

offshore

YACHTING

LOKI IN MOTION

STEPHEN AINSWORTH'S *LOKI* WINS THE HOBART TAKING THE TATTERSALLS CUP ON HIS 14TH SPIN

A BATTLE LOYAL

A SUPER STOUSH FOR LINE HONOURS AS *INVESTEC LOYAL* TAKES THE LINE ON *WILD OATS XI*

THE CABLE GUY

TONY 'GLARK' CABLE'S TALL TALES TOLD OVER 16 HOBARTS

BEYOND DUBROVNIK

THE KORNATI ISLANDS OF CROATIA

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HOMEWARD RUN
Tasmania's TP52, *Cougar II*, rides the swells off Tasman Island.

As we all launch into a New Year, it is a good feeling to reflect on what a great race the 67th Rolex Sydney Hobart Yacht Race turned out to be. Again the race had its controversies, its disappointments for some competitors and it provided a number of surprises and cause for celebration, emotion and elation. The overall win by Stephen Ainsworth and his beautifully prepared and well sailed *Loki* was well deserved and very popular. Stephen has had the form on the board in recent months and after 14 attempts it was a great thrill for him to take the coveted Tattersall's Cup. Congratulations to the crew led so well by Gordon Maguire and the navigational skills of Michael Bellingham.

Congratulations to Anthony Bell's *Investec Loyal* with its crew of great yachties and fast learning celebrities. They sailed a great race to keep in touch with the mighty *Wild Oats XI*, and managed to get in front at the business end of the race, and be there to receive the victory crown at Battery Point.

To all divisional winners and place getters, well done. Divisional success in the Rolex Sydney Hobart Yacht Race is a great achievement. Special congratulations to the ORCi overall winner *Ragamuffin*, skippered by Syd Fisher. ORCi interest has been stable and this year we had three divisions.

My thanks to the official starter of the 67th edition of the Rolex Sydney Hobart, Alby Mitchell who was a crew member on *Rival* in the 1961 race. Alby was supported by Richard Norman and Colin Betts who were both aboard runner up *Janzoom* in 1961. I would like to thank Richard "Sighty" Hammond, also a *Janzoom* crew member, for his help in putting the Starters team together.

To all those behind the scenes, Tim Cox, Howard Piggott, Martin James and members of the Rolex Sydney Hobart planning committee, Mark Woolf and his dedicated staff, The Royal Yacht Club of Tasmania Commodore Graham Taplin and his team especially Biddy Badenach, the race finish coordinator; to our International Jury, chaired by John Kirkjian, our Radio Relay Vessel team both David Kellett's radio operators and ship's crew headed by Andrew



"Steak" Copley, I thank you all on behalf of the club. We set out to improve communications following last year's debrief and that task was achieved. Thanks go to the Thales team and CEO Chris Jenkins. Their expertise was invaluable in helping us improve our communications.

The Rolex Trophy series was again a great success and provided an excellent shakedown event for a

MARINA DEVELOPMENT
CYCA Commodore Garry Linacre announces Stage 1 of the long awaited development of the old slipway to create extra parking to support new marina berths.

solid number of Hobart competitors. We will continue to look at ways to improve the regatta and raise entry levels. Any and all ideas will be welcomed for consideration by the Sailing Committee.

In December the CYCA Ocean Racer of the Year Awards were presented. Congratulations to joint winners Stephen Ainsworth and Geoff Boettcher. Both yachtsmen had remarkable achievements during the 2010/11 season. Peter Inghold was presented with the Sally Gordon Memorial Trophy for Ocean Crew Person of the Year by Anne Gordon, Sally's sister. This seemed quite fitting as Peter and Sally had done a lot of ocean racing together.

Our Rookie of the year awardee was Darryl Hodgkinson. He supported the award by going on to win Division 3 of the Rolex Sydney Hobart race. As well as this Darryl capped off a stellar year in sailing by winning the Blue Water Point Score (BWPS), following *Victoire*'s 17th overall and Division 3 win in the 2011 Rolex Sydney Hobart. For the first time in the history of the six race series, the BWPS finished with the non-discardable Rolex Sydney Hobart, making for an exciting end, with the winner announced at the latter race's official prize giving. I extend my congratulations to Darryl and his *Victoire* crew on this great win.

There will be movement around the club shortly as we commence with stage 1 of the long awaited development. The old slipway will become a parking area to support the nine extra marina berths that will be positioned as an extension to D arm. This is an exciting time for the CYCA and we are well positioned to move forward stage by stage to the benefit of all members.

In closing I would like to thank all the volunteers, led by Gail Lewis-Bearman, who provide such wonderful support to the fleet and the one thousand plus men and women that make up the crews. To our Associates Committee for their assistance in decorating the club for the festive season and help with the merchandise sales. To Janey Treleaven and Kendi Kellett with your dedicated group of helpers, we appreciate your hard work.

I look forward to catching up with you on the water, on the deck or in the Coasters Retreat.

GARRY LINACRE
Commodore CYCA

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Awonder to those who do, and mystery to those who have never tried; the attractions of sailing are perplexing to all of us. Whether a landlubber or ocean racing tragic, what is it about simply being aboard a boat – sabot or super yacht, and all in between – that stirs our blood so? Why do we feel a thrill as breeze fills the sails and the boat heels as it makes headway? What makes us feel wonder and joy simply watching a harbour of sails, working their way to and fro, if only from the shore? How is it satisfaction can come from taking on natures worst on the open ocean, clinging to life and limb on the helm, rail or deck, over mile after mile of unrelenting moving mountains?

Perhaps this edition, more than most, may enlighten us about the many faces of sailing, bright and dark – whether professional yachtsman, enthusiastic amateur, rank beginner, or voyeuristic aspirant dreaming wistfully of sailing calm, clear seas, mooring in a coral cove with daiquiri in hand. For inside these pages you will find many a slice of the great diversity of sailing life.

From our young hopefuls sailing in junior regattas over summer, twilight harbour racers out for a pleasant evening of wine, cheese and camaraderie, to the focus of this edition – ocean racing's greats taking on the mighty Rolex Sydney Hobart Yacht Race once more, and even those jumping into the deep end for their very first time.

Some even more adventurous of spirit take crossing entire oceans in their stride, as seen in our regular coverage of the multiple races of circumnavigation taking place in our small corner of the world right now, with the Clipper Round the World Race, Global Ocean Race and Volvo Ocean Race all upon the seven seas.

Those sailors among us who seek adventure, but at a quieter pace on their own terms, may enjoy reading the Cruising Log feature on Cruising

Croatia beyond Dubrovnik to the magical Kornati islands of the north.

As usual we round up all the latest races and regattas taking place over our long, unsettled summer, and preview all the up and coming regattas and race weeks on the near horizon.

We chat with a handful of personalities including Rolex Sydney Hobart overall handicap winner Stephen Ainsworth of *Loki*, and line honours winner Anthony Bell of supermaxi *Investec Loyal*. We continue the one-on-one chats with Ed Psaltis, owner/skipper of new McConaghy Ker 40 ocean racer *AFR Midnight Rambler* in our new boat review this issue, as well as reviewing the latest luxury 50-foot cruiser from Europe – the Hanse 495 – for those who prefer more creature comforts with their sailing.

Enjoy the season and especially your sailing, whatever that may mean to you...



ANTHONY TWIBILL
Publisher

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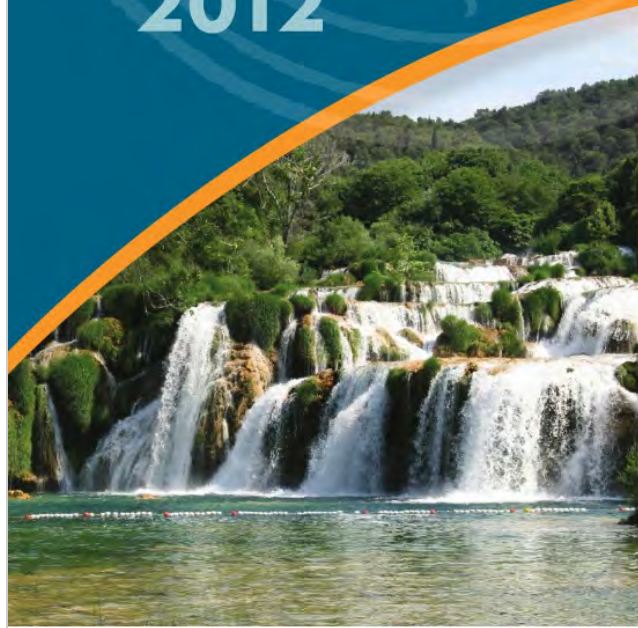
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CYCA OCEAN RACER OF THE YEAR

And the winners are...

For only the third time in the history of the awards, the CYCA presented the Ocean Racer of the Year Award to two yachtsmen – Stephen Ainsworth and Geoff Boettcher. By Jennifer Crooks and Di Pearson.

The CYCA Ocean Racer of the Year Awards recognises yachting excellence for the twelve month period of July 2010 – July 2011. Ainsworth and Boettcher have been on or near the podium over the past year with their Reichel/Pugh designed yachts *Loki* and *Secret Men's Business 3.5*.

For Ainsworth, the 2010/2011 season was one to remember. Starting with an overall win in the Audi Sydney Gold Coast Yacht Race, this yachtsman was also crowned the 2010 Audi IRC Australian Champion. He also won the CYCA's prestigious 2010-2011 Bluewater Pointscore in April 2011 after taking line honours and an IRC divisional win in the Audi Sydney Offshore Newcastle Yacht Race. Since the award was presented, Stephen has also now won his greatest prize – the Tattersall's Cup – for winning the Rolex Sydney Hobart 2011 on corrected time.

On his way to claiming the Blue

Water Pointscore, Ainsworth and his well-prepared yacht broke several race records, including the Flinders Islet Race record. He also had one of the most enviable scorecards during the series with four wins, a fifth and a seventh, giving him a lead of four points from his nearest rival.

On sharing the award with Boettcher, Ainsworth said: "I grew up with six brothers' so I'm used to sharing!"

Humbled, Ainsworth continued: "The list of names of past participants on the trophy is pretty special... Thank you for the recognition. I'd like to recognise my crew; this is an award for them as much as it is for me."

A year ago, after 22 years of racing to Hobart, Geoff Boettcher finally won the Tattersall's Cup when he claimed the overall win in the Rolex Sydney Hobart 2010. He was also only the fifth South Australian to claim a Hobart win. It is fitting perhaps that he passes on that coveted trophy this year to his

"I grew up with six brothers' so I'm used to sharing!"
Stephen Ainsworth

OCEAN RACERS OF THE YEAR
Stephen Ainsworth, *Loki* (left), with Garry Linacre (centre) and Geoff Boettcher, *Secret Men's Business 3.5*.



Spick and span

International Paints renews sponsorship of MV Offshore.

International Paints renewed its sponsorship of the CYCA for a further 4-year term expiring in 2016. The details of the sponsorship include the supply of International Paints Antifoul for all the club's vessels as well as a cash component which goes towards the annual maintenance of *MV Offshore*.

A sponsor since 2004, Commodore Linacre said "We are delighted that International Paints has renewed its long term sponsorship of *MV Offshore* for a further 4 year period. The supply of a significant amount of International Paints Antifoul on an annual basis that is applied to each of the *YSA Elliotts*, *MV Offshore*, *MV Gordon Marshall*, *Julius Charody* and *George Barton* assists the club greatly in keeping our on water assets in top working order.

MV Offshore is the primary committee boat of the CYCA and after a significant engine refit in September she is like a brand new boat ready to service the race management needs of the club for a further 20 years.

In memoriam

CYCA past Commodore Leigh Minehan passed away on 28 December, 2011, aged 61. His passing was a premature ending to a long and distinguished career in accountancy and in yachting, including a significant contribution to the CYCA and the Sydney Hobart Yacht Race. Leigh Minehan is survived by his wife Jo and two children, Phoebe and Sam.

co-winner of the 2011 Ocean Racer of the Year award.

Boettcher also accumulated a great list of wins in the 2010 – 2011 season including: first IRC in the Cruising Yacht Club of South Australia Premier's Cup Series; first in the SA IRC Championship; first in PHS and IRC in the CYCSA Offshore Championship; first in IRC in the CYCSA's Adelaide to Port Lincoln race; and second in IRC and PHS at Lexus Lincoln Week.

More recently, Boettcher's performance has been recognised by Yachting South Australia who named him SA Sailor of the Year and *Secret Men's Business 3.5* was named the CYCSA's Yacht of the Year for 2011.

Responding to Ainsworth's comment about 'sharing', the humorous Boettcher said: "it's a shame he didn't share Hamilton Island and the Audi IRC Championship win."

On a more serious note, the South Australian yachtsman said: "To win the Hobart last year was the ultimate sporting achievement of my life," Boettcher said on being announced.

"I thank my crew – I'm just the guy to stand up and take the praise – but they sailed the boat," he added.

Peter Inchbold was presented with the Sally Gordon Memorial Trophy for Ocean Crew Person of the Year by Anne Gordon, Sally's sister. Inchbold is an integral part of the *Wild Rose* crew.

"Peter is a superb sailor who has assisted me with all my adventures in the last nine years," said Roger Hickman in his citation of Inchbold. "I couldn't do what I do without his support. He offers assistance with every facet of each event."

Inchbold's win was an emotional one for him, Roger Hickman and Anne Gordon, Sally's sister, who was at the CYCA to present the trophy. "It's very special to receive this trophy, because I've done so many miles with Sal. To win this trophy in her name – well it doesn't get more special than that; I feel very emotional right now."

A stellar season for Darryl Hodgkinson has seen him recognised as the Ocean Racing Rookie of the Year.

Stepping up to ocean racing with his Beneteau 45 *Victoire*, Hodgkinson has walked away with a string of podium finishes including: first in IRC Division 3 in the Audi Sydney Gold Coast Yacht Race, second in division in the Brisbane to Keppel race; first in IRC division 2 and third overall in the ORCI division of the 2010 Rolex Sydney Hobart; and second behind *Loki* in the CYCA's Blue Water Pointscore.

"A great surprise and a great honour," was Darryl Hodgkinson's response on

receiving the Rookie trophy.

"Stephen Ainsworth was one of the first to congratulate me – he said he'd won in 1998 – so I have some big shoes to fill..."



Tony Ellis was named Ocean Racing Veteran of the Year. Ellis, known to his mates as 'Ace', sailed his 45th race to Hobart last year and his 39th with friend and *Ragamuffin* owner, Syd Fischer.

Ellis is highly regarded as Fischer's 'right-hand man', at times entrusted with skippering the boat in its owner's absence. The two men are looking forward to competing in their 40th Rolex Sydney Hobart together this year.

Aboard *Ragamuffin* with Fischer for his Sydney Hobart line honours and overall wins, Ellis started sailing his long association aboard the original *Ragamuffin* in 1968 and has also been by his owner's side for a record nine Blue Water Pointscore Championship titles, making him a worthy recipient.

