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TO THE HEADS
The fleet heads for the mark after a crowded start of the 68th Rolex Sydney Hobart Yacht Race.



I trust all members have enjoyed a happy and healthy festive season. December was very busy for the Club, with the successful conduct of the CYCA SOLAS Big Boat Challenge, CYCA Trophy Series (One Design and Passage), the Rolex Sydney Hobart Yacht Race and the awarding of the following awards for yachting excellence.

Darryl Hodgkinson was named the 2011/2012 Ocean Racer of the Year; Gail Harland was named Ocean Crew Person of the Year and was presented with the Sally Gordon Memorial Trophy; Syd Fisher was awarded the Ocean Racing Veteran of the Year for the second time; Phil Eadie was named the Ocean Racing Navigator of the Year and Tasmanian Justin Wells was awarded the Ocean Racing Rookie of the Year.

This year the Rolex Sydney Hobart Yacht Race lived up to its reputation as a tough and tactically challenging race. *Wild Oats XI* and *Ragamuffin-Loyal* gave us a great race for line honours, and in doing so, reached downwind speeds in excess of 25 knots.

I congratulate *Wild Oats XI* for breaking her own race record, setting a new time of 1 day, 18 hours, 23 minutes and 12 seconds, and winning the Illingworth trophy for line honours and the Tattersall's Cup as the overall winner.

This remarkable yacht and crew have secured a notable position in the race's history, as it is the only time a yacht has won the trifecta twice; the first time being in 2005.

Second overall on IRC was last year's overall winner, Stephen Ainsworth's *Loki*, with Peter Harburg's *Black Jack* finishing third and winning ORCi overall. I commend them on their outstanding performances and wish Stephen Ainsworth, who has represented our club so successfully, all the best as he takes a break from competitive yachting.

Congratulations to all divisional winners and placegetters who are recognised in the Results section of the Rolex Sydney Hobart Yacht Race wrap in this edition of the magazine.

Of particular note is the performance of Roger Hickman and crew aboard his Farr 43 *Wild Rose*. They won IRC Division 4 and placed 13th overall – beating all Division 2 and 3 yachts. Additionally of note is Warwick Sherman, who won Division



2 in his first Rolex Sydney Hobart with *Occasional Course Language Too*.

I am sure all competitors will remember this race for its spinnaker start, incredible downwind sailing on day two, the many match races between yachts within the race and the challenges of heavy conditions experienced at Tasman Island and Storm Bay.

It was wonderful to see so many younger sailors embracing the race this year. And so many first timers, such as some aboard *Brindabella* and *Peugeot Surfider*, and those on *Enchantress*, *Ambersail* and *KLC Bengal* 7, whose Japanese crew sailed for 33 days non-stop to reach the start line.

At the other end of the spectrum we had Tony Cable competing in his 47th race, Syd Fisher (at 85) and Bill Bateliff their 44th and Lindsay May his 40th. And Syd has promised he will be back next year.

Ocean racing appeals to everybody – age and gender are no barrier. We had competitors from ages 18 to 85 in 2012.

I would also like to commend Peter Campbell, John Honeysett, Rowan Johnston and John Kirkjian, recipients of Rolex Sydney Hobart

Yacht Race Meritorious Service Awards. Over many years, the four have given their time and expertise to the conduct of the race via journalism, race management and international jury services.

This race would not be the great success that it is without the valuable input and support of our sponsor, Rolex.

Thanks also to the State Governments of New South Wales and Tasmania for the support and logistics they provide through a number of agencies.

Thanks to the City of Hobart and its citizens for an always wonderful welcome afforded to race competitors as they finish; Royal Yacht Club of Tasmania and its teams of volunteers; Rolex Sydney Hobart Yacht Race planning committee; the Race Committee chaired by Tim Cox; the International Jury chaired by John Rountree; the Winning family for the use of the radio relay vessel *JBW* and David Kellett and his communication team and crew on *JBW*, the media team lead by Di Pearson and finally, the team of CYCA volunteers who assist in the successful management of the race.

Congratulations to Stephen Ainsworth and his crew aboard *Loki* winning the CYCA's Blue Water Pointscore for the second time. Sam Haynes' Rogers 46 *Celestial* finished second, with the Ker 40 *AFR Midnight Rambler*, owned by Ed Psaltis, Bob Thomas and Michael Bencsik third.

My thanks to the Associates Committee for coordinating some key activities for the Club again, including the Children's Christmas Party and the Christmas Hamper raffle, which was won by Bob Steel.

There is excellent competition in the Summer pointscores. At the time of writing, Julian Farren-Price's Cookson 12, *About Time*, lead the IRC and ORCi divisions of the Ocean Pointscore and *Merlin* (David Forbes) lead the PHS division.

In a very close series, Bob Steel's TP52 *Quest* leads the Grant Thornton Short Ocean Pointscore under IRC by one point from *AFR Midnight Rambler*, which leads the PHS division. *One More No More* (Ian and Shane Guanaria) leads the Grant Thornton Short Haul Pointscore Series under IRC, with *InCahoots* (Patrick and Roberta Easton) leading under PHS.

I wish all members a safe and successful summer sailing season.

HOWARD PIGGOTT
Commodore CYCA

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Decision photo by Ingrid Abery. *Melges 32* photo by Joy Dunigan. *J120* photo by JH Peterson.



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This New year edition of *Offshore Yachting* traditionally wraps up the challenge and courage of crews taking on the Tasman in the annual Rolex Sydney Hobart Yacht Race. Standing out this year is super-maxi *Wild Oats XI*'s triple treat of a new race record, line honors victory and overall win on corrected time.



This is an amazing feat but even more extraordinary when you pause to consider the unstoppable super-maxi and her loyal, long-time crew have now achieved this twice, improving further on their 2005 triple-winning triumph. For the inside word on how they did it winning Skipper, Mark Richards, talks with Bruce Montgomery in our Skipper profile, and race media director Di Pearson tells her tale of twists and tacks in our major review of the big race.

We also round up the CYCA's pre-Hobart warm-ups including the SOLAS Big Boat Challenge on Sydney Harbor and the CYCA Trophy Series of One Design and Passage races. Also this issue, Stephen Ainsworth of *Loki* fame hangs up his sailing gloves, at least for a while, after filling his trophy cabinet in recent years with his all conquering Reichel Pugh 63.

And Darryl Hodgkinson, owner of Beneteau First 45 *Victoire* is crowned the club's Ocean Racer of the Year.

Some even more adventurous of spirit take crossing multiple oceans in their stride, as seen in our regular coverage of the ocean races of circumnavigation, with the Clipper Round the World Race and Volvo Ocean Race soon to set off upon the seven seas once more.

As usual we round up all the big races and regattas taking place over our long, hot summer, and also preview the up and coming regattas and race weeks on the horizon, with a special feature "The Circuit" covering the big race weeks lining up for 2013.

Notably we cover the ISAF Worlds, the inaugural McConaghy MC38 National Championships held on Sydney's Pittwater in December, the famous King's Cup in Phuket that's popular with ever more Australian sailors, and north to Queensland and the SB20 Worlds raced at Hamilton Island in the Whitsundays, won in a countback by Geoff Carveth's British WKD Team.

We chat with a handful of notable international sailors this issue including Beneteau's "Mr. First" Eric Ingouf, as well as reviewing the latest hot production yachts to splash down in our "New Year, New Yachts" special feature, and also review the exciting Catana 47 multihull, for those who like their cruising 'flat out'.

Enjoy the summer season of sailing and see you on the water.

ANTHONY TWIBILL
Publisher

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Noakes New Year

The Noakes New Year has begun with vessels being worked on and sailed that have already seen many years on the water. With the right maintenance programs in place, these vessels will continue to be sailed and worked for decades to come.

In the final hours of 2012, *Maluka of Kermandie* completed her fourth Rolex Sydney Hobart Yacht Race, arriving to fireworks and dockside cheers. Skipped by Sean Langman, Managing Director of Noakes Group, the 1932 wooden boat has sailed 11,500 sea miles since Noakes rebuilt her in 2006.

Noakes has recently completed a repaint of the historic and beautiful *MB172*, hand brushing every spotted gum plank. Owned and operated by the ANMM, the former RAN officers' launch was built at Garden Island Dockyard in 1937.

STS Young Endeavour has returned to Noakes in her 25th year. Noakes has been part of the *Young Endeavour* story from her early days, and has rigged, redecked, repainted and refitted this world voyaging training ship.

Noakes has recently completed a half-life refit of the Port Botany line boat, *Batlow*. Built in 1986 by Stannard Bros. Slipway & Engineering, the significant work included: survey; abrasive blast and replacement of corroded metal work; shaft and engine bed alignment; full repaint and shipwrights' work to the interior.

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CARLO BORLENGHI / ROLEX



BLUE WATER POINTSCORE

Ainsworth and *Loki's* last hurrah

A fitting end to Stephen Ainsworth's brilliantly successful last season with LOKI.

Stephen Ainsworth has ended a four-year campaign and a strong partnership with his Reichel/Pugh 63, *Loki*, on a high note, winning the Cruising Yacht Club of Australia's Blue Water Point Score (BWPS) after finishing second overall in the 2012 Rolex Sydney Hobart.

Ainsworth, who has announced he is selling the yacht that has kept him in the headlines for the past four seasons to spend more time with his family, also won the BWPS in 2010/2011.

This win is more clear-cut than the last, as the Sydney businessman led the series going into the final race, the Rolex Sydney Hobart, by four points to Sam Haynes' Rodgers 46, *Celestial*.

Following the race, *Loki* beat *Celestial* by 10 points, with the Ed Psaltis / Bob Thomas / Michael Bencsik-owned *AFR Midnight Rambler* in third place, a further four points in arrears for the trophy that goes to the winner of the IRC category.

Last season, despite winning three

races including the Sydney Hobart, Ainsworth finished fourth overall when conditions favoured the smaller yachts in the remaining three races.

In 2012, Ainsworth's goal was well defined: "We were confident going in and we were not too shabby; second overall, first in division – and the Blue Water Pointscore. We drop a second place; that's something that doesn't happen too often," he said of their almost faultless season.

Loki's year included winning the Audi Sydney Gold Coast Yacht Race overall, for which it claimed a new conventional yacht record and took the line and handicap double in Race 2, the Flinders Islet Race, for which it set a new record in 2010 that still holds. The RP63 also won the Cabbage Tree Island Race.

"It doesn't get much better, especially for my last race for a while," said Ainsworth who also won PHS honours.

Sam Haynes had his day, too, with

Celestial winning the Bird Island Race and staying consistent in the other races to claim the ORCi category from *AFR Midnight Rambler* by seven points. Roger Hickman's *Wild Rose* finished third. Haynes also finished third overall in PHS, with James Cameron's *Luna Sea* in second place, six points behind *Loki*.

"We were absolutely stoked to finish the Hobart this time," said Haynes whose last two efforts finished in retirements with breakages and broken hearts.

"That's led to a second overall in the Blue Water Pointscore, a win in ORCi (Cape Byron Series) and third in PHS (Tasman Performance Series). We are very, very, happy to do so well and we'll be coming back to try and win next year."

Haynes was thrilled with his third overall in Division 2 of the Rolex Sydney Hobart and winning ORCi Division 2, leading to his BWPS end result. "We sailed in a solid 45 knots from Maria Island down the coast of Tasmania. Our wind dial reached 59.3 knots at one stage.

"We had 17 sails on the boat and we used every one of them. The Hobart was the most amazing experience, we had a bit of everything. In the midst of the heavy winds, we went to almost no breeze at all. It was very challenging, but exciting at the same time."

Wild Rose also had an extraordinary Hobart race, the first Division 4 yacht to finish after Roger Hickman sailed her to 13th place overall, beating all of the Division 2 and 3 yachts overall.

The Blue Water Pointscore consists of six races, starting with the Audi Sydney Gold Coast Yacht Race in July and ending with the Rolex Sydney Hobart Yacht Race.

In between these races, entrants contested the Bird Island, Flinders Islet, Cabbage Tree Island and Lion Island-Botany Bay races. ⚓

On the podium

Blue Water Pointscore 2012

1. *Loki* Stephen Ainsworth
2. *Celestial* Sam Haynes
3. *AFR Midnight Rambler* Psaltis/Thomas/Bencsik

ONE LAST TIME
Ainsworth and crew aboard *Loki* during the boat's last Sydney Hobart Race with its current owner.



YOUTH SAILING ACADEMY

Tight racing as Steele wins the day

Two of the country's hottest up and coming sailing talents Ashlen Rooklyn and Chris Steele went head to head in a tight final.

The 11th Musto International Youth Match Racing Championship conducted by the CYCA in November saw plenty of high quality competitive racing, eventually won by Chris Steele and his crew of Stewart Dodson and Rawiri Geddes, representing Royal New Zealand Yacht Squadron.

Steele faced the CYCA's Ashlen Rooklyn in the grand final having defeated Harry Price in the semi-finals 2-0. It would only take three matches for Steele to be crowned the 2012 Musto International Youth Match Racing Champion.

"I'm very relieved to win – the final included some of the toughest matches of the week," Steele said. "It felt good going into the final match with the two wins on the board. We got a good start, grabbed the advantage and with no real passing possibilities we fought to keep the lead right up to the last beat."

In the first match of the grand final, Rooklyn was given a penalty early on and couldn't put enough distance between himself and Steele, leaving his penalty turn until the last moment.

Rooklyn scored another two penalties in the pre-start of the second grand final match, wiping off one

penalty shortly after the start and carrying his remaining one throughout the match. In the third and final match, it was all clear in the penalty count and Steele got the jump from the start and never looked back.

"Ash (Rooklyn) was excellent competition," said Steele, "the score line didn't really reflect how close the racing was. I look forward to the Hardy Cup where we'll be going head to head again," he added.

Rooklyn and his crew of Jack Breislin and Henry Kernot progressed into the grand final by defeating Sam Gilmour 2-0.

"The grand final was as tough as expected against Steele – he sailed exceptionally well. The result was disappointing as we made some mistakes and we received penalties – making a comeback almost impossible," Rooklyn said.

"We will take away a lot from this regatta for our next competition and hope to have an equally good performance and a better result."

Sam Gilmour (representing Royal Fresh Water Bay Yacht Club) finished third overall in the regatta, beating Harry Price (CYCA) 2-1 in the petit final and losing to Rooklyn (0-2) in the minor

NERVES OF STEELE
Rawiri Geddes, Stewart Dodson and Chris Steele were near-faultless in the tense final.

KEY DATES

YSA in 2013

The Youth Sailing Academy will celebrate 20 years of operation in 2013. Key activities planned to mark this special anniversary include the launch of a new fleet of Elliott 7s in September 2013, hosting the Australian Youth, Open and Womens Match Racing Championships and an alumni party. If you or someone you know is a past participant in the YSA programs and would like to keep up to date with the celebrations please like us on Facebook <http://www.facebook.com/CYCA-Youth-Sailing-Academy-Alumni> or email your contact details.
ysa.admin@cyca.com.au

Key dates

February 9-10 Marinassess Womens Match Racing Regatta

20-24 International Womens Match Racing Regatta

May 4 Winter Squads commence

July TBC Launch of the new ten Elliott 7m boats

August 3-4 Club Marine NSW Youth Match Racing Championship

September 20-24 Australian Open & Womens Match Racing Championships

25-29 Australian Youth Match Racing Championship

TBC YSA Alumni Party

School Holiday Courses will be conducted in April, October and December

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semi-final.

Race Officer Denis Thompson described the competition as "Very tight close racing – some of the best I've seen in a long time. It was very competitive with some great sportsmanship displayed in the acceptance of penalties.

Duncan Curnow, Managing Director of Musto Australasia congratulated all competitors on their performances. "From what I witnessed throughout the week, all teams showcased great match racing skills and fierce competition. Congratulations to Chris Steele and his team and to all competing teams." ⚓

COMMUNITY

CYCA welcomes Eden Marine High students

A group of students from the South Coast town of Eden visited Sydney's Harbour for a week of sailing.

Twenty-one lucky students from Eden Marine High were able to experience a weeklong program of learning to sail, shopping, movies and restaurants as part of the CYCA's program to thank the Eden community for their support during the Rolex Sydney Hobart Yacht Race, an exchange that has been running since 1983.

Arriving at the CYCA after a long bus and train ride from Eden via Canberra, the students grabbed their sleeping bags and pillows and headed down the road to spend their first night on the harbour, sleeping on board six of East Sail's luxury yachts.

Over the course of their stay, the students were taught the art of sailing an Elliott 6 by seven Advanced Squad sailors who coached sessions each day. Many of the kids got the full experience when CYCA members took the Eden sailors out for the Club Marine Twilight Race on Wednesday evening.

The final day saw spinnakers up on all the Elliotts and the coaches all 'hands-off' for the day. It was great to see how much the Eden sailors had picked up during the week both in their confidence and sailing experience. ⚓

HARBOUR OF EDEN
Students from Eden Marine High enjoyed an action-packed week.



Will Ryan named 470 crew member for Rio 2016

Youth Sailing Academy alumni ready to take on the world.

Lake Macquarie's Will Ryan has been named as Olympic Gold Medallist Mat Belcher's 470 crew member for the Olympic 2016 campaign.

Ryan, a CYCA Youth Sailing Academy graduate and current member of the CYCA, has had an ideal preparation for his new role. As training partners for Belcher and Page, working with Victor Kovalenko and crewing with Sam Kivell, the 193 cm tall Ryan is well advanced in the role and is very keen to help bring Kovalenko his sixth 470 Gold Medal for the Australian team.

The duo have started their campaign well, securing a gold medal at Sail Melbourne and becoming the first 470 crew to win every race at an ISAF Sailing World Cup round – 10 wins from 10 starts including the medal race.

SPONSORSHIP

Ricoh and d'Albora Marinas

CYCA welcomes new YSA Elliott sponsors.

Ricoh Australia and d'Albora Marinas have signed on as the newest Elliott sponsors. Ricoh Australia, one of the leading providers of document and imaging solutions to Australian businesses, has committed to the Youth Sailing Academy for two years. Ricoh works closely with its customers to create tailored solutions that deliver business efficiencies to support their knowledge management.

"The CYCA has a prominent and long-standing history within the Australian yachting community and Ricoh is proud to have joined the team as sponsors of their Youth Sailing Academy in November last year," said Ricoh Australia's Managing Director, Les Richardson.

"This partnership is an expansion of Ricoh's local support and is beneficial for both parties. The CYCA have a fleet of our latest products and we look forward to continuing our support while adding value and expertise to the organisation's operations."

d'Albora Marinas is Australia's largest marina group offering an array of berthing options. d'Albora's facilities include the rack and stack located at Pier 35 and Akuna Bay, swing moorings at The Spit and the premium floating berths located at all seven marinas.

"d'Albora Marinas is delighted to be a sponsor of Youth Sailing in Australia through the CYCA Youth Sailing Academy. We strive to remain a leader in the boating industry and encourage more people to go boating more often. This is a fantastic initiative to give young people the skills and early passion for this tremendous leisure activity and sport," Marcus Anketell, CEO d'Albora Marinas said.

CYCA Commodore Howard Piggott thanked Ricoh Australia and d'Albora Marinas for their support of youth sailing.

Sponsorships

There are current Elliott sponsorships available together with two regatta sponsorships for 2013. Interested parties should email Mark Woolf, CEO mark.woolf@cyca.com.au



OCEAN RACER OF THE YEAR

Dr. Darryl takes home the top award

What a difference a year makes, from Rookie to Ocean Racer, VICTOIRE owner Darryl Hodgkinson took home the Ocean Racer of the Year Award.

Sydney plastic surgeon Darryl Hodgkinson was named the Ocean Racer of the Year by the Cruising Yacht Club of Australia in December at a gala cocktail party.

The CYCA Ocean Racer of the Year Awards recognise yachting excellence for the 12 month period from July 2011-July 2012.

Hodgkinson, the owner of *Victoire*, a Beneteau 45, was named the Ocean Racing Rookie of the Year in the 2010/2011 season and has since gone from strength to strength.

'Dr. Darryl', as he is known by some at the club, won the CYCA's 2011 Blue Water Pointscore Series from *Ragamuffin* by five points, having won the Cabbage Tree Island and Flinders Islet yacht races and finished first in IRC Division 3 in the 2011 Rolex Sydney Hobart.

The yachtsman also claimed the Class B win in the Audi IRC Australian

Championship, inclusive of a third place at Audi Victoria Week, second in the Sydney Harbour Regatta, and a win in his division in both the Audi Sydney Gold Coast Yacht Race and at Audi Hamilton Island Race Week.

In other awards, Gail Harland was presented with the Sally Gordon Memorial Trophy for Ocean Crew Person of the Year by Sally's sister Anne Gordon. Harland showed true dedication as a crew member of Tony Kirby's X-41 *Patrice Six* since returning to sailing with the boat three years ago, although she raced successfully with Kirby previously on other people's yachts.

"She is a highly skilled sail trimmer who will grind the winch harder and longer than most of my so-called strong crewmen," Tony Kirby revealed in nominating the Sydney Micro Scientific Officer at the Royal North Shore Hospital.

"She is always one of the first on deck and the last to leave during our many (and sometimes rough) nights at sea – all without complaint."

Harland had completed 17 Sydney Hobarts prior to the 2012 race and is second only to former award winner Adrienne Cahalan, who has contested 20 Hobarts.

Tasmanian Justin Wells was named the Ocean Racing Rookie of the Year. Since purchasing the Ker 11.3, *Dump Truck* (formerly *Tow Truck*), in 2010, Wells and co-owner Edward Fader have scored good offshore results.

Under Wells' guidance, *Dump Truck*



finished the 2011 Rolex Sydney Hobart 35th overall, and finished second in IRC Division 2 despite being at the mercy of uncongenial winds. *Dump Truck* was also the first boat under 40 feet to cross the finish line.

