA's Blue Water Pointscore after three races. In July this year, in its offshore debut with Hodgkinson, *Victoire* won IRC Division 0 in the Sydney Gold Coast Yacht Race and finished 10th in both the Flinders Islet and Bird Island Races. All three were light weather affairs, so are not good indicators for what lies ahead. This yacht is ranked among the favourites for an overall win.

With so many great performances, climaxing with Hodgkinson being named 2012 CYCA Ocean Racer of the Year, the previous *Victoire* won the 2011/2012 CYCA Blue Water Pointscore Series after Dr Darryl successfully defended his class victory at the 2012 Audi IRC Australian Championship, following third place in Audi Victoria Week, second in the Audi Sydney Harbour Regatta, and two divisional wins at both the Audi Sydney Gold Coast Yacht Race and Hamilton Island Race Week.

**WEDGETAIL**

SAIL NO: AUS11888
LOA: 16.8m
CLASS: IRC/ORCi
DESIGNER: Reichel/Pugh (USA)
YEAR BUILT: 2006
TYPE: Reichel/Pugh 55
NUMBER OF HOBARTS: 5
OWNER: Bill Wild
CLUB: Royal Queensland Yacht Squadron, QLD
CREW: B Wild (7) – Skipper, A Deeks (5), C Anderson (4), C Skinner (4), I Davis (9), S Hunt (18), J Gower, K Costin (10), C Kosecki (1), J Muir

Bill Wild returned to ocean racing with *Wedgetail* earlier this year after an 18-month hiatus from the sport and immediately reaped rewards, securing line honours and finishing second overall to Syd Fischer's TP52 *Ragamuffin* in this year's Pittwater to Coffs Harbour race. The Queenslander went on to finish fourth on line and second in IRC Division 1 of the Sydney Gold Coast Yacht Race in July and

it was enough to convince Wild to give the Rolex Sydney Hobart another crack.

Taking ownership of *Wedgetail*, originally known as *Yendys*, in 2010, Wild sailed her in the Rolex Sydney Hobart that year and finished ninth on line, sixth overall and third in IRC Division 1. The custom Reichel/Pugh 55 has an impressive race record including podium places in the Rolex Trophy Series and the Sydney Gold Coast Yacht Race. In the Rolex Sydney Hobart, scored a sixth in IRC Division 1 in 2009, sixth IRC overall and first in Division 1 in 2006 and scored a Division 1 third in 2007.

Wild's previous *Wedgetail*, the Welbourn 42, also had a strong offshore race record, including sixth overall in the 2005 Hobart wins and places in the majority of offshore races. Pivotal crew includes Kevin 'Cosi' Costin who has sailed with Wild for years and Ian 'Ox' Davis.

**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: 8
OWNER: Robert Oatley
SKIPPER: Mark Richards
CLUB: Hamilton Island Yacht Club, QLD
CREW: M Richards (11) – Skipper, T Addis (2) – Navigator, I Murray (19) – Second in Charge, I Burns (16), G Taylor (18), J Hildebrand (9), J Wilson (7), J Whittaker (11), M Shillington (17), N Ellis (8), R Naismith (17), R Daniel (12), S Beavis (4), S Jarvin (25), S Bannantyne (3), T Wiseman (9), S Quigley (1), C Harmsen (6), A Henderson (2), C Links (1), T Tindall (1)

Wild Oats XI secured her sixth line honours victory under the guidance of Mark Richards in last year's Rolex Sydney Hobart, broke her own race record, which now stands at 1 day, 18 hours, 23 minutes 12 seconds, and won the race overall. It was the second time the super maxi had achieved this historic treble and the only boat to do so twice in the race's history.

As it does each year, Bob Oatley's super maxi has undergone further modifications that include having a radical, retractable, hydrofoil-type wing fitted in a bid to make her even faster when sailing downwind. The modifications were put to the test for the first time under racing conditions at Audi Hamilton Island Race Week in August and the consensus is that it improved the yacht's performance.

The modifications are aimed at keeping the eight-year-old *Wild Oats XI* competitive against more recent designs. They have led to Richards and the crew to affectionately refer to the yacht as the 'Swiss Army Knife', because of the number of appendages she

now boasts: the new hydrofoil wing, a retractable forward rudder, two retractable daggerboards, canting keel, and the conventional rudder at the stern.

Wild Oats XI still holds the record for the most consecutive line honours wins – four – from 2005 to 2008, surpassing *Morna's* record of three in a row achieved from 1946-1948. She also holds the race record for the CYCA's Sydney Gold Coast Yacht Race (22hrs, 3mins, 46secs, set in 2012) and the CYCA's Cabbage Tree Island Race (12hrs, 15mins, 55secs, set in 2012). Richards and his crew will need to muster all their resources this year, with three other supremely competitive super maxis and their crews ready to take her on.

**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 (36) – Skipper, P Inchbold (26) – Second in Charge, J Wells (3) – Navigator, A Scott (8), A Fong (2), D Williams (3), D Morris (13), J White (3), K Ketelbey (2), P Sayer, P Endersbee, P Warburton, D Morrow (9)

As 'Hicko' gets set to start his 37th Hobart journey, he has, as usual, campaigned *Wild Rose* to the max in the lead-up to the big race with some excellent results. He sailed the Farr 43 to 13th overall in last year's race – and the result is a lot better than it first appears, because *Wild Rose*, along with *Love & War*, beat all Division 2 and 3 boats overall – and the two were first (for a second straight year) and second in IRC Division 4 respectively. Despite the yacht's 28 years, is a good bet for overall honours. In the 2013 Audi IRC Australian Championship, *Wild Rose* was second in IRC Division 3 and went on to place fifth overall in the 2013 Gosford-Lord Howe Island race after winning the previous year. Was third overall and won Division 4 of the 2013 Sydney Gold Coast Yacht Race, the first race of the Blue Water Pointscore Series (BWPS), and won Races 2, 3 and 4, the Flinders Island, Bird Island and Cabbage Tree Island races, for a commanding BWPS lead.

Hickman is a big supporter of the BWPS and has won it four times; with his own boat and as sailing master on two others. He and the *Wild Rose* crew are looking forward to challenging for it again, after finishing fourth last year and third in the Cape Byron Pointscore (ORCi) category of the BWPS.

Each year, Hicko trains up a mix of male and female sailors, blooding them for offshore racing aboard what was originally Bob





Oatley's *Wild Oats*. In partnership with Bruce Foye and Lance Peckman, Hickman won the 1993 Hobart race overall under IOR (there was also an IMS overall winner, Cuckoos Nest); it was the race's swansong for IOR.