Michael Bellingham, navigator on *Loki*, has been named the Ocean Racing Navigator of the Year. His navigational skills have assisted *Loki* to gain her podium finishes including the 2010 Audi IRC Australian Championship, the CYCA's 2010/2011 Blue Water Pointscore and numerous fleet races. His dedication and loyalty,

"It's very special to receive this trophy, because I've done so many miles with Sal. To win this trophy in her name – well it doesn't get more special than that."

Peter Inchbold

AWARD WINNERS

Top left: Ocean Crew Person of the Year, Peter Inchbold. Top right: Ocean Racing Rookie of the Year Darryl Hodgkinson. Above left: Michael Bellingham wins Navigator of the Year. Above right: Ocean Racing Veteran of the Year Tony Ellis with CYCA Commodore Garry Linacre.

attention to detail is second to none. His ability has been a key component in *Loki*'s success.

"It's a bit of a surprise and I'm quite honoured," Bellingham said. "As a navigator, you don't get recognised on boats really – you get told when you get it wrong! So this is very nice. I'd like to thank Stephen for his support."

Since its inception in 1985, the Ocean Racer of the Year Award has gone to many of Australia's most notable ocean racing skippers, starting with Tasmanian Don Calvert and including Victorians Gino Knezic and Lou Abrahams, South Australian Kevan Pearce, New South Welshmen Roger Hickman, Geoff Ross, Matt Allen (twice), Bob Thomas and Ed Psaltis (twice), Syd Fischer (four times) and last year, Sydney yachtsmen Bob Steel and Mike Green.

The Crew Person of the Year list of winners includes some of the best Australian sailors who have played significant roles in the success of the boats on which they sailed.

Among the winners have been David Blanchfield (NSW), Brad Stephens (NSW), Phil Thompson (NSW), Julian Freeman (Tas), Tom Braidwood (NSW), Ian 'Barney' Walker (Vic), Adrienne Cahalan (NSW), the late Sally Gordon (NSW), Lori Wilson (NSW), Brett Filby (NSW), Tony Ellis (NSW) and last year Kingsley Piesse (VIC).

The Ocean Veteran of the Year winners have included Alby Burgin (NSW), twice, the late Merv Finn (WA), the late John Bennetto (Tas), Dick Fidock (SA), John Walker (NSW), three times, Lou Abrahams (Vic), Don Mickleborough (NSW), Richard Hammond (NSW), Alex Whitworth (NSW), twice and Syd Fischer (NSW). ⚓

Correction

Offshore Yachting wishes to recognise that in the previous official program edition for the Rolex Sydney Hobart Yacht Race, there were two references we wish to amend.

An incorrect recognition was made on page 42 stating that Dave Kellett and JBW were the radio relay team/mother ship for the 1998 Sydney Hobart race. History has it that it was Lew Carter, Michael and Audrey Brown, and the Young Endeavour.

Additionally, Victoria Willman was the skipper and organiser of the first all-women crew onboard Barbarian to contest the Sydney to Hobart race in 1975.



FRIENDLY FIRE
Griffin and
Coltman were
well matched
opponents in the
grand final.

MUSTO INTERNATIONAL YOUTH MATCH RACING CHAMPIONSHIP

Colt fires a winning round

Tim Coltman and his crew of Emma Berry and Matthew Clough have won the Musto International Youth Match Racing Championship, defeating the defending champion Jay Griffin from the CYCA, Jennifer Crooks reports.

It was a replay of last year's grand final but with a different outcome for Tim Coltman this time round. Coltman needed only four matches to defeat defending champion Jay Griffin, getting the lead early in the grand final winning the first two matches and forcing Griffin to fight for his life. "That was an epic battle!" Coltman said as he stepped on to the dock following the race. "It was reminiscent of last year – we both came into today with a bit to do."

Both Coltman and Griffin started the day, each down one match in their respective semi-final matches. Both went on to win their next two races and make their way to the Championship final.

"It really was a case of deja-vu in the fourth (and last) match. Jay had the lead up to the top mark and got a penalty for going inside us at the mark. He then also managed to get another penalty which meant he immediately had to wipe one off," Coltman added.

"We had to fight hard to hold Jay out on the downwind leg and my bowman Matt and I were freaking out," he said. "But we'd learnt from last year and managed to take the win by a kite puff."

Griffin agreed that the closing stages of the race represented

competitive racing at its best. "We still had one penalty on us so it was a gybing duel and we tried to luff Tim out," he said.

"We dropped our chute right inside the finish line to undertake our penalty turn and then set off for the finish line and there was really only one puff of breeze in it," Griffin concluded.

Officially, Coltman won the fourth match by two seconds and was crowned the 2011 Musto International Youth Match Racing Champion.

Earlier in the day the petit final and minor placing sail-off were conducted. Jordan Reece (RSYS) would only need two matches to defeat Chris Steele and secure the final podium position.

Sydney did not turn on its best weather last December for the ten competing teams and the finals were sailed in rain showers.

"It was fitting that the finals were sailed in the rain," said Race Officer Denis Thompson this evening. "It was another shifty day with mostly light easterly breezes that swung from north north east to just east of south east, when the rain showers came through.

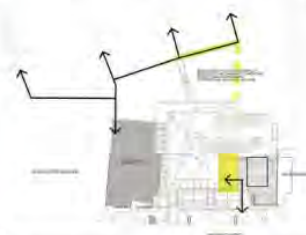
"It was pretty close racing and exciting to watch in what was a replay of the 2010 grand final," Thompson added. ⚓

FINAL RESULTS

- 1st Tim Coltman**
Royal Port
Nicholson Yacht
Club
- 2nd Jay Griffin**
Cruising Yacht Club
of Australia
- 3rd Jordan Reece**
Royal Sydney
Yacht Squadron
- 4th Chris Steele,**
Royal New Zealand
Yacht Squadron
- 5th Jamie Dawson,**
Royal New Zealand
Yacht Squadron
- 6th Ashlen Rooklyn**
Cruising Yacht Club
of Australia
- 7th Ryan Davidson**
Balboa Yacht Club,
USA
- 8th Tim Forbes-
Smith**
Cruising Yacht Club
of Australia
- 9th Nicholas Howe**
Royal Sydney Yacht
Squadron
- 10th Carla Sexton**
Royal Prince Alfred
Yacht Club

UPCOMING YOUTH REGATTAS

- Marinassess
Womens Match
Racing Regatta**
18-19 February 2012
- International
Womens Match
Racing Regatta**
(ISAF Grade 3)
22-26 February 2012



CYCA Redevelopment Update

Work is set to begin on an exciting new stage of redevelopment for the club.

Stage 1 of the much-awaited CYCA redevelopment is scheduled to commence on 6 February 2012. This stage includes the extension of arm D of the Marina which, when complete, will accommodate an additional nine 18 metre yachts, and be able to provide casual berthing on the southern edge of the marina walkway.

As a condition of the development consent, the club is required to provide additional car parking associated with the additional berths. Therefore, in order to comply with the development condition, the club is preparing to undertake the redevelopment of the redundant slipway by filling in the relevant area and increasing the car parking capacity of the northern car park.

By extending and reconfiguring the layout of the entire area, the CYCA's car parking capacity in the northern car park is planned to increase from 36 car spaces to 48 car spaces. When completed total car parking capacity of the club will increase from 52 to 64 car spaces. It's anticipated that Stage 1 of the redevelopment will be completed by early March 2012.

Total cost of stage 1 of the development will be approximately \$850,000. Expected revenue to be generated by the extension of arm D of the marina is calculated to be approximately \$140,000 per annum, with the investment paid back between 5-6 years. Funding for the project will be undertaken by drawing down existing cash reserves, therefore alleviating the need to establish a debt facility. The CYCA board has every confidence that the project will be delivered on time and on budget.

The staging plan for the first 2 stages of the development can be viewed on the CYCA website.



BLUE WATER POINTSCORE

Sweet Victory

Victoire ends the year with Blue Water Pointscore victory. By Di Pearson

Darryl Hodgkinson has capped off a stellar year in sailing by winning the Cruising Yacht Club of Australia's Blue Water Pointscore (BWPS), following *Victoire's* 17th overall and Division 3 win in the 2011 Rolex Sydney Hobart.

For the first time in the history of the six race series, the BWPS finished with the non-discardable Rolex Sydney Hobart, making for an exciting end with the winner announced at the Hobart race's official prize giving.

For Hodgkinson, who only entered the world of ocean racing in 2010, it has been an extraordinary rise to the top and the plastic surgeon refers to his BWPS win as "my crowning glory."

Finishing second overall to *Loki* in the previous BWPS showed the promise to come and amounted to Hodgkinson having the right people around him. "Sean Kirkjian, Danny McConville and Phil Eadie – I couldn't have done it without them," he said.

The Sydney yachtsman's BWPS victory looked precarious during one stage of the Hobart, when the wind died and *Victoire*, along with *AFR Midnight Rambler* and *Balance* fell down the leaderboard, while main rivals, *Loki* and *Ragamuffin* were perched at the top of the standings.

Victoire hung in, her Flinders Islet and Cabbage Tree Island wins keeping the Beneteau 45's chances afloat. Even a 20 minute penalty under SI 44.2 during the Hobart race did not stop her from triumphing over second placed Syd Fischer's *Ragamuffin* and third placed *AFR Midnight Rambler*, owned by Ed Psaltis, Bob Thomas and Michael Benesik.

Even though Stephen Ainsworth's *Loki* won the Rolex Sydney Hobart and the first two races of the BWPS, the defending champion finished one point outside the top three, courtesy of 16th places in two of the races which were better suited to her smaller opponents.

"Stephen has been a great competitor," Hodgkinson said of Ainsworth and his Reichel/Pugh 63's performance. "It's great the Blue Water Pointscore finished in Hobart and a clever format making the Hobart a non-drop race.

"The whole series we had *Loki* and *Ragamuffin* breathing down our necks – it was very competitive and it's the pinnacle of racing. I'm very proud to have won the Blue Water Pointscore – it's a serious achievement," said Hodgkinson, who said it was too early to make any commitments for next season.

CROWNING GLORY
Darryl Hodgkinson's Beneteau 45 *Victoire* has been crowned the CYCA's 2011 Blue Water Pointscore Champion.

The Flinders Islet and the Cabbage Tree Island Yacht Races were included in his BWPS win. Earlier in December, Hodgkinson, who is a member of the CYCA, was crowned the Ocean Racing Rookie of the Year in the annual awards hosted by the Club.

'Dr Darryl' also won Class B of the 2011 Audi Australian Championship after stitching up Division B at Hamilton Island without having to sail the final race, such was his Beneteau 45's performance.

Hodgkinson was keen to have it noted that "Katherine (his wife) bought me a brand new No. 4 headsail for Christmas and that definitely helped us get to Hobart. I doubt our old sail would have held together in the southerlies we encountered along the way."

True to form, *Ragamuffin* figured in the podium places again. Fischer has won the BWPS a record nine times and has not been off the podium for years, including a third last year. *AFR Midnight Rambler* shows great promise, but being brand new, was not ready in time for the opening race of the series and her Hobart result let her down.

For the second year in a row, *Ragamuffin* won the Cape Byron Series (ORCi). It is no secret Fischer is an advocate of the rule and he was pleased to win. The Series had 20 starters as opposed to 10 last year. "That's good news, I'm pleased with that," Fischer said. *Victoire* was second and *AFR Midnight Rambler* third, in a reversal of the IRC results.

The Tasman Performance Series (PHS) came right down to the wire, and even at the end of the Rolex Sydney Hobart, the top three finished on an equal 34 points. Further, the top two each showed a win on their scorecards, so close was this series. *NSC Mahligai*, the Sydney 46 of Murray Owen and Jenny Kings were the winners in the end.

Representing Royal Port Nicholson Yacht Club in New Zealand, the two owners battled with Phil Molony's Archambault 40 *Papillon* and Tony Levett's Sydney 38 *Eleni*, both of which had better Rolex Sydney Hobart results than *NSC Mahligai*. One place further down the ladder would have cost Owen and Kings the pointscore.

The prestigious 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, the 28 entrants contested the Bird Island, Flinders Islet, Cabbage Tree Island and Lion Island-Botany Bay races.

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On Boxing Day 2011, Tony Cable headed south for his record 46th Rolex Sydney Hobart Yacht Race on *Duende*, the Judel/Vroljik 52 owned by friend, Damien Parkes.

Cable couldn't give two hoots for records; he's always more interested in the adventure and the great mates he has met along the way. "I just like sailing – and sailing in the ocean," he says.

"If it's a nice Hobart, I look forward to sailing down the coast, even though to some degree it's pretty repetitive."

'Nice Hobart's' don't come along too often; just ask Cable, or 'Glark' (after famous actor Clark Gable) as he is known to his mates at the CYCA. And when you hear some of his adventures – in the race and ashore – it makes you realise how lucky he is to be in possession of a terrific sense of humour and sense of the ridiculous.

Cable has seen it all. "The toughest, although I didn't know it at the time, was 1963 aboard *Sylph VI* with Lawso (David Lawson) and his uncle Archie. It was my third Hobart and the most protracted and heavy one – up to 80 knots was recorded off Tasman Island. I remember two boats did 360 degree turns without meaning to," Cable says.

"One was *Aqua Bleu*, and Bob Ross, the sailing journalist, was on it. The other was *Four Winds II*, with Rear Admiral Chris Oxenbould aboard." Oxenbould was to become Chairman of the Race Committee for the Rolex Sydney Hobart during the 1990's.

Sailing journalist and sailor Bob Ross remembers it a little differently: "We took a hammering and ended up far left into the Tasman in a big south-westerly blow. We retired when, on re-hoisting the mainsail when the blow eased, it split. We didn't do a 360 though.

"We ended up back in Eden with, among other boats, Stan Gibson's *Four Winds II*, which suffered two knockdowns. Bernie Case (who has sailed 40 Hobarts) was on board and took pride in showing us the cheese slices stuck to the inside of the cabin top roof during a knockdown."

"The boat that rolled 360 degrees was John Farren-Price's *Lolita*, skippered by Bob Young. It was dismasted in the rollover around 140 nautical miles east-north-east of St Helens. The British submarine *Trump*, fortunately heading up the coast, diverted to take her in tow.

"Winds were light and variable for the first three days of that race, before a strong south-westerly

change. The gale lasted 48 hours, with gusts of 60-65 knots and gusts of up to 70 in Storm Bay," Ross added.

Cable recollected: "That was the longest trip ever – seven days, 17 hours (13 minutes and two seconds to be exact).

"It was only my third Hobart, so I was prepared to think it [the weather] was normal. I was a foredeck hand then – at one point such a big wave came over the foredeck that I lay face down and held on for dear life – it was

THE CABLE GUY

STARTING A RECORD 46TH RACE TO HOBART IN DECEMBER TONY CABLE WAS KEEPING IT LOW KEY. DI PEARSON DISCOVERS THAT RECORDS DON'T MEAN A THING TO THE YACHTIE WHO STILL RETAINS AN AIR OF YOUTHFULNESS.

as high as the roof," he said pointing to the CYCA's roof.