Wells (skippering) and Fader won the 2011-2012 combined clubs Offshore Championship overall and placed third in PHS in Tasmania.

In late October 2012 she finished second overall to fellow Taswegian and Hobart competitor, *Martela*, in the Isle of Caves Race, won the Bay of Fires race in mid-October, was second in IRC in the Maria Island Race in November 2011 and won Group 1 IRC division in the Betsey Island Race in January from Rolex Sydney Hobart rivals *Whistler* (David Rees) and *Cougar II*.

For the second time Syd Fischer was named the Ocean Veteran of the Year. Fischer needs no introduction – he has been named the CYCA Blue Water champion a record nine times, with multiple podium places throughout the years. He has also been named Ocean Racer of the Year four times and completed his 49th offshore season in 2011/2012. At 85, last year's Rolex Sydney Hobart was his 44th journey south.

Victoire navigator Phil Eadie was also named Ocean Racing Navigator of the Year. ⚓

ON THE PODIUM

Above left: Commodore Howard Piggott presents Darryl Hodgkinson with the Ocean Racer of the Year trophy; Above right: Phil Eadie, Gail Harland, Justin Wells and Darryl Hodgkinson join the winners circle.

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What happens in Hobart...

Editor at Large PETER CAMPBELL was among the thousands of visitors celebrating with the thirsty yachties at Hobart's favourite post-race pub.

Hobart's waterfront was packed to the gunwales with locals and visitors and, in particular, sailors young and old, to see the yachts finish the Rolex Sydney Hobart and then berth around Sullivans Cove and in historic Constitution Dock.

Hobart not only played host to the ocean racing crews from Sydney, Hobart and Melbourne, but local clubs were also conducting some seven national and world dinghy sailing championships on the Derwent, bringing close to a thousand young sailors (and their parents and coaches) into the city. There was certainly no room in the inn by Christmas Eve.

Nor was there much room on the river as the ocean racing yachts tacked their way through a myriad of Lasers, Cadets and 420 dinghies. Fortunately all the big boats were in by the time the biggest fleets, 217 Optimists and 169 competitors in various classes contesting Yachting Australia's national youth championships across the Derwent.

Everyone sailed politely by the rules and there was no incident of a 4.2m LOA Optimist calling starboard on a 30m LOA super maxi.

The Rolex Sydney Hobart finish has, of course, been the catalyst of other events around the waterfront, especially the Taste of Tasmania food and wine festival, and yachts that finished their long ocean races in daylight took a turn past the Taste before berthing at the Kings Pier Marina or in Constitution Dock, each

boat getting a rousing cheer from the crowds enjoying Tasmania's best in food and drink.

WILDS OATS XI – FASTEST SUPER MAXI IN THE WORLD

Wild Oats XI again proved she is probably the fastest racing super maxi yacht in the world, taking line honours at an agreeable time of the morning for watchers along the shores of the Derwent. For the Commodores of the Cruising Yacht Club of Australia and the Royal Yacht Club of Tasmania who, along with the Lord Mayor of Hobart, went out to escort the line honours winner up the river, it was a crisp morning to watch the record finish.

Current Lord Mayor Damon Thomas has followed the custom of his predecessor Rob Valentine in joining the Commodores, no matter what time of the day or night. "But obviously all the excitement of the finish, with a fleet of spectator and media boats, cannons firing, crowds cheering, doesn't affect every resident of my city," he told me after the trophy presentation. "As we were escorting *Wild Oats XI* into her berth, there were a couple of old chaps in a tinnie, beanies on their heads, casting a line for a flathead just outside the dock. Nothing moved them!"

Owner Bob Oatley also pleased locals and visitors by leaving *Wild Oats XI* berthed in Hobart until the end of the first week in January.



FINISH LINE
Left: *Wild Oats XI* at sea, and above: berthed post-race at a packed Constitution Dock.

BRINDABELLA STILL THE CROWD'S FAVOURITE

If you were to have asked anyone around the docks, or the pubs, which were their favourite yachts in the 68th Rolex Sydney Hobart, the answer from the general public would undoubtedly be *Brindabella*, to which yachties in the Customs House or up at the Shipwrights Arms would certainly add *Love and War*.

Originally owned by George Snow, and named after the beautiful range of mountains behind Canberra where George began his sailing career in dinghies, *Brindabella* has been owned since 2010 by CYCA member Jim Cooney. Cooney has given *Brindabella* a major refit and scored a fine win in PHS Division 1, her 20th Sydney



ANDREA FRANCOLINI / DANIEL FORSTER / ROLEX

PEOPLE'S FAVOURITE
Brindabella sailed her 20th Sydney Hobart Race.

Hobart. Collecting the trophy at the Royal Yacht Club of Tasmania and taking great pride in this classic maxi yacht was Brad Kellett, who also notched up his 21st Hobart Race. Watching on proudly was his dad, David Kellett, who had just completed his 39th race.

Love and War provided navigator Lindsay May his 40th ride to Hobart, and the 39-year-old Sparkman & Stephens 47 again showed what a classic design the New York naval architects created back in 1973 by winning ORCi Division 3 for owner/skipper Simon Kurts.

Overall, the three-time Sydney Hobart winner placed ninth under ORCi scoring and 15th under IRC, turning in another remarkable ocean race.



MORE 'HOBART HEROES'

Accepting his 40th race medallion, Lindsay May recalled that he had never seen any of his children on the 27th December in each of those years. Tony Cable notched up his 47th race south while three more yachties joined the 'Hobart Heroes' having sailed in their 25th race: Jim Holley (*Aurora*), Steve Jarvin (*Wild Oats XI*) and Bob Thomas (*AFR Midnight Rambler*).

By the way, the list of those who have previously achieved 25 Hobarts published in the Rolex Sydney Hobart program edition of *Offshore Yachting*

inadvertently missed out listing Tasmanian Julian Freeman, who sailed his 25th race on *Shogun* in 2011.

CALMING THE NERVES OF 'BIDDY' BADENACH

Rolex Sydney Hobart Race finish co-ordinator in Hobart, 'Biddy' Badenach, and his wife Robyn had an added interest in the 68th race, with their son, Hong Kong-based James Badenach and their son-in-law James Polson crewing aboard the Victorian TP52 *Calm*.

Calm outsailed the other TP52s, placing fifth overall under IRC scoring and third under ORCi, also collecting a swag of trophies including the Apollo Trophy for first yacht under 18.5 metres across the finish line, second in IRC Division 1 and third in ORCi Division 1 for owners Jason Van der Slot, Graeme Ainley and John Williams from Sandringham Yacht Club.

HOME COMING FOR NEW CYCA COMMODORE

The 68th Rolex Sydney Hobart Yacht Race was the first as Commodore of the Cruising Yacht Club of Australia for Howard Piggott, spending his time at

the Rolex Sydney Hobart Media Centre and meeting the arriving yachts and, of course, presenting some of the trophies at the prize giving at the Royal Yacht Club of Tasmania.

The latter was somewhat of a homecoming for Howard, as the RYCT had been his club since he began sailing in Cadets as a young boy, later racing Dragons and other classes. Howard and his wife, Susan, re-located to Sydney several years ago where Howard joined the CYCA and went ocean racing. They were obviously enjoying their time back in Hobart. ⚓



RELATIVE CALM
Clockwise from the top: *Calm*; Commodore Piggott; Tony Cable.



MERITORIOUS SERVICE AWARDS

Men of merit

On New Years' day, the Rolex Sydney Hobart Yacht Race awarded its highest honour to four men whose individual contributions to the race over many decades have helped to make it one of the world's great ocean classics.

Special Report by BRUCE MONTGOMERY.

The four to receive the Meritorious Service Award were John Honeysett, Rowan Johnston, Peter Campbell and John Kirkjian. They were each given the Rolex Sydney Hobart Yacht Race Meritorious Service Award at the annual race prize giving ceremony in Hobart.

All have played major behind-the-scenes roles going back decades, to a time when yachts gave their position by Morse code, which then had to be hand plotted on a chart to create an overall picture of the fleet and the state of the race.

John Honeysett, Rowan Johnston (a past Commodore of the Royal Yacht Club of Tasmania), and the late Bob

Laing began their involvement in the early 1960s as members of the RYCT Sydney-Hobart Committee.

The three of them would drive to Hobart Radio to collect the position reports transmitted by Morse code from the yachts. Once they were plotted back at the RYCT clubhouse in Sandy Bay, the positions were copied to the CYCA in Sydney. This was the foundation of the race information centre that John Honeysett and Bob Laing ran until 1997.

Rowan Johnston was the Hobart-based director of the race from 1981 to 1997. He worked closely with the CYCA's Sydney-based race director

Gordon Marshall. Their relationship cemented the co-operation necessary between the two clubs to run the race safely and effectively.

Rowan Johnston maintains an interest in the race by keeping the register of all yachts that have competed in the race since its inception.

Peter Campbell's is a more familiar name in connection with the Rolex Sydney Hobart. He is one of the country's best known and most respected yachting journalists and was the race's media director from 1991-2005. He also edited the CYCA's official magazine, *Offshore Yachting*, where he remains its Editor-at-Large.

Peter was a media consultant to the CYCA from 1994-2005. He joined the CYCA in 1971, and, until returning to Hobart to live in 2006, regularly raced the Bonbridge 27, *Hornblower*, in CYCA and interclub events.

Peter's involvement in the Rolex Sydney Hobart Yacht Race goes back 66 years when he began covering the race as a cub reporter at the *Mercury* in 1946. A former editor of *Modern Boating* magazine, Peter has edited and written several books on sailing.

"I certainly was surprised – it was a well-kept secret," Campbell said at the Royal Yacht Club of Tasmania.

Campbell initially returned to Hobart four years ago in December to retire, but has been kept busier than ever and is back working for the *Mercury* where he did his cadetship.

"I'm very, very proud to receive this recognition; it's not just a personal one, but one for the media too. Without that, the race wouldn't be what it is today. It has played a big role in getting sponsorship," Campbell said.

John Kirkjian's name is synonymous with truth and justice in the sailing world. He is an authority on the rules of sailing and has been a volunteer member of race protest committees for 40 years at state, national and international levels.

He chaired the race's International Jury from 2003 to 2011 and served on the jury for 24 years.

John's career in sailing began when he joined Woollahra Sailing Club in 1974 and was appointed race officer and Protest Committee member for Manly Juniors and Flying Eleven classes. He joined the Cruising Yacht Club of Australia in 1979 and was appointed as a CYCA Safety Inspector in 1981, a position he still holds today.

At 76 years of age, John is still a passionate sailor who regularly participates in club events on his Jarkan 38, *Lady Ann*. ⚓

HONORABLE SERVICE
Clockwise from top left: John Honeysett; Rowan Johnston; Peter Campbell and John Kirkjian.



**Best of the best
CYCA's top awards**

Rolex Sydney Hobart Skippers Party and Ocean Racer of the Year Awards

On Wednesday 12 December 2012 over 100 people attended the annual Rolex Sydney Hobart Yacht Race Skippers Party and Ocean Racer of the Year awards. Commodore Howard Piggott welcomed all Rolex Sydney Hobart skippers, award finalists and representatives from NSW Government, the media and race volunteers. Darryl Hodgkinson was named the 2012 Ocean Racer of the Year, with Phil Eadie named Ocean Racing Navigator of the Year. Justin Wells, owner of *Dump Truck*, was named the Ocean Racing Rookie of the Year with Gail Harland named the Ocean Racing crew person of the Year.



1. Crew members of *Victoire* celebrate owner Hodgkinson's win. 2. Darryl Hodgkinson with wife Katherine. 3. Anne Gordon presenting Gail Harland with Ocean Racing Crew Person of the Year Award. 4. CYCA Commodore Howard Piggott presents Justin Wells with the Ocean Racing Rookie of the Year Award. 5. CYCA Commodore Howard Piggott presents Phil Eadie with the Ocean Racing Navigator of the Year Award. 6. Phil Eadie accepts the Ocean Racing Veteran of the Year Award on Syd Fischer's behalf. 7. Jim and Mary Holley. 8. Ocean Racer of the Year nominees Stephen Ainsworth and Darryl Hodgkinson. 9. Lisa and Matt Allen. 10. Tony Kirby with Bilecia Sicat. 11. Sebastien Guyot, *Peugeot Surfrider* and Luz Maria Lopez.



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TRIPLE THREAT

THE 68TH ROLEX SYDNEY TO HOBART RAN ACCORDING TO SCRIPT FOR SOME, WHILE A SHOCK DISQUALIFICATION AND FIERCE BATTLING AMONG THE SMALLER BOATS KEPT THINGS INTERESTING FOR A FLEET THAT WATCHED *WILD OATS XI* DISAPPEAR OVER THE HORIZON WITH SPECTACULAR SPEED. **DI PEARSON** RECOUNTS A RACE THAT DEMONSTRATED *WILD OATS XI*'S PREVAILING DOMINATION OVER THE 628 NAUTICAL MILE DASH TO HOBART.



ANDREA FRANGOLINI



OATS, WILD OATS
A true James Bond
moment as *Wild Oats*
XI powers out of the
harbour in record time.

RUSH HOUR

A brisk southerly led the fleet out of the harbour at a rapid pace.



When Mark Richards and his *Wild Oats XI* crew burst off the start line in the 2012 Rolex Sydney Hobart, the right weather patterns for a race record and an overall win by a big boat were already destined; and Bob Oatley's 2005 record holder was odds-on favourite.

After last year's shock defeat by Anthony Bell's *Investec Loyal*, Bob Oatley and his *Wild Oats XI* crew vowed they would come back faster than ever, their light weather performance improved by new keel winglets, a retractable bow centreboard and a new Code Zero light weather headsail.

It is impossible to know if these mechanisms helped the maxi beat her 1 day 18hrs 40mins 10secs record, in a new time of 1 day 18hrs 23mins 12secs, as the weather was never light long enough to test the theory.

The newly renamed *Ragamuffin-Loyal* did take miles out of *Wild Oats XI* in lighter moments, but could not keep pace when winds freshened.

“The Race Committee has no option but to not accept the entry of *Wild Thing*.”

COMMODORE HOWARD PIGGOTT
CYCA



In the end, *Wild Oats XI* repeated her incredible feat of 2005, winning the treble again, but not before some anxious moments.

She took 16 minutes and 58 seconds off her old record for the 628 nautical mile course, the only yacht to twice take the treble in the history of the Cruising Yacht Club of Australia's race.

The only other yacht to deliver a treble was inaugural race winner, Englishman Captain John Illingworth's *Rani*, in 1945.

Wild Oats XI now boasts six line honours wins, just one short of *Morna/Kurrewa IV*'s record seven.

Wild Oats XI scooped the pool, courtesy of a dream forecast for the 68th edition of the race. The Bureau of Meteorology's (BOM) Michael Logan had told competitors it would be a big boat race if they were there for the breeze transitions.

It was a bitter pill for other competitors to swallow, but all remained hopeful, because in this race, anything can happen.



ON A MISSION
Left: *Wild Oats XI* made it round the mark in a record time of just over six minutes. Above: Heavy traffic as the rest of the fleet makes its way to the heads.

Back to the start, drama was unfolding on Boxing Day morning. After extending the time limit for paperwork until two and a half hours before the start of the race, CYCA Commodore Howard Piggott announced that the Race Committee would not accept the entry of *Wild Thing*.

He said, "The decision has been made as a result of non-compliance with the Notice of Race, in particular NoR 4.1, dealing with documentation to be lodged and verification of construction requirements."

Wild Thing had undergone recent extensive modifications, including a new section of her hull that added two feet to her overall length. The race rules require that a boat designer and builder provide declarations that the yacht has been built to ABS standards

"The Race Committee has worked with the owner of the boat, Grant Wharington, to allow him up to three hours prior to the start of the

race to provide the documentation required. However, that has not been forthcoming, and the Race Committee has no option but to not accept the entry of *Wild Thing*," the Commodore said.

Then *Ragamuffin-Loyal* was declared 'on course side' (OCS) at the start, but the Race Committee sought redress on the yacht's behalf, as the proper procedure for individual recall was not followed. The international jury found in favour of *Ragamuffin-Loyal*, so no penalty was applied.

The start itself was spectacular. A 20-knot southerly pushed the 76 yachts out of Sydney Harbour under spinnaker quickly after Colin McLachlan, the only surviving member of the crew that steered *Solo* to her first overall victory in 1962 (his first ever Hobart race), fired the start cannon.

Characteristically, *Wild Oats XI*'s skipper Mark Richards pointed the 100 footer at the pin end of the line, and with precision timing, fired, leaving *Ragamuffin Loyal*, *Black Jack*

“The Tasman hasn't been good to us. We parked for two hours off Tasman Island and for an hour in the Derwent.”

JASON VAN DER SLOT

Calm



soldier's course. Winds dropped from 20-22 knots to 17, but the sea was still uncomfortable, until Geoff Cropley reported late afternoon from *Lahana*: "Things have calmed down and we're settling in for a long port tack."

Wild Oats XI led *Ragamuffin-Loyal* throughout the first afternoon and evening by three to four nautical miles, with *Lahana*, *Ichi Ban*, *Black Jack* and *Loki* just behind – all within a seven-mile radius.

At that stage, the 40 plus footers were sailing to their optimum in ideal conditions. Overall, Robbo Robertson's *Lunchtime Legend* (Qld) led Roger Hickman's Farr 43 *Wild Rose*. Geoff Boettcher's 2010 winner, Holden's *Secret Mens Business* (SA) and the Beneteau 45, *Peugeot-Surfrider*.

Conditions changed around midnight. Geoff Cropley reported early the following morning: "The breeze went east and softened to 4-5 knots. *Ragamuffin-Loyal* took time out of *Wild Oats XI* during the lull."

Adrienne Cahalan, *Wild Oats*



(Peter Harburg), *Loki* (Stephen Ainsworth) and *Lahana* (Peter Millard/John Honan) to give chase.

Oatley's yacht reached the turning mark in just over six minutes, the unofficial fastest time to date. In fact, all but Bob Steel's 2008 overall winner, *Quest*, exited Sydney Harbour within 20 minutes.

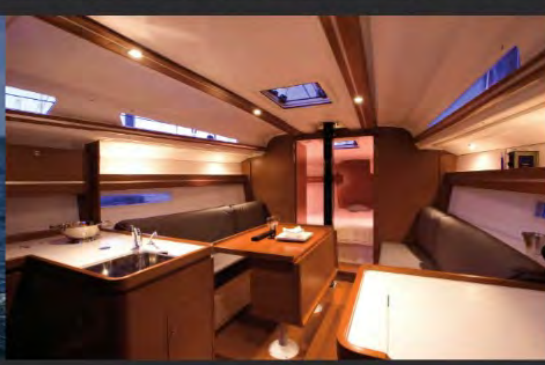
Problems sorted, *Quest* was last out to sea, but quickly caught up fellow TP52, Tony Lyall's *Cougar II* from Tasmania, which had broken the Maria Island race record in December.

While the southerly was beneficial in the Harbour, once outside, yachties felt the brunt as they sailed straight into it, and things were made worse by choppy seas and a big swell. Conditions were as predicted by the BOM, whose entire race weather forecast was sound.

Early on the first afternoon, the breeze swung east/north-east, causing the fleet to sail a reaching



CUT TO THE CHASE
Above: *Calm*. Right: *Jazz*. Both were out to spoil *Wild Oats XI*'s dream race.



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FLAT OUT
Lahana was in contention until a lapse in breeze.





ANDREA FRANCOLINI



XI's co-navigator confirmed Cropley's statement, adding: "We were constantly changing sails in yesterday's changing conditions. The wind gradually shifted around to the north/north-east, and built in the early hours of the morning."

The north-easterly was at 15 knots and built to 30 knots. Cropley reported after the change: "Wild Oats is now about 30 miles ahead of Lahana and Ragamuffin-Loyal is around 20 miles ahead."

Behind its record by 27 miles, these are the conditions the leader and her cohorts were banking on; hard running across Bass Strait. It cost all some breakages and sails, but Wild Oats constantly logged 24 knots, putting her on record pace.

Abeam of Flinders Island, she was around 10 miles ahead of her 2005 record, and had to finish before 7:40.10am on December 28 to beat it. About 32 miles behind, Ragamuffin-Loyal was also inside the record.

At 5:00am, Wild Oats was approximately 40 minutes behind the record, the nor' easter replaced by a weaker westerly.

But at 7:00am, the crew's hopes were revived as the boat picked up speed to 15 knots in a fresher breeze. Her original 8:30am ETA was upgraded to 8:00am, then 7:50, 7:36, 7:23 and 7:13 with five miles to go.

The breeze eased. Richards ordered a bigger sail up front, and although her pace slowed, she was fast enough to break the record. The tension aboard could be seen in every face.

Elated, Richards said: "We're all over the moon. How many places have this level of race with a fleet this size?"

"Last year we were beaten by Investec Loyal (now Ragamuffin-Loyal) by three minutes, which was very disappointing. This year we beat them by much more," he said of the 45 miles and over four-hour gap.

"We'll be back next year," Richards declared. Bob Oatley concurred.

Of beating the old record, Richards explained: "We just kept chipping away. You expect it to be light in the Derwent and it did get lighter towards the end. This is a very testing event and the Derwent is very testing."

Along with the treble, Adrienne Cahalan finished her 21st Hobart, a Women's record, while team member Steve Jarvin sailed his landmark 25th race and made it a record 11 line honours victories.

Meanwhile, Jazz, Chris Bull's Cookson 50, and the TP52 Calm, skippered by Jason Van Der Slot, were hoping to spoil the treble for the Oatley's boat. Jazz, whose British owner races internationally, finished the race fourth overall last year and second in 2010, so anything was possible.

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Despite being told the race belonged to the big boats, *Calm's* co-owner remained confident, saying, "I've put together the best crew possible. Tactician Barney Walker and navigator Richard Grimes – a couple of Tassie guys for local knowledge. Our crew and the boat have prepared perfectly."