WILD THING

SAIL NO: M10
LOA: 30.48m
CLASS: IRC
DESIGNER: Don Jones (AUS)
YEAR BUILT: 2003
TYPE: Jones 100
OWNER: BC39 Pty Ltd
CLUB: Southport Yacht Club, QLD
CREW: G Wharington (24), D Turton (4) – Navigator, A Gough, G Torpy (4), J Chilman (1), J Torpy (1), J Plante, K Meyer, K Mathews, M Buchbach, P Cosman (13), S Gaddes (3), M Donnan

Grant Wharington's *Wild Thing* won line honours in the 2003 Rolex Sydney Hobart when the yacht was a 98-footer, 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 super maxi finished second to *Wild Oats XI*. Last year, Wharington made modifications to *Wild Thing*, which included extending her to 100-foot and making improvements to her original hull shape. Earlier this year, Wharington secured a line honours win in the Brisbane to Gladstone Yacht Race which she followed up by taking line honours in the Sydney Gold Coast Yacht Race in July.



WILPARINA

SAIL NO: 7004
LOA: 10.10m
CLASS: ORC
DESIGNER: Sparkman and Stephens (USA)
YEAR BUILT: 1982
TYPE: S&S 34
NUMBER OF HOBARTS: 0
OWNER: Nick Cannar
CLUB: Ku-ring-gai Motor Yacht Club/Gosford Sailing Club
CREW: N Cannar – Skipper, D Leach – Navigator, B Caldwell, T Knox, M Mathews, S Knox

Wilparina is one of the well-known and sturdy S&S designs. She was fitted out by Maybrook Marine in Sydney and was Maybrook's display vessel at the 1982 Sydney Boat Show. Has excellent teak and celery-top pine interior fit-out and was used for a Performance Test in Australian Sea Spray in August 1982, which also featured a photo of the 31-year-old. Named by Alan McAlpine from Maybrook, her first owner was Con Rafferty. In 1987 *Wilparina* was sold to Keith and Maureen Cole, who mostly sailed the sturdy design on Pittwater. Was sold to Chris Jackson in 2005, who took her to Brisbane and made cruising modifications.

Present owner, Nick Cannar, is making his Hobart debut with a yacht that will be a stayer if the going gets tough. *Wilparina* comes from a long line of remarkable S&S designs, including three-time Hobart overall winner, *Love & War*. The crew of six is an eclectic and multi-generational (19 years to 68) one of six brought together by a shared love of S&S34s and a desire to do the Rolex Sydney Hobart. Three are keenly competitive Laser dinghy sailors at Greenwich Sailing Club with a common background in cruising small yachts up and down the east coast. One has also navigated the Murray Darling and Hawkesbury Rivers on home-made rafts and is currently building Australia's first Eco houseboat at Jarken in Jervis Bay. Also joining the crew is American Brian Caldwell, who in 1996 was the first person under 21 (he started at 19 and was 20 when he finished) to sail around the world single-handed with stops. Turning 38 in December, he is now a veteran of numerous Sydney-Hobarts, Mini Fastnets, Trans Pacs and others. Fittingly, Caldwell and his partner live on twin S&S 34s in the USA.



ZANZIBAR

SAIL NO: SIN4321
LOA: 12.78m
CLASS: IRC
DESIGNER: Tom Humphreys (UK)
YEAR BUILT: 2007
TYPE: Humphreys 42
NUMBER OF HOBARTS: 0
OWNER: Jonathan Mahony
CLUB: Raffles Marina, SIN
CREW: J Mahony – Skipper, S Simmons – Navigator, A Reid (1), S Lee (8), B Hill, R Killip (2), C Mitchell, N Hopkins (1), A Simmons

Good things come in smaller packages, just ask Jonathan Mahony, who sailed *Zanzibar* to overall IRC success in the 50th Anniversary Rolex China Sea Race last year. This is only the third time a Singaporean entry has been received for the 628-nautical-mile Hobart race. A heavy hitter on the Asian scene, the Humphreys 42 beat a competitive field of larger boats, including several TP52s and the 90-foot *Genuine Risk* to win the Rolex

China Sea Race overall to take home a Rolex Yacht-Master Timepiece. Mahony is hoping to add a second timepiece by winning the Rolex Sydney Hobart Yacht Race overall too.

Zanzibar also won Division 1 of the 2011 Hong Kong to Vietnam Race, finished runner-up for the second year running in the 2013 Subic to Boracay Race in February, before breaking its boom in the Boracay Cup Regatta in wild conditions. This Easter, Mahony warmed up in the 480-nautical-mile San Fernando Race and finished 10th overall.



ZEFIRO

SAIL NO: MLT10010
LOA: 30.2m
CLASS: IRC
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2009
TYPE: Farr 100
NUMBER OF HOBARTS: 0
OWNER: Gerhard Ruether
CLUB: North German Regatta Club, GER
CREW: G Ruether – Skipper, M Quilter – Navigator, J Furnis – Second in Charge, J Bakker, B Tuke (1), S Loxton, D Neil (1), S Molesworth, A Reeves, M Boyd, J Walker, Z Sis Naing, C Wade-Lehmen (5), P Williams (15), N Mrdjen (3)

German born, but living in Cyprus for the last 30 years where his shipping management business is based, Gerhard Ruether is bringing his luxurious Farr 100, *Zefiro*, to Sydney as part of a world circumnavigation. Originally from Hamburg, Ruether brings the first ever entry from Cyprus in the history of the Hobart race.

She may wear the look of a beautifully appointed cruiser, but a crew member describes the 100-footer as "A wolf in sheep's clothing," as she is capable of making 13 knots upwind and revels in hard conditions. Owner and crew are keeping fingers crossed for a hard southerly. There is so much faith in this boat, that the likes of Kiwi navigator Mike Quilter, a veteran of multiple Whitbread/VORs, is joining the crew, as will reigning 49er world champion and 2012 Olympic silver medallist, Kiwi Blair Tuke. For the first time ever, two residents of Myanmar (Burma) join the Rolex Sydney Hobart – aboard this vessel. Ruether had been sailing in European waters with various boats for 30 years, until getting the urge to move to greener pastures. So far, *Zefiro* has sailed from Cyprus across the Atlantic to the Caribbean, to the USA, Cuba, Panama, Galapagos, across the Pacific via French Polynesia, Samoa and Tonga and down to New Zealand. Then she sailed to Fiji, New Caledonia, Vanuatu and the Solomon Islands. After Australia and the Rolex Sydney Hobart, she will sail home via Indonesia. He sails every mile on the boat. Launched in Cape Town, South Africa, *Zefiro's* best recent result was winning the 2013 New Zealand Millennium Cup

in February. Previously, Ruether owned a Solaris 76 with which he placed third in the 2007 Transatlantic Rolex Cup.



ZEN

SAIL NO: 3838
LOA: 11.8m
CLASS: IRC/One Design
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 2004
TYPE: Sydney 38
NUMBER OF HOBARTS: 5
OWNER: Gordon Ketelbey
CLUB: Middle Harbour Yacht Club, NSW
CREW: G Ketelbey (8) – Skipper, A Deakin (1), D Smyth, G Hinings (5), D Barton (1), P McIntyre (1), G Cantwell, C Haskard

Zen is the Sydney 38 owned by Gordon Ketelbey, who has been a regular campaigner in this one design class. In last year's Rolex Sydney Hobart, *Zen* finished 11th in IRC Division 3 and 10th in ORC Division 3. She then went on to compete in the Premier Racing class at the Festival of Sails, conducted by the Royal Geelong Yacht Club, and finished fourth in the class. On the return journey to Sydney, the yacht suffered keel damage that put her out of action for most of this year. In last year's Sydney 38 NSW Championship, which was conducted just prior to the Rolex Sydney Hobart, she finished fourth. In 2011, she finished second in the Sydney 38 National Championship held in Geelong Victoria.