Asked if he remembered where the wind was coming from at the time, Cable responded: "It was immaterial where the bloody wind was coming from – it didn't matter – it was horrible no matter where it was."

Still at sea on New Year's Eve, midnight came around. "The only person nearby me was a character called 'Bubbles' – Bill Manning – so we shared a New Year's kiss on the deck of *Sylph*," Cable said.

Sylph VI, he said, was an old clunker, made from indestructible 3/16 inch steel plate owned by the Lawson brothers Archie, Mick and Jim, the latter being Lawso's father.

Asked how Uncle Archie and Lawso were handling the weather, Cable said: "They were nice and safe in the cockpit." What he didn't say, was that it was because the two's roles were normally below deck; Uncle Archie as cook and Lawso navigator.

What he also failed to mention was that *Sylph VI* finished dead last overall and second last on line. However, she did finish when 10 others did not.

Lawso, whom Cable also sailed his first Hobart with on the yacht *Tami* in

1961 (it retired), has since bowed out from long ocean races, but he has his share of 'Cable stories' too.

"Cable turned up looking for a ride in an ocean race we were doing to Coogee when he was about 19. We were based at Rose Bay in those days, and when he arrived, we told him he'd be doing the foredeck. He looked at the bow and threw up before he even got on board," a laughing Lawso remembered.

"Another time, on *Fare Thee Well*, we busted the steering in rough weather and went to an emergency tiller. When we arrived at Constitution Dock, he was on the bow of the yacht in a busman's shirt and hat and was yelling 'fares please, fares please'."

Cable has a fund of stories about himself and others – you could live on them for weeks – and he remembers all the old-time famous salts who he got to share the rail with.

A member of the CYCA for 50 years, Cable also started sailing to Hobart 50 years ago, and later helped Alby Mitchell, who started the 2011 Rolex Sydney Hobart, to find his first ocean racing rides.

"I've sailed with something like 250 fellas, including Olympic gold medallists such as Peter 'Pod' O'Donnell, through to a Danish bloke who at the last minute jumped aboard *Boomerang VII* on Boxing Day in 1972 and we never saw him again after that race and I never knew his name," Cable said.

He recalls names like Raw Meat, Earrings, Thunder, Sid Brown, George Pearce, Russ Williams, Dudley Burridge, Jim McCloy (his son Angus drove a media boat on Boxing Day) and so many more, who are now long gone. And Boy Messenger, who taught him to sail and mentored Syd Fischer's early sailing career too.

Into the mid 1970's, as he became better known, Cable started to get rides aboard the big famous maxis such as *Apollo* (Jack Rooklyn), *Gretel*, *Vengeance* and *Sovereign* all owned by Bernard Lewis, and *Condor of Currabubula* (Tony Paola).

Sailing master on *Vengeance* and *Sovereign* was David Kellett, well known in sailing circles and at one time as the Vice President of ISAF. He now heads the CYCA's Radio Relay Vessel team for the big race south and had a great yarn to tell about his sailing mate being arrested in Hobart during the 1980's.

"We noticed a parade going through the streets of Hobart, there was a jazz band in it. Cable thought it would be good to have them for the QLD (Quiet Little Drink, founded by Cable and John

FOR THE RECORD
As a Sydney Hobart veteran and co-founder of the notorious Quiet Little Drink, Tony Cable has earned his place as a legendary fixture of the great race.

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FIGHTING FINISH
Investec Loyal and
Wild Oats XI play
their game of cat
and mouse right
to the finish line.
The controversial
protest only
heightened the
anticipation of
which maxi would
take out line
honours.



ROLEX / KURT AHRIGO

A BATTLE LOYAL

A SPELLBINDING 2011 ROLEX SYDNEY HOBART BOILED OVER WHEN TWO SUPER MAXIS BATTLED FOR LINE HONOURS ALL THE WAY TO HOBART AND CREATED ONE OF THE CLOSEST FINISHES EVER – ENDING IN SHOCK FOR ONE AND DRAMA FOR THE OTHER. BY DI PEARSON





HOT PURSUIT
Lahana, took advantage of a solid start to hold with the leaders down the coast. She crossed the line third with a sixth placing overall.

Favourite for the Cruising Yacht Club of Australia's yearly 628 nautical mile race, Bob Oatley's *Wild Oats XI*, skippered by Mark Richards, has only been beaten once before (by *Alfa Romeo* in 2009) and she missed out on the hoped for sixth victory this time.

Instead, the victory went to *Investec Loyal*, whose owner Anthony Bell had to fight a second battle in the protest room to hold onto the J.H. Illingworth Trophy.

Wild Oats XI, which broke the race record in her debut Hobart in 2005, has kept up with the times, undergoing modifications again in 2011 with the expectation of racing against the USA's *Rambler*, ostensibly the fastest super maxi in the world. But she lost her keel in the Rolex Fastnet Race in August, postponing the awaited showdown.

With her usual strong crew, *Wild Oats XI* sported new twin daggerboards and a 3Di square top main, made from the latest in North

We've come second to *Wild Oats* quite a lot; we came second to them in last year's race. It's an against-the-odds victory."

ANTHONY BELL
Investec Loyal



Sails technology; ironically the cause of a protest against *Investec Loyal*.

Eighty eight yachts left Sydney Harbour in the predicted north-easterly sea breeze. *Wild Oats*, which had a problem with its primary winch, narrowly led *Loyal* out of Sydney Heads, with Peter Millard and John Honan's *Lahana* and Stephen Ainsworth's *Loki* next.

Outside the Harbour, the yachts cracked kites on a really lumpy sea, but as the fleet sailed southward, the sea state settled.

An enjoyable downwind ride came to an end that evening. As predicted by the Bureau of Meteorology, a 30-40 knot southerly hammered the fleet, and combined with the effects of a cyclone, caused a terrible sea state. Surprisingly, there were only three retirements by late morning the next day. Most of the 11 retirements occurred the following day.

Wild Oats XI continued to lead *Investec Loyal* on Day 2. Late morning she was in 15 knots at Green Cape,



and stretched an 11 nautical mile lead to 14 by lunchtime.

Lahana remained third, the British yacht *Hugo Boss*, skippered by single-handed world sailor Alex Thomson was fourth, and Stephen Ainsworth's *Loki* fifth. Bob Oatley's original ocean racer, the Farr 43 now named *Wild Rose* and owned by Roger Hickman, was the overall leader at that stage on corrected time.

The race took a dramatic turn on the second night when *Loyal* overtook her foe. From second place, the former *Maximus* avoided the hole *Wild Oats XI* found when the breeze lightened and oscillated between south-east and south west.

Anthony Bell was not counting his chickens early. His older yacht lacked the budget of *Wild Oats* and was crewed by a mixture of outstanding sailors and sports stars.

At the back of the fleet, Sean Langman, co-owner of *Investec Loyal*

SET FOR THE START

Left: Right from the starter's gun the Rolex Sydney Hobart Yacht Race was set to be a tight race. The super maxis jostle with the smaller yachts to position themselves well as they go through Sydney heads.

with Bell until early last year, was struggling aboard the smallest yacht in the fleet, his 9 metre gaff rigged 79 year-old *Maluka of Kermadie*.

Finishing last on line at 4.48pm on New Year's Eve, Langman admitted: "It was pretty hard being at the back and knowing *Loyal* had taken line honours."

On the morning of December 28, as the leaders charged down the Tasmanian coast, *Wild Oats XI* regained the lead, keeping all connected with the race riveted as the line honours chase became a match race.

Both yachts ran out of wind and slowed to 2 and 3 knots. *Wild Oats XI* stopped and *Investec Loyal*, again with the benefit of hindsight, sailed around her adversary.

Confident in tactician Michael Coxon and distinguished navigator, American Stan Honey, Bell and crew, including celebrities Kurt Fearnley, Anthony Minichiello, Phils' Waugh and Kearns and Karl Stefanovic, were not drawn into *Wild Oats XI*'s tactics as Mark Richards' crew did everything

"Crew wet and cold, but I've promised more jugs of rum for each hour they hang on the rail."

PAUL CLITHEROE
Balance



and *Investec Loyal* seeking information from the helicopter of the sail plan in use on *Wild Oats XI*. In particular information as to whether *Wild Oats XI* was flying a trysail. This is assessed to breach RRS 41 by soliciting help from an outside source'.

Tactician Michael Coxon had asked for that information. The managing director of North Sails Australia alleged he was enquiring for commercial purposes and not to gain any advantage in the race.

The protest was dismissed when the international jury could find no evidence that *Investec Loyal* had gained any advantage from the information.

Bell surmised: "There are rules in every sport and, while it wasn't ideal to go through this, I think that ultimately it gets beyond any question. Those questions have been properly answered."

Of their line honours conquest, Bell said: "We've come second to *Wild Oats* quite a lot; we came second to them in last year's race. It's an against-the-



they could to recoup control.

Bell's boat claimed line honours by 3 minutes 8 seconds, crossing the line at 19.14.18 hours, in the time of 2 days 6hrs 14mins 8sec; the fourth closest finish ever.

As *Wild Oats XI* crossed the line in second, Mark Richards scattered Gary Ticehurst's ashes, while Gary's wife Teresa laid a wreath from aboard another vessel.

The yachting fraternity is still coming to grips with Gary's death while on assignment in his chopper last August. He was of great solace to Hobart crews over 27 years and played a significant role in the rescue of many people in the tragic 1998 race.

On *Investec Loyal*, the celebrations had started when Anthony Bell was handed a protest lodged against him by the Race Committee, citing RRS 41. In short, it states 'outside help'.

It related to 'Audio recording of conversation between ABC helicopter



SIZE AND SCOPE
Above: Former co-owner of *Investec Loyal* Sean Langman puts the 9m *Maluka of Kermadie*, through her paces.
Right: *Calm*, takes the scenic route close to the Tasman coast's famous Organ Pipes.



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odds victory.”

“*Wild Oats XI* is such a fantastic, professionally-run campaign by the Oatley family and, to have them compete so fiercely, accelerated and heightened the value to us. They are the benchmark of super maxi racing in the world,” he said.

When *Wild Oats XI* and *Investec Loyal* slowed to snail’s pace on the Tasmanian coast, *Lahana*, *Hugo Boss* and *Loki* kept moving. *Lahana* sailed a course marginally closer to the coast and eventually slowed down, but not before taking a good 60 miles out of the two leaders.

Loki and *Hugo Boss*, 63ft and 60ft respectively, sailed the rhumbline to their benefits, and kept up an average speed of 18 knots. That action all but sealed the deal for *Loki*, after she sailed a flawless race to finish fourth on line at 3.20am on December 29.

The other bigger yachts, such as Michael Hiatt’s *Living Doll* (Vic), Syd Fischer’s *Ragamuffin*, Chris Bull’s *Jazz* (second overall in 2010) and Jason Van der Slot’s *Calm*, were out of the picture and ultimately took second to fifth places overall.

However, boats in the 40-50ft range were in the running, especially *Wild Rose*, which won the 1993 race overall under IOR in conjunction with IMS winner, *Cuckoos Nest*.

Loki’s chances improved when the NSW Beneteau 45’s *Victoire* (Darryl Hodgkinson) and *Balance* (Paul Clitheroe), along with the new Ker 40, *AFR Midnight Rambler* (Psaltis/Thomas/Bencsik) and 2009 winner, *Two True*, Andrew Saies’ Beneteau 40 from South Australia, ran into a second southerly on December 28.

Clitheroe reported: “Good grief; another southerly. We were having a nice cruise across Bass Strait and to the east of Tasmania until the predicted southerly hit us around 2.00am.

“After the hammering we got off Eden, this is pretty mild. Peaked around 30 knots then settled into 20/24 knots. We and *AFR* are parallel and three miles apart; *Victoire* a couple of miles in front, but far to the west of us.

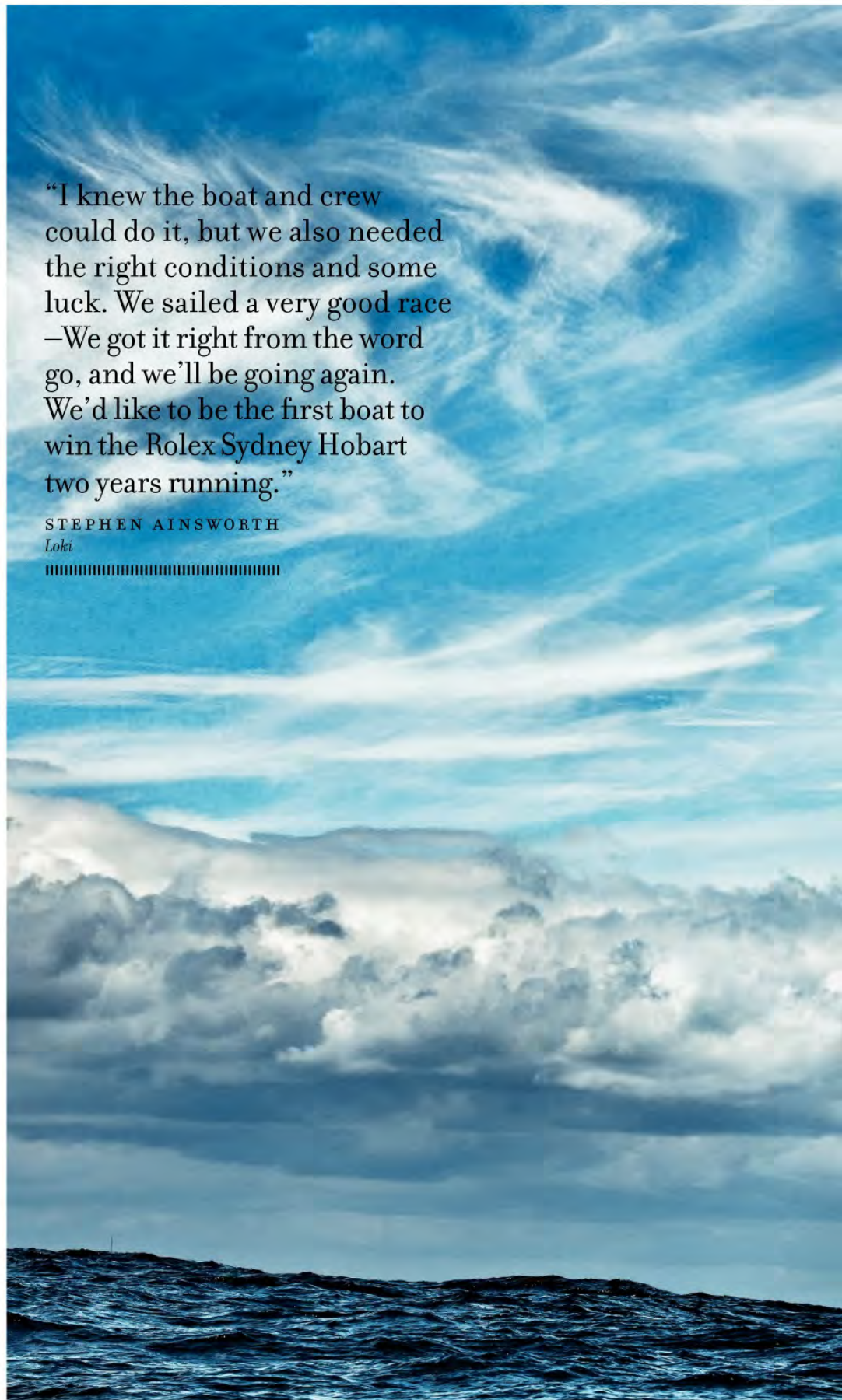
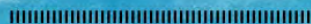
“Crew wet and cold, but I’ve promised more jugs of rum for each hour they hang on the rail. Being a bunch of cheap buggers, that’s likely to keep them there for days.”