Loki, *Black Jack* and *Lahana* were also in contention, but as it happened the breeze was shutting down behind the top two, and further back in the fleet a second strong southerly hit, with some yachts reporting 52 knots.

Loki's crew did exactly what they did in 2011. Closing in on Tasmania, they sailed the rhumbline course and finished second on corrected time.

"You can't be too unhappy with that," said a laconic Ainsworth, who collaborated with navigator Michael Bellingham and sailing master Gordon Maguire. "It was a similar final third to last year and it meant we also won the Blue Water Pointscore."

Black Jack and *Lahana* went wide in the race, for third and eighth overall

"Last year we were beaten by *Investec Loyal* (now *Ragamuffin-Loyal*) by three minutes, which was very disappointing. This year we beat them by much more."

MARK RICHARDS
Wild Oats XI



respectively, while *Jazz* and *Calm* were fourth and fifth. Van Der Slot was devastated by light wind conditions. "The Tasman hasn't been good to us. We parked for two hours off Tasman Island and for an hour in the Derwent," he said.

"We watched *Jazz* come up to us under kite – they took 20 miles out of us finding their own private breeze. We only just beat them over the line – that was hard."

"We were aiming to finish in time to win – around 1:00am – that's the cruelty of it all. Up to Tasman Island we were on track. It had all gone according to plan until then... We did everything possible to win this race."

Ragamuffin-Loyal was sixth and *Quest*, with tireless sailing master Mike Green aboard, sailing his 34th Hobart (one less than his dad Peter Green) doing a great job to finish the race seventh overall and the second TP52.

Quest was sailed with a mixture of the initiated and some young guys with little or no Hobart experience. They



were among an encouragingly growing number of new blood this year.

Despite limited opportunities for the smaller yachts, the race proved riveting right to the finish line. There were some thrilling finishes and divisional fights to the end.

The first ever Lithuanian entry, *Ambersail* and Japan's *KLC Bengal 7*, match raced to the finish line, *Ambersail* the victor by six minutes on line when the Japanese ran out of air, but Japan emerged the victor once the handicap was applied.

Chutzpah, David Pescud's *Sailors With Disabilities*, *Rikki* – the Kiwi entry of Ray Haslar, and *Peugeot Surfriider* with Nicolas Lunven and his mostly French crew experiencing their first Hobart, also lunged for the line together.

They finished with only 15 minutes separating the four, after nearly four days at sea. ⚓

HOME STRAIGHT
Left: *Loki* Above:
The first ever
Lithuanian entry
KLC Bengal 7.



For the record

- Tony Cable sailed a record 47th race aboard *Duende* to finish 54th overall.
- Tony Ellis sailed his 46th on *Ragamuffin-Loyal* with owner, Syd Fischer, the oldest competitor this year at 85, sailing his 44th. The two sailed their 40th together – a record.
- Bill Ratcliff sailed his 44th on *She*.
- Lindsay May sailed his 40th on *Love & War*, which he skippered to a win in 2006.
- On *Aurora*, Jim Holley sailed his 25th and wife Mary her 16th – their final Hobart.
- *AFR Midnight Rambler* co-owner, Bob Thomas, sailed his 25th.
- Youngest crew was 18 year-old Australian, Cameron Johnston, on Kiwi entry, *Akatea*.
- Five international crews; *Ambersail*, *KLC Bengal 7*, *Akatea*, *Rikki* and a mainly French crew sailing *Peugeot Surfrider*.
- Only five yachts retired.
- The ACT and every state of Australia was represented.
- Last boat on line was Sean Langman's gaff-rigged *Maluka of Kermandie* – as it was last year. She was the oldest (80 years) and smallest (9.1m) yacht in the fleet.
- Greg Scarlett held up a "Will You Marry Me" sign from the yacht *Local Hero* to Jane Beresford ashore. She said yes. The two met when they sailed the Rolex Sydney Hobart together on *Wave Sweeper* in 2010.
- Bruce Taylor (*Chutzpah*) missed again in his 32nd attempt (his 21st Hobart with son Drew) to win the race overall.
- In remission from cancer, 58 year-old Warwick Sherman climbed his personal mountain by adding a first Hobart race to his ocean racing resume and won IRC Division 2 with his *Occasional Coarse Language Too*.
- Roger Hickman (*Wild Rose*) had a nail-biting time waiting for *Love & War* to finish – the wait was worthwhile when Hicky won IRC Division 4 from his nemesis. The two beat all Division 2 and 3 yachts overall.
- *Living Doll's* crew (below) showed extraordinary seamanship when they broke a rudder and were taking water on one tack, mid Bass Strait.



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2012 Results

IRC OVERALL	YACHT	OV	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>Holdens 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 Kermandie</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

ORCi RESULTS	YACHT	OV	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

2012 TROPHIES & AWARDS

The George Adams Tattersall Cup (Tattersall's Cup) – IRC Overall Trophy + Rolex Yacht-Master timepiece, J. H. Illingworth Trophy (Line Honours Trophy) + Rolex Yacht-Master timepiece, Jack Rooklyn Memorial Trophy (First Yacht out of Sydney Heads), F & J Livingstone Trophy (First Yacht South of Tasmania Island), Rushcutter Trophy (First IRC Division 0). 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); City of Hobart Trophy; Bass Strait Cup; Solo Trophy (Second IRC Overall)
Loki, Stephen Ainsworth, NSW.

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

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 Wamer 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.



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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 Ketelby, 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 Jagger 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 Sempendorfer, 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>Abacadabra</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>Helsai 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

DIVISIONAL PLACEGETTERS

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

IRC DIV 0	YACHT	LINE	ELAPSED TIME	HANDICAP	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

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 18.5m 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 9.5m across the finish line) *Maluka of Kermadie*, Sean Langman, NSW/TAS.

Tasports Trophy (First Tasmanian Yacht IRC)
Cougar II, Anthony Lyall, TAS.

City of Hobart Trophy (presented to the navigator of the first Tasmanian yacht on corrected time)
Phil Brassington, *Cougar II*, TAS.

Polish Trophy (for the yacht travelling from the furthest port to compete)
Ambersail, Simonas Steponavicius, Lithuania.

Rani Trophy (most meritorious performance as judged by the race committee) Bruce Taylor, *Chutzpah*, VIC. This award was presented to Bruce Taylor, owner of *Chutzpah* for his outstanding seamanship efforts in assisting the Radio Relay

Vessel JBW in the radio skeds throughout the 2012 Rolex Sydney Hobart.

Tasmanian Government 25 Race Medallions
Jim Holley, *Aurora*; Steve Jarvin, *Wild Oats XI*; Bob Thomas, *AFR Midnight Rambler*.

Tasmanian Government 40 Race Medallions
Lindsay May, *Love & War*.

Rolex Sydney Hobart Yacht Race Meritorious Service Awards Peter Campbell, John Honeysett, Rowan Johnston, John Kirkjian.



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IRC DIV 1						
	YACHT	LINE	ELAPSED TIME	H/CAV	CORRECTED TIME	OWNER/SKIPPER
1	Loki	5	02:07:53:23	1.516	03:12:43:44	Stephen Ainsworth, NSW
2	Calm	7	02:17:06:20	1.362	03:16:40:26	Van der Slot, Ainley, Williams, VIC
3	Quest	9	02:18:35:06	1.354	03:18:09:22	Bob Steel, NSW
IRC DIV 2						
	YACHT	LINE	ELAPSED TIME	H/CAV	CORRECTED TIME	OWNER/SKIPPER
1	Occasional Coarse Language Too	22	03:15:31:20	1.182	04:07:27:05	Warwick Sherman, NSW
2	AFR Midnight Rambler	23	03:15:45:28	1.190	04:08:25:54	Psaltis, Thomas, Bencsik, NSW
3	Celestial Assistance Dogs	19	03:11:08:20	1.259	04:08:40:19	Sam Haynes, NSW
IRC DIV 3						
	YACHT	LINE	ELAPSED TIME	H/CAV	CORRECTED TIME	OWNER/SKIPPER
1	Lunchtime Legend	34	03:23:43:41	1.081	04:07:28:55	Robert Robertson, QLD
2	Brannew	36	04:00:02:54	1.081	04:07:49:42	Chris Bran, NSW
3	Peugeot Surfrider	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/CAV	CORRECTED TIME	OWNER/SKIPPER
1	Wild Rose	41	04:01:13:12	1.039	04:05:00:42	Roger Hickman, NSW
2	Love & War	54	04:04:15:26	1.017	04:05:57:42	Simon Kurts, NSW
3	Enchantress	58	04:05:24:41	1.026	04:08:02:53	John Muirhead, SA
ORCi DIV 1						
	YACHT	LINE	ELAPSED TIME	H/CAV	CORRECTED TIME	OWNER/SKIPPER
1	Black Jack	4	02:06:42:53	1.5466	03:12:37:18	Peter Harburg, skippered by Mark Bradford QLD
2	Jazz	8	02:17:25:14	1.3188	03:14:16:36	Chris Bull, NSW & UK
3	Calm	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/CAV	CORRECTED TIME	OWNER/SKIPPER
1	Celestial Assistance Dogs	19	03:11:08:20	1.2356	04:06:43:35	Sam Haynes, NSW
2	Peugeot Surfrider	28	03:20:15:48	1.1137	04:06:45:13	Sebastien Guyot, skippered by Nicholas Lunven, NSW/France
3	AFR Midnight Rambler	23	03:15:45:28	1.1818	04:07:42:44	Psaltis, Thomas, Bencsik, NSW
ORCi DIV 3						
	YACHT	LINE	ELAPSED TIME	H/CAV	CORRECTED TIME	OWNER/SKIPPER
1	Love & War	54	04:04:15:26	0.9969	04:03:56:47	Simon Kurts, NSW
2	Wild Rose	41	04:01:13:12	1.0475	04:05:50:17	Roger Hickman, NSW
3	Enchantress	58	04:05:24:41	1.0052	04:05:56:19	John Muirhead, SA
PHS DIV 1						
	YACHT	LINE	ELAPSED TIME	H/CAV	CORRECTED TIME	OWNER/SKIPPER
1	Brindabella	10	02:18:35:37	1.4443	04:00:10:52	Jim Cooney, NSW
2	Southern Excellence	15	03:05:21:33	1.3403	04:07:41:04	Andrew Wenham, NSW
3	Merit	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/CAV	CORRECTED TIME	OWNER/SKIPPER
1	She	63	04:07:52:58	0.9021	03:21:42:46	Peter Rodgers, NSW
2	Flying Fish Arctos	55	04:04:17:40	1.017	04:05:59:58	Flying Fish Online, skippered by Duncan Macalister, NSW
3	Local Hero	56	04:05:09:25	1.0104	04:06:12:32	Peter Mosley, NSW
NEW RACE RECORD						
	YACHT	LINE	ELAPSED TIME	H/CAV	CORRECTED TIME	OWNER/SKIPPER
	Wild Oats XI		01:18:23:12			Bob Oatley, skippered by Mark Richards, NSW
LINE HONOURS PLACING						
	YACHT	DIV	ELAPSED TIME	H/CAV	CORRECTED TIME	OWNER/SKIPPER
1	Wild Oats XI	IRC Div 0	01:18:23:12			Bob Oatley, skippered by Mark Richards, NSW
2	Ragamuffin Loyal*	IRC Div 0	01:23:08:44			Syd Fischer, NSW
3	Lahana	IRC Div 0	02:05:57:55			Peter Millard and John Honan, NSW
4	Black Jack	IRC Div 0	02:06:42:53			Peter Harburg, skippered by Mark Bradford QLD
5	Loki	IRC Div 1	02:07:53:23			Stephen Ainsworth, NSW
6	Ichi Ban	IRC Div 0	02:10:04:09			Matt Allen, NSW
7	Calm	IRC Div 1	02:17:06:20			Van Der Slot, Ainley and Williams, VIC
8	Jazz	IRC Div 0	02:17:25:14			Chris Bull, NSW/UK
9	Quest	IRC Div 1	02:18:35:06			Bob Steel, NSW
10	Brindabella	PHS Div 1	02:18:35:37			Jim Cooney, NSW
11	Shogun	IRC Div 1	02:19:26:07			Rob Hanna, VIC
12	Holdens Secret Mens Business 3.5	IRC Div 1	02:20:02:26			Geoff Boettcher, SA
13	Ambersail	IRC Div 0	02:22:50:29			Simonas Steponavicius, Lithuania
14	KLC Bengal 7	IRC Div 1	02:22:56:35			Yoshihiko Murase, Japan
15	Southern Excellence	PHS Div 1	03:05:21:33			Andrew Wenham, NSW
16	Cougar II	IRC Div 1	03:07:09:20			Anthony Lyall, TAS
17	Frantic	IRC Div 1	03:09:31:46			Michael Martin, NSW
18	Akatea	IRC Div 1	03:09:33:15			Gary Lewis, New Zealand
19	Celestial Assistance Dogs	IRC Div 2	03:11:08:20			Sam Haynes, NSW
20	Merit	PHS Div 1	03:12:33:57			Leo Rodriguez and Ian Bishop, QLD
21	Veloce	IRC Div 2	03:15:14:50			Phil Simpfordorfer, VIC
22	Occasional Coarse Language Too	IRC Div 2	03:15:31:20			Warwick Sherman, NSW
23	AFR Midnight Rambler	IRC Div 2	03:15:45:28			Psaltis, Thomas, Bencsik, NSW
24	Ocean Affinity	IRC Div 2	03:17:45:20			Stewart Lewis, QLD
25	Chutzpah	IRC Div 2	03:20:01:13			Bruce Taylor, VIC
26	Sailors with Disabilities	PHS Div 1	03:20:04:02			David Pescud, NSW
27	Rikki	IRC Div 2	03:20:05:40			Ray Haslar, New Zealand
28	Peugeot Surfrider	IRC Div 3	03:20:15:48			Sebastien Guyot, skippered by Nicholas Lunven, NSW/France
29	Duende	IRC Div 1	03:22:09:53			Damian Parkes, NSW
30	Rush	IRC Div 2	03:22:12:51			Ian and John Paterson, VIC
31	Helsai III	PHS Div 1	03:22:28:52			Rob Fisher, TAS
32	St Jude	IRC Div 2	03:23:23:29			Noel Comish, NSW
33	Finistere	IRC Div 2	03:23:36:21			Robert Thomas, WA
34	Lunchtime Legend	IRC Div 3	03:23:43:41			Robert Robertson, QLD
35	Patrice Six	IRC Div 3	03:23:46:18			Tony Kirby, NSW
36	Brannew	IRC Div 3	04:00:02:54			Chris Bran, NSW
37	Tusitala	PHS Div 1	04:00:36:34			Paul Goss, NSW
38	Zen	IRC Div 3	04:00:56:22			Gordon Ketelby, NSW
39	Wicked	IRC Div 3	04:00:58:17			Mike Welsh, VIC
40	Blunderbuss	IRC Div 3	04:00:58:24			Tony Kinsman, QLD
41	Wild Rose	IRC Div 4	04:01:13:12			Roger Hickman, NSW



42	<i>Papillon</i>	IRC Div 3	04.01:21:55	Phil Molony, NSW
43	<i>Toybox 2</i>	IRC Div 2	04.01:23:03	Ian Box, NSW
44	<i>Two True</i>	IRC Div 3	04.01:24:16	Andrew Saies, SA
45	<i>Ariel</i>	IRC Div 3	04.01:29:36	Ron Forster, NSW
46	<i>Dekadence</i>	IRC Div 2	04.02:53:44	Ken Simpson, VIC
47	<i>Breakthrough</i>	IRC Div 3	04.02:58:36	Jonathon Stone and Mathew Vadas, NSW
48	<i>Asylum</i>	IRC Div 3	04.02:58:53	Derek Morrison, SA
49	<i>Abracadabra</i>	PHS Div 2	04.03:01:54	James Murchison, NSW
50	<i>Copernicus</i>	ORCI Div 3	04.03:08:41	Greg Zyner, NSW
51	<i>Geomatic</i>	PHS Div 1	04.03:52:47	Adrian Lewis, VIC
52	<i>Carbon Credits</i>	IRC Div 3	04.03:54:20	Trevor Bailey, QLD
53	<i>Jazz Player</i>	IRC Div 2	04.04:13:10	Andrew Lawrence, VIC
54	<i>Love & War</i>	IRC Div 4	04.04:15:26	Simon Kurts, NSW
55	<i>Flying Fish Arcos</i>	PHS Div 2	04.04:17:40	Flying Fish Online, skippered by Duncan Macalister, NSW
56	<i>Local Hero</i>	PHS Div 2	04.05:09:25	Peter Mosley, NSW
57	<i>Kioni</i>	PHS Div 2	04.05:17:31	Nick Athineos, skippered by Paul Jackson, NSW
58	<i>Enchantress</i>	IRC Div 4	04.05:24:41	John Muirhead, SA
59	<i>Aurora</i>	IRC Div 4	04.06:02:12	Jim and Mary Holley, NSW
60	<i>Martela</i>	IRC Div 4	04.06:08:57	Anthony Williams, TAS
61	<i>This Way Up*</i>	IRC Div 4	04.06:14:59	Bryan Thurston and Hamish Maddern, WA
62	<i>Luna Sea</i>	IRC Div 4	04.07:11:58	James Cameron, NSW
63	<i>She</i>	PHS Div 2	04.07:52:58	Peter Rodgers, NSW
64	<i>Halcyon</i>	IRC Div 3	04.07:57:49	Chris Tucker, VIC
65	<i>Icefire</i>	PHS Div 2	04.08:40:06	Peter Tucker, Alan Mather, Thyge Trafford-Jones and Malcolm Griffiths, skippered by Alan Mather, NSW
66	<i>INSX</i>	IRC Div 4	04.08:41:17	Robert Sill, VIC
67	<i>Illusion</i>	IRC Div 4	04.09:51:05	Kim Jaggar and Travis Read, NSW
68	<i>Eressea</i>	PHS Div 2	05.03:18:31	John Bankart, QLD
69	<i>Charlie's Dream</i>	PHS Div 2	05.04:48:53	Peter Lewis, QLD
70	<i>CIC Technology Inca</i>	PHS Div 2	05.08:28:49	Noel Sneddon, ACT
71	<i>Maluka Of Kermandie</i>	IRC Div 4	05.08:40:12	Sean Langman, NSW/TAS

RETIREMENTS	YACHT	DUE TO	OWNER /SKIPPER
	<i>Corporate Initiatives</i>	Steering problem	Morgan Rogers, NSW
	<i>Dump Truck</i>	Rig damage	Justin Wells and Edward Fader, TAS
	<i>Living Doll</i>	Broken rudder	Michael Hiatt, VIC
	<i>Primitive Cool</i>	Damaged main	John Newbold, VIC
	<i>TSA Management</i>	Broken rudder	Tony Levett, NSW

NOTES*
Ragamuffin Loyal – the International Jury has granted redress to *Ragamuffin Loyal* so as to excuse the failure to return and restart following an OCS at the start.
This Way Up – penalty of 45 minutes imposed under Sailing Instruction 40.7.

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RUNNING WILD
Wild Oats XI
skipped by
Mark Richards.

DANIEL FORSTER / ROLEX

Wild Oats XI skipper Mark Richards is acutely aware of the rarity of a line honours winner of the Rolex Sydney Hobart Yacht race also taking the race on corrected time, the Tattersall's Cup, said to be the true Holy Grail of the race.



Before the clean sweep by *Oats* in this latest race, in which it also broke its own race record, only two boats had achieved the double in the modern era of the previous 25 years – Bernard Lewis' *Sovereign* in 1987 and Richards' own *Wild Oats XI* in 2005.

Before that, you have to go back to boats such as the late Sir Peter Blake's *Ceramco New Zealand* (1980), Jim Kilroy's *Kialoa III* (1975) and Ted Turner's *American Eagle* (1972), maxis of a different era and rating system.

Richards believes that, sailed to its potential and without too much southerly weather, his Bob Oatley-owned super maxi will always be a chance for the double, if not the treble of the race record as well, but the odds and the sailing gods are against it.

"Our handicap is terrible," Richards bemoans after this latest race. "There is no question that under IRC, they don't want these canting keel boats to be winning races, which is a shame because they were built to the (IRC) rule. When they started



RUNNING WILD

THE ONLY COMPLAINT AGAINST MARK RICHARDS AND HIS *WILD OATS XI* CREW AFTER THE 68TH ROLEX SYDNEY HOBART IS THAT THE SIX-TIME WINNERS ARE SIMPLY TOO GOOD. BRUCE MONTGOMERY CAUGHT UP WITH THE VICTORIOUS SKIPPER FOR A RACE DEBRIEF.



winning races they were handicapped out of it.

"There is no question that if we sail a perfect race and conditions go our way then we are going to have a chance of winning on corrected time as well as being first across the line."

SUPER SKIPPER
Mark Richards is a wanted man around Boxing Day.

Richards is speaking against a background of noise in the world of ocean racing that *Wild Oats'* record of success – six wins from eight starts, two overall wins and two records – that some readjustment is necessary, that boats such as *Oats* are unbeatable if they can surf one favourable weather system for the whole race while the smaller boats have to sail out of one and into another.

"What people forget is that you have races where the big boats have to battle southerlies and the small boats come home on north-easterlies, so it does go both ways," Richards says.

Wild Oats XI began her preparations for the 2012 race about half an hour after she crossed the finish line in the 2011 race, three minutes and eight seconds behind *Investec Loyal*, then owned and skippered by Anthony Bell. *Oats* had been beaten only once before in the Hobart race, in 2009 by Neville Crichton's similar US Reichel/Pugh design, *Alfa Romeo*. In the 2011 race *Loyal* had proved to be superior to *Oats* in light airs.

Oatley and Richards are obsessive about the Hobart race. They don't like to lose. So, after finishing behind *Loyal* in 2011, they stayed aboard the boat and had a crew meeting to assess where they had gone wrong, where they could improve. They were not to know at that time that *Loyal* would pass into the hands of the wily Syd Fischer, who would rename her *Ragamuffin-Loyal* for the 2012 race.