Rolex Sydney Hobart Yacht Race 2013 List of Entries and Boat Profiles*
*Subject to change, crew details as per information provided to the CYCA by 8 November, 2013. For up to date crew lists, please refer to www.rolexsydneyhobart.com under 'Yachts'. Compiled by Di Pearson and Jennifer Crooks.



Sydney - Hobart 2013/14

ICHI BAN

adjective: ichiban
1. first in importance, order, or position; leading.

C⁶⁰

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 **PREMIER**
COMPOSITE TECHNOLOGIES



With 97 entries for this year's Rolex Sydney Hobart Yacht Race, the question facing race organisers is just how many can we expect for the 70th race next year? One hundred-plus seems certain as the race continues to attract more and more international entries and, in particular, big boats.

It's a major logistical question already being discussed by the Royal Yacht Club of Tasmania's committee under the chairmanship of race finish co-ordinator Robert 'Biddy' Badenach.

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.

The huge public welcome as the leading yachts sail up the River Derwent to Hobart, capital city of the island state of Tasmania, and when the crews dock their yachts in the city's historic Sullivans Cove and Constitution Dock, just five minutes walk from the CBD. Without question,

DOCKSIDE AT SULLIVANS COVE

THE ROYAL YACHT CLUB OF TASMANIA AND HOBARTIANS ARE GEARING UP FOR A HUGE INFLUX OF YACHTS FROM AROUND THE WORLD COMPETING IN THE 69TH ROLEX SYDNEY HOBART YACHT RACE, AS WELL AS FLEETS FROM OTHER PORTS. EDITOR-AT-LARGE PETER CAMPBELL LOOKS AT THE LOGISTICS OF ORGANISING THE FINISH.

The final fleet size this year certainly caused a few sharp intakes of breath at the November meeting of the RYCT committee that organises all facets of the finish of the 628-nautical-mile in Hobart, from timing yachts as they cross the finish line to organising the prestigious prizegiving at the Club's headquarters on the shores of Sandy Bay.

The Cruising Yacht Club of Australia had earlier estimated a fleet of 80-plus in view of next year's race being the 70th, with early indications of a fleet of 110 to 120 boats, including bigger entries from Australian States such as Tasmania and South Australia, compared with this year. However, the RYCT is confident that, with co-operation from the state government and TasPorts, it should cope with the big fleet this year and, of course, next year.

The international status of the Rolex Sydney Hobart Sydney Yacht Race among yachties and its worldwide high media and public profile developed over the past 68 years is primarily due to two significant aspects of this famous blue water classic.

The spectacular start from beautiful Sydney Harbour each year on a public holiday, Boxing Day, 26

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 too 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 the fleet of nine yachts back in 1945 were relatively basic, but over the following 67 years the role of the RYCT has increased commensurately with the growth of the fleet, reaching its peak with the 371 starter 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 oversaw the successful berthing of 307 yachts that finished the 50th Sydney Hobart. Hocking heads the team tasked with organising the berths and then making sure that every boat goes 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.

He says that while berthing still has its problems, he agrees it is an easier task these days with fleets of less than 100 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

PARTY TIME
Fireworks celebrate the great race's finishing point on the Hobart waterfront.

DANIEL FORSTER





in keel depth of modern yachts and an old underwater pipe near the entrance to the dock through the lifting bridge.

An added complication this year has been the inclusion of the twelve Clipper 70s in the Sydney Hobart fleet as a leg of their Clipper Race around the world.

Hocking has managed to arrange berths for them together at the northern end of the Elizabeth Street Pier. He also has to find berths for

five 100-footers in the 97-boat fleet.

The success of the finish of the Rolex Sydney Hobart Yacht Race has since its inception rested on the volunteers who give up their Christmas-New Year holiday time to work on the many logistics of the finish to such a huge international yacht race, such as timing yachts in four ocean races as they cross the finish line at Castray Esplanade. Not just the Sydney Hobart fleet, but also the Launceston to Hobart

This is the most hospitable and widely publicised race finish of any annual long ocean race in the world.

Race and two races from Melbourne to Hobart (the West Coaster and the East Coaster).

This year at least 150 volunteers from the RYCT, the Derwent Sailing Squadron and the Bellerive Yacht Club will be involved in finishing, crewing patrol boats, staffing the information and reception areas at Constitution Dock, manning race information computers and phones, acting as members of the Race Committee, and more.





Crowd control can be a problem on Hobart's Kings Street Marina, where most of the medium to large yachts will be berthed and there will be strict control of access to the marina arms to overcrowding.

A new rule introduced last year requires that boats with 'celebrity' crews to tie up alongside the low level wharf outside Constitution Dock to allow media interviews and crowd viewing before going to their allocated marina berths. This is where the first three maxi yachts to finish the race berth initially for the official welcome and media activities.

Spectator boat control on the Derwent has sometimes been a problem at times. 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.

'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 Tasmania Police'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 has many memories of the finish to 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 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*'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 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



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, as they dock. Many lasting friendships are made between Hobartians and visiting yachties.

WARM WELCOME Super maxis such as *Wild Oats XI* tie up at Constitution Dock for the official welcome and media activities.

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 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 dockside. 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 huge 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 time piece – being presented in a big public dockside event.

The overall winner of the Tattersall's Trophy is also now

announced dockside and again the winning skipper is awarded the trophy and a Rolex time piece 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 1 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, as they dock," Badenach recalls. "Each crew is still presented with a case(s) 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 friendships are 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.

“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 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.”

The RYCT’s planning for the Rolex Sydney Hobart begins months before Boxing Day. Everything swings into operation in Hobart as the fleet sets sail from Sydney Harbour. 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 Sydney Hobart is the accurate timing of each yacht as it crosses the

finish line between the ‘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 hours a day from when the first yacht rounds Tasman Island until the very last boat in the Sydney Hobart and the other races finish.

The huge public interest in the 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 Taste originated at the Royal Yacht Club of Tasmania in 1985 as an idea of then Commodore Ollie Hedberg and Hobart race director Rowan Johnston.

The huge public interest in the Sydney Hobart has spawned other events in Tasmania’s capital city over Christmas – New Year, the biggest being Taste of Tasmania.

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 Customs House and the Shipwrights Arms are already gearing up for an influx of thirsty yachties.

From 26 December 2013 through to 3 January 2014, Sullivans Cove and Constitution Dock 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’. ⚓

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ROLL OF HONOUR

OVER THE PAST 68 YEARS MANY PEOPLE HAVE CONTRIBUTED TO THE DEVELOPMENT OF THE ROLEX SYDNEY HOBART YACHT RACE.