On the night of December 29, the bulk of the fleet was becalmed. Clitheroe wrote: “We enjoyed watching the sunset as we drifted next to Tasman Light. Roll forward nine hours and we are enjoying sunrise at Cape Raoul, representing

“I knew the boat and crew could do it, but we also needed the right conditions and some luck. We sailed a very good race – We got it right from the word go, and we’ll be going again. We’d like to be the first boat to win the Rolex Sydney Hobart two years running.”

STEPHEN AINSWORTH

Loki



**SAILING THE
RHUMLINE**
Stephen
Ainsworth's *Loki*
positions herself to
take the coveted
Tattersall's trophy
for overall winner.



a magnificent 9.8 nautical miles covered overnight.

"I was telling my Hobart novices that they were lucky to see Tasman Island in the sunset, but I was sad they would miss the Organ Pipes. Little did I expect they would see them at sunrise," exclaimed Clitheroe, who fell from fourth to 18th overall, one place behind *Victoire*, because of the lull.

Incredibly, *Two True* finished equal 12th with the same corrected time as fellow Beneteau 40, *Lunchtime Legend*; the new yacht of Queenslander Robbo Robertson.

Wild Rose finished seventh overall at

year-old Reichel/Pugh 63 was designed "to be an ocean racing boat – and to get through a bad Hobart." *Loki*'s highlights include winning the CYCA Blue Water Pointscore and Audi IRC Australian Championship in 2010 and breaking race records throughout two seasons.

Michael Bellingham, Ainsworth's navigator of 11 years and the Ocean Racing Navigator of the Year, gave a rundown: "We got a great start and headed out to sea in clear air – so crew morale was high.

"Lots of boats were in touch with us in Bass Strait. The 28th was a big day, because the fleet compressed a bit.

but credits his crew, which included sailing master Gordon Maguire, Bellingham and Anthony Merrington.

Other points of interest in this great race comprise Tony 'Clark' Cable contesting a record 46th race aboard Damien Parkes' *Duende*. "It was very disappointing not finishing. We had experts aboard working hard to fix the engine, but it wasn't to be."

Adrienne Cahalan competed in her 20th Hobart, the most by any woman. At 84, Syd Fischer was the oldest competitor sailing his 43rd race, and crewman Tony Ellis his 45th. On Fischer's yachts they have racked up a record 39 together.

At 18, single-handed round the world sailor Jessica Watson was the youngest skipper in the race. She was joined by other 18-year old first time skippers, Chris Percy and Peter Langman – although neither has anywhere near her vast ocean experience.

Watson's *Ella Bache* crew enters the record books as the youngest ever to contest the race after they finished the Sydney 38 Division in second. The crowd that surrounded Watson in Hobart was phenomenal.

Martin Power's *Bacardi* sailed her 27th race, equalling Phillip's *Footie Witchdoctor*'s record.

There were many father and son combinations; among them three generations of Robert Scrivenors, the latest aboard *Investec Loyal*, while dad did duty on the Radio Relay Vessel. Like other young sailors in the race, Robert is a product of the CYCA's Youth Academy.

Three fathers and six sons sailed on the American yacht *Carina*. Owner, Rives Potts, Rear Commodore of the New York Yacht Club in Newport, paid his respects to the CYCA and the race in his email to Commodore Garry Linacre.

"I want to thank you very, very much for all the help you gave us and the warm hospitality you and all of your members showed us. The welcoming given to us by the CYCA and the people of Sydney exceeded our wildest expectations," Potts wrote.

"From the great personal service from David Kellett and Peter Wrigley on boatyard and customs issues, to the terrific job Dan Dawick did in processing our paperwork, to the cooks, the girls at the front desk and in the media tent... we could not have asked for more.

"You have a beautiful club and it is clearly well managed under your good leadership. I can promise you, we will be back. All of us agree that the whole experience was the best racing experience that we have ever had,"



3.26pm on December 30, well outside the 8.12am time needed to overcome *Loki* for the win.

"It's the fulfilment of a dream," Ainsworth said of *Loki*'s triumph. You enter the race every year hoping and give it your best shot every time," he said of winning on his 14th try.

"I knew the boat and crew could do it, but we also needed the right conditions and some luck. We sailed a very good race – the critical part was always going to be the Tassie coast. We looked and saw where those in front of us were and knew we were well placed.

"We got it right from the word go, and we'll be going again. We'd like to be the first boat to win the Rolex Sydney Hobart two years running," said Ainsworth, who was crowned CYCA Ocean Racer of the Year in December.

The CYCA member said his three

The smaller boats caught up time on us and the bigger boats sailed away a bit."

As *Loki* reached the Tasmanian coast, Bellingham says: "We decided to gybe against a shift to get into pressure quicker. We knew the wind was there; we saw the bigger boats get it. We could see a sea breeze down to Wineglass Bay.

"At Maria Island was a south/easterly, so when we got to Wineglass, we gybed and dropped our kite and kept moving. We sailed the rhumbline course with *Hugo Boss* – but she went too close to shore and we didn't – we were smoking."

Bellingham and Ainsworth agreed the race was probably won on the Tasmanian coast. Winning the Tattersall's Cup has capped off *Loki*'s many great successes and Ainsworth is now proudly wearing the reward of a new Rolex Yacht-Master timepiece,

RECORD BREAKERS
Jessica Watson's *Ella Bache* crew enters the record books as the youngest ever to contest the race with an average age of 19 years old.



The Customs House Hotel, the longtime favoured watering hole of yachties at the end of the Rolex Sydney Hobart, was again packed to overflowing from the time the first yachts berthed alongside Kings Pier marina until well after the last boats edged into a berth in Constitution Dock.

Just across the road was the rejuvenated Taste of Tasmania, again well supported by the crews who sailed into Hobart.

While a dozen of the 88 boats that set sail from Sydney didn't make it, the influx of yachties, their families and friends, again had a significant impact on the economy of Hobart.

THAT PROTEST

Along the road at the Customs House Hotel, the protest against *Investec Loyal*, certainly evoked a lot of argument for and against by yachtsmen gathered inside and outside for their traditional post-race drinks.

The arguments were probably equally divided between those who say you must sail strictly by the rules and those who felt the protest, subsequently dismissed, detracted greatly from the euphoria that surrounds the line honours victory in this great race.

I hear, too, that the views of the International Jury were almost equally divided on what action to take. The key factor was that tactician Michael Coxon's request to the ABC helicopter gave no advantage to *Investec Loyal* at that stage of the race. One thing everyone was pleased to see, was the decision by owner Bob Oatley to have *Wild Oats XI* stay on in Hobart for the first time to contest the iconic King of the Derwent on 2 January. Oatley himself steered the 100-footer in an impressive power sailing display.

COMMODORE GOES SAILING

Commodore of the CYCA, Garry Linacre, managed to get in some sailing, helming *Vamp* in the King of the Derwent. He and past Commodore David Fuller, had chartered the boat for the Rolex Sydney Hobart and Fuller flew joined Linacre in the KOD.

Aside from *Wild Oats XI*, *Vamp*, a Corbey 49, was the fastest boat in the fleet, placing third overall on IRC corrected time in the fleet of 51 interstate and local boats racing around the buoys on the Derwent.

HOBART IN THE PINK FOR JESSICA

Jessica Watson received resounding applause from fellow sailors at the Rolex Sydney Hobart prizegiving



CUSTOMS HOUSE COLLECTION

AMONGST THE CELEBRATIONS AND FALLOUT FROM A CONTROVERSIAL PROTEST, PETER CAMPBELL PICKS UP THE INSIDE SCOOP ON THE HOTTEST STORIES FROM HOBART'S BUSIEST BAR.

at the Royal Yacht Club of Tasmania when Tasmania's State Governor Peter Underwood presented her with the Jane Tate Memorial Trophy.

This trophy, which commemorates the first woman to complete the Sydney Hobart, back in 1946, and is awarded for the First Female Skipper in the race each year.

"INSPIRING" YOUNG SAILORS

The input of youth into the 67th Rolex Sydney Hobart was not lost on CYCA Commodore Garry Linacre. "Jessica Watson and her young crew - their results are a great lead-in for youth to be involved," he said.

"Laura Roper and Peter Langman (a 22 year old from Tasmania and an 18 year old from Sydney, skippering family yachts for the first time) are very inspiring to young people." He added that two graduates from the CYCA's Youth Sailing Academy, Will Parker and Robert Scrivenor, were aboard the line honours winner, *Investec Loyal*.

'JUGGY' HOME IN STYLE

Robert and Justin 'Juggy' Clougher, the US-based, internationally-regarded Tasmanian bowman, received the J H Illingworth Trophy for line honours on behalf of *Investec*

Loyal's owner Anthony Bell.

'Juggy' is a legend in Tasmania, one of many talented young sailors to head overseas and join the professional ranks. Based at Newport, Rhode Island, his record includes a win in the Volvo Round the World Race and several Sydney Hobart victories, mostly at the sharp end of the yachts as bowman.

SAILING WITH SYD

Two young sailors whose mentor is that doyen of ocean yacht racing, 84-year-old Syd Fischer, appropriately accepted the striking Charleston Trophy won by *Ragamuffin* for winning ORCi Division 1, as well as third overall IRC and third in IRC Division 1.

Keiran Searle, one of them, told the gathering: "Sailing with Syd is really an experience. His experience is unbelievable and we're still learning from him."

'BIDDY' AND HIS VOLUNTEERS

A large team of volunteers, from the three main Hobart clubs, work behind the scenes in finishing the Rolex Sydney Hobart, manning the finish box 24 hours a day, crewing the escort boats, working in radio operations at the club and in the RYCT information centre. Heading the team is Robert 'Biddy' Badenach and his efforts were praised by Commodore Linacre and Graham Taplin, Commodore of the RYCT. "Biddy has dedicated his life to this race," said Linacre.

CARINA TRAVELLED FROM AFAR

One of the many perpetual trophies awarded each year for the Rolex Sydney Hobart Race is the Polish Trophy, originally presented to the club by the crew of a Polish yacht that sailed from Europe to Australia some years back specially to compete in the blue water classic. It is awarded each year to the yacht travelling from the furthest port to compete.

The winner in the 67th Sydney Hobart was the veteran American yacht *Carina* that sailed to Australia from Newport, Rhode Island in the USA, via the TransAtlantic Race and the Fastnet Race. *Carina* has won both the Fastnet Race and the Newport to Bermuda Race and owner Rives Potts had hoped to add the Tattersalls Cup (replica) to his trophy cabinet.

Unfortunately, this was not to be and *Carina* is now sailing back to her home with the object of gaining a third win in the legendary Newport to Bermuda Race in June. ⚓



2011 Results

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

TROPHIES & AWARDS

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

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

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

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

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

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

City of Hobart Trophy; Bass Strait Cup; Solo Trophy (Second IRC Overall) *Living Doll*, Michael Hiatt, VIC

Royal Yacht Club of Tasmania Trophy and Storm Bay Cup (Third IRC Overall) *Ragamuffin*, Syd Fischer, NSW

Peter Allsop Memorial Trophy (First IRC Division 2) *Vamp*, skippered by Peter Wrigley, NSW

RORC Trophy, Storm Bay Cup (First IRC Division 3) *Victoire*, Darryl Hodgkinson, NSW

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

RANSA Trophy (First PHS Division 1) *Southern Excellence*, Andrew Wenham, NSW

Charleston Trophy (First ORC Division 1) *Ragamuffin*, Syd Fischer, NSW

Tasports Trophy + CYCA Trophy (First ORC Division 2) *Victoire*, Darryl Hodgkinson, NSW



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

ORCI OVERALL	YACHT	DIV	LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Ragamuffin</i>	1	10	03:00:04:42	1.2627	03:18:57:46	Syd Fischer, NSW
2	<i>Jazz</i>	1	9	02:23:53:56	1.2677	03:19:08:46	Chris Bull, NSW / UK
3	<i>Calm</i>	1	8	02:23:42:55	1.2805	03:19:49:53	Van Der Slot, Ainley & Williams, VIC
4	<i>Lahana</i>	1	3	02:12:34:26	1.6175	04:01:58:42	Peter Millard & John Honan, NSW
5	<i>Wild Rose</i>	3	40	04:02:26:28	1.0030	04:02:44:11	Roger Hickman, NSW
6	<i>Lunchtime Legend</i>	3	36	04:01:36:51	1.0309	04:04:37:50	Robbo Robertson, QLD
7	<i>Two True</i>	3	33	04:01:26:02	1.0384	04:05:10:31	Andrew Saijs, SA
8	<i>Ella Bache</i>	3	37	04:02:12:58	1.0382	04:05:46:19	Jessica Watson, NSW
9	<i>Victoire*</i>	2	23	03:23:12:47	1.0689	04:05:46:24	Darryl Hodgkinson, NSW
10	<i>Deloitte As One</i>	3	43	04:02:43:47	1.0338	04:06:04:00	Chris Lewin, VIC
11	<i>Balance</i>	2	22	03:23:06:31	1.0742	04:06:09:56	Paul Clitheroe, NSW
12	<i>Last Tango</i>	2	32	04:01:25:09	1.0555	04:06:49:33	Phillip King, NSW
13	<i>Patrice Six</i>	2	31	04:01:17:23	1.0573	04:06:51:52	Tony Kirby, NSW
14	<i>One For The Road</i>	3	47	04:03:24:41	1.0361	04:07:00:01	Kym Butler, NSW
15	<i>Carina*</i>	3	56	04:07:02:27	1.0083	04:07:53:46	Rives Potts, USA
16	<i>Kiss Goodby to MS</i>	2	49	04:04:24:04	1.0417	04:08:35:16	Tony Warren, VIC
17	<i>Sweetheart</i>	3	54	04:06:37:42	1.0194	04:08:37:10	Laurence Pidgeon, QLD
18	<i>Jazz Player</i>	2	39	04:02:24:57	1.0720	04:09:30:06	Andrew Lawrence, VIC
19	<i>Patrice IV</i>	2	51	04:05:31:34	1.0457	04:10:09:57	Shane Wiseman, SA
20	<i>Brindabella</i>	1	12	03:03:27:00	1.4139	04:10:40:44	Jim Cooney, NSW
21	<i>Not Negotiable</i>	3	73	05:02:56:14	0.8688	04:10:48:28	John Rayner, TAS
22	<i>Minerva</i>	1	27	04:00:59:33	1.1015	04:10:50:14	Edward Cox, NSW
23	<i>AFR Midnight Rambler</i>	1	21	03:22:58:15	1.1297	04:11:17:19	Psaltis, Thomas, Bencsik, NSW
24	<i>Martela</i>	3	62	04:15:49:09	0.9840	04:14:01:48	Anthony Williams, TAS
25	<i>Outrageous Fortune*</i>	2	58	04:08:04:38	1.0617	04:14:29:56	Quintin Fowler, NZL
26	<i>Knee Deep</i>	1	19	03:22:51:23	1.1766	04:15:36:29	Philip Childs, WA
27	<i>Chutzpah</i>	1	24	04:00:23:37	1.1589	04:15:42:38	Bruce Taylor, VIC
28	<i>Copernicus</i>	3	63	04:17:01:17	0.9894	04:15:49:24	Greg Zyner, NSW
29	<i>Nutcracker</i>	3	65	04:19:00:23	0.9900	04:17:51:23	Robert Davis & David Clancy, VIC
30	<i>Optimus Prime</i>	1	18	03:22:50:52	1.2058	04:18:22:03	Trevor Taylor, WA
31	<i>Samurai Jack</i>	2	60	04:11:16:01	1.0744	04:19:14:51	Michael Lazzarini, QLD
32	<i>Chancellor</i>	3	66	04:19:11:11	1.0191	04:21:23:11	Ted Toother, NSW
33	<i>Fullynpushing</i>	3	72	05:00:37:00	1.0356	05:04:54:38	Andrew Griffiths, VIC