"We had made some major modifications to the boat before the 2011 race but had never really got to sail in light air. By circumstance, we did all our training in north-easterlies or southerlies, there was no light air competition against another boat," Richards says.

"It wasn't until the 2011 race itself that we found we were quite a lot slower than *Loyal* in light conditions. When we were discussing it, we knew straight away that we needed a forward daggerboard (to further reduce leeway) and we had to revise how we sailed the boat when the breeze dropped.

"That daggerboard has changed the boat. *Oats* has become a very competitive boat in light air. It was quite dramatic on the first night this time."

Some of the other lessons learned from the 2011 race caused them to revise their heel angles and also the weight distribution around the boat, getting the crew well forward. It was a matter of getting back to basics.

"The boat is dominant in a breeze,

upwind and downwind. Her Achilles' heel was unquestionably in light air," Richards says.

The first night of the 2012 race saw the transition between the south-easterly that had established itself from the start of the race to the north-easterly that set in on the second day and which saw *Wild Oats XI* scream across Bass Strait and down the Tasmanian east coast.

"We put a lot of miles into *Loyal* that night," Richards says. "A year before I doubt we would have been able to do that. We certainly couldn't see her the next morning so we did something well."

Oats was helped by headsail problems aboard *Loyal* that took her off the pace. Small problems that set you back just half an hour can mean being another five miles off the pace if the frontrunner has the pedal pressed to the metal, as Richards puts it.



Once the north-easterly set in, *Oats* was flying and the Rolex Sydney Hobart Yacht Race website tracker showed her gathering in the image of herself in 2005, gathering it in, overtaking it and pulling ahead up to 30 miles of the record pace.

Oats reached a top speed of 28 knots, impressive but 10 knots below the top speed that she registered in the 2005 race. Richards was sailing fast but conservatively because, unknown to the rest of the fleet, she lost a spinnaker in Bass Strait and he didn't want to lose the only other one she carried.

"We nosedived into the back of a big wave. The sail backed up massively with the weight of the water against the tack of the sail and it blew it out," he says.

"The sea state was very tricky for us. The seas were quite short and very steep. We couldn't surf. We couldn't get anywhere near 38 knots. We had to nurse the boat so we didn't blow that second spinnaker out, otherwise we would have been a hell of a lot



"Richards sees Syd Fischer and *Ragamuffin-Loyal* as a big threat in this year's race."

slower than we were."

By day's end, *Oats* closed on Tasman Island ahead of her record schedule but facing a south-westerly, an electrical storm, driving rain and low visibility. Co-navigators Adrienne Cahalan and Tom Addis and tactician Iain Murray decided to give Tasman and Cape Raoul a wide berth, heading over towards the Bruny island coast before tacking and laying the Iron Pot at the entrance to the Derwent.

"It was patchy in the river and, in fact, the wind died out after we arrived," Richards says.

As she approached the finish line at Castray Esplanade, *Oats* dropped her Code Zero headsail and crossed the line with just the main up.

"With a big sail like that and with little wind, the Code Zero will back up against the rig and stop us so we took it down."

Discussion about the race record of one day 18 hours, 40 minutes and 10 seconds had been taboo aboard, but the crew was clearly over the moon at breaking it by almost 17 minutes, especially when it had seemed to have eluded them between Tasman and Storm Bay.

Richards sees Syd Fischer and *Ragamuffin-Loyal* as a big threat in this year's race, with 12 months sailing under Fischer's belt and his clear determination to win another Hobart race.

"They are doing a lot of sailing. He's doing the Transpac in the US and some other races. They will obviously be much more refined this year," Richards says.

He hopes more maxis will compete this year and in the 70th Rolex Sydney Hobart race in 2014.

"The more the merrier, mate. We'd like to have seen *Wild Thing* in this year. Hopefully they'll get things in order."

Richards said he fully backed race officials' decision to stop *Wild Thing* starting.

"There's a lot at stake. You have to have everything right or it can turn into a disaster, not only for the race but for everyone."

He expects the core of the *Oats* crew to remain for years to come.

"Never in our wildest dreams did we expect to be where we are today," he says.

"Our next goal is to equal to the seven line honours wins of *Morna/Kurrewa IV*, but there is no time limit."

Morna took line honours in 1946, 1947 and 1948 and, after being renamed *Kurrewa IV*, won another four in 1954, 1956 and 1957 and 1960.

"We will keep going with it. That is Bob's goal. We love doing it. It's good," Richards says.

"If he thought he needed a new boat he would probably build one but we think *Wild Oats XI* still has a lot of life left in her." ⚓

HOBART HEROES
Above: A dockside media scrum seeks Richards' comment.
Above right: *Wild Oats XI* owner Bob Oatley, skipper Mark Richards and Rolex Australia's Patrick Boutellier.

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RAW POWER
Carlo Borlenghi

Black Jack slices
through the swell.



SO NEAR, SO FAR
Daniel Forster

Ragamuffin Loyal in
second place unable
to stick with the pace.







POT SHOT
Carlo Borlenghi

Wild Oats XI
chasing her own
record as she
passes the Iron Pot
Light House.





It was 1884 when shipwright Benjamin Bénéteau began producing sailing trawlers at Croix-de-Vie on France's stormy Bay of Biscay. The operation expanded rapidly in the post-war years and by the 1960s his grandchildren, Annette Bénéteau Roux and her brother André Bénéteau, were producing fibreglass boats.

As Vicsail dealer Brendan Hunt told the large group of First owners at a presentation in Sydney recently, the brand has always been about innovation, from the early days of experimental inboard engines in sailing trawlers to the emergence of the cruiser-racer First 30 in 1977. Since then, 65 First models, ranging from 18 to 64 feet, have been produced – the branding has even included windsurfers and dinghies. The best sellers are the First 31.7, which sold a staggering 1400, and the successful 40.7, which sold more than 1000. Racing in the China Cup last year, I was among the largest 40.7 fleet in the Southern Hemisphere when the 30-boat Hong Kong fleet took to the water. That model has been succeeded by the injection-moulded First 40 CR, which continues to dominate the cruiser-racer arena, as seen by the numbers competing in the Rolex Sydney Hobart Yacht Race.

The list of designers involved in ensuring the Firsts live up to their name reads as a who's who of naval architecture: Germán Frers, Finot-Conq, Philippe Briand, Bruce Farr;

FIRST CLASS

FOR MORE THAN THREE DECADES, THE BENETEAU FIRST RANGE, THE EPITOME OF A CRUISER-RACER, HAS GIVEN CLUB RACERS THE WEAPONS NEEDED TO DO BATTLE. KEVIN GREEN SPOKE TO PRODUCT DIRECTOR ERIC INGOUF FOR AN INSIDER'S VIEW ON THE DEVELOPMENT AND FUTURE OF THIS POPULAR PRODUCTION BOAT.

with Volvo-winning designer Juan Kouyoumdjian the latest in this illustrious line. These men have always adhered to the brand's key attribute of a single layout per boat to ensure close control of weight distribution and overall trim.

MAN ON A MISSION

Another key man in the First story is Eric Ingouf, a Cherbourg-born sailor who has dedicated the last 33 years of his career to managing the range. Eric says his job, which brings together designers, builders and owners, has given him a colourful and rewarding career at Beneteau.

After joining Beneteau in 1980 from Elvstrøm Spars, Ingouf went on to be involved in high level racing

for the next 20 years, running the company's special boat projects for the First range, as well as being involved in the development of the Oceanis cruising range. The family man, whose eldest son is a naval architect for a major racing team, followed his love of the sea, which stemmed from spending time around harbours on the Normandy coast from a young age.

Eric cites one of his major achievements as being the competitiveness of the First 40: "Pushing the designer to be confident in the fact that the production boat is the right weight to be competitive through handicap – for the First 40.7 under IMS, and the First 40 under IRC – are, for me, my best work."

Despite the First range contributing a mere 9% of production – tiny compared to the Oceanis's 70% – the Firsts are very much in the DNA of Beneteau, explained Eric. The 57-year-old remains passionate about Beneteau even after 33 years' service with the company and travels the world enthusiastically talking to First owners. In his recent visit to Sydney, he was particularly keen to talk to the skippers preparing their Firsts for the Rolex Sydney Hobart and other offshore races.

Having sailed with Eric several times over the years I can also vouch for his perfectionist approach to running a sailboat. When the twin-ruddered First 30 launched a few years back, he and I trimmed the new boat incessantly off Les Embiez to ensure we overhauled a much larger Oceanis that was on our beat. The former Whitbread racer reminded me that "We always need to change to remain competitive" – whether on the drawing board or a sticky beat with a larger competitor.

NEW INNOVATIONS

Under Eric's project management some interesting innovations have made it off the drawing board and into the First 30 and 35, including a movable helm. This 'swinging helm' can move in three positions to reflect the typical sailing angles of the boat and, of course, it greatly helps weight distribution on these smaller yachts.

The latest innovations to the range are for the entry-level boats, an important market segment and logical way to introduce sailors to the sport. The new 'First Twenty' features a big top main, smaller jib and swept-back spreaders with no backstay. This B&R style rig is also a new feature on the First 25. But the

ATTENTION TO DETAIL
Eric Ingouf sail testing the First 30 in 2011.

next challenge for Eric and the team is to maintain the supremacy of the larger Firsts, which have won many of the major races around the world, including numerous Admiral's Cups and, of course, Rolex Sydney Hobarts – take Darryl Hodgkinson's special edition First 45 *Victoire*, which won its division in the 2012 Hobart, as well as Audi Hamilton Island Race week.

"The big challenge for the Firsts is to continue to be competitive across the world – to race in only three knots in Dubai, maybe 0–30 knots in the Med, and then cope with very strong conditions in Scandinavia, while also adhering to CE and ISO build standards," says Eric.

He points out constraints such as stability measurements – something that was only introduced six years ago for IOR classes – which for production yachts must now include angles of vanishing stability, VPP and a host of other measurements – a situation now further complicated by the varying new international

handicapping systems.

"Individual countries also have their own national handicaps, so nowadays it's too difficult for Beneteau to achieve all this with only one boat. Many of our previous boats such as the 40.7, 44.7 and 47.7 were designed for the IMS rule and the First 40.7 was particularly successful in Australia because of its high wind capabilities under this rule, but now these boats are being penalised," explained Eric.

Responding to the emergence of the IRC rule that took over from IMS in 2007, Eric's team launched their injection-moulded boats – the First 35, First 40 and the First 45 – characterised by having more rounded hulls and less wetted surface area with plumb ends. But the controversy about the secret nature of IRC has always been in the background, even if the form factor has largely been determined over the ensuing years by designs coalescing into familiar shapes.



MR. FIRST
Eric Ingouf has dedicated most of his working life to ensuring the First brand remains competitive.



"I'd say that today the IRC is run by designers rather than owners because there's reduced development in the America's Cup and the Volvo. With this rule scheduled to change in 2014 how can Beneteau plan for what they don't know will happen?" he asks.

The First range is unique in the world of production yachts in that its success (or failure) is dependent on the in vogue handicapping system, whereas custom builders/designers such as Jason Ker, Shaun Carkeek and similar small design houses can respond quickly.

"Undoubtedly, it's desirable to produce a dedicated ocean racer, but the economic reality is that the market is simply too small," explains Eric.

Beneteau's *raison d'être* is to tool up for large numbers, leveraging its market-leading buying power to minimise costs. The result is affordable cruiser-racers that have earned the Firsts their legendary status. However, as the 'goal posts' have moved, the French builder has also had to change its game – something it is used to doing when it comes to the Beneteau First brand.

LOOKING TO THE FUTURE

"It's the way we want to go. Racing is what we are thinking about at Beneteau right now," says Eric. The First range caters for a wide variety of sailors – the racer, the cruiser-racer and the dedicated cruiser who wants fast passage making – so the company is focusing on the components servicing their needs. Its large R&D resources are focusing on removable components and lighter weight systems. Heavy equipment, such as batteries, hot-water systems and cabling, contributes significantly to displacement. As an example, Beneteau's buying power could allow lightweight lithium batteries to enter the equation and even power cells for heating.

A new experimental breed of First 30s will be the company's initial step on this new path in early 2013. Around 300kg will be relocated from the hull to the keel, along with extensive reworking of the internals. Deck work and general sail handling is also something Beneteau are focusing on – given the challenges of gathering a dedicated race crew, it's only logical that smaller crews should be able to sail the boats.

"We see evolution as the best way forward, rather than revolution," concluded Eric. ⚓

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FIVE IN A ROW
Not much separates
the field of MC38s.



MC38 ONE-DESIGN
CHAMPIONSHIP

MC38 showdown

THE INAUGURAL MC38 ONE DESIGN CHAMPIONSHIP SAW SOME FIERCE RACING ABOARD McCONAGHY'S STATE-OF-THE-ART RACERS.

An amazing weekend was had by all five of the fast, fun MC38 fleet racing on Sydney's Pittwater one weekend last December in the Sevenstar International MC38 One Design Championship.

MC38 owner John Bacon and his crew on *Dark Star* battled it out over the seven races held over the two days to take home the inaugural Championship title.

Five MC38s took to the starting line on the first morning for some exceptional racing on Pittwater under increasingly hot summer conditions with light breezes under blue skies.

John Bacon's *Dark Star* took the first race but saw exactly how quickly the tables can turn in the close one-design racing when Leslie Green steered his crew on *Ginger* to take first place in the second race.

After three windward/leeward

races and a short passage race on Day One, *Dark Star* had the lead over Ross Hennessey and his crew on *Ghost Rider* by four points, and only eight points separated the first and fifth placed in the fleet.

"We were the overnight leaders, with four points clear," said John Bacon. "We knew that if we came last in the first race on Sunday and *Ghost Rider* came first, then the regatta would be wide open, and in a self-



fulfilling prophecy that is exactly what happened. Spinnaker handling is key (with the MC38) and we made just one mistake and came last. That's what this racing is all about."

The second day saw more close racing between the fleet of MC38s, with all boats applying the pressure at one stage or another. At different stages of the day, *Vino*, *Ghost Rider* and *Ginger* all held first place.

"We had a solid finish in the second race over *Ghost Rider*", said John Bacon, "and for the last race everyone was pushing hard. *Ghost Rider* and *Vino* had the pressure on, and they sailed a brilliant race – thanks to Ross for putting it to us."

STRIPPED BACK
The refined profile of the MC38 is made for racing.



ANDREA FRANCOLINI / ANTHONY TWIBILL



Howard Spencer and his Kiwi team on *Menace* (due to take delivery of the first MC38 due into NZ early this year) enjoyed themselves immensely aboard the chartered MC38 #001 (usually carrying the name *Cone of Silence*). Although they had sailed an MC38 just once before, they had a great time racing and can't wait for the next event, they said.

The inaugural MC38 National Championship was a testament to everyone who sailed all weekend, with very close sailing and all putting a brilliant show for the spectators that came out to watch on Pittwater. In John Bacon's acceptance speech he thanked everyone for coming out and competing – McConaghy Boats, the numerous sponsors (including *Sails* magazine), hosts Royal Prince Alfred Yacht Club, and his *Dark Star* crew including Cameron Miles who left straight after the presentation to attend the birth of his third child.

It was an incredible sight to see the five boats blasting around. "It is exactly what we dreamed of for the MC38s", commented Jono Morris, Managing Director of McConaghy.

"Everyone had such a great time on and off the water and we are very pleased to see such a strong fleet and close racing. We had such a range of people competing in the event and everyone came away with a smile on their face. Congratulations to everyone who competed, it was such a thrill to watch.

The MC38 Class is working on their calendar and will run the next MC38 race on Sydney Harbour in March. A fleet of MC38's will also race at the 30th Audi Hamilton Island Race Week in August, and the 2013 National Championships will be in October/November. ⚓
www.mcconaghyboats.com/mc38



SOLAS BIG BOAT CHALLENGE

Wild whitewash

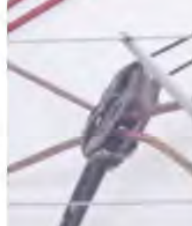
IT WAS AN AUSPICIOUS DAY FOR BOB OATLEY AS HIS WILD OATS STABLE FILLED THE LEADER BOARD IN THE TRADITIONAL PRE-SYDNEY HOBART HITOUT, REPORTS JIM GALE.

Bob Oatley's two ocean racing thoroughbreds *Wild Oats X* and *Wild Oats XI* shared the silverware in the SOLAS Big Boat Challenge, the maxi yacht dash around Sydney Harbour that has become the traditional curtain raiser for the Rolex Sydney Hobart.

In a display of signature raw power and boat speed Oatley's 100-foot super maxi and eventual Sydney Hobart winner *Wild Oats XI* put daylight between itself and second

placed *Lahana*, crossing the line nearly 10 minutes in front.

In a fresh south easterly and in the absence of *Ragamuffin-Loyal* and *Wild Thing*, Oats skipper Mark Richards chose to sail well within his boat's limits, but still found himself in the lead around every mark. Richards sailed with what was to be his full Hobart crew, and they certainly looked the part at every turn, despite once briefly snagging a spinnaker sheet under the bow.



ANGLED GRINDING Crew on the winches aboard race winner *Wild Oats XI*.

After the race Richards said that the southerly winds and sloppy chop had made for a surprisingly testing day. "It was a lot of work. The boat was flying around the track and didn't give us much time to set up for sail changes. Ropes were going everywhere.

"The best thing for us is we got around unscathed, with all fingers and toes. It was a good workout."

But it was *Wild Oats XI*'s baby sister, the similarly canting keeled RP66 *Wild Oats X*, that stole the show. 18-foot skiff sailor Troy Tindall had thrown together a crew of his Double Bay mates for the race, and they certainly turned up to race.

"We sailed together for half an hour the day before the race, and before the start there were some pretty nervous moments," Tindall conceded, "but we got a really good start and took off from there."

The skiffies trailed the two big boats across the line of course, but were close enough to take a four-minute lead on corrected time on *Lahana*, and nearly four and a half minutes on *Wild Oats XI* to win the race outright on IRC.

If *Wild Oats X* was smoking, so was her RP66 sistership *Black Jack*. Just boat lengths separated the two. At times they looked more like speedboats than sailboats, with spray from their fine bows arcing back past the foredeck as they sliced through the choppy harbour.

Black Jack, though, paid for a poor start. Lost minutes at the beginning cost her second place on handicap to 2011 Rolex Sydney Hobart winner *Loki*, despite *Loki* shredding a spinnaker on the first downwind leg. It was a costly day out for outgoing *Loki* owner Stephen Ainsworth.

With neither *Ragamuffin-Loyal* nor the revamped *Wild Thing* on the racetrack, the race gave little guidance on the race for line honours come Boxing Day, and certainly nobody was to know that *Wild Thing* wouldn't be able to mark her return to competitive racing until 2013.

Richards was clearly pleased with the speed he was getting out of *Wild Oats XI*, and as *Lahana*'s owner Peter Millard conceded after the race, in drag racing terms: "*Wild Oats XI* is a generation apart. We realise we are a bubbling V8 against a V12."

The Rolex Sydney Hobart is an often unpredictable race, but on this occasion the SOLAS Big Boat Challenge was a near carbon-copy of the way the big race would run – start to finish domination by *Wild Oats XI*. ⚓



Windy windup

SEVEN OUT OF THE PROPOSED NINE RACES IN THE TROPHY WERE RACED BEFORE WILD WINDS FORCED AN EARLY FINISH.

Racing in the Cruising Yacht Club of Australia's Trophy One-Design in December had to be abandoned early due to strong southerlies that gusted over 40 knots on Sydney Harbour. The previous day's leaders, *Old School* and *Kokomo*, were crowned winners of the Sydney 38 and Farr 40 series.

With racing due to start at 11.00am on the final day, Principal Race Officer Denis Thompson monitored the situation aboard the official start boat off Manly Cove with his volunteer crew. Meanwhile, the competing Farr 40's and Sydney 38's were sitting sheltered inside the harbour, hoping the wind would die down to enable more racing.

At 1:00pm Sydney time, Thompson said, "We've pulled the pin – all racing abandoned. We are still getting constant 30 knot winds and today was a new wind record for me – I recorded 42.2 knots," he said.

In other areas of the harbour winds reportedly topped 45 knots, necessitating even the suspension of play at the Australian Open golf competition at The Lakes course in

Sydney. Fire engines and police cars were heard along New Beach Road, Darling Point, where the Cruising Yacht Club of Australia is situated – a telling sign that winds were causing significant problems for some.

Coming into the final day today, Mark Griffiths' *Old School* had an insurmountable 14 point lead, having won six out of seven races, with a second place in Race 2. This event also decided the Sydney 38 NSW Championship, which was also won by *Old School* from the Royal Prince Alfred Yacht Club.

"This is the first day my crew didn't stuff up and Macca (tactician Steve McConaghy) didn't get it wrong all day," joked Griffiths, who became the first back-to-back NSW Championship winner in the class. "We're pretty happy about that," he said.

Their win of the CYCA Trophy, according to the *Old School* owner, "is even better than last year. We've been together a long time, so we know how to make the boat go fast. We have a really good dynamic on the boat."

Griffiths and crew will next head to the Sydney 38 Nationals in March.

Fellow club mate, Bruce Ferguson's *Whisper*, took second place overall, while father and son duo Alan and Tom Quick, representing the host club with *Outlaw*, took third place.

"It would have been nice to have a sail, but there's not much we can do about it. We had a bad first day, but yesterday was good and we were hoping to catch up some points on *Old School* and *Whisper*," a disappointed Tom Quick said.

Aboard *Outlaw*, crew member Scott Lawson had his son Harry, a Flying 11 sailor, sail with them at the 15 year-old's first Sydney 38 event. "It's really close racing – very tight – much tighter than in the Flying 11's," Harry said. "I would definitely like to sail one again."