PETER CAMPBELL PAYS A SPECIAL TRIBUTE TO TRYGVE AND MAGNUS HALVORSEN AS THE 2013 ROLEX SYDNEY HOBART YACHT

RACE MARKS THE 50TH ANNIVERSARY OF THE FIRST OF THEIR THREE CONSECUTIVE WINS IN THE SYDNEY HOBART WITH THEIR REMARKABLE YACHT *FREYA*.

engineering. As wooden boat builders they carried on the traditions of their Norwegian forebears and their skills in this medium were displayed as the builders of their ocean racers but also famous yachts such as the America's Cup challengers *Gretel* and *Gretel II*.

Not only did the Halvorsens build the Alan Payne-designed *Gretel* for Sir Frank Packer's 1962 Challenge for the America's Cup, but both Trygve and Magnus were part of the team. Later they built *Gretel II* for the 1970 challenge and rebuilt her challenge in 1977.

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-foot double-ender that "went like a scalded cat" downwind, with which they had a win in 1957 as well as three



TRYGVE & MAGNUS HALVORSEN

The record set by Trygve Halvorsen (above) and his brother Magnus (right) 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 such a legacy to ocean racing with superb yachts *Solveig IV*, *Peer Gynt*, *Anitra V* and *Freya*, the only yacht to win three consecutive Sydney Hobart Races on corrected time.

Trygve's great talent was in design, Magnus' 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



MAKING HISTORY
The crew of the all-conquering *Freya* in 1963, the first year of the yacht's run of three consecutive overall honours.

Legion of legends

Others who have contributed to the successful development of the Rolex Sydney Hobart over the past 68 years have been:

Bruce Farr, the New Zealander whose designs have won more line and handicap honours in the Sydney Hobart than any other yacht designer. Farr first made his name in the 1970s with his light displacement designs, achieving his first Sydney Hobart win with *Piccolo* in 1976, with the maxi ketch *New Zealand* achieving the rare double of line and handicap honours in 1980. Other notable Farr-designed overall winners have been *Sagacious V*, *Ragamuffin*, *Ausmaid* and *Rosebud* while other line honours winners have included *Brindabella*, *Tasmania* and *Sayonara*.



Vicki Willman, who made Sydney Hobart history in leading the first all-woman crew to contest the Sydney Hobart in 1975, skippering *Barbarian*.





seconds, 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-foot, 6-inch LOA double-ender with a vertical spade rudder and a long, straight keel, planked in Oregon and splined (wedge 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 other ocean racing yachtsmen, 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 and Magnus went their separate ways in yachting; Trygve sailing in several more Hobart races while Magnus was navigating the American maxi yacht *Kialoa III* when she set a long-standing race record in 1975.

Trygve and Magnus Halvorsen got together to be the official starters of the Sydney Hobart in 2007 and again last year when a small group of yachtsmen 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.

Trygve Halvorsen will fire the gun to start this year's 69th Sydney Hobart.

CAPTAIN 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 Navy Fleet Repair Base at Garden. 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.

Illingworth's vast knowledge of yacht design and 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,



"Why don't we make a race of it?"

CAPTAIN JOHN ILLINGWORTH RN

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 is recorded as replying, "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 that included 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 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 offshore vessels 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 great legacy to international yachting, including that of 'father of modern ocean racing in Australia' and a founder of the Sydney Hobart Yacht Race.

PETER LUKE

Along with Captain John Illingworth RN, Peter Luke must be regarded as one of the founding fathers of the Sydney Hobart Yacht Race and the Cruising Yacht Club of Australia.

Luke, who died in 2007 at the age of 92, was co-founder of the Cruising Yacht Club back in 1944 and was second commodore of the club. 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 CYC members. It was Illingworth who reportedly said "why don't we make a race of it?"

And so the Sydney Hobart Race was born and both yachtsmen added their names and that 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 unlikely to be broken – the longest-ever time to finish the course, 11 days, six hours and 20 minutes.

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

FOUNDING FATHER

Above: Captain John Illingworth had the idea for the first Sydney Hobart Yacht Race in 1945, winning the inaugural race at the helm of his yacht *Rani*. Right: Tony Cable, one of the great characters of Sydney Hobart history.

Martin James, a past Commodore of the CYCA, who has played a very significant role in bringing Rolex aboard as sponsor and establishing the CYCA as a world leader in a yacht tracking system that today provides the most advanced progressive race results as well as enhanced race safety.



Peter Bush, another past commodore of the CYCA, who 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, for the past 50 years have between them held the vital position of finish co-coordinator of the Sydney Hobart Race, a vital role that includes liaising with the CYCA and the race committee, bringing together the many volunteers involved in the race finish, as well as liaising with Tasmanian government, civic, port and water police authorities. Johnston held the position for 34 years, Badenach taking over in 1997. Johnston and fellow club member John Honeysett, along with *Offshore's* editor-at-large, Peter Campbell, were honoured after last year's race with the Rolex Sydney Hobart Meritorious Services Award for their contribution to the ocean classic.



rights for the Sydney Hobart Yacht Race. Many years later, he did rejoin the club but only under protest.

In 1994, at the age of 79, Peter Luke sailed in the 50th Sydney Hobart aboard a friend's yacht, *Charisma*, not with *Wayfarer*, although he still owned the yacht when he died.

TONY CABLE

Tony Cable is one of the most colourful characters one could meet over the past half century around the marina (or in the bar) at the Cruising Yacht of Australia or around Hobart's historic constitution. An ebullient raconteur, organiser of memorable events for yachties ashore and a great sailor, Cable has competed in 47 Sydney Hobart Races as a crew member since 1961, the most by any yachtsman so far in the history of the race.

Elected a life member of the CYCA in 2005, his greatest contribution has been to his fellow members and to others who have competed in the Sydney Hobart. He was co-founder of the Quiet Little Drink (QLD) in Hobart in 1969-70, a notorious post-race gathering that ran for many years at various waterfront pubs. In a different form today, the QLD continues to support charity and the CYCA's Youth Sailing Academy. There is also the more formal QLD Cocktail Party where sailors who reach distinctive numbers of 'Hobarts' are formally inducted into this exclusive club of 'Hobart heroes', their names inscribed on an honour roll.

Cable has served the CYCA and the Sydney Hobart in many ways. He was a club board member from 1975 to 1986 during which time he was chairman of the club's volunteer publications committee which produced 65 issues of *Offshore* magazine and 11 Sydney Hobart Yacht Race programs.

Tony Cable is a repository of ocean racing knowledge and he has acted for many years as the club's historical liaison officer.... 'ask Cable, he'll know!'



John Bennetto was the first yachtsman to reach the notable goal of sailing in 40 Sydney Hobart Races. The colourful Tasmanian yacht owner, known as 'The Fish', sailed in his first Hobart Race in 1946 aboard *Kintail*, his last in 2004 skippering *Quest*, his 44th Hobart Race. 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, has and continues to make a significant contribution to the extraordinary technical advances in the design, construction and sailing of state-of-the-art super maxis. 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 then built the champion *Wild Oats XI* and has continued to upgrade the 100-footer for each year's race. Oatley's skipper in each of these victories has been Mark Richards.