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

Tasports Trophy (First ORCI Division 3)
Wild Rose, Roger Hickman, NSW

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

Battery Point Trophy (Fastest Small Yacht on Elapsed Time)
Dump Truck, Justin Wells and Edward Fader, TAS

One Ton Cup & Sydney Yachts Trophy (First Sydney 38)
TSA Management, Tony Levett, NSW

Tasports Trophy (First Tasmanian Yacht IRC)
Whistler, David Rees

Jane Tate Memorial Trophy (First female skipper)
Jessica Watson, *Ella Bache*, NSW

Polish Trophy (for the yacht travelling the furthest to compete) *Carina*, Rives Potts, USA

Rani Trophy (most meritorious performance as judged by the race committee) Mary Holley, *Aurora* co-owner, NSW. This award was presented to Mary Holley, radio operator and co-owner of *Aurora* for her outstanding seamanship efforts in assisting the Radio Relay Vessel *JBW* in the radio skeds throughout the Rolex Sydney Hobart

Tasmanian Government 25 Race Medallions
John Woodford, *JBW*; David Hodgson, *JBW*; Gavin

Gourlay, *Chutzpah*; Larry Jamieson, *Ragamuffin*; Peter Inchbold, *Wild Rose*; Robert Moore, *Copernicus*; Ian (Barney) Walker, *Calm*; Peter Fletcher, *Chutzpah*; Julian Freeman, *Shogun*; Damian Parkes, *Duende*; Greg Johnston, *Vamp*

City of Hobart Trophy (presented to the navigator of the first Tasmanian yacht on corrected time) Jonathon Rees, *Whistler*

Bill Owen Memorial Trophy (presented to navigator of winning yacht corrected time)
Michael Bellingham, *Loki*

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



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DIVISIONAL PLACEGETTERS

IRC OVERALL	YACHT	DIV	LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Loki</i>	1	4	04:14:20:38	1.517	03:22:34:32	Stephen Ainsworth, NSW
2	<i>Living Doll</i>	1	6	02:19:46:05	1.408	03:23:25:03	Michael Hiatt, VIC
3	<i>Ragamuffin</i>	1	10	03:00:04:42	1.351	04:01:22:40	Syd Fischer, NSW
IRC DIV 0	YACHT	DIV	LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Jazz</i>	0	9	02:23:56:56	1.356	04:01:29:42	Chris Bull NSW / UK
2	<i>Lahana</i>	0	3	02:12:34:26	1.683	04:05:56:45	Peter Milard & John Honan, NSW
3	<i>Investec Loyal</i>	0	1	02:06:14:18	1.911	04:07:38:58	Anthony Bell, NSW
IRC DIV 1	YACHT	DIV	LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Loki</i>	1	4	04:14:20:38	1.517	03:22:34:32	Stephen Ainsworth, NSW
2	<i>Living Doll</i>	1	6	02:19:46:05	1.408	03:23:25:03	Michael Hiatt, VIC
3	<i>Ragamuffin</i>	1	10	03:00:04:42	1.351	04:01:22:40	Syd Fischer, NSW
IRC DIV 2	YACHT	DIV	LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Vamp</i>	2	17	03:13:48:55	1.269	04:12:53:59	Peter Wrigley, NSW
2	<i>Dump Truck</i>	2	35	04:01:32:03	1.151	04:16:15:43	Justin Wells, TAS
3	<i>Jazz Player</i>	2	39	04:02:24:57	1.152	04:17:22:30	Andrew Lawrence, VIC
IRC DIV 3	YACHT	DIV	LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Victoire*</i>	3	23	03:23:12:47	1.130	04:11:35:27	Darryl Hodgkinson, NSW
2	<i>Balance</i>	3	22	03:23:06:31	1.132	04:11:39:47	Paul Clitheroe, NSW
3	<i>Papillon</i>	3	42	04:02:43:35	1.092	04:11:47:28	Phil Molony, NS
IRC DIV 4	YACHT	DIV	LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Wild Rose</i>	4	40	04:02:26:28	1.037	04:06:05:00	Roger Hickman, NSW
2	<i>Whistler</i>	4	45	04:02:52:44	1.062	04:09:00:34	David Rees, TAS
3	<i>Lunchtime Legend</i>	4	36	04:01:36:51	1.081	04:09:31:15	Robbo Robertson, QLD
PHS DIV 1	YACHT	DIV	LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Southern Excellence</i>	1	15	03:08:15:18	1.3167	04:09:40:18	Andrew Wenham, NSW
2	<i>Wasabi</i>	1	29	04:01:09:20	1.1038	04:11:14:25	Bruce McKay, NSW
3	<i>The Banshee</i>	1	48	04:04:06:53	1.1023	04:14:21:23	Corinne Feldmann & Rob Francis, NSW
PHS DIV 2	YACHT	DIV	LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Quetzalcoatl</i>	2	50	05:05:27:38	1.0352	04:09:01:55	Sweetapple, Bruce, Lee Warner, NSW
2	<i>She</i>	2	69	04:22:43:21	0.9038	04:11:18:05	Peter Rodgers, NSW
3	<i>Flying Fish Arctos</i>	2	61	04:11:59:30	1.0226	04:14:25:56	Flying Fish Online, skippered by John Naylor, NSW



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67TH ROLEX SYDNEY HOBART YACHT RACE RESULTS | 033

SYDNEY 38 OD		YACHT	ELAPSED TIME		CORRECTED TIME		OWNER/SKIPPER	
1		<i>TSA Management</i>	04:01:31:55		04:01:31:55		Tony Levett, NSW	
2		<i>Ella Bache</i>	04:02:12:58		04:02:12:58		Jessica Watson, NSW	
3		<i>The Goat</i>	04:02:16:41		04:02:16:41		Foye, Clift, Gordon, NSW	
ORCI DIV 1		YACHT	DIV	LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1		<i>Ragamuffin</i>	1	10	03:00:04:42	1.2627	03:18:57:46	Syd Fischer, NSW
2		<i>Jazz</i>	1	9	02:23:53:56	1.2677	03:19:08:46	Chris Bull, NSW & UK
3		<i>Calm</i>	1	8	02:23:42:55	1.2805	03:19:49:53	Van Der Slot, Ainley and Williams, VIC
ORCI DIV 2		YACHT	DIV	LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1		<i>Victoire</i>	2	23	03:23:12:47	1.0689	04:05:46:24	Darryl Hodgkinson, NSW
2		<i>Balance</i>	2	22	03:23:06:31	1.0742	04:06:09:56	Paul Clitheroe, NSW
3		<i>Last Tango</i>	2	32	04:01:25:09	1.0555	04:06:49:33	Phillip King, NSW
ORCI DIV 3		YACHT	DIV	LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1		<i>Wild Rose</i>	3	40	04:02:26:28	1.0030	04:02:44:11	Roger Hickman, NSW
2		<i>Lunchtime Legend</i>	3	36	04:01:36:51	1.0309	04:04:37:50	Robbo Robertson, QLD
3		<i>Two True</i>	3	33	04:01:26:02	1.0384	04:05:10:31	Andrew Saies, SA
LINE HONOURS		YACHT	ELAPSED TIME		OWNER/SKIPPER			
		<i>Investec Loyal</i>	02:06:14:18		Anthony Bell, NSW			
RETIREMENTS		YACHT	DUE TO		OWNER /SKIPPER			
		<i>Accenture Yeah Baby</i>	Gear failure		Marc and Louis Ryckmans, NSW			
		<i>Alacrity</i>	Rig Damage		Chris Percy, QLD			
		<i>Alchemy III</i>	Rig damage		Jarrod Ritchie, TAS			
		<i>Celestial</i>	Broken Gooseneck		Sam Haynes, NSW			
		<i>ColorTile</i>	Rig damage		Warren Buchan and Kristy Edwards, NSW			
		<i>Duende</i>	Engine problems		Damien Parkes, NSW			
		<i>Elektra</i>	Engine problems		Peter Gregory, NSW			
		<i>Freefire</i>	Mainsail track damage		Anthony Day, Hong Kong			
		<i>Illusion</i>	Hull damage		Christopher Bowling, NSW			
		<i>Pretty Fly III</i>	Retired		Colin Woods, NSW			
		<i>Wild Thing</i>	Sail damage		Grant Wharington, QLD			
		<i>Shepherd Centre</i>	Scored DNF due to a failure to report under Sailing Instruction 44.1		Hugh Torode, NSW			
NOTES		<i>Investec Loyal</i>	Protest by Race Committee for a breach of RRS 41 dismissed					
		<i>Victoire</i>	Penalty of 20 minutes applied under Sailing Instruction 40.7					
		<i>Carina</i>	Penalty of 20 minutes applied under Sailing Instruction 40.7					
		<i>Outrageous Fortune</i>	Penalty of 20 minutes applied under Sailing Instruction 40.7					
		<i>Natelle Two</i>	Penalty of 60 minutes applied under Sailing Instruction 40.7					



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Line honours - *Investec Loyal*
 IRC - *Loki*
 ORCi - *Ragamuffin*



Photo © Saltwater Images

**LONG TIME
COMING**
Sticking to the
rhumbline, *Loki*
navigates her way
south to finish first
on corrected time.





The December night he and Geoff Boettcher were co-crowned Ocean Racer of the Year at the Cruising Yacht Club of Australia's annual Awards, Stephen Ainsworth was marvelling that it took Boettcher 22 years to win the Rolex Sydney Hobart Yacht Race (in 2010) and wondered if and when he would realise that same long-held dream.

Seventeen days later aboard his Reichel/Pugh 63 *Loki*, Ainsworth wondered no more as the Tattersall's Cup was thrust into his hands and the cameras clicked. "This has been a long time in the making – my 14th Hobart – I've been trying to win this race for

Loki, in company with the British Open 60, *Hugo Boss*, kept sailing fast, at an average of 18 knots.

Conscious of what was happening to those ahead, *Loki* and *Hugo Boss* stuck to the rhumbline and took a good 60 nautical miles out of the leaders in a few hours. From there, Ainsworth felt instinctively the race was theirs for the taking.

Loki finished at 3.20am on December 29 in 2 days 14 hours 20 minutes 38 seconds, having done enough for her crew to only have to worry about a handful of smaller yachts; in particular the 1993 overall winner under IOR, *Wild Rose* (Roger

LONG ROAD TO HOBART

TAKING THE TATTERSALL'S TROPHY IS THE ULTIMATE ACCOLADE FOR A DEVOTED OCEAN RACER. *LOKI*'S VICTORIOUS SKIPPER STEPHEN AINSWORTH TELLS DI PEARSON HOW HE DID IT.

such a long time," he said, struggling to find the right words to express such a moment.

"Pure joy – a huge thrill," Ainsworth said. "So many things have to go right for you. The wind gods were with us. Our race went extremely well."

The Sydney businessman and his crew had what yachties call "a glamour" race to Hobart. They got off the start line with precision timing in a nice north-easterly breeze, made it out of Sydney Heads fourth in clear air – kite billowing under the cliffs at Vaucluse – a perfect start to the annual campaign.

Navigator Michael Bellingham said *Loki*'s afterguard looked at the first frontal system and decided where they should be in relation to sailing to Montague Island and then out to find the East Australian Current which, he said, "was one of the best I've experienced."

"It gave us up to 3.5 knots more and took us into Bass Strait and 30 nautical miles east of the rhumbline course," he said. "We then had to look at the south-westerly from Gabo Island and made the decision to go for speed rather than height," said Bellingham, who was awarded Ocean Racing Navigator of the Year in December.

When *Wild Oats XI* stopped after she and *Investec Loyal* slowed to snail's pace sailing wide of the Tasmanian coast,

Hickman) displacing them.

An hour before *Loki* finished, a second southerly hit the remaining yachts, blowing up to 30 knots before settling in at 20-24 knots, keeping the smaller yachts on track, until the wind died on the evening of December 29, turning previously big seas into a millpond.

Very early the following morning, Ainsworth knew he had won, but waited for the official announcement just after 8.00am, when it was no longer viable for *Wild Rose* or any others to finish in time.

Loki beat nearest rival, *Living Doll* (Michael Hiatt), by a little under one hour on corrected time, with *Ragamuffin* (Syd Fischer) third.

The Sydney businessman has always been confident in his three year-old yacht, but he knew more was required for success in the 628 nautical mile race, including the right gear, so he added a new bigger 3Di square top mainsail from North Sails. "I had it made the same size as our inshore main and the new technology is very good," he allowed.

The right weather at the right time, some luck and a great crew are all prerequisites and *Loki*'s crew was as carefully crafted as the yacht itself.

Ainsworth acknowledges a lot of credit goes to his internationally

acclaimed sailing master, Irish born Gordon Maguire, who now calls Sydney home.

"He contributes an enormous amount. His strongest attribute is making and building a winning team. He has to make tough decisions and sail the boat well. Everyone respects him," said Ainsworth, whose crew was bolstered by two internationals; navigator, Will Best (UK) and driver, Jeff Scott (NZL).

"It's such a navigational and weather dependent race. If you muck up your strategy, there are pitfalls, so we added a second navigator/weather specialist and a solid driver; they were exceptional," he said.

Ainsworth's other invaluable mainstays are "Michael Bellingham, Anthony Merrington, Alby Pratt, David Sampson and Darren Senogles, who is meticulous looking after the boat; it's kept ready to race.

"The first good thing I did was have

Reichel/Pugh design it. The second was to get McConaghy in Sydney to build it. The third was getting some of my guys involved. Darren, David and Cameron Miles had input into the build – they added something to make it what it is – I always hoped it would be a cracker."