A tight battle between *Calibre* (Geoff Bonus/Richard Williams) and *The Goat* (Bruce Foye) decided who will win the right to represent the CYCA at the New York Yacht Club Invitational. *The Goat* managed to squeeze ahead and will be competing in New York later this year.

It was just one point too that separated the Farr 40 leader, Lang Walker's *Kokomo* from 2010 world champion Guido Belgiorno-Nettis' *Transfusion*, so *Kokomo* won, with *Transfusion* accepting second place, while Middle Harbour Yacht Club's Edake (Jeff Carter) finished third.

Like the Sydney 38 crews, the Farr 40 crews were also in joking form; London gold medallist and *Kokomo* tactician, Malcolm Page offering: "Damien King (helming in Lang Walker's absence) managed to hold onto Lang's lead today, Lang told him this morning not to stuff it up, so he's done the right thing!"

On the race's abandonment, Page said: "It was disappointing, but we couldn't have raced. We saw gusts in the 40's and it was constantly in the 30's - it was huge." The 18 footers, of which Page skippers *The Kitchen Maker*, were also abandoned, the harbour looking significantly empty but for the whites of waves.

Yacht owners and officials were aware of the impending southerly yesterday, prompting Denis Thompson, who had been reporting constant 29-35 knot winds throughout the morning, to finish four races instead of the usual three after crews came ashore exhausted by the winds, as did the on-water race management crew.

Thompson's forethought meant that seven races from the planned nine were completed, which was enough to decide the winners. ⚓

BACK TO SCHOOL
Above: *Old School*
builds an early lead.

CYCA TROPHY
PASSAGE SERIES

ANDREA FRANCOLINI

Big boats dominate Trophy series

THE CYCA TROPHY PASSAGE SERIES WAS DOMINATED BY THE BIG BOATS THAT WERE CLEAR AHEAD FROM THE START.



Matt Allen's Jones 70, *Ichi Ban*, took the series with a fourth-place and a win, while Peter Millard/John Honan's 98-foot *Lahana* won line honours in both races, collecting the double line and overall win on the opening day. She was fifth overall on Day 2, which proved pivotal when *Ichi Ban* won the series by just one point.

On Day 1, the 24 boats lined up for an 11.00am start in a light 8-9 knot sea breeze.

Lahana made short work of the 18 nautical mile course, from Sydney Harbour north to Long Reef on the ocean side of Manly, finishing 2 hours 8 mins 13 secs later. Her owners were pleased to win the double ahead of the Rolex Sydney Hobart, especially as they were competing with their full complement of Hobart crew.

Millard said afterwards, "We were smokin' all the way to Long Reef and back. We tucked in close to Manly on the way out of the Harbour (two thirds of the fleet followed suit) which gave us a good line to the turning mark," Millard said.

Behind them in the overall ranking were two smaller boats, Warwick Sherman's *Occasional Coarse Language Too*, which finished second, and a

Middle Harbour entry, *Nine Dragons*, in third.

Sherman was happy to learn he had finished second overall in both IRC and PHS, as he prepared for his first ever Rolex Sydney Hobart at the age of 58. "The boat and crew went really well," he said.

"It was a bit sloppy offshore, but we sailed in a really nice breeze and had great competition with *Nine Dragons* — there was no more than a boat length in it. They just got us over the line (by eight seconds), our handicap saved us (they beat *Nine Dragons*, also by eight seconds)," the CYCA skipper said.

Ichi Ban rounded out the top four overall, which in the end was enough. She was unable to match the power of her bigger rival downwind, but she maintained the pressure upwind in the light north-easterly breeze.

Brindabella (Jim Cooney) took the spoils overall in PHS, with Sam Haynes' Rogers 46 *Celestial Assistance Dogs* scoring third.

The following day threw most competitors for a loop. They realised there was trouble afoot when the predicted nor' easter could puff out no more than six or so knots at the start as it wrestled for prominence over the nor' wester.

The boat end of the line was again favoured, but *Ichi Ban* could not nose in, and on reflection, found itself in the best possible place — closest to the pin. Matt Allen looked likely to cross the line early, but because he had room, ran the line till the gun went.

Westernmost boat on the line, and unable to port tack the fleet, Allen went hard left to the western shore and was rewarded with enough puffs to keep him going all the way to the Heads. "Spiesy (skiff champion and former multiple Hobart winner Michael Spies) did a brilliant job calling the breeze," Allen said later.

Ichi Ban left the harbour with daylight between it and the rest of the fleet. The conflicting breeze took its toll mostly on the eastern side where dead spots were aplenty. *Lahana* was among those trapped; each time it tacked for what looked like pressure, the breeze would vanish into thin air.

One of the worst affected was *Brindabella*, which propped off Sow and Pigs and was then joined by *Lahana* and others. The late exit from Sydney Heads was telling, with eight boats subsequently retiring, some without even leaving the Harbour.

Back at the front, *Ichi Ban* took a big dig out to sea. "It was tricky out the Heads; we even got a puff of south-east and there was too much joggle closer in to North Head," confirmed Allen, who was happy to find 16-17 knots at the top mark (at Long Reef).

Others to make it out of the Harbour in good time were Geoff and Pip Lavis' *UBS Wild Thing*, Tony Kirby's X41, Patrice Six, Peugeot *Surfrider* (Nicolas Lunven), Bruce Taylor's *Caprice 40 Chutzpah*, Bob Cox's DK46 *Nine Dragons* and Sam Haynes' Rogers 46, *Celestial Assistance Dogs*.

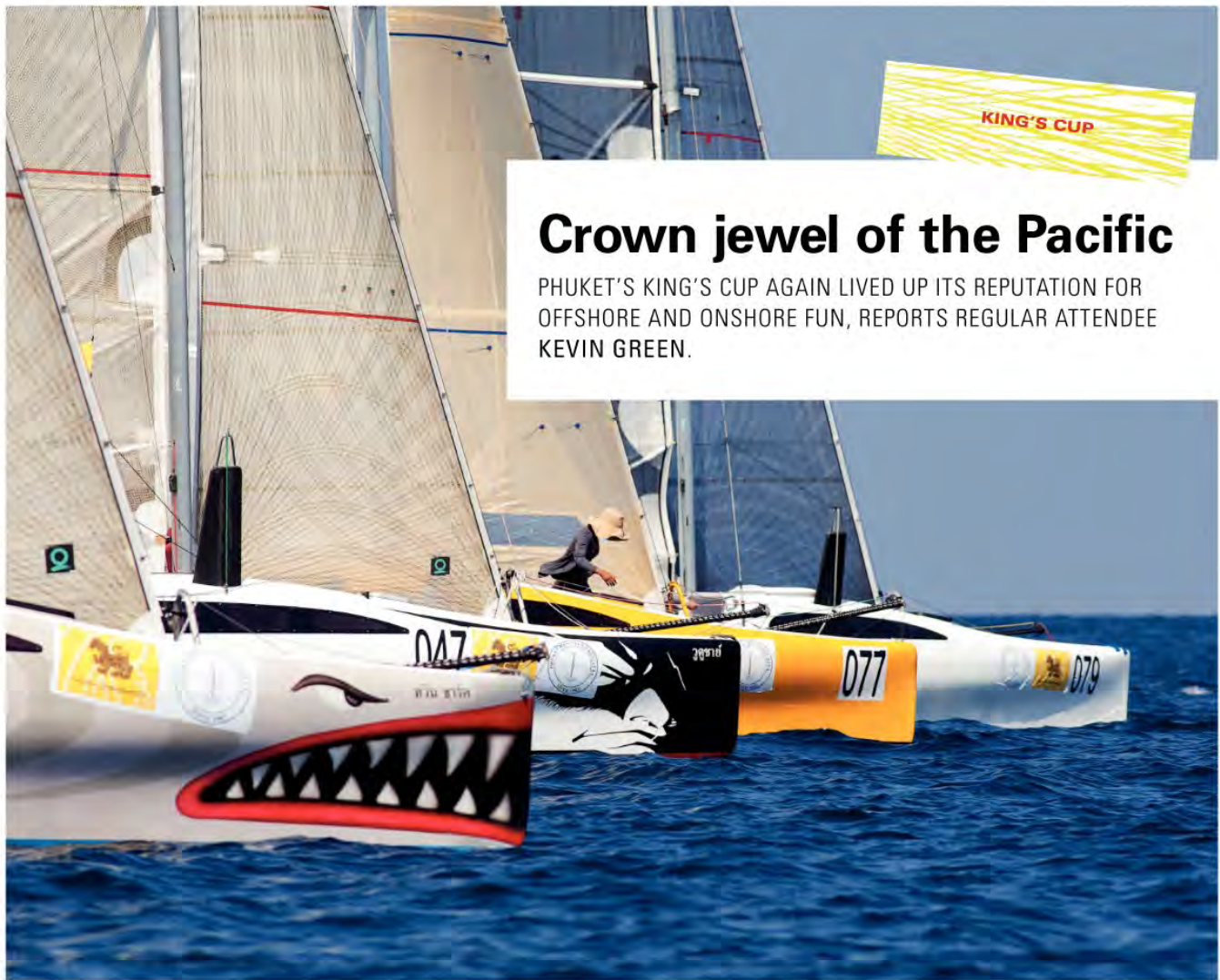
Ichi Ban was around the Long Reef mark about 15 minutes ahead of *Lahana*; Matt Allen was pleased, knowing the 98 footer would mow the smaller yacht down sailing to the Watsons Bay finish under spinnaker.

The Jones 70 sailed back into the Harbour in a light patch and gybed for the line at the last, costing her line honours to *Lahana* by a measly 21 seconds.

"It's good to know everything is going according to plan," Allen said after the race. "It's also nice to get up a win," he said, after taking the race overall and the series by one point from Millard and Honan.

Sam Haynes sailed *Celestial Assistance Dogs* to third overall, in the meantime taking the top place in ORCi and PHS. ⚓

BOW SPRAY
This Way Up
makes passage.



Crown jewel of the Pacific

PHUKET'S KING'S CUP AGAIN LIVED UP ITS REPUTATION FOR OFFSHORE AND ONSHORE FUN, REPORTS REGULAR ATTENDEE KEVIN GREEN.

The 170-strong fleet comprising 80 yachts, 50 dinghies and 40 windsurfers sailed in moderate to strong NE tradewinds throughout the windward-leeward courses off Phuket's south west corner at the King's Cup in early December. Attracting an international group of sailors from Europe, the Middle East and the Asia Pacific region, the King's Cup has built a reputation for being the preeminent event in the region. Onshore, the nightly parties and burgeoning tourist promenades around Karon and Kata Beaches ensured crews had plenty food, drink and fun.

For the many Australians attending there were plenty of charter options, so a good variety of craft sailed in the 23-strong bareboat fleet. Attending my fifth King's Cup, I enjoyed the high-speed racing on a chartered Firefly 850 rented from Andaman Sea Charters, while Sunsail supplied the

majority of cruising monohulls and other options including late model Beneteaus and even a classic S&S 47. Our one design class of seven Firefly catamarans ensured close and fast racing. We reached nearly 20 knots on some of the runs, which made gybing the kite a do-or-die experience.

HOT 40S

Reflecting international trends, the mid-size race boats provided much of the exciting keelboat racing. A local GP42 challenged the mighty Reichel Pugh 76 owned by Hong Kong industrialist Frank Pong to the last day before Pong took the title. Elsewhere in the fleet Steve Manning's Sydney GTS 43 *Walawala 2* won several races in the varying conditions to make the podium while in the mix was also Ben Copley's Reichel Pugh 45 *Katsu*, and the Ker 40 *KukuKERchu* of David Ross set a cracking pace at the front of IRC 1.

Former CYCA Commodore Matt Allen had a successful week with his

latest *Ichi Ban*, an Adams 10 fully refitted locally in Phuket. Allen and boatmaster Michael Spies enjoyed the well-organised racing – a six man international jury attends, which this year dealt with 22 protests from the wide-ranging international fleet – and won IRC2 with a day to spare.

Among the other Aussies was Graeme Sheldon's Hanse 4,000 *Agility International* which had a successful week. Also notable was Queensland sailor Andrew Kransky. He built his own boat in Brisbane then sailed off to Asia a couple of years ago with the family and enjoys cruising when not competing in the active SE Asia regatta scene. "It's our second King's Cup and the competition is tougher than ever but we love it and really enjoy the passage races," said Andrew Kransky. His 13-year-old daughter Mara works on the foredeck and said she doesn't want to return to Queensland for school. Who can blame her! ↓
www.kingscup.com

HULL OF A BITE
Fireflies line up at the start of a race.



Photo finish at the SB20s

A THREE-WAY TIE AFTER 12 RACES AT THE SB20 WORLD CHAMPIONSHIPS, REPORTS LISA RATCLIFF.

It was a climactic finish at the UON SB20 World Championships at Hamilton Island in late December, with Geoff Carveth sailing into the class history books, being crowned SB20 World Champion for the third time.

It was the closest finish at any SB20 worlds, with Carveth's British WKD team, Glenn Bourke's Australian entry, *Club Marine*, and Rodion Luka's *Team Russia* wrapping up the series tied on 41 points after six days and 12 races, forcing a countback to decide the ultimate winner.

Hamilton Island CEO and multiple Laser world champion Glenn Bourke came within a whisker of adding another title to his belt. "I have the utmost respect for the two guys we tied with. It's testament to Geoff's talent and their crew work that they kept working their way out of deep positions."

Helmsman of Oleg Zherebtsov's *Team Russia*, Ukrainian Rodion, Luka was gracious in defeat, "Geoff is a great mate and I am happy that he won. Hamilton Island is beautiful and a great place to sail. The competition has been so tight."

The Championships began in light to moderate ESE breezes and after the layday fresher ENE winds made for a very different set of conditions for the One Design fleet of 42 international entries representing nine countries.

"I'm very pleased for Hamilton Island that we had a range of conditions and such depth of talent for this truly international competition," said Bourke.

There was an enormous range of teams racing at the regatta. Notable entries included a crew of four Aboriginal teenagers ranging in age from 13 to 17 from Perth who were fast-tracked to advance from novice to world championship contenders in less than four months, thanks to regatta sponsor UON and skipper/coach Paris Stowell.

Other notable crew members were the WKD team's 20-year-old South African bowman, Asenathi Jim, and mainsheet hand Roger Hudson, who are aiming for Rio and South Africa's first multiracial Olympic sailing medal through the RaceAhead program Hudson founded with his father, which takes youth from South African townships and creates a path to elite competition.

The SB20 class will hold their 2013 World Championship in Hyeres in the south of France in September. ⚓
www.worlds2012.sb20class.com

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IRC won by a nose

A NAIL-BITING FINISH CAPPED OFF A WEEKEND OF COMPETITIVE RACING AT THIS YEAR'S AUDI IRC CHAMPIONSHIP.



The 2013 Audi IRC Australian Class A has been won by Rob Hanna's *Shogun V* after he managed to get over the line in a cliff-hanger finish at Geelong's Festival of Sails in late January.

The tight racing meant the competition was still wide open on the last day, with *Shogun V* and

Marcus Blackmore's 2011 and 2012 Audi IRC champion *Hooligan* both finishing with 16 points, the former winning the tie-break on countback.

"That's amazing, we thought *Hooligan* had it," said a surprised Hanna when he heard the news.

"We were first around the top mark, *Hooligan* went for a fractional

spinnaker and we went for the big bag (spinnaker) and tried to hold it all the way across; fortunately we could," a grinning Hanna said on what he believed was their winning move in the final 16 nautical mile special course that finished spectacularly off Hanna's home club, the Royal Geelong Yacht Club.

Second placed Marcus Blackmore was impressed by the quality of the sailing, "It's pretty amazing racing when you have three of the best TP52s in the world all trying to beat each other, and letting the other guys in occasionally. Unfortunately that's what we did today. We had a Code O up and *Shogun* didn't," Blackmore added.

In the Audi IRC Australian Championship Class B it was a Beneteau triple with Bruce McCracken's Beneteau First 45 *Ikon* taking a comfortable six-point lead over Chris Manton's *Senna*, and Alan Woodward's *Reverie* finishing on equal points with *Senna*.

The next Audi IRC Australian Championships will be held in Newcastle over Easter 2014. www.irc.yachting.org.au

WARRIOR SPIRIT
Shogun V held onto the IRC title after a series of tight races.

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Action on the bay

A MAN OVERBOARD, CAPSIZES AND RIPPED SAILS – THE BAY OF ISLANDS SAILING WEEK CERTAINLY HAD PLENTY OF HAIR-RAISING MOMENTS.



Light to average winds on day one and two of the three-day regatta meant for some tight and competitive racing.

IRC Division A and B, Chris Hornell on *Kia Kaha* outclassed the field. Out of nine races, *Kia Kaha* took five first places, three seconds and one third.

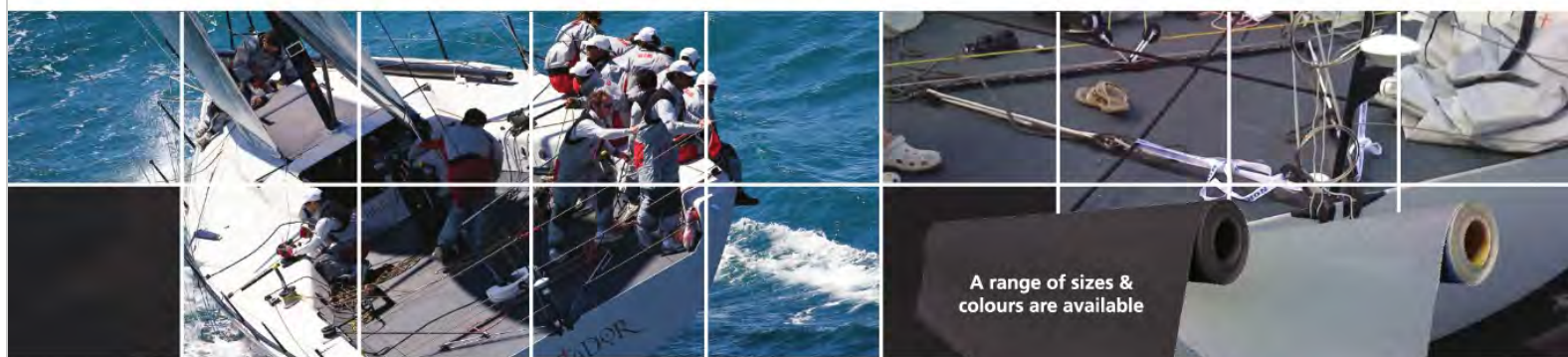
In the general handicap, Division A was won by Anthony Leighs aboard *Crusader 35*, with just 2.5 points between him and David Nathan and V5.

Heading the ten entries in Division B, Wayne Eatson's *Kaimai Express* got the better of Humphrey Sherratt and Elysium.

In an exciting moment the Coastguard jumped to action after a crewmember of one of the yachts fell overboard, and had a deep gash on his arm.

In another incident on the day, a female crew member had a topping lift land on her head and shoulders. She was sped over to the emergency ward and had six stitches in her head and a fractured rib to show for it.

www.bayofislandssailingweek.org.nz



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SYDNEY HARBOUR
REGATTA

Sydney set to shine

AS ENTRIES IN THE SYDNEY HARBOUR REGATTA ROLL IN, A WEEKEND OF TOOTH AND NAIL RACING IS SHAPING UP.

The diversity of the Sydney Harbour Regatta continues to grow as the regatta, hosted by Middle Harbour Yacht Club, fields entries from a variety of classes. This year's event will run on the weekend of March 9-10. The regatta attracts entries from local club sailors to internationally renowned skippers and Olympic gold medalists.

This year the regatta has managed to attract national and state championships including the Sydney

38 and Flying Tiger classes, who will all hold their national championships, while the Australian Sports Boat and Cavalier 28 classes will sail for their NSW Championship titles.

Apart from those above, other one design classes taking part this year are: Melges 24, Melges 32, J24, Adams 10, Dragon, Etchells, Yngling, Super 30 and Young 88 boats.

The Premier class for IRC and ORCi racers remains as popular as ever, and those boats will be back to

sail on windward/leeward courses, along with the Premier Ocean Passage series for IRC and ORCi. The Performance class will also sail an Ocean Passage series. All of these will be on offshore courses, as will the Sydney 38 national championship.

On Sydney Harbour the spectacle will continue with Performance Spinnaker, Non-Spinnaker and Classic divisions bringing a vibrant flood of colour for onlookers, who will also enjoy watching the historic 18 foot skiffs, production boats and RSY Mixed Divisions.

Electronic entries to the regatta close on Friday 22 February. ⚓ www.shr.mhyc.com.au

HARBOUR VIEW
Full sails at last
year's Sydney
Harbour Regatta.

AUCKLAND TO BLUFF OCEAN RACE

From A 2 B

A NEW BLUE-WATER OCEAN RACE WILL TAKE CREWS SOUTH – REALLY SOUTH.

A major new yacht race will set sail from Auckland on Waitangi Day, February 6, 2014, and head around Cape Reinga, down the West Coast and finish in Bluff on the southern tip of New Zealand. The race will go by the name 'A2B' or the 'Auckland to Bluff Ocean Race' and will be the longest ocean race ever to start and finish in New Zealand, taking place over an 1100 nautical mile course (significantly more than the Rolex Sydney to Hobart's 628).

The A2B was created to make the most of New Zealand's international status as a hub of sailing excellence and marine technology. The race has been eighteen months in the making; race promoter Murray Francis is excited about the new event for New Zealand sailing.

In developing the A2B Ocean

Race, Francis said: "An Auckland to Bluff ocean race will not only promote sailing, but will showcase our spectacular scenery to an international audience."

"It's an initiative on our National Day to make Kiwis proud of our country, our seafaring traditions and our ability to compete internationally in the sport of sailing. Modern technology means the whole country will be able to follow the race and its inevitable dramas and excitement."