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, almanacs 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. He also played a strong role in the professional publication of *Offshore* 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 crewman who had fallen overboard from the Italian navy's entrant, *Corsaro II*. In gratitude, the Italian later in Hobart 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, launch, boarding and spending time in heavy seas in life rafts 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 died.

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

QUEEN OF NAVIGATION
Below: Adrienne Cahalan was vital in *Wild Oats XI's* success in 2012, and is a pioneering example of women in yachting.



Rolex Sydney Hobart Races than any other woman and, as co-navigator of the record-breaking, five-times line honours winner *Wild Oats XI*, has an enviable status among 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 125-foot catamaran *Cheyenne* which broke the record by sailing around the world in 58 days, 9 hours 32 minutes and 45 seconds. She has twice been chosen as Australian Yachtswoman of the year, for 2002-2003 and 2004-2005, and been nominated for the World Yachtswoman of the Year four times.

Cahalan graduated in law from Sydney University and has practiced 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.

In reality, 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 19 Sydney Hobart Races to date. Her first Sydney Hobart was in 1990 and among the yachts she navigated have been *Bumblebee*, *Nicorette* and *Andrew Short Marine*.

Her 21st Hobart again will be aboard *Wild Oats XI* as navigator in the 2013 race.

Cahalan's first race on the 100-footer was in 2005 when *Wild Oats XI* broke the race record, took line honours and first place overall on IRC. Her only time off has been to give birth to a daughter.

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, many learning to be navigators.



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, putting the race firmly in the sights of fellow American yachtsmen. Recently turned 90, Kilroy took line honours three times in the Sydney Hobart, in 1975 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 in 1946, only the second year of the race, set sail with their husbands for Hobart. Jenny sailed with her husband Horrie aboard *Active*, virtually taking over as skipper when Horrie became ill; Dagmar was aboard *Connellia* with her husband, Dr Brian O'Brien, but they were forced to retire from the race.

There are, of course, many others deserving of mention in the remarkable 69-year history of the Sydney Hobart. We will continue to recognise them in future editions and we would welcome the input of our readers.





SYD FISCHER OBE

Syd Fischer was recently presented with a Lifetime Achievement Award at Yachting Australia's annual awards night, marking a remarkable career in ocean racing that is still continuing at a pace few younger yacht owners could maintain.

The 69th Rolex Sydney Hobart Yacht Race will be the 45th time the now 86-year-old has competed in the race, almost every time as the skipper of his yacht named *Ragamuffin*. His first race in 1962 was in a yacht named *Malohi*.

Fischer skippered his yachts to line honours wins in the 1988 and 1990 Sydney Hobart, taking overall honours in 1992. He has won the CYCA's Blue Water Championship nine times.

Competing internationally he won the One Ton Cup in New Zealand in 1971 with *Stormy Petrel*, the 1980 Round the State of Hawaii Race, and in 1971 skippered his 49-footer *Ragamuffin* to overall first place in England's famous Fastnet Race.

Fischer captained Australian Admiral's Cup teams in 1971, 1973, 1977, 1981, 1993 and 1997, including the winning team in 1979, the year of the tragic Fastnet Race. He also captained winning Australian teams in the Kenwood Cup in Hawaii in 1996 and 1988 and Australian and New South Wales teams in the Southern Cross Cup in 1975, 1993, 1995, 1997 and 2004.

Fischer has for decades been a driving force in lifting the status of the Sydney Hobart to meet technological advances in yacht design. In particular, he has been

outspoken in calling for changes to handicap systems used in the race. This has culminated with the introduction of ORCi scoring, although IRC remains the system that decided the Overall Winner.

Described as a "colourful, forceful, resourceful and effective operator," this remarkable Australian yachtsman 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, mostly on technical grounds, or because the boats were simply not good enough.

One of his lesser known but highly valuable contributions to the sport has been mentoring young sailors and giving them experience of big boat racing. Iain Murray and James Spithill are just two prime examples.

Yachting Australia's Lifetime Achievement Award this year follows earlier recognition of his contribution to ocean racing, including an OBE (Order of the British Empire), 1971 Australian Yachtsman of the Year and Australian Ocean Racer of the Year in 1993, 1996 and 2002.

While most men of his age would have retired from such an active sport as ocean racing, Syd Fischer has already achieved two fine line honours wins this year and has sights on again winning line honours in the Rolex Sydney Hobart.

This year he will skipper *Ragamuffin 100* which he sailed to monohull honours in July's Transpac Race from Los Angeles to Hawaii. Utilising the smaller Dubois 90 *Ragamuffin 90* for training

STILL GOING STRONG

Left: The great Syd Fischer, who at 86, will compete in his 45th Sydney Hobart on board *Ragamuffin 100*.

and selection for the upcoming 628-nautical-mile Hobart race, the 86-year-old broke the 2013 Audi Hong Kong Vietnam Race record.

To quote colleague Rob Mundle, "Syd Fischer is not the retiring type!"

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 past senior representative and executive member of the International Sailing Federation (ISAF) he considerably raised this nation's status within the international governing body for the sport.

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' Sydney Hobart 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 the line and handicap double in the Hobart Race.

Kellett has sailed in 39 Sydney Hobarts, in latter 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 retaining a practical, hands-on approach that he continued with his involvement with ISAF. He became Commodore of the CYCA, later President of the Australian Yachting Federation, 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. ⚓



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OFFICIAL TIMEKEEPER

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.

The original honour board was carved by prisoners at Risdon Prison in Tasmania, and a second one was commissioned in 2011. Each year, yachtsmen and women who achieve these significant milestones by participating in the Rolex Sydney Hobart Yacht Race are recognised at the annual Quiet Little Drink cocktail party.

Past Commodore David Kellett AM celebrates his 40th Hobart as chief radio operator of the Radio Relay Vessel team, a role he has had for 12 years. Kellett and his crew aboard *JBW* the radio relay vessel provides a 24/7 watch over the fleet and conduct radio skeds four times daily.

Grant Wharington whose name is synonymous with the maxi *Wild Thing* will also be undertaking his 25th race. Last year, Wharington made modifications to *Wild Thing*, which included extending her to 100 feet and made improvements to her original hull shape. Earlier this year, Wharington secured a line honours win in the Brisbane to Gladstone Yacht Race which she followed up by taking line honours in the Sydney Gold Coast Yacht Race in July.

Peter Messenger will also reach the 25 milestone aboard Tony Kirby's new Ker 46 *Patrice*, with Bill Sykes and Erik Adriaanse completing their 25th Hobart on the Jutston 80, *Brindabella*.