Ainsworth has sailed "countless hundreds of thousands of miles," to achieve winning the Hobart. The majority have been sailed in and from Australia, including races to Noumea, Lord Howe and Honiara. Internationally, the Rolex sponsored Giraglia Cup and Fastnet and Middle Sea races were also contended.

To win the Hobart, Ainsworth seriously set the wheels in motion in 2000. His Swan 48 *Loki* reached many a podium multiple times and scored second in division of the 2000 Hobart under the newly developed IRC rule. Then more great results followed with his next *Loki*, an RP60, until the yacht's

untimely demise in the 2007 Middle Sea Race.

Highlights with his existing *Loki* are record-breaking trebles in the 2009 Sydney Offshore Newcastle Yacht Race and the 2010 Flinders Islet Race, and a record-breaking line honours victory in the 2009 Cabbage Tree Island Race. Wins in 2010 include the Audi Sydney Gold Coast Yacht Race and victory in the final regatta of the series at Hamilton Island. In September 2010, *Loki* smashed *Brindabella*'s 15 year-old Bird Island Race record, scoring another treble.

In 2008 when she was launched, the ongoing stoushes with near-sistership, *Limit*, Alan Brierty's Reichel/Pugh 62, were legendary. In the two's first Rolex Sydney Hobart the same year, they match-raced almost the entire way. *Limit* finished fifth on line, *Loki* seventh, 23 minutes later, for seventh and eighth respectively overall.

"I'll never forget it," Ainsworth



said. "We had them on toast – we were leading the race overall too – but just north of Tasman we stopped and they caught up. We ended up pointing north (towards Sydney) in fingers of breeze, just to get the boat moving again. They beat us fair and square.

Ainsworth, who represents the CYCA, also won the Club's 2010-2011 Blue Water Point Score, with conquests in four of the seven-race series. He finished fourth in the 2011 BWPS, beaten by *Victoire*, Darryl Hodgkinson's Beneteau 45, despite winning three of the six-race series.

"We're all at the whim of the weather, so you just have to grin and bear it," he said of swallowing the two 16th places that cost so dearly.

Despite having ticked what he calls "the big box", Ainsworth is no less passionate about ocean racing in Australia. "It's very competitive; we have a strong fleet," he said. "We will be back for the next Blue Water Point Score and the Hobart." ⚓

SILVERWARE
Left: Patrick Boutellier and Stephen Ainsworth with the coveted Tattersalls Cup and above, with the crew of *Loki*.

INVESTEC LOYAL, WILD OATS XI TAKE 1, 2 LINE HONOURS
AND CONGRATULATIONS *LOKI* ON OVERALL VICTORY IN THE 67TH ROLEX SYDNEY TO HOBART
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KURT ARRIGO





CELEBRATIONS DELAYED
When *Investec* *Loyal's* line honours win came under protest, owner/skipper Anthony Bell was confident they hadn't broken any rules and they would leave the controversy behind them.

DANIEL FORSTER / ROLEX

For *Investec Loyal*'s owner/skipper Anthony Bell, winning line honours in the 2011 Rolex Sydney Hobart race was all down to the crew. The hand-picked team of elite athletes, high profile celebrities and Sydney Hobart stalwarts trained hard and fast to optimise the super maxi's chance of claiming the win. Teaming his fundraising endeavours with his ambition to cross the line first has proved a winning combination with over \$1 million being raised for the Loyal Foundation in the past year. Here Bell reflects on one of the most fiercely fought battles in race history and the sweet taste of victory.

THE BELL CURVE

BEING FIRST ACROSS THE LINE IN THE 2011 ROLEX SYDNEY HOBART WAS JUST ONE OF THE VICTORIES CELEBRATED BY INVESTEC LOYAL'S OWNER/SKIPPER ANTHONY BELL. HE TALKS TO PAIGE KILPONEN ABOUT TACTICS, LUCK AND THE CELEBRITY FACTOR.

When and how did your love of sailing begin?

My mum introduced me to sailing as a teenager. I think I was about 14 when I started sailing catamarans and windsurfers at Rose Bay in Sydney. I always had a keen interest in it but rugby union took over as a weekend sport for most of my teenage years so I had a break and then got back into it when I was in my 20s. I did my first ocean race on *Investec Loyal* in 2009.

Is owning and skippering a 100 foot super maxi the ultimate culmination of your love for the sport?

It definitely is. I'd been toying with the idea of combining sailing and fundraising and originally I told my mate Peter Calligeros (*Alfa Romeo, Nicorette, Nokia*) about my charity plan and he was thinking of doing the Sydney Hobart race on a Volvo 60 but I wanted a big one, a real contender.

How sweet was this win for you?

Very sweet. I mean it was big for a number of different reasons. Firstly, we got hold of a boat (the former



Maximus) that was a long way from being able to win. We then modified it and managed it on an absolute shoestring, compared to some of the other boats that have much bigger budgets than ours. I also wanted to make it about the team. A lot of the time it's about the skippers and the owners but I really wanted this win to be about everybody on board. It's about the crew, not the boat.

It was a very tight race at times. At what point did you know you had wedged *Wild Oats XI* out of line honours?

When we crossed the finish line. Honestly, it was that close and we had six hours of them being right with us. At one point we were only leading by three boat lengths. For a lot of those last hours up the Derwent *Oats* was close enough behind us that we could hear the conversations of the crew.

How much of your win was down to tactics, and how much was down to luck?

“A lot of the time it's about the skippers and the owners but I really wanted this win to be about everybody on board. It's about the crew, not the boat.”

ANTHONY BELL



Our tactics and race plan were all well in place before we started and our predictive models were really good. Our game plan was to stay in contact with *Oats* the whole way. We broke our race down into small pieces and we knew our chance to take them would come in the last 20 per cent of the race. We didn't have to stray from our race plan at all but we also knew that it was an inch-by-inch, minute-by-minute thing. It was a really intense race but we had confidence in the boat and in racing it hard. As for the luck – the conditions definitely gave us the opportunity to win but I also think the harder you work, the luckier you get.

You had an impressive line-up of sports stars and celebrities among the crew again this year. How risky is it taking uninitiated ocean racers and what sort of preparation do you give them?

We start working with the crew from about September. *Loyal*'s general manager Joe Akacich is their sailing coach and he makes them fit into the



A BATTLE LOYAL
Left: A smooth start to the race became a nail-biting fight with *Wild Oats XI* for line honours. Above: The high-profile crew of *Investec Loyal* eventually get to celebrate their hard-won victory.

cogs of the wheel. He starts by taking them through a lot of theory but it's when he gets them onto the boat and really sailing that it all clicks into place. Safety is also a massive part so we make them all do a sea survival course. All the discipline was there.

You had a few issues with seasickness, how did you deal with that and get the crew working to their full capacity?

We knew there would be seasickness and that all came into the planning. We created a watch system where we had 1/3 on deck, 1/3 on standby and 1/3 asleep so there was always standby crew of six or seven guys. Even in the worst moments for some of the crew morale was really good, the guys really dug in. Actually all the mentions of Karl Stefanovic's seasickness really bought a lot of attention to the charity.

Some might see a largely inexperienced crew as a liability in a race like the Rolex Sydney Hobart. How did they contribute to the win?

They worked really hard and celebrities and sports stars really bring a new dimension to the race for us. I mean we've had Olympians, Wallabies captains, world surfing champions and a lot of incredible athletes racing with us and they bring a lot of focus, leadership and mental strength. They really know how to push themselves.

Explain your decision to combine the Rolex Sydney to Hobart with fundraising for the Loyal Foundation?

The charity side of racing was our first aspiration. Since the GFC began many methods of fundraising were starting to dry up. Rather than selling signed rugby jerseys for 200 bucks I thought 'what if we can get support for these guys taking on the toughest ocean race in the world'? We hold events and gala nights and auctions and sponsorship comes from both the public and corporate sponsorship. There was awareness around what we're doing but we also needed to be competitive. To make the charity work well, we had to make the boat work well.

Crossing the line you must have been ecstatic.

Did news of the protest take the shine off your win?

The first 10 minutes after we crossed the finish line was absolute jubilation and when the protest came it was unexpected. But regardless of the protest we were still celebrating because we knew we'd sailed a hell of a race. We knew in our heart of hearts that we'd beaten the opposition, so in our minds we'd still won.

What was going through your mind in that few hours while the jury deliberated?

We had to look at it as just another obstacle to overcome. We knew we hadn't done anything wrong so we didn't take lawyers into the protest, we just told the truth.

Once you got the all clear and victory was yours, how did you and the crew celebrate?

We had a fantastic crew lunch and a lot of the wives and families were there and it kicked on well into the night. The buzz lasted for days, I'm still buzzing.

As the only other man to have beaten Oats across the line, Alfa Romeo (line honours 2009) owner Neville Crichton gave you some advice – what was it?

Neville has been a wonderful mentor. He is one of the best ocean racers in the world and when I took over as owner and skipper of *Loyal* he advised me on everything from crew management and leadership to how to make the boat go faster. In terms of beating *Wild Oats XI*, he said "if you race them in a drag race they'll beat you. You've got to come at this tactically".

If you could have any sports star or celebrity on board for this year's race, who would be top of your list?

Oh that's so hard because I look at who we've already had I mean people like Grant Hackett, Phil Kearns, Layne Beachley, Danny Green, Kurt Fearnley and I think 'far out we've had some great people racing with us'.

We've had a lot of interest from Hollywood actors and some sports superstars. I get a lot of calls. ⚓

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Graveyard watch, somewhere off the coast of New South Wales. It's cold, dark, wet, and windy as hell. Half a dozen of us are huddled on the rail of *Southern Excellence*, sailing into the teeth of a southerly buster that's been blowing hard all night and much of the preceding day. Half the crew are sleeping below, still in their wet weather gear, splayed out on bunks and sail bags like casualties of war. The rest of us are dropping in and out of sleep, dog tired, drenched and shivering, when someone mutters into the night the question that's been bothering me for hours: "Can someone, anyone, please tell me

doing liferaft drills in Sydney Harbour. I joined the crew of *Southern Excellence* for twilight racing, an exercise in ritual humiliation as I fumbled with winches, became tangled in sheets and once – I still have nightmares about this – almost dropped the entire rig in the harbour by releasing a runner at the wrong moment. An overnight race up to Cabbage Tree Island and back gave me a foretaste of watchkeeping, but even I knew it was a walk in the park compared to what Bass Strait had in store.

On Christmas Eve, things started to get serious. I received an email notifying myself and the rest of the crew that boat call on Boxing Day was

IN AT THE DEEP END

CREWING IN THE ROLEX SYDNEY HOBART YACHT RACE IS WET, UNCOMFORTABLE AND EXHAUSTING, SO WHY DO THOSE WHO DO IT FIND IT SO ALLURING? TO FIND OUT, ROOKIE SAILOR SAM TINSON DECIDED TO GIVE IT A GO.

why we do this sport?"

No one replies. It will be about three days and some 600 nautical miles before I learn the answer.

When I first had the idea to sail in the Rolex Sydney Hobart Yacht Race, I wrote to the race organisers at the CYCA asking if they had any media spots in the fleet. No problem, they said, we have just the boat for you. *Southern Excellence* will take you on board.

Some yachts race to Hobart for fun, taking their time, putting comfort before competition. *Southern Excellence* is not one of those yachts. She's a Volvo 60, a thoroughbred ocean racer originally built to sail around the world in the toughest yachting event on the planet, the Volvo Ocean Race. Not only that, but because *Southern Excellence* is rated to the Performance Handicap System, anything onboard that doesn't contribute directly to sailing performance (i.e., me) is considered unwanted ballast. In other words, if I wanted to get to Hobart, I'd have to pull my weight.

In the weeks leading up to Boxing Day, I did my best to become a seasoned ocean racer. I enrolled in a RYA/ISAF offshore survival course, was shown slide shows of gruesome sailing injuries, and spent a chilly afternoon

gam sharp, that winds of over 40 knots had been forecast and showing up with a hangover would absolutely not be tolerated. We were to bring only our crew uniforms, personal items and wet weather gear. Extra clothes for Hobart were to be packed separately and sent ahead by truck to save weight. I wondered, as I sipped on my festive lime cordial, if we all might be better off if I joined them.

When viewed on TV or from the harbour foreshore, the start of the Rolex Sydney Hobart resembles a rather well organised carnival parade. Seen from the deck of a boat in the midst of the fleet, it's bedlam. Hundred foot maxis tack across our bows with inches to spare, their crews grinning from the rail and giving us the thumbs up. David Burt, *Southern Excellence*'s Sailing Master, expertly threads the boat through the converging, jostling mass, while overhead media choppers hammer the sky to a war zone crescendo. I expect to hear the sound of splintering carbon at any moment, but just as I think things can't possibly get any more intense, the start gun fires. We're on our way to Hobart.

The expected weather front arrives on cue just before sundown, announcing itself with a rolling curtain of gun-metal



cloud that looms over the horizon like a vice, its ragged black maw shot with lightening bolts and rain squalls. Our navigator, Damon Zemanek, has been tracking the storm's progress since race start, counting down its arrival first in nautical miles and then in minutes. As the storm nears, the atmosphere on deck grows charged. The bow team swap nervous wisecracks as they scamper up and down the boat making last minute tweaks. The pit crew, myself included, brace on the grinders and winches, waiting for the call to hoist, while the helmsman and trimmers scan the sea for tell-tale squalls that could offer further clues to the pattern of the approaching front. The air crackles with electricity, the sea darkens and I feel goosebumps on my skin as the temperature drops several degrees.

A shadow falls over the boat. "Let's get that sail up," says David.

"My visible world is reduced to the narrow slit between my upturned collar and my spray hood."

The bow guys go to work, their yells and curses carried back on the building wind. Ease starboard tack, hold, hold, hoist! Winches rattle, sails crack and I pump the grinder handles until my arms feel ready to burst. A new headsail appears inside the existing one, which is then peeled away and yanked back on board between the deck and the foot of the new sail. The process takes seconds, and barely a knot of boat speed is lost. In the course of the race the bow team will make over 45 headsail changes.

Less than 30 seconds after the sail change is complete, the southerly delivers its first knockout punch. The bow guys barely have time to jump back into the pit, drenched and out of breath, when David yells "Weight up!", and *Southern Excellence* is buffeted into a 40 degree heel. I scramble up the slope, grateful to a crewmate who reaches down and hauls me onto the rail. The wind speed indicator on the mast has jumped from 14 knots to 29, then 32... 35... 37... I watch it hit 39, then remember to clip my harness onto the jackline.

I'm last up onto the rail, so first into the weather. Spot the novice. If I couldn't helm or trim, then at least I made a decent wind break. Already I'm wishing I hadn't skimped on my sailing boots, which have swiftly filled with seawater. Every wave that lashes across the bow finds a new way into my borrowed wet weather gear.