The race is timed to take advantage of the Rolex Sydney to Hobart Yacht Race's finish in late December and early January. The Cruising Yacht Club of Australia, organisers of the Sydney Hobart Race, are supportive of the A2B, past Commodore Gary Lincare apparently responded by saying: "Why hasn't anyone ever thought of this before?" ⚓



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THE FASTEST GROWING REGATTA IN AUSTRALIA,
SAIL PORT STEPHENS IS BACK IN 2013.

Since its launch in 2008 with a flotilla of 25 boats, Sail Port Stephens has moved from strength to strength. With a dream list of attributes for an up-and-coming-regatta, it is little wonder the event is drawing such a good turn out.

Port Stephens is a pleasant destination just over two hours drive north of Sydney (or one day's sailing).

The bay is nine times larger than Sydney Harbour, and some Sail Port Stephens crews have been welcomed by the locals (a pod of around 100 friendly bottlenose dolphins).

The regatta is a family friendly event with a wide range of on and off water activities that present a fun and affordable option to crews.

The 2013 regatta will be held from 15 to 21 April, with the first three days featuring the Commodore's Cup cruising class events.

The event typically attracts cruising boats looking for some friendly competition on the water and lots of fun and socialising off the water.

The second 'Off The Beach' Junior Regatta will also be held this year after its successful debut during last year's Sail Port Stephens.

The end of the week will see marina berths fill up, with the fleet growing to include entrants in the Yachting NSW IRC Championship, the Port Stephens Trophy Racing and Cruising Division. ⚓

www.sailportstephens.com.au

ON THE PORT
Latra Donna
leads *Wild Rose*
off the line at Sail
Port Stephens.



IVOR WILKINS



Gulf war

THE 2013 AUCKLAND REGATTA IS GEARING UP TO SHOWCASE NZ'S BEST AMATEUR SAILORS ON THE HAURAKI GULF.

Organisers at the Royal New Zealand Yacht Squadron and Bucklands Beach Yacht Club say they are expecting a wider spread of classes and divisions this year, including IRC, One Design keelboats, multihulls and sports boats.

Building on the success of the Farr MRX Pacific Keelboat Challenge at last year's event, the Challenge is again a key element of the regatta. The Challenge is invitation only and is set to be the top NZ Farr MRX regatta of the season. The list of confirmed entries includes several

SEEING RED
Dirty Deeds leads Bull Rush.

international teams.

An Elliott 5.9 class has been introduced in 2013 for its 30th anniversary National Championships. This milestone event for the class has attracted some high profile sailors, and up to fifteen boats are expected to compete including Kiwi sailing legend Mike Sanderson.

Also sailing their National Championships at the Auckland Regatta will be the 8.5m multihull class and the Farr 1020 keelboats.

There will also be some new multihulls competing this year, which is always a popular spectacle thanks to their ferocious speed. Similarly, the Young 88 class always delivers top-tier racing. The Lion Foundation Squadron Youth Training fleet is also coming out en masse in the Elliott 78.

Beginning on Friday 22 March, the three-day regatta has a social side as well. After the second day of fierce racing, competitors and spectators will be able to relax on Motuihe Island as the Steinlager Beach Party kicks off. The regatta will finish with a scenic passage race round the islands of the inner Hauraki Gulf. www.aucklandregatta.co.nz

SALTWATER IMAGES



2013 SYDNEY HARBOUR REGATTA

Saturday 9 & Sunday 10 March 2013

Hosted by Middle Harbour Yacht Club (MHYC), the Sydney Harbour Regatta is one of the largest, competitive keelboat regatta in Australia.

More than 300 boats, racing in over 24 divisions, on 8 course areas on Sydney Harbour and offshore. All Classes will race over 2 days. Traditional post race beach party and entertainment back at MHYC each night – featuring the Wolverines and prize presentation on Sunday night!



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The 30 teams vying for the 2013 Giltinan title are illustrious group of the world's best 18ft Skiff sailors over the past decade, a 2012 Olympic Gold Medalist, a youth Americas Cup team and two all-girl crews.

Since the first Giltinan regatta in 1938 over 20 countries have competed for the world's most prized 18 foot Skiff Racing Championships – the JJ. Giltinan trophy.

Throughout the 63 Giltinan Trophies held so far, only four nations have been good enough to win – and they're all back in 2013 to do their best to add one more win to their record.

Defending champion *Gotta Love It 7* has a crew change in the bow with Peter Harris replacing Sam Newton, but skipper Seve Jarvin and sheet hand Scott Babbage are back again and the team is favoured to give Jarvin his fifth victory as a skipper.



Giltinan up for grabs

SPECTACULAR SKIFFS WILL BE ON DISPLAY ON SYDNEY HARBOUR IN FEBRUARY AS AN INTERNATIONAL FLEET BATTLES FOR ONE OF THE TOP PRIZES IN 18 FT SKIFF RACING.

The hot local teams include past Giltinan champions Michael Coxon (*Thurlow Fisher Lawyers*) and John "Woody" Winning (*Yandoo*), as well as former national champion Micah Lane in *Appliancesonline.com.au*.

Heading the international challengers is previous Giltinan champion Howie Hamlin of the U.S., skippering *CST Composites*. Also

competing is 2012 San Francisco International champion Alex Vallings (NZ) in *C-Tech*, as well as British team *Pica* (Jamie Meares) which is the reigning European champion.

The 2013 championship will see Olympic 470 Gold Medalist and Australian Flag Bearer Malcolm Page return to the 18 footers with The Kitchen Maker team. Malcolm

is no rookie in the 18 footers and is a serious contender considering the experience and talent of his crew.

Mike Radziejowski heads a young team on the locally-chartered *Southern Engineering Services* skiff. This team represents the 'American Youth Sailing Force', which was officially selected by Oracle Team USA to represent the City of San Francisco in the 2013 Youth Americas Cup.

19-year-old Alexandra South has won numerous Laser Radial national titles and is the daughter of two-time Giltinan champion Adam South. She leads the 'Skiff Chicks' team sailing *Lomax Financial Group* and will be in a head-to-head battle with Katie Love's US all-girl team aboard *Chad's Angels*.

The many national and international senior and youth champions spread across the entire fleet ensures there will be plenty of fierce racing for the spectacular 18 ft Skiffs. Considering the big names taking part, this Giltinan will be as difficult to win as any previous championship.

Three times Inter-dominion 12ft Skiff champion Nick Press will skipper *Smeg* and have the services of 2000 Australian Olympic representative Daniel Phillips working the sheet. This team is another serious challenger for the title, particularly if there are strong breezes prevailing during the championship from February 15-14.

Although Australian 16-footer champion James Dorrin is in his rookie 18ft Skiff season he and his crew have already shown their credentials with several good performances in *Mojo Wine* during the first part of the current local 18 ft season. ⚓ www.18ftooters.com.au

TAKEOFF
Thurlow Fisher Lawyers gets some air.

RACE FOR RUM

Rum runner

DISCOVERY OF A VALUABLE STASH OF RUM HAS LED TO A SPECIAL DAY OF SAILING.

The Manly Yacht Club (MYC) is conducting a special race day on Sunday March 3 to commemorate MYC member Nigel Holman, who passed away in 2007. Nigel raced several iterations of *Cuckoo's Nest* with MYC, the MHYC and the CYCA. Among his many successes was a famous victory in the tough 1993 Sydney to Hobart.

The Race for Rum lives up to its title; prizes are bottles of rum that Nigel's wife Imogen found recently



when cleaning some of Nigel's belongings. After donating the bottles to the MYC it was found that they were no regular bottles of rum – a bit of research led to the discovery that one of the bottles was worth upwards of \$2,000, with several others in the \$400 to \$600 range.

Winners on the day will be awarded bottles of the special rum, while the extra-special bottle of Bundaberg Centennial 1988 Vat 100 – a veritable collectible – will be raffled, with race places designating how many chances each entry has to win.

The event is inter-club so all are welcome to sign up to celebrate the life of Nigel Holman, and potentially go home with some top-shelf rum. ⚓ www.myc.org.au

Spend Easter sailing Brisbane

THE EASTER LONG WEEKEND IS AN IDEAL TIME FOR ONE OF QUEENSLAND'S BEST LOCAL REGATTAS.



The popular Sail Brisbane regatta is open to internationally and nationally recognised classes. The four days of racing around Waterloo Bay is organised by the Royal Queensland Yacht Squadron. Running over the Easter break, from Thursday 28 March to Monday 1 April, this year's schedule is designed to cater to interstate visitors who are (unfortunately) needing to return home for the working week or continue on into sunny Queensland for the school holidays.

In a break with tradition, organisers have announced that, in addition to the internationally and nationally recognised classes, Sail Brisbane will include an IKA Ranked event for kiteboarding. The move is likely to prove popular among the burgeoning kiteboarding fraternity in Queensland and throughout Australia as the class looks to expand nationally.

www.sailbrisbane.com

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BIG BOOM

The Oyster 885 is a premium semi-custom bluewater cruiser and is one of our picks for the best new yacht of the new year.

2013

NEW YEAR NEW YACHTS

THIS RATHER ECLECTIC MIX OF BOATS IS A SLICE OF THE MODERN YACHTING MARKET, RANGING FROM MID-RANGE CRUISER RACERS AND HOT-ROD CARBON ROCKET SHIPS TO PREMIUM CATAMARANS REPORTS KEVIN GREEN.



Kicking off the new year with the popular cruiser-racer segment, this is always an interesting arena, one in which the ageing First 40 still enjoys major street cred but is now surrounded by lots of other shiny competitors. Defining a product in the hotly contested cruiser-racer market has never been harder due to skilled designers migrating that way with the dearth of America's Cup and Volvo competitors, so we will watch with interest as the slick Elan 400 debuts along with the Dehler 38. As I've said in the past, serving both sides of the 'c-r' equation has always been a compromise. One way of solving it is to build light and rigid hulls as shown by the new Xp50, but all this comes at a fair cost.

The large cruiser market around 50 feet is becoming more accessible to sailing couples and small families thanks to easily operated sail-reefing systems, joystick docking and navigation systems that offer 4-D charting with big screen broadband radars, to mention just a few innovations. These boats, such as the flash new Hanse 575 that debuted at January's Düsseldorf Boat Show, or the market-dominating Beneteau Oceanis range, offer luxury afloat and long waterlines to burn the miles for those fast weekend sojourns along the coast. One of my favourite yachts last year was the Jeanneau Sun Odyssey 509, so I'm excited about its smaller sibling, the 469.

Buying one of these world-girdlers could start with the factory pick-up, filling the bilges with wine and doing the Med, then the World ARC cruise via Panama before enjoying the Pacific and arriving home with a vessel reduced in value for import-tax purposes. I know plenty of Aussies who've done this and loved it, making pitstops along the way to fly home for business purposes.

Moving up a notch in performance, the "buoy racers" among us have never had it better in terms of bang for bucks as the strong Aussie dollar combined with cheaper manufacturing now allow club racers to obtain grand prix level yachts at a far more affordable cost. Many of the offerings are Chinese and Middle Eastern-built grand prix boats, constructed at competitive prices by the likes of Premier Composites in Dubai and our very own McConaghy Boats in Zhuhai, China. I raced against one in the King's Cup last December, the Reichel/Pugh designed Alquila 45 built by Premier, which looked an exciting boat both on paper and on the water. But newer on the scene are the Carkeek 40 and 45, which are already garnering interest with Sydney sailors, thanks to Vicsail's new dealership. It will enter the arena that the McConaghy-built Ker 40 and new Ker 46 are performing in, confirming that 40 feet or thereabouts is a sweet spot for the buoy racers among us.

Catamarans have never been cooler as we can see from the busy international scene, where the Extreme 40s, AC 45s and D35s are taking centrestage amid the backdrop of the upcoming America's Cup cat-fest on those space-age AC-72s. So it's no surprise that these fast boats are inspiring performance-cruising catamarans, such as McConaghy's MC 60 launching this year and one notch down, I've included a new fast cruising cat that is also launching soon – the French Catana 53 – which is an ideal option for cruising the east coast of Australia.



BENETEAU

Stylish pedigree with good cockpit protection, bowsprit and up to five-cabin interior, plus their optional user-friendly docking system.

BENETEAU OCEANIS 55

The introduction of the sharply styled Oceanis 55 boosts the French builder's biggest selling range. Sporting a distinctive hard chine and mini bowsprit, à la Figaro boats, this large cruiser should turn a few heads in the marina. Other standouts include the GRP targa bar that allows the mainsail to be sheeted well aft. Described by product manager Thomas Gaillard as combining avant-garde design with seafaring qualities this 55 footer is a very crisp upgrade to the traditionally sober Oceanis range. Borrowing some innovative ideas from the Sense range, the Oceanis has a gently sloping 45° companionway and an L-shaped galley portside, opening onto the saloon space.

Accommodation should suit both couples and larger families with three to five cabins available, each with separate shower; including crew quarters, or kids hideaway, in the bow. The open-plan saloon perhaps suits anchorages more than the open sea, while giving owners plenty of options for finishes and whitegood choices to ensure the Oceanis really is a home-away-from-home.

On deck, a unique feature is the cockpit's "mériidienne" seating, making it easier to stay in line with the yacht's heel angle. Twin wheels and genoa winches centred in the cockpit allow user-friendly control of this 55 footer. The GRP hull is infused polyester/balsa wood sandwich, while an L-shaped cast-iron keel is offered in several configurations and a deep spade rudder connects to the twin wheels. For a boat this size, include the Dock&Go system for stress-free marina work.

www.beneteau.com

MODEL	Oceanis 55
DESIGNERS	Berret Racoupeau Yacht Design / Interior: Nauta Design
LOA	16.78m
BEAM	4.96m
DRAFT	deep 2.2m / shallow 1.8m
ENGINE	75hp or POD 120
SAIL AREA	Mainsail 67m ² , genoa (105%) 66m ²
WATER CAPACITY	694 litres
FUEL CAPACITY	400 litres
DISPLACEMENT	726 kg
PRICE	\$800,000



Grand prix race boat already proven a race winner and available in composite carbon or full carbon build from Vicsail.

CARKEEK 40 & 45

The Carkeeks are grand prix all-carbon race boats and should soon be arriving in Australia thanks to Vicsail's recent distribution agreement. Designers Botin and Shaun Carkeek have dominated the MedCup for the past five years, so expect plenty of winning design flair in these new pocket rockets. The Carkeek 40 is built specifically to the HPR (High Performance Handicap Race Boat Rule) with a rating of IRC TCC 1.235 and 1.265 (in HPR trim).

Reflecting the economic times, the Carkeek 40 is built for a realistic budget, which includes transportation. It fits a standard 40ft platform container and has an optional quick-release/lifting cassette keel plus a two-part rig.

At 6,100kg, the Carkeek 45 'GP' SA/Disp ratio is higher than the latest generation of TP 52s and significantly lighter than IRC designed equivalents. The 40-footer is available in either Carbon Epoxy (40R model) or full carbon pre-preg build (40GP model), and they are expected to compete head-to-head with the McConaghy boats-built Ker 40 and new Ker 46. Standard features includes full interior fit-out, systems, deck hardware, engine, high modulus Southern Spars mast and boom, nitronic rod rigging, Kevlar backstays, Vectran deflectors. The deck layout is similar to a TP52 with pedestal winch – something that works well on the Ker 40 according to co-owner Ed Psaltis – and there's plenty of cockpit space for a fully crewed offshore campaign. The 40 is reportedly up to hull number four while the first two 45s are being launched in early 2013.

www.pct.ae

MODEL	Carkeek 40
DESIGN	Carkeek Design Partners
LOA	12.2m / 40ft
BEAM	3.85m
DRAFT	2.95m
ENGINE	30hp
SAIL AREA	upwind 109m ² (1,173ft ²) / downwind 249m ² (2,680ft ²)
WATER CAPACITY	100 litres
FUEL CAPACITY	40 litres
DISPLACEMENT	4,000–4,200kg
PRICE	US\$452,000 (40R model), US\$524,000 (40GP model)



The new Catana 53 from France is a major design upgrade to this line of discerning performance catamarans.

CATANA 53

Just off the drawing board from its French builders, the new Catana 53 heralds a major departure from Catana's signature styling thanks to America's Cup reverse bows instead of the usual curved stems. Another big plus is a single level cockpit and saloon – a key feature missing from previous models. The distributor, Multihull Solutions based in Queensland, has already supplied several of its smaller sibling, the Catana 47, to the Australian market.

A carbon-fibre reinforced hull, deep dagger boards, outboard helms for performance-oriented sailing and a deck layout that optimises sail handling marks the Catana 53 as a boat for the discerning catamaran sailor. Other key features include an island galley-up design and accommodation that includes a dedicated owner's hull. Unlike some competitors, the 53 comes with a fully featured navigation station, ideal for bluewater cruising where acres of paper charts are still the wise back-up choice.

Multihull Solutions is excited by the prospect of the new boat, a more compact version of the 59. "She's only just been released and we have a number of clients interested in this model already," said Multihull Solution's Kim McKee.

Overall shape is interesting, as the multi-chine hulls are more angular than its predecessors, have generous topside clearance and importantly plenty of bridge-deck clearance – to avoid the dreaded cat wave slap for windward sailing. Aimed at the premium end of the multihull market, these boats are ready for bluewater voyaging.

www.catana.com

MODEL	Catana 53
DESIGN	Catana shipyard
LOA	16.18m
BEAM	8.65m
DRAFT	(boards up) 1.43m / (boards down) 3.60m
ENGINE	2 x 75hp
SAIL AREA	Mainsail TBC, foresail TBC
WATER CAPACITY	2 x 400 litres
FUEL CAPACITY	2 x 400 litres
DISPLACEMENT	14,000kg
PRICE	\$1,850,000



Expect the quality fit-out of the 41 model already in Australia to continue with this German cruiser racer's smaller sibling.

DEHLER 38

With the takeover of the highly respected Dehler yard by Hanse Group in recent years, the market can expect greater economies of scale to aid the resurrection of this quality German-built brand. So far the result has been a raft of new performance-oriented boats and the Dehler 38 is the latest in this line of cruiser-racers. Similar to the 41 it will be available in standard or competition version.

The overall profile of this Judel/Vrolijk design shows a low-profile saloon with tall, upright topsides for living space, and owners have an extensive choice of options, including a deep lead keel bulb. A keel-stepped rig is standard.

On deck, twin wheels and a large open cockpit distinguish the 38 as a cruiser-racer. The standard sail plan has a conventional genoa with optional asymmetric setup on a 9/10ths rigged alloy mast.

A distinguishing feature is extensive rounded mouldings in the interior, which not only look stylish, but also have the practical purpose of not bruising crew in a seaway. The standard layout has a double berth forward with another aft, while the bathroom is portside, ahead of the large lazarette. Cleverly, the chart table has dual access, as has the heads. A three-cabin layout is also available.

As we go to press, the first Dehler 38 is being shown at the Düsseldorf Boat Show, so Australian distributor Windcraft should have one here in time for the Sydney International Boat Show in August. The first five yachts are being offered at a special introductory price.

www.windcraft.com.au

MODEL	Dehler 38
DESIGN	Judel / Vrolijk & Co
LOA	11.30m
BEAM	3.75 m
DRAFT	standard 2m / deep 2.3m / shallow 1.6m
ENGINE	Volvo D1-30 28hp saildrive
SAIL AREA	standard 79.3 m ² / racing 82.4m ²
WATER CAPACITY	300 litres
FUEL CAPACITY	160 litres
DISPLACEMENT	standard 7,000kg / race 6,600kg /shallow 7,300kg
PRICE	\$269,900 (for the first 5 boats only)



DEHLER / NAVSAIL

Built to hit the 40-foot IRC sweet spot, and be competitive in this hotly contested arena, plus it features a designer interior for cruising families.

ELAN 400

The Elan 400 is the epitome of the modern cruiser-racer thanks to chines, T-keel and twin rudders. Its early siblings are popular race boats in Europe, despite stiff competition, so this mid-sized model should do well here as it hits the in vogue 40-foot IRC cruiser-racer category and has the credentials to challenge the ageing incumbent, the First 40.

Designer Rob Humphreys has again opted for twin rudders, which allows the 3.87m beam to be carried aft to the transom, giving greater directional control and stability plus a very large working cockpit. It also allows a wide drop-down swim platform, a definite bonus on this kind of performance boat.

Below decks the boat is fully fitted out for cruising with a folding table for the starboard dinette and a sensibly sized navigation station portside. The light wood finish is a complete redesign for the Elan performance range, noticeably the flush-hinged cabin doors with choice of interior wood finishes and soft furnishings. For berths there's a two- or three-cabin layout with one or two heads.

The model brings choices of Club, Regatta or Cruising Rigs, Performance "T" keels for IRC or ORCi and non-overlapping headsails with retractable bowsprit asymmetrics or a spinnaker-pole option for short windward leeward races. The 400 also carries designated life-raft storage in the cockpit sole. Debuting at the January Düsseldorf Boat Show, local distributor Navsail say they have high expectations for this boat on the Australian circuit, and I wouldn't disagree.

www.elan-yachts.com

MODEL	Elan 400
DESIGN	Humphreys Yacht Design & Elan design team
LOA	11.95m
BEAM	3.87m
DRAFT	2.40m
ENGINE	40hp
SAIL AREA	Mainsail 51.56m ² , genoa (107%) 37.60m ² , gennaker 135m ²
WATER CAPACITY	310 litres
FUEL CAPACITY	170 litres
DISPLACEMENT	7,500kg
PRICE	POA



The flagship of Hanse's 50-foot range, the 575 features a highly customisable interior and useful dinghy garage.

HANSE 575

The German builder's new big boat has even more freeboard than the previous range, topping the 545, so the interior looks positively voluminous and includes a large dinghy garage. The signature Hanse low-profile cabin design continues with the distinctive Judel/Vrolijk upright hull lines. The wide beam allows plenty of hatches – 22 flush opening – so natural light should be plentiful throughout (a maximum of six cabins and up to 13 berths are available). The three-cabin layout makes sense for cruising couples, who could probably manage this large yacht thanks to the brand's pioneering self-tacking jib. Just add in-mast reefing to ensure easy sail handling.