Darren Senogles will mark his 25th Hobart aboard Matt Allen's brand new Carkeek 60 *Ichi Ban* and Noel Drennan will also be recognised as having completed 25 Hobarts. 108 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 the 2012 race is:

Tony Cable	(NSW) 47 since 1961 (1 win)
Tony Ellis	(NSW) 46 since 1963 (1 win)
John Bennetto†	(TAS) 44 races 1947-2004 (1 win)
Lou Abrahams	(VIC) 44 since 1963 (2 wins)
Syd Fischer	(NSW) 44 since 1962 (1 win)
Bill Ratcliff	(NSW) 44 since 1963
Colin Wildman	(NSW) 44 since 1963 (1 win)
Bruce Gould	(NSW) 43 since 1963 (2 wins)
Richard Hammond†	(NSW) 40 since 1952 (2 wins)
Bernie Case	(VIC) 40 since 1962
Lindsay May	(NSW) 40 since 1973 (3 wins)
David Kellett	(NSW) 39 since 1968 (1 win)
Michael Spies	(NSW) 36 since 1976 (1 win)
Roger Hickman	(NSW) 36 since 1974 (2 wins)
Peter Green†	(NSW) 35 races, 1947-1989 (1 win)

Richard Norman	(NSW) 35 since 1955 (2 wins)
Fraser Johnston	(NSW) 34 since 1963 (2 wins)
Don Mickleborough	(NSW) 34 since 1958
Colin Betts	(NSW) 34 since 1955 (3 wins)
Mike Green	(NSW) 34 since 1977 (2 wins)
Geoff Rouvray	(NSW) 33 since 1967
Roger Howlett	(TAS) 33 since 1969
Phil Eadie	(NSW) 33 since 1972 (2 wins)
Don Lang†	(VIC) 32 races, 1952-1994 (1 win)
Alby Burgin†	(NSW) 32 races, 1955-1999 (1 win)
Maurice Cameron	(NSW) 32 since 1974
Colin Anderson	(VIC) 32 since 1973 (2 wins)
Jacko Goluzd	(NSW) 32 since 1978 (2 wins)
Kim Jaggard	(NSW) 32 since 1977
Ed Psaltis	(NSW) 32 since 1979 (1 win)
Bruce Taylor	(VIC) 32 since 1980



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 AND SOME A WHOPPING 40 OR MORE RACES OVER THE DECADES. HERE WE HONOUR THOSE TRUE VETERANS WHO HAVE ETCHED THEIR NAME INTO SYDNEY HOBART LORE.

Ralph Carlier	(NSW) 31 since 1973
Peter Shipway	(NSW) 31 since 1968 (2 wins)
Max Crafoord†	(NSW) 30 races 1953-1993
Albert Mitchell	(NSW) 30 since 1954 (2 wins)
Peter Kurts†	(NSW) 30 races 1964-2003 (2 wins)
Magnus Halvorsen	(NSW) 30 since 1946 (5 wins)
Lester Nibbs	(TAS) 30 since 1960
Rod Jackman	(TAS) 30 since 1971
Geoff 'Hagar' Barter	(NSW) 30 since 1974
Ian Potter	(NSW) 30 since 1976
Robbie Burns	(NSW) 29 since 1974 (1 win)
Bruce Jackson	(NSW) 29 since 1952
David Lawson	(NSW) 29 since 1961
John Solomon	(TAS) 29 since 1967
Peter Duffield	(NSW) 29 since 1968
Graeme Fraser	(NSW) 29 since 1973
Kingsley Piesse	(VIC) 29 since 1983
Colin Tipney	(NSW) 29 races since 1979 (1 win)
Bob Fraser	(NSW) 28 since 1973 (1 win)
Tony Kirby	(NSW) 28 since 1983
Robert Case	(NSW) 28 since 1985
Tony Header	(NSW) 28 since 1975
TWT (Bill) Thompson†	(NSW) 28 races 1956-1988
Hugh Treharne	(NSW) 28 since 1968 (2 wins)
John Harris	(NSW) 28 since 1971 (2 wins)
Larry Jamieson	(NSW) 28 since 1983
Stan Darling†	(NSW) 27 races 1947-1982 (5 wins)
Des O'Connell†	(NSW) 27 since 1947
Rolfe Mische†	(NSW) 27 races, 1963-1995

THE CABLE GUY
Tony Cable, who is coming up for race number 48, is the man to have achieved the most Hobart races. In an offshore career that spans over 50 years, this national living treasure remains a dedicated and enthusiastic ocean racer and club man - he is a life member of the Cruising Yacht Club of Australia, where he continues to play an active role. According to his co-sailors, 'Glark' as he is known, is not just a pretty face, but a very capable member of the crew, who the younger members aboard the yacht hold in the greatest esteem. It doesn't hurt that he can tell a good yarn and has a sound knowledge of the race that few can boast. This will be his third time heading south on *Duende*.

Josko Grubic	(SA) 27 since 1966
Richard Bearman	(NSW) 27 since 1969
Peter Joubert	(VIC) 27 since 1968
John Mooney	(VIC) 27 since 1969
Simon Firth	(TAS) 27 since 1973
Graeme Freeman	(TAS/NSW) 27 since 1970
Low Carter	(NSW) 27 since 1973
Mike Hesse	(NSW) 27 since 1965 (2 wins)
Greg Prescott	(TAS) 27 since 1980
Carl Crafoord	(NSW) 27 since 1980 (4 wins)
Alan Butler†	(VIC) 26 since 1946 (3 wins)
Warren Anderson	(NSW) 26 since 1970
Jim Dunstan	(NSW) 26 since 1972 (1 win)
Bill Watson	(TAS) 26 since 1973
John Williams	(VIC) 26 since 1975
Graeme Ainley	(VIC) 26 since 1975
Hugh Brodie	(NSW) 26 since 1982 (1 win)
Ian (Barney) Walker	(VIC) 26 since 1983 (3 wins)
Gavin Gourlay	(VIC) 26 since 1984
Peter Fletcher	(VIC) 26 since 1987
Peter Inchbold	(NSW) 26 since 1980
Damian Parkes	(NSW) 26 since 1977
Julian Freeman	(TAS), 26 since 1983
Greg Johnston	(NSW) 26 since 1980
John Woodford	(NSW) 26 since 1979
David Ellis	(NSW) 25 since 1977 (2 wins)
Bill Riley	(NSW) 25 since 1976
Russell Evans†	(VIC) 25 races 1958-1985
Toby Richardson	(TAS) 25 since 1973 (3 wins)
Ian Treharne	(NSW) 25 since 1967
Tony Poole	(NSW) 25 since 1977
Hugh O'Neill	(NSW) 25 since 1981
George Snow	(NSW) 25 since 1975 (1 win)
John Walker	(NSW) 25 since 1981
Robert Green	(VIC) 25 since 1965
Peter Hopkins	(TAS) 25 since 1982
Robert Moore	(NSW) 25 since 1985
David Hodgson	(NSW) 25 since 1981
Jim Holley	(NSW) 25 since 1987
Bob Thomas	(NSW/QLD) 25 since 1988
Steve Jarvin	(NSW) 25 since 1981

LEADING YACHTSWOMEN

Yachtswomen have been sailing in the Sydney Hobart since the very early days of the blue water classic, but none have yet to compete in 25 races. Navigator Adrienne Cahalan, looks set to become the first woman to achieve the 25 milestone, having sailed south 21 times. Fourteen women have competed in 10 or more races:

Adrienne Cahalan	(NSW) 21 since 1984 (2 win)
Gail Harland	(NSW) 18 since 1990 (1 win)
Felicity Nelson	(NSW) 18 since 1987
Vanessa Dudley	(NSW) 17 since 1984
Mary Holley	(NSW) 16 since 1997
Sally Gordon†	(NSW) 15 races 1994-2008 (1 win)
Jan Howard	(NSW) 14 since 1978
Amanda Wilmot	(NSW) 12 since 1987
Audrey Brown	(NSW) 12 since 1987
Sue Crafer	(NSW) 12 since 1990
Julie Hodder	(NSW) 12 since 1984
Kerry Goudge†	(NSW) 10
Lea Meyer	(NSW) 10 since 1992
Cathy Josling	(NSW) 10 since 1992

† Deceased



OLD TIMERS

PETER CAMPBELL TRAWLS THROUGH THE HISTORY OF THE SYDNEY HOBART YACHT RACE TO FIND THE OLDEST YACHT EVER TO COMPETE.