Hours pass. My visible world is

reduced to the narrow slit between my upturned collar and my spray hood. To my right, the bowsprit tosses and crashes endlessly on a confused four metre swell, the spray hitting my face like hail when I'm stupid enough to turn into it. To my left are the hooded figures of my fellow crew, hunched over the rail like praying monks, motionless, possibly asleep. Beyond them, the reassuring figure of Chris at the helm, concentrating hard, his face lit by the orange glow of the binnacle.

A night spent on the rail in a storm is an almost Zen-like exercise in extended discomfort. I find it impossible to get comfortable, but every shift in position causes cold seawater to sluice from one part of my trousers to another. I'm hungry, too, having been too nervous to eat before the race. I know there's a crushed muesli bar stashed in the pocket of my shorts, but to reach it I'll

have to unclip my harness and PFD, burrow through several layers of wet weather gear and find a way into my sailing overalls, which appear to have been designed by Harry Houdini. As for having a pee, forget it.

I'm still bursting to go when dawn arrives and with it, mercifully, a change of watch. Damon appears with news that we've gained several miles over our competitors during the night. We're now placed 17th overall and snapping at the heels of the maxi yacht *Brindabella*, which is competing in a division above ours. In all those hours on the rail, I'd forgotten that we were racing.

Below decks is a slanted world of organised chaos. The floor and bunks are covered with sails and sail bags. Dripping waterproofs, harnesses and PFDs swing from grab lines strung across the ceiling. The air smells of wet sock. I stagger to the galley, cram a couple of biscuits into my mouth and look around for somewhere to sleep.

All the bunks on the windward side are taken – again, spot the novice – so I flop down on a damp sail bag. Someone's boots are in my face and my skin itches with salt, but I'm too tired and cold to undress. I'm also dimly aware that if there's an emergency – sudden dismasting, keel loss, whale collision, I've heard all the stories – I don't want to be in my jocks when it happens. Sails are being trimmed above and the noise is deafening, each turn on the winch sending juddering



SAM TINSON

KEEPING TRIM
The noise can be deafening. Sails are being trimmed and each turn on the winch sends juddering bangs through the hull.



bangs reverberating through *Southern Excellence's* hull. On top of that the bilge alarm has malfunctioned, filling the cabin with an incessant high pitched beeping. It's like trying to sleep in the front row of a krautrock concert. I close my eyes, and moments later someone is shaking me awake.

"Watch change mate, you're up."

Time passes in a delirium of three-hour watches, punctuated with frequent sail changes and the occasional tack or gybe. Most of the time, I have no idea where we are. The wind is still strong, albeit shifting to the north east, and the crashing swell is merciless. I can barely stand but there is work to be done: headsails to flake, spinnakers to wool, pack, haul on deck and hoist. I've lost track of time, but when someone puts a pot of hot instant noodles in my hand it feels like lunch. There will be much better meals served during the race,

"Swaying down Hobart dock with a bag of damp clothes, wobbly sea legs and the cheers of that crowd still ringing in my ears, I feel like a yachtsman. Dammit, I feel like a conqueror of nations.

including homemade pasta and beef stew, but nothing will quite hit the spot like that undercooked pot of MSG.

My body has become used to the discomfort. The secret, I realise, is acceptance. I have bruises on my bruises, but no longer feel them. My stomach has shrunk to the point where I can survive happily for hours on a fun-sized Crunchie bar. At some point I even manage to stumble to the transom and finally, blissfully, pee.

After two days we have left Bass Strait behind us and are bumping along in a stiff south westerly. The sun comes out, the swell lessens and *Southern Excellence* becomes a laundry as we all peel out of our damp gear. Shirts come off, sunblock is passed around and socks steam on the cabin roof. We are still racing, though, and domestic chores take second place to boat speed. The crew focuses on wringing every available knot from the lightening breeze, and the trimmer's calls to the pit crew form a soporific mantra: Trim, hold, trim, hold, trim, big trim, hold...

We rake in the miles in long, choppy tacks, and by dawn on the 29th the rugged silhouette of Tasmania's eastern coastline can be seen sliding past to starboard. Talk tentatively turns to hotel arrangements and the night's festivities in Hobart. It's the first non-sailing related conversation I've heard in three

days, and sounds as alien as the chirps from our mobile phones as they pick up the first patchy areas of shore coverage.

A few celebratory beers are handed around as we round Tasman Island, but as we cross Storm Bay and enter the River Derwent all eyes are on the wind speed indicator. The breeze is dropping – if it dies we could end up flopping around for another day or more, close enough to Hobart to practically smell the fish and chips on the quay.

In the end, though, all the hard work of the past three days pays off. We fly down the Derwent just after sundown on the last breeze of the day, running at just a knot or two below wind speed and escorted by a trio of dolphins, who fizz through the water a metre or two off the bow. The outskirts of Hobart appear, followed by the Tasman Bridge and the twinkling lights of the waterfront. A final gybe, and we hear the glorious

paarp! of the air horn as we cross the finish line. We have been at sea for three days, eight hours, 15 minutes and 18 seconds, placing 15th overall and winning our division. There will be some serious rum drinking at the Customs House Hotel tonight.

The race finish happily coincides with the Taste of Tasmania Festival, and hundreds of slightly intoxicated revelers line the quay, whooping and cheering as we, rather self consciously but enjoying every minute, furl the sails and ready the boat for berthing.

This has been only my first Sydney Hobart – there are race veterans in their 80s competing who have done the sail south 45 times – and compared to the rest of the crew I've contributed little. But right now, swaying down Hobart dock with a bag of damp clothes, wobbly sea legs and the cheers of that crowd still ringing in my ears, I feel like a yachtsman. Dammit, I feel like a conqueror of nations.

Someone slaps me on the back and says "Well done mate, first ocean race! Crazy sport, right?" and I think back to the question that was asked on the rail that night.

Now, suddenly, I know the answer. ♣

Thanks to Andrew Wenham and the crew of Southern Excellence.
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SAM TUNSON

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ROLEX TROPHY
ONE DESIGN

A matter of seconds

ROLEX TROPHY VICTORIES FOR *OLD SCHOOL* AND *TRANSFUSION*
BY DI PEARSON.

At the Rolex Trophy – One Design regatta sailed in Sydney in early December, Guido Belgiorno-Nettis and his *Transfusion* crew produced some of the form that won them the Rolex Farr 40 World Championship the previous February, while the Sydney 38 winner, *Old School*, blitzed the field by winning six out of the eight races to also become the new NSW champion.

Old School's owner Mark Griffith and his crew had been training for nine months with the ambition of winning the Rolex Trophy, the Sydney 38 NSW Championship and the 2012 Australian Championship.

Griffith won the all-light weather regatta conducted by the Cruising Yacht Club by 14 points to Gordon Ketelbey's *Zen*. He entrusted much of the hard work to two Olympic sailors, Steve McConaghy and Bruce Savage, who competed against each other in the Soling at the 1996 Games.

An electrical thunderstorm abruptly cut short the Sydney 38 and Farr 40 series by one race, but it made no difference to *Old School*, which never looked like being headed. Six wins were protected by third places at both ends of the series.

Principal Race Officer Denis Thompson held eight windward/leeward races over three days on the Macquarie and Manly Circles mostly in light, flukey winds.

Beaten by 14 points, Gordon Ketelbey (*Zen*) also beat third placed *Calibre*, owned by Geoff Bonus and

Richard Williams (CYCA), by 14 points. The margins sound huge, but finish times were close, as is expected in one-design classes. The minor podium places were shared fairly around eight of the boats.

In the Farr 40 division, *Transfusion*, won the series by two points from Lang Walker's *Kokomo*.

The low entry indicates a lack of competition, but all three crews said just the opposite was true and justified it when a handful of seconds separated the three every race.

Martin and Lisa Hill sailed *Estate Master* to a promising victory in Race 1, and followed that with a pair of seconds, but *Transfusion* fought back with two wins to lead from the outset.

With crew away, including Mal Page and Tom Slingsby, who came home late in December with 470 and Laser Olympic class world championship titles respectively, the Hills called on Grant Simmer and then Cameron Appleton from New Zealand to help with the tactics.

It paid off to a degree, but *Estate Master* (MHYC) could not take it all the way. *Transfusion* was just too good. Even with four new crew members aboard, Belgiorno-Nettis was able to win three races to claim the series.

Back at the Cruising Yacht Club of Australia afterwards, Belgiorno-Nettis paid respects to his tactician, Bobby Wilmot. "Bob stepped back aboard after a long time away and did such a great job – he was instrumental in our win," he said. "We had good mojo on the boat." ⚓

Back to back for Blackmore

HOOLIGAN TAKES ROLEX TROPHY – RATING SERIES FOR SECOND YEAR RUNNING.
BY DI PEARSON.

Northern Beaches yachtsman Marcus Blackmore successfully defended his 2010 Rolex Trophy – Rating Series title in mid-December by winning the final passage race, which broke the tie between his TP52 *Hooligan*, and the same-design *Shogun V* owned by Victoria's Rob Hanna.

Three points was the winning margin in the Cruising Yacht Club of Australia hosted event and although Blackmore, from the Royal Prince Alfred Yacht Club, won three of the six-race series, he was kept on his toes by the new boat on the block.

Shogun V is the near-new ex *Audi Azzurra* which Hanna recently lifted from the European MedCup circuit and brought back to Australia. The Rolex Trophy was its initiation into the Australian racing scene and the yacht's rig is still to be stiffened to meet the local conditions, along with other modifications.

They gave *Hooligan* "a bit of curry," as Blackmore put it, and were faster downwind, but *Hooligan*, arguably the best TP52 in Australia, was noticeably quicker going uphill.

ROLEX TROPHY
RATING SERIES

LOOKING FOR GUSTS

The four day series to contest the Rolex Trophy was held in light winds but crews overcame some frustrations with the weather to produce some very close results.



Both owners recognised each other's strengths. "It was very close racing throughout," Blackmore acknowledged.

The four day series, comprising two days of windward/leeward (two per day) and two days passage racing, was held in light winds, which was a little frustrating, as all competitors would have appreciated some stronger winds.

However the series did give competitors some last minute preparation towards their Rolex Sydney Hobart campaigns, although *Hooligan* was not heading south.

Loki's Hobart campaign was cemented here as she won the opening race and finished with a second place for third overall. And *Loki*'s newly appointed Ocean Racing Navigator of the Year, Michael Bellingham, told how *Loki* quickly shot to the front of the fleet in the last race and up to the top mark, kept pace with super maxi *Lahana* (Peter Millard/John Honan), which, along with 20 others, was sailing the same course as part of the weekend's Rolex Trophy Passage Series.

Robbo Robertson from Mooloolaba in Queensland got off to a great start in his return to ocean racing by winning Division 2 of the Rating Series with his new Beneteau 40, *Lunchtime Legend*. Andrew Parkes skippered his X-41 *Matrix* to second overall.

The Rolex Trophy Passage Series winner, Andy Kearnan and his Summit 35, *L'Altra Donna*, won the race and enjoyed 13 knots as they were coming back into the Harbour finish.

Darryl Hodgkinson's Beneteau 45, *Victoire*, was second overall with a pair of fifth places. *Calm*, the TP52 owned by Jason Van Der Slot and John Williams from Victoria, was third after winning the first passage race. ⚓



SOLAS BIG BOAT CHALLENGE

Big boat battleground

FIRST SHOUT TO *WILD OATS XI* IN SOLAS BIG BOAT CHALLENGE.
BY LISA RATCLIFF.

The crew of *Wild Oats XI* and *Investec Loyal* were well within shouting distance as they hit the line side by side. The start of the SOLAS Big Boat Challenge on Sydney Harbour last December was a fitting lead up to the Rolex Sydney Hobart, but by the finish *Oats* was well out of earshot.

In a lightning quick race, Bob Oatley's *Wild Oats XI* took the finish gun off the Opera House three minutes ahead of Anthony Bell's *Investec Loyal*. Grant Wharington's revamped 98-footer *Wild Thing* placed third; despite being late to leave the dock after making repairs to storm damage incurred the previous day. Oatley's prizewinning 100-footer, skippered by Mark Richards, shook out a reef in its new North 3Di mainsail in the pre-start, showing they meant business in the ongoing chest beating between them and equally sized super maxi *Investec Loyal*.

The 14 nautical mile SOLAS Big Boat Challenge is a spectacular, adrenaline charged spin around the block whereas the 628 nautical mile Rolex Sydney Hobart is nothing short of an endurance test, but a win is a win and Bob Oatley walked away content.

"We are getting very good at coming second to *Wild Oats*," conceded *Investec Loyal* owner/skipper Anthony Bell, citing issues with their furling spinnaker as one of their on board

time-wasting dramas.

For the blue water classic Bell admitted, "*Wild Oats* is the benchmark of Australian yachting. We have to be within striking distance [of them] and we are doing everything we can to do that". As the line honours result of the 2011 Rolex Sydney Hobart went on to show, Bell was right on the money with that prediction, with the tight fought race every mile to Constitution Dock in Hobart, ending in *Loyal*'s favour this time around.

On Sydney Harbour south sou'westerly winds averaged 18 knots with gusts up to 23 knots out of Rose Bay and Rushcutters Bay as the fleet screamed up and down the course, side on to the prevailing breeze, making the big boat race day a true spectacle to watch.

Marcus Blackmore's TP52 *Hooligan* won the day on overall handicap, with Stephen Ainsworth's RP63 *Loki*, the overall handicap winner of 2011 Rolex Sydney Hobart, placing second overall in the big boat race.

Peter Millard and John Honan's 98 foot maxi, *Lahana*, showed its IRC handicap potential in a decent wind with a third place overall.

The SOLAS Big Boat Challenge marked the start of the busy lead up to the Rolex Sydney Hobart and is one of the Cruising Yacht Club of Australia's major fundraising events for its Safety of Life at Sea Trusts. ⚓





Club summed up the 2012 Pittwater & Coffs Harbour regatta saying, "It's been a great regatta, we've had all conditions, everyone's had a good time and we've had some excellent racing. We look forward to next year to come back to Coffs to continue the tradition of this fabulous event."

With a win in the final regatta race at Coffs, the 20 nautical-mile South Solitary Island race, RPAYC's Mark Griffith's Sydney 38 *Old School* won the IRC division in the 2012 Pittwater & Coffs Harbour Regatta, on a count back from MHYC's Rob Reynolds DK46 *Exile*.

In PHS, it was a nail biting finish that also ended on a count back with local Coffs boy Paul D'Olier's Sydney 41, *B52* winning from the RPAYC's SMB syndicate *Secret Men's Business* #1, with Commodore Curtis on board.

Going into the final race, Paul D'Olier's *B52* was leading by four points in the PHS division and only had to sail a safe race to win. For D'Olier, all was going to plan as they were reaching back to the harbour for the finish in the 20-knot southerly when 80 percent of the rudder broke off and steering became an issue. It looked like their race and potentially their regatta was over. However, they pulled their main down, put up their No.4 headsail and then their trisail and persisted to get to the finish line. All they had to do was finish, which they did almost an hour later.

For *Secret Men's Business* #1, sitting in second place needed a top two placing to take the title away from *B52*, but in the end they finished third forcing the result into a count back.