Other features of the new 575 include two cockpit tables, which can be transformed into sun pads at the press of a button. Generous workspace below includes an elongated forward-facing chart table and plenty of bulkhead space for electronics. Sensibly, Hanse has installed an island bench to give support to crew moving about in the apartment-sized interior and the dinette table is height adjustable.

The GRP hull is ultra modern with little overhang to maximise waterline, equally modest topside flare and snub-nosed bow with volume carried aft. Hull construction is foam-cored with isophthalic gelcoat and vinylester laminate.

Overall the Hanse 575 should continue the brand's impressive sales figures while offering a pocket superyacht at mass production prices. Australian distributor Windcraft has just reported their first order for this boat, which will be at the Sydney International Boat Show. www.hanseyachts.com

MODEL	Hanse 575
DESIGNERS	Judel / Vrolijk & Co
LOA	17.15m / 56' 3"
BEAM	5.20m
DRAFT	Standard 2.85m / shallow 2.25m
ENGINE	107hp
SAIL AREA	Main sail 87.5m ² , self-tacking jib 63m ² , genoa 105%: 74m ²
WATER CAPACITY	810 litres
FUEL CAPACITY	520 litres
DISPLACEMENT	19,500kg
PRICE	\$698,000



The early model has proven a race winner, with its smaller sibling, the 40, having a reputation for being strongly built.

MCCONAGHY KER 46

The latest Jason Ker design being built by McConaghy's Zhuhai yard in China, the Ker 46 is a light-displacement, high-performance race boat, following on from the successful Ker 40.

The strongly built Ker 40 *AFR Midnight Rambler* – a GRP hull – is already a proven offshore campaigner. Designed and optimised for IRC and ORCi racing, the new Ker 46 is intended to give owners a balanced performance in mixed fleets and across a wide range of conditions and venues.

Deck layout has the twin helm wheels well forward in the large cockpit, with pedestal winch further aft, in line with the Harken winches for the running backstays. The High Modulus rig layout follows the current convention of masthead sails, bowsprit for the asymmetric and large fore hatch for fast kite work.

The moulded interior is painted white to enhance natural light while the layout is fairly conventional with pipe cots amidships and aft, while a full-sized chart table is near the mast – *AFR Midnight Runner* had this moved to below the cockpit to reduce the motion for the navigator. The yacht is also equipped with a decent-sized sink and full-sized two-burner stove, which should help feed hungry offshore crews.

Artists' drawings show the hull to be without the in vogue chines, while waterline is maximised thanks to a plumb bow and transom. Keeping things upright is a lead T-keel and deep rudder attached to a carbon pre-preg stock, while a fair degree of rocker should ensure the 46 is nimble on startline dial-ups.

www.mconaghyboats.com

MODEL	Ker 46
DESIGN	–
LOA	13.9m
BEAM	4.50m
DRAFT	3.35m
ENGINE	40hp
SAIL AREA	235m ²
WATER CAPACITY	100 litres
FUEL CAPACITY	70 litres
DISPLACEMENT	6,250kg
PRICE	US\$585,000 (plus carbon rig is NZ\$104,000)



Performance cruising catamaran with good upwind potential, modern construction and stylish interior.

McCONAGHY MC260

Catamarans have never been cooler as we can see from the busy international scene where the Extreme 40s, AC 45s and D35s are taking centre stage amid the backdrop of the upcoming America's Cup cat-fest.

So it's no surprise that these fast multi-hulls are inspiring performance-cruising catamarans such as McConaghy's new MC260. Their China yard is currently building two of these sleek cats, with the first to splash around March.

The design brief from project manager Raphael Blot is for a fast cruising catamaran, highly stable yet aimed to perform in the light airs typical of SE Asian sailing. Layout is galley up with four cabins, and a hardtop bimini ensures weather protection for alfresco dining.

The hull design has plenty of bridge-deck clearance with reverse-angled bow, à la an America's Cup cat, giving a sharp exterior styling. Down below, the external styling brief continues with renderings showing a clean and minimalist interior, ensuring everything is clean and tidy.

Constructed in epoxy from SP Gurit with carbon reinforcing, the resin-infused hull is intended to be a hard-wearing yet cruiser-friendly build. Rigidity should be assured, thanks to all structural beams being carbon, which connect the E-glass/carbon epoxy foam sandwich hull and deck. Windward performance will be enhanced by the use of twin daggerboards and the 110-120cm bridge deck clearance.

www.mc2catamarans.com

MODEL	McConaghy MC260
DESIGN	Renaud Bañuls / www.banulsdesign.com
LOA	18.28m / 60ft
BEAM	8.60m
DRAFT	1.40m / 3.20m
ENGINE	2 x Yanmar 4JH5E 53HP
SAIL AREA	Mainsail 118m ² , solent 56m ² , staysail 35m ² , code 0 120m ² , gennaker 165m ² , asymmetric spinnaker 235m ²
WATER CAPACITY	TBA
FUEL CAPACITY	TBA
DISPLACEMENT	(light) 9,000kg
PRICE	POA



KEVIN GREEN / OYSTER

Premium quality semi-custom pocket superyacht with plenty of keel options for discerning bluewater sailors.

OYSTER 885

Oyster is a name synonymous with the best of British quality. Despite some recent setbacks and ownership changes the yard continues to produce bluewater sailing yachts for its loyal buyers and the new Oyster 885 is a great example. Oyster's longevity makes them popular with owners who also want to charter out their boat - a good way to check out the brand before buying. The new 885 has been designed by Rob Humphreys to comply with the MCA 24m Load Line Length watershed, thus negating the commercial registration of the superyacht category. The layout is dominated by a spacious deck saloon, with all-round windows, which lead out to a centre cockpit-style area with twin-wheel steering at the aft, leaving the stern deck free for sunbathing. Available rig options include in-mast furling, in-boom furling, cutter and double-headed, so there are plenty of options for voyaging or just day sailing.

The luxurious accommodation layout has the owner's stateroom forward with three ensuite guest cabins, one of which can be configured as a study or lower saloon area. The 86-footer provides good crew quarters, with two cabins, galley and mess area all with good privacy.

The Oyster 885's graceful hull shape hides plenty of beam so she comes with twin rudders, which greatly aids tracking when heeled and should allow slick manoeuvring in harbour. Further control comes from stern and bowthrusters. Keel options include deep, as well as lifting - the latter an essential for many bluewater big boats.

www.oystermarine.com

MODEL	Oyster 885
DESIGNER	Rob Humphreys
LOA	26.06m / 85' 6"
BEAM	6.33m
DRAFT	Standard TBC / shoal TBC / centreboard 3.5m
ENGINE	Cummins QSL9 330hp
SAIL AREA	(with 100% foretriangle) 379.97m ²
WATER CAPACITY	2000 litres
FUEL CAPACITY	3500 litres
DISPLACEMENT	standard keel 74,000kg
PRICE	POA



The larger 509 was rated as one of the best yachts sailed last year by this reviewer, so there are positive expectations for this smaller new cruiser.

SUN ODYSSEY 469

The Sun Odyssey 469 and the 41DS are the latest offerings from the French Jeanneau boatyard. The 469 emulates the functional 509, a boat that is my pick of the larger Jeanneaus albeit in a smaller package. Good features they share include a drop-down chart table, neat joinery and a seaman-like layout of furniture (rather than acres of emptiness with nothing to lean on at sea). Accommodation comprises a three-cabin layout with owner's suite forward or a charter-friendly, four-cabin layout, all with ensembles.

The sail plan has a conventional slab-reefed main with short overlapping jib, and Jeanneau continues sharp pricing by offering only what you pay for; many items can be optioned to ensure the basic price stays that way. A good option is the in-mast reefing for short-handed sailing, along with a self-tacking jib, and 360 Docking is another useful item for those tight marina manoeuvres. The deck layout is fairly conventional with a deep cockpit, twin wheels and inboard shrouds for the deck-stepped rig. At anchor, the swim platform folds down, the centre table folds up and there's plenty of deck space forward for sunbathing.

The hull continues the distinct chine of the flagship of the Sun Odyssey range, the 509. The solid GRP hull has an injection-moulded deck, with large tie rods for the shrouds. Outside, the waterline is maximised, yet there's enough rake on the stem and stern to give the 469 an elegant rather than abrupt profile. Her wide stern is tucked in with that hard chine, while a fairly standard cast-iron fin or shoal draft version keeps everything upright.

www.jeanneau.com

MODEL	Sun Odyssey 469
DESIGNERS	Philippe Briand and Jeanneau Design
LOA	14.05m / 46' 1"
BEAM	4.49m / 14' 8"
DRAFT	Standard 2.24m / shallow 1.65m
ENGINE	Yanmar 54hp
SAIL AREA	96m ²
WATER CAPACITY	615 litres
FUEL CAPACITY	240 litres
DISPLACEMENT	10,809kg
PRICE	POA



Performance cruising at its best with large downwind sail area, spacious cockpit and premium finish below decks, all enclosed in a rigid hull.

X-YACHTS XP 55

Danish X-Yachts are responding to increased demand for performance cruisers so have been steadily increasing their Xp range with more than 100 boats sold, initially with the mighty Xp 65, the Xp 44 and 38, and now the Xp 55. For the northern summer, the entry-level Xp 33 and Xp 55 will splash

Following the company brief to produce vessels that will satisfy the sailors who enjoy pure cruising and – equipped with the right sails and an experienced crew – are capable of winning handicap races, the 55 is a lot of boat to do both.

Hulls are built in sandwich construction with infused epoxy to save weight and enable the best possible ballast-to-displacement ratio. This allows the yacht to carry a large enough sail area to not only be able to perform in lighter winds, but also hold the sail area efficiently when the breeze comes in – plus a lead T-keel ensures a high stability ratio. Carbon reinforcing is used in key areas including on the reinforced keel/hull grid, which is integrated with the tie rods and keel. Masts are keel-stepped with rod rigging, allowing the boat to point high when in race mode. The optional bowsprit in carbon fibre, which also hides the yacht's anchor arm, can fly a 240m² asymmetrical spinnaker. The deck layout has all lines running to the rear cockpit, providing easy access from the twin helms and freeing up the forward cockpit when in cruise mode.

Below decks is also integrated, as interiors are composite and contribute to the yacht's internal structural integrity. Two alternative interior designs are offered. www.x-yachts.com

MODEL	Xp55
DESIGN	X-Yachts
LOA	16.76m
BEAM	4.77m
DRAFT	2.85m
ENGINE	110hp
SAIL AREA	Mainsail 97.8m ² , genoa 106% 74.8m ² , spinnaker AP 240m ²
WATER CAPACITY	550 litres
FUEL CAPACITY	400 litres
DISPLACEMENT	16,800kg
PRICE	POA



GEOGRAPHE BAY RACE WEEK

When: 15-22 February
Where: 107 nm from Fremantle
Go for: Famous WA-style hospitality.
Stay for: Ocean sunsets.
 Kicking off the calendar year is Redink Geographe Bay Race Week. The largest yacht regatta in Western Australia, Geographe Bay is also one of the fastest growing. This year introducing several new divisions including Flying Tigers, Bull 9000's and Thompson 870's, this is the unmissable regatta for those in WA or those in need of a reason to visit.
www.gbyrc.com.au

XXXX SAIL PARADISE

When: 15-17 March
Where: Gold Coast
Go for: The Gold Coast's brilliant March weather.
Stay for: Plenty of XXXX.
 The fourth year of this Gold Coast event run by the Southport Yacht Club will see a wide variety of offshore divisions, from sports boats to competitive IRC division Keel Boats. Queensland's regatta scene is so strong, but XXXX Sail Paradise fills a vacant gap in the racing calendar. Plenty of on-shore entertainment and the annual 'Go to Blazers Regatta' mean this event is also plenty of fun.
www.sailparadise.com.au

SAIL PORT STEPHENS

When: 15-21 April
Where: Port Stephens, 2.5 hour drive north of Sydney

THE CIRCUIT

THE ULTIMATE YEAR FOR MANY WOULD BE SPENT LIVING A GYPSY LIFESTYLE, MOVING FROM ONE REGATTA TO THE NEXT, AND WINNING A FEW ALONG THE WAY. WELL, NOW THERE IS NO EXCUSE – OUR PART OF THE WORLD PUTS ON A LINEUP OF WORLD-CLASS RACE WEEKS THAT OUTLINES THE PERFECT WAY TO SPEND A YEAR.



GOOD TIMES

Top: The *Telcoinbox Merit* crew at Airlie Beach Race Week.
Above: The kids get their feet wet at Sail Port Stephens.

Go for: Affordable and convenient.

Stay for: Sailing on a bay nine times bigger than Sydney Harbour. Sail Port Stephens is the fastest growing regatta in the country, and for good reason. Rapidly expanding from 28 yachts in the inaugural event in 2008, Sail Port Stephens now fields a fleet in triple figures and has become an essential stop on the East Coast circuit. A relaxed yet competitive racing program complemented by plenty of casual 'catching-up' means Sail Port Stephens is ideal for those seeking a cost effective way to join the regatta circuit.
www.sailportstephens.com.au

TAHITI PEARL REGATTA

When: 5-8 May
Where: Tahiti, French Polynesia
Go for: Crystal waters and spectacular islands.

Stay for: Dancing on the beach.
 The Tahiti Pearl Regatta is a four-day affair offering a mix of racing on the lagoons that surround Tahiti's stunning islands as well as between the islands themselves. The Polynesian way of life runs through this event, so don't be surprised if some of it is run on 'island time'. The clarity of the lucid turquoise lagoons will make up for this, and once you're running on 'island time' you won't want to stop. If you aren't keen to sail all the way north, chartering options are available. For instance, Mariner Boating charters fully-equipped racing yachts and catamarans for the Tahiti Pearl Regatta and indeed all three of the big Asian Regattas.
www.marinerboating.com.au
www.tahitipearlregatta.org.pf

AIRLIE BEACH RACE WEEK

When: 15-18 August
Where: Airlie Beach, QLD
Go for: Plenty of fun.
Stay for: Sundown cocktails with your new friends.
 Every August for the last 23 years, thousands of sailors have got together in what was dubbed the 'tropical shirt regatta'. The name (and attitude) has stuck. Airlie Beachers are serious about one thing – fun. There are tales from previous years involving concrete trucks full of coconuts arriving unannounced, of sailors discovering Airlie Beach's notorious Rum Bar... It's hard to go wrong with a setting like the Whitsundays – the famed patch of water that comes as close to 'tropical paradise' as you will find in Australia.
www.airliebeachraceweek.com.au



AUDI HAMILTON ISLAND RACE WEEK

When: 17 – 24 August

Where: Hamilton Island, QLD

Go for: The birthday bash.

Stay for: Some of Australia's fiercest keel boat racing.

The 30th Anniversary of Australia's premier keelboat regatta will be truly spectacular. Among other announcements, there will be a 'First Fleeters' division – solely for yachts that were part of the 93-strong fleet at the inaugural 1984 regatta. The top tier racing is complemented by fashion parades, gala dinners and plenty of parties at Australian sailing's most glamorous event. Among other announcements, this year's Race Week has been shortened by a day. Stay tuned for plenty more exciting news.

www.hamiltonislandraceweek.com.au

MAGNETIC ISLAND RACE WEEK

When: 29 August – 3 September

Where: Cleveland Bay, Magnetic Island, QLD

Go for: A win if you didn't get one at Airlie Beach of Hamilton Island.

Stay for: The homeward bound breeze to send you south.

The third regatta in the QLD trio was developed to be a relaxed wind-down but has become an impressive race meet in its own right, featuring most classes from IRC to Cruising, Magnetic Island will satisfy any racer still hungry for a win after Airlie Beach and Hamilton Island. If you need an excuse for one more regatta, here's Bob Robertson, Commodore of Mooloolaba Yacht Club: "Spending more time on the Far North Queensland coast before heading south gives the breeze time to turn. Heading to Magnetic Island just makes good sense." "Nuff said.

www.magneticislandraceweek.com.au

CHINA CUP

When: October 2013

Where: Shenzhen, China

Go for: World class competitive racing.

Stay for: Admiring such a young yachting country's rapid development. In its seventh year, the China Cup is well-coordinated and extremely competitive, with yachtsmen and women from all over the world being shipped in for the event. If you enjoy a cruisy Hamilton Island or Airlie Beach regatta, this isn't the event for you – it gets very serious on the racetrack with over 30 countries represented. The regatta is run primarily to showcase China's yachting capabilities to the world. Both the regatta and the yachting capabilities are duly impressive.

www.chncup.com

THE RAJA MUDA SELANGOR INTERNATIONAL REGATTA

When: 15-23 November

Where: Port Klang, Malaysia

Go for: Getting off the beaten trail.

Stay for: Rickshaw racing.

The course for this offshore regatta parallels the coast of Malaysia from

Go for: Experiencing an ideal warm-climate Asian destination.

Stay for: The food and the people. Coinciding with the King of Thailand's birthday, the Kings Cup is one of Asia's top sporting events. Although it's an extremely fun regatta, the racing is very tough, with competitive IRC, Multihull, and essentially anything that has a mast racing leeward/windward courses and island courses taking in some of the spectacular vistas of the Andaman Sea, not far from the Malacca Straits. Now in its 27th year, the regatta is a proven hit, with great food and drink available at cheap prices, plenty of social activity and plenty of extremely friendly locals.

www.kingscup.com

BAY OF ISLANDS SAILING WEEK

When: January 2014

Where: Bay of Islands, New Zealand

Go for: Amazing island formations.

Stay for: Laid back kiwi vibe.



Port Klang to Langkawi, a distance of nearly 250 nautical miles – but with an important difference – the race is broken into three overnight legs with stops in Pangkor and Penang along the way. The social program that runs with the regatta is nearly as demanding as the racing itself, with one of the highlights being the inter-crew rickshaw racing in Penang. This regatta feeds contestants into the premier event on the Asian racing calendar, The Phuket Kings Cup.

www.rmsir.com

THE PHUKET KING'S CUP

When: 30 November – 7 December

Where: Phuket, Thailand

A well-organised and affordable regatta, especially for Kiwi yachties, Bay of Islands Sailing Week is one of New Zealand's most popular yachting events. Catering for all divisions, the event is run by a professional committee and an army of hardworking volunteers. Multihull aficionado Simon Hull has thrown down the gauntlet to Australians: "Bay of Islands sailing can be every bit as tropical and breezy as the Whitsundays. Come on all you owners and crew, how about making Bay of Islands Sailing Week 2014 a Trans Tasman challenge?" Doesn't that sound like a challenge worth taking up.

www.bayofislandsailingweek.org.nz

IN THE WAKE
Top: Setting the kite on *Optimus Prime* at Audi Hamilton Island Race Week.
Above: Yacht-skiing at Bay of Islands.



Catana are premium quality French catamarans well known as blue water cruisers, with the company's long-term designer Christophe Barreau having completed some serious adventuring in them, as well as other owners who've circumnavigated at speed.

MULTI PERSONALITY

APPEASING BOTH THE PERFORMANCE SAILOR AND THE SERIOUS CRUISER, THE NEW CATANA 47 HAS DUAL APPEAL, REPORTS KEVIN GREEN.

The current Catana range consists of a 42, 47, 55, 59 and 70; all uniquely identified by their tall, slim hulls with unusual plum bulbous bows.

The new, carbon strengthened Catana 47 has been remodelled from the previous Catana 47i first launched in 1997, and the new boat very much carries on these traditions while being nearly 700kg lighter than its predecessor and stronger, thanks to carbon strengthening and stiffening of key components. Clocking achieving boat speeds of up to 25 knots during French sea trials, the Catana 47 is designed for fast passage-making and as it is equipped with effective, deep daggerboards to aid upwind sailing performance, you should be able to do much more than simply trade wind sailing.

COCKPIT

Catana's unusual characteristics apply to not just the hulls but many aspects of these cleverly designed boats, and the cockpit is top of this list. Firstly, the twin helms are outboard, aligned with the hulls for maximum visibility forward, which also means maximum weather exposure should you wish to remain perched out there in inclement conditions at sea, rather than switching on the Furuno autopilot and retreating to the spacious cockpit.

Engine controls and navigation instrumentation are on the starboard

helm station with rev counters nicely viewable at waist height with Furuno instruments. Another set is mounted on the saloon bulkhead inside. The running rigging of the Catana 47 has a Gallic twist with twin halyard winches horizontally fixed to a centralised transom bulkhead. Another feature of the transom is a functional davit setup, which along with the stepped swim access on both hulls, should make the Catana a comfortable base from which to board and swim when at anchor, with a retractable, stainless steel swim ladder in the port hull.

Al fresco dining is also nicely done with a spacious corner dinette and GRP table adjoining the galley window. Another clever feature is the fold out seats on the coaming, forming a relaxing lounge area with views forward along the expansive side decks.

SALOON

To enter the saloon you take a step down, which may not be to everyone's liking, but large scuppers prevent any water incursion from the cockpit. Inside, a light and airy ambience fills the saloon, which isn't large for a boat of this size – with galley portside and large navigation station starboard – but the area is well proportioned with offset lounge seating and small table. A light-hued wood interior featuring cabinetry and trim finished in laminated Maple



with US Walnut edges was designed by Linea Concept, a French company who've also worked with Dufour and completed various custom catamaran projects. The result is a pleasing and functional layout with stylish leather upholstery, rounded edges and in the galley and surrounds, roller cabinet doors.

Cooks should have little to complain about in the galley thanks to a three-burner stove / oven, deep sink and voluminous chilled storage (160L stainless steel refrigerator plus similar freezer fitted on the review boat). If preparing a meal my only gripe would be the relative lack of work surfaces for food preparation and rather flimsy door catches, but there are plenty of redeeming features such as a pull

ROUNDED EDGES
Right: Cabins are stylish, spacious and light-filled. Below: The comprehensive navigation station is an outstanding feature of the interior.