Looking through the details of the 97 yachts entered for this year's 69th Rolex Sydney Hobart Yacht Race I noted that the information published on the official website no longer includes the year each yacht was built.

Certainly, at least 20 of the entries have been launched within the past year; in fact, when this was written in mid-November a couple of state-of-the-art yachts had yet to hit the water. Most of the fleet were probably built in the past decade, indicative of the high quality of yachts that have again entered this international ocean racing classic.

My main interest in searching through the entrants for this year's Rolex Sydney Hobart and the results of the past 68 races was to determine, if possible, the oldest yacht ever to compete. Sean Langman's *Muluka* on *Kermadie* was originally built more

than 80 years ago, but she underwent a major rebuild before contesting her first Sydney Hobart.

Among my own records I found some letters and documents sent to me several years ago by CYCA historian and Life Member Alan Campbell about a 45-foot yawl *Alice*, built in 1901, which raced in the 1948 Sydney Hobart.

Before and since the 1948 Sydney Hobart she has had quite a number of names changes and some rig change, but when she raced in 1948, skippered by Jack Callaghan, her hull was basically the same, albeit a bit worn out, as subsequent events proved.

Alice was built in Sydney and when launched in 1901 was named *Sagitta*. Two years later, well-known Hobart yachtsman GA Roberts bought the yawl, renamed her *Hermeone* and raced her with the Derwent Sailing Squadron and the Royal Yacht Club of Tasmania.

Handwritten notes on the history of the yacht were sent to Alan Campbell by Jim Roberts, a grandson of GA Roberts. Jim Roberts had meticulously traced the history of the yacht, recording that during her time in Tasmania, as *Hermeone*, the yawl had in 1904 set a record for the Bruny Island Race of 15 hours 44 minutes that was to stand for 30 years.

Jim also wrote that she had represented Tasmania in the 1910 Sayonara Cup on Port Phillip, but lost to the famous Sydney yacht *Culwalla III*. I have been unable to verify this.

In 1914 GA Roberts sold the boat to Henry Walters in Sydney, but retained the name *Hermeone*. Walters renamed the yawl *Sagitta* (its original name) and 10 years later sold it to another Sydney yachtsman. Over the years, the boat had a number of owners, in 1938 again being renamed, this time *Alice*.

The official records show that the yawl *Alice* competed in, and finished 13th and last, in the 1948 race, skippered by Sydney yachtsman Jack Callaghan. From the beginning, it was not a good race for *Alice*, with the Cruising Yacht Club of Australia obviously having some reservations about the then 47-year-old yawl's seaworthiness to complete the long tough race to Hobart.

The Club commissioned Alan Payne to survey her and he knocked her back, apparently much to the annoyance of owner Jack Callaghan. The CYCA passed it back to Callaghan to produce a marine surveyor's certificate stating that *Alice* was up to making the passage to Hobart. A Captain Birch provided the certificate and the entry was accepted.

On the way south, *Alice* began to leak badly. Bailing had to be manual as the petrol pump installed especially for the race failed to function unless the hull was upright. After crossing Bass Strait, the crew put into the Bay of Fires and Triabunna, eventually crossing the finish line in Hobart after a voyage of 8 days 10 hours and 15 minutes.

According to my latest information *Alice* is now back in Sydney, with a new owner and new name, *Nefertiti*, with the owner currently restoring the hull. She was converted to a sloop rig and the bowsprit removed in the 1950s and her stern also changed.

Overall winner of the 1948 Sydney Hobart Race was the Tasmanian cutter *Westward*, her second consecutive win. *Westward* is now permanently berthed in Constitution Dock as part of the Maritime Museum of Tasmania's fleet of historic vessels. ⚓

BLAST FROM THE PAST
Westward, overall winner of the 1948 Sydney Hobart, is now berthed in Hobart's Constitution Dock as a vessel of historic interest.



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RACE & REGATTA DATES

KEEP TRACK OF THIS SEASON'S IMPORTANT EVENTS WITH *OFFSHORE YACHTING'S* CALENDAR.

AUSTRALIA	DATE	CLUB	INTERNATIONAL	DATE	COUNTRY
DECEMBER			DECEMBER		
ISAF Sailing World Cup, Melbourne	1-8 Dec	SYC	Asia Superyacht Rendezvous	16-18 Dec	Thailand
Blue Water Pointscore Race, Port Hacking-Bird Island	7 Dec	CYCA	Jaguar Cup Series – Piana Cup Regatta	7-8 Dec	Miami, Florida
Grant Thornton Short Haul & Short Ocean Race – David Burke Memorial Trophy	7 Dec	CYCA	Sir Peter Blake Torbay Regatta	7-8 Dec	NZ
SOLAS Big Boat Challenge	10 Dec	CYCA	Christmas Caribbean Rally	16 Dec – 11 Jan	Canary Islands
CYCA Trophy Passage Series	14-15 Dec	CYCA	Phuket King's Cup Regatta	29-6 Dec	Thailand
69th Rolex Sydney Hobart Yacht Race	26 Dec	CYCA	JANUARY		
JANUARY			Royal Langkawi International Regatta	13-18 Jan	Malaysia
Pittwater Coffs Harbour Race	2 Jan	RPAYC	20th Singapore Straits Regatta	14-18 Jan	Singapore
Farr 40 NSW State Championships	9-12 Jan	RSYS	27th Quantum Key West Race Week	19-24 Jan	Key West, Florida
Festival of Sails	21-27 Jan	RGYC	Mount Gay Rum Round Barbados Race	21 Jan	Mt Michael, Barbados
178th Australia Day Regatta & City of Sydney Cup incorporating Grant Thornton Short Ocean & Ocean Pointscore Races	26 Jan	CYCA	Bay of Islands Sailing Week	22-24 Jan	New Zealand
FEBRUARY			ISAF Sailing World Cup Miami	27 Jan – 1 Feb	Florida, USA
Ocean Pointscore Race – Port Hacking	1 Feb	CYCA	Anniversary Day Regatta	27 Jan	NZ
Strata Management Services Regatta	7 Feb	MHYC	FEBRUARY		
Grant Thornton Short Ocean Race – Milson Memorial Cup	8 Feb	RSYS	Oceanbridge sail Auckland	1 Feb	NZ
Spurious Challenge Regatta	14 Feb	MHYC	17th Bay Regatta – Phuket, Phang Nga, Krabi	Early Feb	Thailand
Ocean Pointscore Race – Sydney Newcastle Race	15 Feb	CYCA	Neptune Regatta (Equator Race)	2-8 Feb	Singapore
Grant Thornton Short Haul Race Sydney to Pittwater	15 Feb	CYCA	RORC Caribbean 600	24 Feb	Antigua
Grant Thornton Short Haul Race Pittwater to Sydney	16 Feb	CYCA	MARCH		
Ocean Pointscore – Newcastle Sydney (Non-Pointscore)	16 Feb	CYCA	34th St. Maarten Heineken Regatta	6-9 Mar	St. Maarten
Farr 40 Australian Championship	19-22 Feb	RYCT	41st International Rolex Regatta, St Thomas	21-23 Mar	US Virgin Islands
Institute of Chartered Accountants (ICAA) Regatta	21 Feb	CYCA	St Barths Bucket Regatta	27-30 Mar	St. Barths
Grant Thornton Short Ocean Race	22 Feb	MHYC	International Rolex Regatta	28-30 Mar	St. Thomas
RANSA Regatta	23 Feb	RANSA	BVI Spring Regatta	31 Mar – 6 Apr	BVI
MARCH			APRIL		
Grant Thornton Short Ocean Race	1 Mar	CYCA	Sail Malaysia Langkawi to Sabah	Apr	Philippines
Marinassess Womens Match Racing Regatta	8-9 Mar	CYCA	Biennial Rolex China Sea Race	16 Apr	Hong Kong
Sydney Harbour Regatta	8-9 Mar	MHYC	Oyster 2014 Caribbean Regatta	7-12 Apr	Antigua
Stepping Stone House Charity Regatta	13 Mar	RSYS	Charleston Race Week	10-13 Apr	BVI
Sail Paradise, Gold Coast	14-16 Mar	SYC	Les Voiles de St. Barth	14-19 Apr	USA
Ocean Pointscore Race – Lion Island	15 Mar	CYCA	Antigua Classic Yacht Regatta	17-22 Apr	St. Barths
Property Industry Regatta	21 Mar	MHYC	7th Commodore's Cup	22-26 Apr	UK
Grant Thornton Short Ocean Race	22 Mar	MHYC	Antigua Sailing Week	26 Apr – 2 May	Antigua
Grant Thornton Short Ocean Race	29 Mar	CYCA	MAY		
Mount Gay Rum Top Jocks Regatta	30 Mar	CYCA	10th Top of the Gulf Regatta & Coronation Cup	1-5 May	Gulf of Thailand
			13th Samui Regatta	24-31 May	Gulf of Thailand

To have your event added to the calendar please email editor@oceanmedia.com.au

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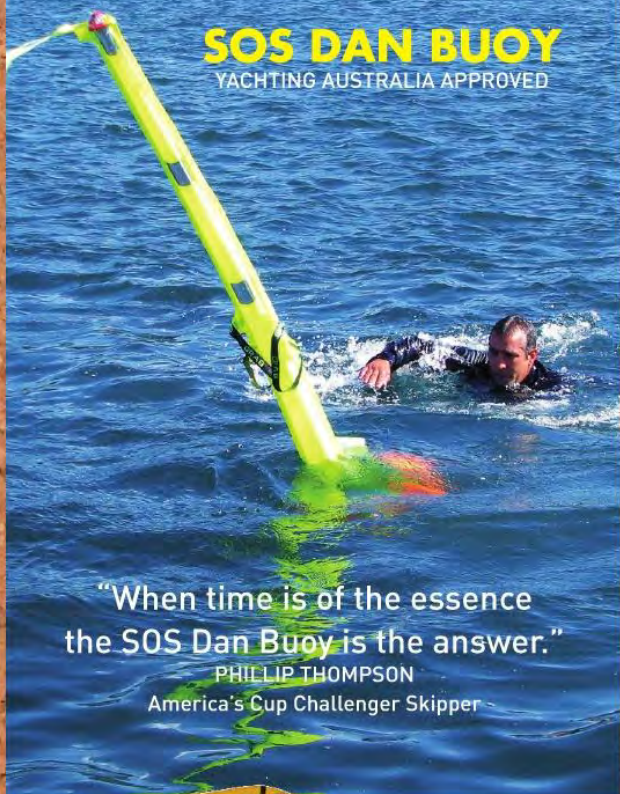
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ESB 455



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A unique yacht - immensely strong, and designed to be raced with a crew of six to eight. Very stiff (positive limit of stability 154-degrees as compared to 115-degrees for Hobart Race for example). Finely balanced, very forgiving and easy to steer. She is fast, hull speed of 11-12 knots and regularly achieves 15-17 in moderate weather. A major refit was completed in April 2010, including full hull repaint, all new hatches, new engine, new wiring, electronics, radios, galley, CD player. Extensive refit below. Will consider trades!

Sale ~~\$350,000~~ reduced to **\$250,000**

Peter Moloney 0411 120 446

ESB 592

Smiths Boatshed Marina
The Spit, Mosman NSW

The Quays Marina
Church Point NSW

Royal Brighton Yacht Club
Brighton VIC

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SAILING AS IT SHOULD BE



BENETEAU FIRST 40.7 - 2000
\$179,000



FARR 40 - 2002
\$135,000



COOKSON 50 - 2005
\$760,000



BENETEAU FIRST 40.7 - 2002
\$169,000



BENETEAU OCEANIS 393 - 2001
\$159,000



BENETEAU FIRST 44.7 - 2006
\$250,000 (HALF SHARE AVAIL)



WARWICK 53 - 1989
\$249,000



BENETEAU FIRST 47.7 - 2002
\$209,000



MOUNT GAY 30 - 1996
\$65,000



HANSE 540E - 2007
\$415,000



ENIGMA 34 - 2008
\$69,500



HUNTER 38 - 2005
\$150,000



CAMPER & NICHOLSON 60
\$389,000



TP 52 - 2001
\$297,000



VOLVO 60 - 1997
\$220,000



BAVARIA 42 - 2006
\$198,000



JEANNEAU SUN LEGENDE 41
\$118,000



BENETEAU FIRST 40.7 - 2002
\$179,000



BENETEAU FIRST 33.7 - 1997
\$93,000



HANSE 371 - 2005
\$169,000



CATALINA 34 MKII - 2001
\$109,000



COOKSON 12 - 2005
\$229,000



TOFINOU 9.5 - 2010
\$195,000



HANSE 540E - 2008
\$425,000



VOLVO 60 - 1997
\$265,000

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UNITED BY DEFINITIVE ACCOMPLISHMENT.



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BEGINS DECEMBER 26TH, 2013

OYSTER PERPETUAL YACHT-MASTER II



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