OWNER'S SUITE

Stepping down into the portside hull is a very pleasant experience thanks to the entire area being devoted to the owner's suite with accommodation aft and large bathroom forward. In between there's a useful vanity/study table, myriad cabinet space and enough headroom to satisfy an Olympic basketball player. Good details include slatted bases for the bed plus the use of separate memory foam mattress and ample shelf space. Ablutions are good as well with a separate shower cubicle, electrically operated head and plenty of natural light with ventilation. In the port hull opposite, the two guest cabins provide good accommodation of family and friends, with each having their own bathroom and plenty of space. Aft there's a double that easily converts to two singles with good storage space and three opening hatches for light and ventilation (including an escape hatch amidships). The forward port cabin has a smaller double and is fitted with a bench seat and large wardrobe with roller shutter door.

STYLISH TOPSIDES AND HULL

Topsides on the Catana 47 should please the discerning sailor, thanks to good design in the rig, anchor setup and a flexible sail plan. Our review boat came with a white lacquered aluminium mast with spreaders, built by Marechal, with twin headsails. A large genoa runs off a bow prodder and a halyard is included for a gennaker, which flies from the very end of the prodder. The halyards are cleverly located on a mast track and run back to the cockpit. Optioning up includes a white lacquered carbon rig from Formula Spars, if further weight saving and performance is an issue. For anchoring there's a powerful Lofrans Falkon 1700W horizontal windlass and capstan, which is well up to the job for a boat with such blue water cruising capability.

The hulls are constructed of an infused 20mm thick foam sandwich, with polyester and vinylester resin below the waterline and carbon in key areas. It's reinforced with Twaron aramid fibre (as used in bullet-proof vests) in the key stress areas of chain plates, cross spars and mast foot. The cross spar is also bolted in a way that allows some flex. This kind of quality build means the company can give owners a generous five-year warranty.



out storage section and generally good cupboard space.

A big plus on the Catana for me is the navigation station on the saloon's forward starboard corner. A swing-out stool nicely seats the navigator to view the instruments. Dominating the bulkhead is a Navnet2 10.4 inch colour chart plotter (with 2.2kW radar input). Alongside, the switch panel is clearly laid out with a useful lighting diagram for quick checks of the navigation lights. Power generation is ample as well with both renewable and conventional sources of electricity. A total of six gel 120 AH batteries are charged by twin 80amp engine alternators, plus six 80-watt solar panels mounted on the bimini above, negating the need for an optional generator to be fitted.



DINNER TIME
Left: A well-equipped galley is sure to please cooks. Above right: The distinct hulls of the Catana grace Sydney Harbour.



ON THE WATER

Sailing the Catana 47 on Sydney Harbour on a gloriously sunny day with my hosts Keith Logan from Multihull Solutions and owner Phil proved a thoroughly enjoyable experience. Motoring towards the bridge the boat managed a nippy 10.2 knots of boat speed flat chat (at 3000rpm) while she cruised at a more economical 8.4 knots with the Volvo 55 sail - drives throttled back to a more modest 2000rpm.

With sails hoisted and sailing, the outboard hull positioning of the dual helm wheels lends the cat a racing feel, allowing unobstructed views along each long hull, but somewhat annoyingly not across the hulls. While this wouldn't be a problem when blue water cruising, in the tighter confines of Sydney Harbour it required me to duck and peer through the interior windows while also having someone on the leeward helm as a lookout. So at sea it would be much easier to switch on the Furuno autopilot, before stepping down into the saloon to keep watch. In sail-test mode I sat down on the comfy helm seat to get a feel of the boat after I'd positioned

both daggerboards half way down. The daggerboards are gravity fed through each hull with a single line, although ideally a second downhaul system could be fitted, as I had to go forward to position them just right.

The helm was responsive, allowing quick adjustments of our heading to tweak the staysail tell tales, letting me pinch up to avoid a harbour ferry and easily resume my best course. We slid along at an impressive 7.8 knots hard in the moderate 12-knot breeze at 45 degrees, swiftly overtaking a new 40-foot monohull without so much as making a ripple in our soft drink bottles that sat atop the large cockpit table. Gybing to avoid Clark Island showed that the running rigging worked with ease, with the primary winches close at hand for the skipper to operate.

All in all, fast and flat sailing is effortless aboard the Catana 47, which showed that it clearly has twin appeal of definitely being a serious sailor's boat while also appealing to those wanting good comfort above and below decks, when cruising at sea or at anchor in that idyllic anchorage. www.multihullsolutions.com.au

Fast and flat sailing is effortless aboard the Catana 47, which showed that it clearly has twin appeal of definitely being a serious sailor's boat while also appealing to those wanting good comfort above and below decks.



MODEL	Catana 47
NAVAL ARCHITECT	Christophe Barreau
HULL LENGTH	14.03 m (46 ft)
LENGTH AT WATERLINE	13.88 m
CONSTRUCTION	GRP/Carbon Twaron infused sandwich
BEAM	7.64 m
DRAFT	1.10 m, (boards down): 2.50 m
DISPLACEMENT	light: 10,900kg (Custom Carbon)
WATER	670 litres
FUEL	600 litres
SAIL AREAS	Mainsail area: 86m ² , Up wind sail area: 139 m ² Down wind sail area: 170.01 m ² , Mast clearance: 21,5 m / 70,54 ft
ENGINE	2 x 55 HP Volvo Saildrive (40HP std)
PRICE	\$970,000 (base boat), \$1,160,000 (review boat approx.)

There is an old adage in the sailing world that the best sailors are those that come from small boats. If you look at the winners (and even the non-winners) of major events such as the America's Cup or the Olympics, you'll see that there is a direct connection between the ability of the skippers and the size of the boat in which they started sailing.

A small boat, of course, has an immediacy to it that quickly teaches you what works and what doesn't. When you get a puff of wind and you don't ease the mainsheet, you capsize. On the other hand, if you ease the mainsheet too much, most small boats will do a snap roll to windward and capsize in that direction.

A sailor in a dinghy on a mild day can learn the subtleties of wind, sail and sheet; of steering through chop to maintain boatspeed and of the effects that all the various adjustments can make on sails. A dinghy sailor quickly understands the intricacies of trim and weight distribution.

A sailor aboard a keelboat, on the other hand, has all the responses dulled as if he were sailing while swathed in cotton. He can make big mistakes, and not be penalised. He can walk to the very bow and nothing spectacular will happen.

A gust in a dinghy is a heart-stopping, adrenaline-rushing moment, but on a lead mine it's received in a more leisurely fashion. The boat tilts a bit, crew put down their drinks, and the skipper has time to consider if and how much the main should be eased. Keelboat sailors have training wheels, while dinghy sailors start out on bicycles and skin their knees in the process.

But I'm afraid that the Small-Boat-Sailors-Are-Best concept is not as valid in today's world as it was a few years ago, and that's because dinghies have changed. And, in some ways, I don't think they've changed for the better.

A wise person, or at least a thoughtful one, once said that without fear, there can be no courage. So I think there should be a corollary to the SBSAB (Small Boat Sailors Are Best) theory, and it has to do with what I'd call "terminality". It is the "pucker factor".

When I started sailing in 8-foot prams many years ago, a capsize was a terminal event from which you couldn't recover without either outside help or a nearby beach.



THE PUCKER FACTOR

SIZE COUNTS FOR CHRIS CASWELL, AND IN THIS CASE SMALL IS BEST AND SMALL AND DANGEROUS IS BETTER – MODERN DINGHIES MAY HAVE BECOME SO ADVANCED THAT YOUNG SAILORS HAVE LOST THE TRUE MEANING OF GETTING WET.

These dinghies had no self-bailing ability whatsoever. When the boat tilted too far, it filled with water to the skipper's elbows and everything – sponge, course chart, lunch and skipper – found themselves afloat.

I think it was the sheer terminality of any mistake that turned beginning small boat sailors into fast learners. Brain fade for a moment and go swimming. Take your hand off the sheet and endure an embarrassing swamped tow back to the club. Cause and effect. Mistakes equal wet clothing.

Today, however, we live in a world where people sue fast food restaurants after spilling hot coffee on themselves and we are surrounded by warnings to be careful of things that years ago we would have assumed everyone had the intelligence to



With more than 40 years as an award-winning boating journalist, and as a former editor of both *Yachting* and *Sea* magazines, Chris Caswell is a well-known racing sailor in the USA with silverware in everything from Lasers to ocean racers. He is the author of six books on boating.

understand. A hot coffee spilled in your lap is dumb and painful, but it's sure not the restaurant's fault. This sort of consumer protectionism has extended to our dinghies as well.

Take the Laser, for example. Now before everyone puts quill to paper to send me nasty letters, I love Lasers. I count Laser designer Bruce Kirby as a long-time friend, owned a Laser for many years and (he said, with no modesty whatsoever), I even won the heavyweight division of the Laser North Americans one year. Today, of course, I'd be lucky to place in the Master's Division, Heavy and Balding Fleet, but I surprised myself and a lot of other sailors by taking home the fat kid trophy. I also completely humiliated myself one year at St. Francis Yacht Club's Laser Slaloms, where I watched a young El Toro graduate named Paul Cayard jibe back and forth as easily as an Olympic skier schusses down a slope. After a brutal first day, I enjoyed the Slaloms from the club bar.

But as tippy and squirrely as the Laser could be on San Francisco's blustery bay, it still didn't have the edginess – the pucker factor – of a dinghy that had a one-capsize-per-day limit. Today, junior sailors tip their Lasers over and climb up on the high side just to eat lunch. If you capsize in a race, you can right yourself so quickly that you remain in contention. Capsizing isn't frightening when it's so commonplace.

Capsize an Optimist, a Cadet, or an older Snipe, and you won't make the same mistake again. But many of today's dinghies are designed to protect beginners from themselves when, in fact, they need to have the fear put into them.

I have a friend with a classic Ferrari and, having owned several vintage Porsches, we once compared notes and agreed that one of the secret pleasures of owning such vehicles was the edginess to them. Drive the Ferrari to a black-tie event at a fancy hotel, and spend the evening wondering if it would start at the end of the party. Without fear, there can be no courage. What fun would it be to drive a car that always started?

Sailing a dinghy that can be capsized without penalty takes away the fear factor. I don't believe that teachers should rap the knuckles of students with a ruler, but you have to admit that it gets your attention.

So there's my theory and corollary: small boat sailing makes better sailors, but the best sailors come from small boats with a pucker factor. ⚓

Shortly after 2.30am on 29 December 1975 on Hobart's River Derwent, I had the privilege of watching ocean racing history being made. The USA maxi ketch *Kialoa III*, owned and skippered by Californian Jim Kilroy, swept up the river, only her navigation lights and the occasional torchlight to check the sail trim illuminating what was to be a record elapsed time of 2 days, 14 hours, 26 minutes and 56 seconds.

It was a time that was to remain embedded in my mind for the next 21 years until, on another dark morning on the Derwent, *Kialoa III*'s record was beaten by a German maxi yacht called *Morning Glory* – but only by 28 minutes.

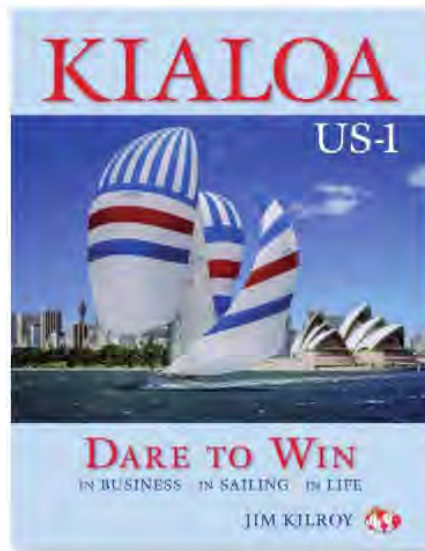
That time has been bettered several times since, but *Kialoa III*'s time remains the longest standing record in the 68 year history of the Rolex Sydney Hobart. Jim Kilroy, now in his nineties, still treasures the shell casing from the gun that the late Don McIndoe fired to signal the US yacht as first to finish the ocean classic.

Kialoa III was a remarkable yacht, described as the 'most winniest' yacht in ocean racing history, but she is only part of the absorbing autobiography by a truly fine American, *Kialoa US-1 – Dare to Win*. Having sailed aboard *Kialoa III* in a Southern Cross Cup, then having been on the Derwent that night she set that 21-year record and remained in contact with Jim over the years, I have a special interest in his book.

Kilroy and his amateur crew (a fact that he is obviously very proud of) had already taken line honours in the 1971 Sydney Hobart with *Kialoa II*, and when the new *Kialoa III* set sail for Australia she already had set an impressive record in the Annapolis Newport Race, the Transatlantic Race and the Fastnet Race.

In his book, Kilroy recalls how members of his crew were amazed at the geometric comparison between the Sydney Opera House and the sail plan of *Kialoa II* and *Kialoa III*, a similarity noted by many Australians. "Aussies call the *Kialoa* the 'Floating Opera House', a true and friendly honour," he recalls in an extensive chapter about that record-breaking year of 1975.

With Australia's America's Cup yachtsmen Jock Sturrock and Magnus Halvorsen joining them, Kilroy and the crew, which already included Australian Dave 'Fang' Kilponen,



DARE TO WIN

PETER CAMPBELL HAS BEEN READING THE REMARKABLE AUTOBIOGRAPHY OF U.S. MAXI YACHT OWNER / SKIPPER JIM KILROY OF *KIALOA* FAME.

decided to follow the same tactical course as the 1971 race. "The nuances of the currents and counter-currents related to the Bass Straits (sic) and to the flow of the Tasman Sea were all considered to the best of our ability and judgment, with the help of the fishermen along the Australian and Tasmanian coast. We thank them for their help," Kilroy writes.

Kialoa III's crew predicted they could sail the race in 60 hours (compare that with the pre-2012 race estimate that *Wild Oats XI* might sail

the course in under 30 hours). They didn't quite achieve that, but they cut 11 hours off the previous fastest time and set a record that was to stand for 21 years.

But Jim Kilroy was not content with line honours and a race record. On the evening of the prize giving in Hobart, he decided to return in 1977 to try for an overall victory. "We jokingly referred to this as the 'Gordon Marshall Challenge,'" following a comment made by then race director the late Gordon Marshall that under the 'time-on-time' handicap formula it was virtually impossible for *Kialoa II* to win overall honours on corrected time.

In the 1977 race, Kilroy and his crew proved Marshall wrong, sailing *Kialoa III* to a magnificent line honours and overall victory on corrected time. The chapter on this victory is prefaced by the caption 'The Race They Said We Couldn't Win' above a photo of the Tattersalls Cup.

The ongoing rivalry between *Kialoa III* and fellow American yacht *Windward Passage* had been accelerated by a serious collision between the two maxis in the last race of the Southern Cross Cup a few days before the start of the 1977 Sydney Hobart. Fortunately no crew were hurt, but both boats required overnight repairs to be ready for the long race. A protest found *Windward Passage* at fault.

Kilroy graphically recalls the duel between the two maxis as they surfed down the New South Wales South Coast for the 23 hours before the fleet was hit by a southerly buster. "I was on the helm when the crew noticed a photo helicopter engaged in rather strange manoeuvres a mile south down the course. Bruce Kendall, the other watch captain, and I agreed that it looked like a dreaded Southerly Buster was on the horizon. It was time for quick action.

"We called the crew to quickly douse the spinnaker and the mizzen staysail, triple reef the main, and hoist a small, No 5 headsail. I steered *Kialoa III* away from the storm to give the crew time to quickly make the absolutely necessary sail changes."

Their dramatic action, and the slower reaction of the crew of *Windward Passage* astern, was captured in a famous film clip by the cameraman in the helicopter, and certainly gave the 1977 double victory to *Kialoa III*.

Kialoa US-1 – Dare to Win is an extensive but compelling biography by a great but modest American yachtsman and gentleman. ⚓

ICONIC SAILS
Dare to Win gives the inside story of Kilroy's successful tenure as skipper of *Kialoa III*.

RACES AND REGATTAS

KEEP TRACK OF THIS SEASON'S IMPORTANT EVENTS WITH
OFFSHORE YACHTING'S CALENDAR.

INTERNATIONAL

FEBRUARY

INTERNATIONAL	DATE	COUNTRY
Sail Auckland	2-5 Feb	NZ
New Zealand Ross 780 National Championship	6-9 Feb	NZ
Zephyr Nationals	6-10 Feb	NZ
Jolly Harbour Valentine's Regatta	7-10 Feb	Antigua
420 North Islands	8-10 Feb	NZ
3.7 Class Nationals	8-10 Feb	NZ
Pineapple Cup – Montego Bay Race	8 - 15 Feb	USA
Frigid Digity	9 Feb	USA
Neptune Regatta	10-16 Feb	Indonesia
Splash National Regatta	9-11 Feb	NZ
J 24 Midwinter Championship	9-13 Feb	USA
J 24 St. Pete Nood Regatta	15-17 Feb	USA
Subic to Boracay Race	15-18 Feb	Philippines
Puerto Rico Heineken International Regatta	16-18 Feb	Puerto Rico
RORC Caribbean 600	18 Feb	Antigua
Boracay Cup	18-22 Feb	Philippines
Port Nicholson Regatta	21-24 Feb	NZ
9th Horsburgh Challenge	22-24 Feb	Singapore
13th Philippine Hobie Challenge	23 Feb – 2 Mar	Philippines
St. Maarten Heineken Regatta	28 Feb – 3 Mar	St. Maarten

MARCH

Waikato Yacht Squadron Gulf Classic	2-3 Mar	NZ
National Keelboat Championship	8-10 Mar	NZ
Rolex Swan Cup – Caribbean	11-15 Mar	BVI
Harken Youth International Match Racing	20-24 Mar	RNZYS
Pacific Keel Boat Challenge	21-24 Mar	NZ
10th Phuket International Boat Show	21-24 Mar	Thailand
2013 International Rolex Regatta	22-24 Mar	St. Thomas
VI Spring Regatta and Sailing Festival	25-31 Mar	BVI
Biennial San Fernando Race	27 Mar	Hong Kong
St. Barths Bucket Regatta	28-31 Mar	St. Barths

APRIL

Le Voiles de St. Barth	8-13 Apr	St. Barths
Charleston Raceweek	18-21 Apr	USA
Starling Nationals	22-26 Apr	NZ
18ft Skiff ANZAC Championship	25-28 Apr	NZ
Antigua Sailing Week	27 Apr – 3 May	West Indies

AUSTRALIA

DATE

CLUB

FEBRUARY

Melges 24 South Australian Championships	7-10 Feb	ASC
Milson Memorial Cup	9 Feb	RSYS
Marinassess Women's Match Racing regatta	9-10 Feb	CYCA
Mini Regatta	9-10 Feb	MYC
G.T. Short Ocean Race – Milson Memorial Cup	9 Feb	RSYS
Mount Gay Rum Monday Twilight (spinnaker)	11 Feb	CYCA
Club Marine Wed Twilight (non spinnaker)	13 Feb	CYCA
Institute of Chartered Accountants Regatta	15 Feb	CYCA
Geographe Bay Race Week	15-22 Feb	GBYC
Mardis Gras Regatta	16 Feb	ASCC
G.T. Short Haul Race – Sydney Pittwater	16 Feb	CYCA
Ocean Pointscore – Sydney Newcastle	16 Feb	CYCA
G.T. Short Haul Race - Pittwater Sydney	17 Feb	CYCA
Lexus Lincoln Week Regatta	18-21 Feb	PLYC
Mount Gay Rum Monday Twilight (spinnaker)	18 Feb	CYCA
Club Marine Wed Twilight (non spinnaker)	20 Feb	
CYCA Etchells World Championship	20-25 Feb	RSYS
International Women's Match Racing Regatta	20-24 Feb	CYCA
RANSA Regatta	24 Feb	CYCA
Mount Gay Rum Monday Twilight (spinnaker)	25 Feb	CYCA
Club Marine Wed Twilight (non spinnaker)	27 Feb	CYCA

MARCH

NSW State Championship	1-3 Mar	CSC
Grant Thornton Short Ocean & Short Haul Race	2 Mar	CYCA
Nigel Holman Race for Rum	3 Mar	MYC
Mount Gay Rum Monday Twilight (spinnaker)	4-25 Mar	CYCA
Club Marine Wednesday Twilight (non spinnaker)	6-27 Mar	CYCA
Sydney Harbour Regatta	9-10 Mar	MHYC
Stepping Stone House Charity Regatta	14 Mar	RSYS
Property Industry Regatta	15 Mar	MHYC
Sail Paradise 2013	15-17 Mar	SYC
Ocean Pointscore – Lion Island Race	16 Mar	CYCA
Melbourne Osaka Two Handed Yacht Race	17 Mar	ORCV
Grant Thornton Short Ocean & Short Haul Race	23 Mar	CYCA
Women's Challenge	24 Mar	MYC
Sail Brisbane	28 Mar – 1 Apr	ROYS
65th Brisbane to Gladstone Yacht Race	29 Mar	QCYC
Australian O'pen Cup	29 Mar – 1 Apr	RFBYC
Mandurah Easter Regatta	29 Mar – 1 Apr	MOFSC

APRIL

Hempel Gosford to Lord Howe Island Race	6 Apr	GSC
Mount Gay Top Jocks Champion of Champions	6 April	CYCA
Summer Season Prizegiving	12 April	CYCA
Sail Port Stephens	15-21 April	CPSC
Yarrowonga Yacht Club ANZAC Regatta	25-28 Apr	YYC

MAY

Fremantle to Bali Race	4 May	FSC
ASMEX 2013	20-22 May	Sanc. Cove
Sanctuary Cove Internatinal Boat Show	23-26 May	Sanc. Cove

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