With their win in race two, *B52* were announced the winner of the dual PHS Pittwater & Coffs Harbour regatta and the inaugural Australian PHS Championships.

For *B52* owner/skipper, D'Olier in his seventh Coffs assault who also uses the boat to teach people how to sail yachts was thrilled with his win despite his mishap on the course today. "What a brilliant feeling, I am extremely happy and the crew are ecstatic. Most of these guys and girls in my crew have never done a long offshore race before and have never raced under spinnaker, so I am really pleased for them. They worked hard all the way in every race, they never gave up, so to win the regatta and the Australian PHS title is just amazing. This is what we set out to do, I've podiumed before but this is my first win, so I'm stoked. It's been a great regatta", commented D'Olier at the regatta prize giving. ⚓

North to Coffs

OLD SCHOOL AND B52 WIN THE 2012 PITTWATER & COFFS HARBOUR REGATTA. BY DAMIAN DEVINE.

The biggest annual race on the yachting calendar of the Northern Sydney-based Royal Prince Alfred Yacht Club is undoubtedly the annual Pittwater to Coffs Harbour ocean race each January. While many ocean racing yachts venture south to Hobart on Boxing Day, others prefer the January 2nd new year start on the northern route to the sunny climes of Coffs on the mid-NSW north coast. With close to 50 yachts on the start line this year, the Category 2, 226nm race gives competitors the opportunity to turn left at Barrenjoey Head and enjoy a tactical challenge between the current and the beaches, as they tack their way north around spectacular headlands to the finish in Coffs Harbour.

In a tough, tactical and long battle to windward this year for the 31st Pittwater to Coffs Harbour race clocking wind speeds of 22 knots, the race offered up a new line honours winner in Craig Ellis' Elliot 57 *Future Shock* in a time of 35hrs, 53mins 9secs. The 2012 overall winners on handicap were Rob Reynolds DK46 *Exile* (IRC) and *Future Shock* (PHS). This, coupled with the ensuing three

regatta races held in Coffs Harbour this year, has ensured the 2012 regatta has been an exciting one for all participants.

The race dubbed the "warm water classic" is the first race of the rebadged Pittwater & Coffs Harbour Regatta consisting of five races with another four races being staged in Coffs Harbour over two days on 5th-6th January. The five races counted for the overall regatta score with no discards and double points awarded for race one.

There were IRC, PHS, ORCi and Shorthanded divisions and the regatta also incorporated the inaugural Australian PHS Championships. The Championship saw PHS handicap boats competing for a trophy to become the PHS National champion.

The regatta attracted entrants from a broad base of clubs across Australia and the starting fleet of 47 came from three states representing 16 yacht clubs, extending from Hamilton Island in the North to Brighton in the South. In IRC, there were 26 racing, whilst 21 entered to contest the Australian PHS championship.

Rob Curtis, Commodore of host club The Royal Prince Alfred Yacht

TURNING LEFT
Old School wins the IRC division in the 2012 Pittwater & Coffs Harbour Regatta.

Australia Day racing

MORE THAN 130 INSHORE AND OFFSHORE RACING YACHTS, PLUS MODERN AND HISTORICAL 18-FOOTERS CONTESTED THE 176TH AUSTRALIA DAY REGATTA ON SYDNEY HARBOUR. BY PETER CAMPBELL.

Two past line honours winners and a former overall winner of the Rolex Sydney Hobart Yacht Race, *Brindabella*, *Fidelis* and *Quest* excelled in their respective fleets of the 176th Australia Day Regatta. Yachties celebrated the national day afloat sailing on Sydney Harbour and offshore between Sydney and Botany Bay.

This ultra-modern fleet of ocean racing yachts retraced the first fleet's coastal course in the Australia Day Regatta race for the City of Sydney Sesquicentenary Cup.

On the Harbour, yachts old and new, small and large contested the traditional Australia Day Regatta, held continuously now for 176 years and as such, the oldest sailing regatta in the

world. In total, more than 130 boats raced in the main regatta and ocean race while several hundred more sailed in linked Australia Day regattas along the New South Wales coast.

Bob Steel's TP52 *Quest*, overall winner of the 2008 Rolex Sydney Hobart Race, led the short ocean race fleet home, fast reaching up the Harbour under her powerful Code 0 sail. Close astern of her came the famous *Brindabella*, line honours winner of the ocean classic back in 1997.

On the Harbour, the 1966 Sydney Hobart line honours winner *Fidelis* led the Classic Yachts division home after a race around fixed marks on what is traditionally a race enjoyed by family and friends, as well as regular racing crews.

Fidelis did sail a shorter course in the non-spinnaker divisions with fastest time in the spinnaker divisions going to *Sydney*, owned by 176th Australia Day Regatta President Charles Curran.

Helming *Sydney* on behalf of Curran, whose duties as President kept him busy as host aboard the Flagship HMAS Sydney, was David Kellett of the CYCA and the treasurer of the International Sailing Federation (ISAF).

However, neither of the big boats figured in corrected time results on a day of light easterly winds on the harbour and even lighter offshore.

The Australia Day Regatta always attracts a magnificent line-up of classic yachts, some a century old, and the 176th Regatta saw 27 old-timers compete in two Classic divisions.

Fidelis, Nigel Stoke's 60-footer, sailed a splendid race to take line honours and third place on corrected time in Classic Yachts division 1.

The overall winner was David Mandelberg's *Tanami*, second place going to Ian Kortlang's metre-style boat, *Antara*. ⚓



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Kings of the river

WILD OATS XI STEALS SHOW, BUT EXTASEA WINS KING OF THE DERWENT AND SOVEREIGN SERIES. BY PETER CAMPBELL.

Super maxi *Wild Oats XI* stole the show on the River Derwent with a spectacular exhibition of power sailing, but it was the Melbourne yacht *eXtasea* that won Hobart's iconic yachting event, the 2012 Jeanneau King of the Derwent (KOD).

The KOD win, decided on IRC corrected time, also clinched a victory for *eXtasea* in the Sovereign Series, the Ocean Racing Club of Victoria's ocean pointscore, centred on the Melbourne to Hobart West Coaster Race.

Owner Bob Oatley, at 83 years of age, steered *Wild Oats XI* throughout the 14 nautical mile course, starting with a brilliant start at the pin end of the 41-boat fleet.

eXtasea is a DK46 from the Royal Geelong Yacht Squadron skippered by Paul Buchholz, who is a committee member of the Ocean Racing Club of Victoria. After winning line honours and the AMS division of the Heemskirk Consolidated West Coaster race, *eXtasea* clinched the Sovereign Series with a fine win in the King of the Derwent.

A fleet of 51 yachts sailed in the King of Derwent, with *Wild Oats XI*'s first appearance in the KOD attracting hundreds of spectator craft while hundreds more packed headland around the bay. "It was a wonderful race today and we will be back," said

the yacht's ocean racing skipper Mark Richards during the prizegiving at the Derwent Sailing Squadron.

eXtasea was always well placed in the KOD fleet, sailed in a light 5-10 knot easterly that forced principal race officer John Blackwood to shorten the course, with all but three boats finishing within the time limit.

eXtasea finished fourth in the fleet, astern of *Wild Oats XI*, followed by CYCA Commodore Garry Linacre's Corby 49 *Vamp*—a competitor in the Rolex Sydney Hobart—and Paul Simpfendorfer's Elliott 44, from the Heemskirk Melbourne to Hobart fleet.

With owner Bob Oatley at the helm of *Wild Oats XI*, Mark Richards and his crew of the 100-footer showed their professional skills even before the race, spending almost an hour sailing over the course area on the Derwent to test the wind angles and current.

As the one minute signal sounded and with the majority of the fleet reaching down the line on starboard tack, Oatley sailed past the leeward end before gybing and heading back to the line on port tack. Then, just seconds before the starting signal, he tacked the 100-footer on to starboard tack to make a perfect leeward end start, hitting the line right as the start signal sounded, and in clear air. It was as good a start that you would see in any yacht race, with *Wild Oats XI* powering away from the much



CROWD PLEASER

Owner Bob Oatley took the helm of *Wild Oats XI* to contest the iconic Hobart yachting event, the King of the Derwent.

smaller opposition – the biggest just 50-footers, half her size.

Within minutes, *Wild Oats XI* was 200 metres clear and from there on she sailed her own race in the light breeze, hitting 23 knots in 12 knots of breeze as she gybed downwind under her massive Code 0 headsail.

When principal race officer John Blackwood shortened the triangular course to about 15 nautical miles, *Wild Oats XI* was lapping the smallest boats, 30-footers just a third of her size with barely a quarter of the super maxi's massive sail area.

Wild Oats XI sailed the course in 1 hour, 9 minutes and 20 seconds. But she finished last on IRC corrected time.

Under the rules of the King of Derwent, the overall winner *eXtasea* did not receive any divisional trophies with the next three boats moving up a place in the IRC division. Thus first place trophy went to *Veloce*, second to *Vamp* and third to Roger Hickman's *Wild Rose*.

In the AMS division, Harold Clark's Farr 1107 *Invincible* notched up yet another win in the KOD, taking first place from Greg Prescott's Melges 32 *Unlimited* and Stewart Geeves' Young 88 *Footloose*, with *eXtasea* fourth.

The smallest and possibly oldest boat in the KOD fleet, Malcolm Cooper's 32-year-old *Kaiulani* easily won the PHS division from Melbourne yacht *Tevake II* (Angus Fletcher) and *Sarina* (Paul Turner). The Cruising division of the KOD went to *Gnome* (Derek Adams) from *Tara 2* (John Roughton) and *Moonshadow* (Anthony Ellis).

The Jeanneau King of the Derwent not only was the third and final race in the Sovereign Series for yachts that contest the ORCV's West Coaster, but also for the Salamanca Series for boats that sailed from Melbourne in the East Coaster. It was also the final race in the TasPorts Trophy Series for the aggregate points winner of the Beauty Point to Low Head Dash, the Optus Launceston to Hobart Race and the Jeanneau King of the Derwent.

The Tasports Trophy, decided on IRC, was won by the only woman skipper in the Optus Launceston to Hobart Race, DSS member Sally Rattle with her Archambault 35 *Archie*.

Bellerive Yacht Club member Tony Harman won the Bruce Watson Memorial Trophy for first place overall in the PHS division and also the Derwent Sailing Squadron trophy for first place in the AMS division.

The Heemskirk Salamanca East Coaster series resulted in an overall win for Phil Simpfendorfer's Elliott 44R *Veloce*, while AMS and PHS honours went to *White Noise* (Jason Close). ⚓



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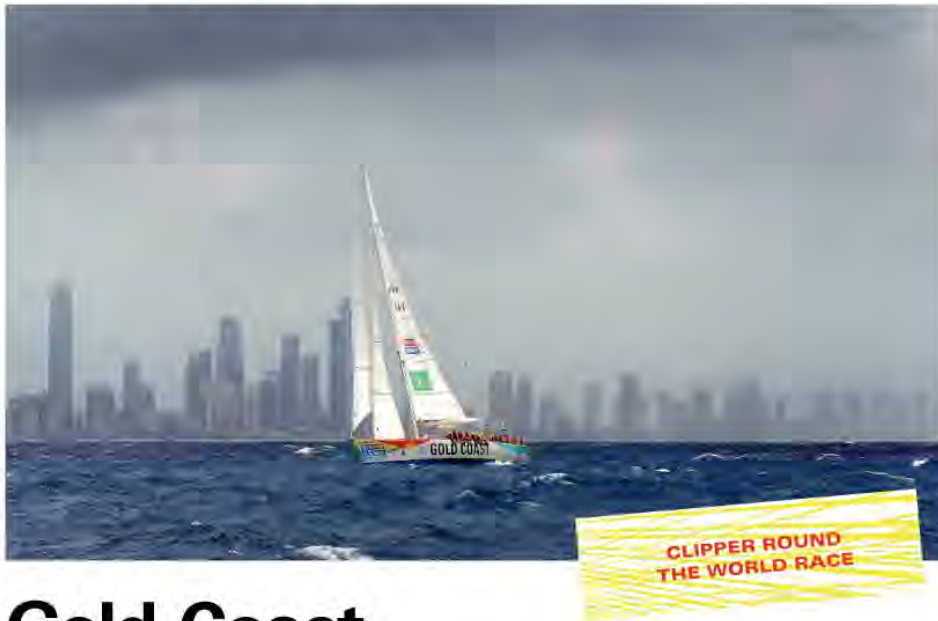
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Gold Coast leads Clippers

AUSSIE TEAMS DOMINATE RACE FROM GOLD COAST TO SINGAPORE IN CLIPPER 11-12.

It has been a hugely successful month for the two Australian teams competing in the Clipper 11-12 Round the World Yacht Race.

Gold Coast Australia have claimed their sixth victory of the 15-race competition, while *Geraldton Western Australia* have scored their best result of the campaign so far. *Gold Coast Australia* was denied a record – equalling sixth consecutive victory and a win in the race to their home port when *Visit Finland* narrowly beat them in the stage from New Zealand to the Gold Coast. But after an excellent stopover hosted by Southport Yacht Club, the Boxing Kangaroo has come out fighting.

Geraldton Western Australia's crew was also fired up and led the fleet of stripped down 68-foot race yachts for five days, pushing their Queensland rivals hard and always in contention for first place.

Tasmanian skipper, Richard Hewson, has proved himself to be a master tactician, able to find the narrowest ribbon of breeze to give his team the edge over the competition. In Race 7, with intense, squally conditions, he played the currents to his advantage.

As the other nine yachts in the race sought the north easterly trade winds of the South Pacific, *Gold Coast Australia* headed further north than anyone else to hook in to a favourable

current running to the south east of the Philippines. It enabled them to swoop down from the north east and squeeze in ahead of the leaders, eventually winning the race by just one hour and 19 minutes.

The Hobart yachtsman said, "I am immensely proud of my crew who worked very hard through very difficult conditions. Although the race from Gold Coast to Singapore was cut 'short' I believe it was one of the most mentally challenging and frustrating races to date where any number of tactical decisions could have won the race for any of the ten yachts in the fleet."

Geraldton Western Australia's South African-born skipper, Juan Coetzer, is equally thrilled with his team's performance. "What a race! We stormed across the start line and dominated the first few days. I sailed this race using my gut instinct: when something did not feel right we altered course accordingly and we reaped the rewards. The result of our hard work has earned us a podium position," he commented.

At 40,000 miles, Clipper 11-12 is the world's longest ocean race and each of the 15 individual races provides the ten international teams with a challenge unlike any other. Around a quarter of the 490 people taking part are competing in the whole circumnavigation – the sailing

equivalent of climbing Mount Everest – while others undertake one or more legs. More than 40 nationalities, including Australia, are represented by those taking part.

There has been an Australian entry in the Clipper Race since the introduction of the second generation Clipper 68 racing yachts in Clipper 05-06. The teams have dominated the competition since then, winning Clipper 05-06, Clipper 09-10 and now leading the fleet in Clipper 11-12. Australia is also one of the best-represented nations among the crews, and the number of Aussies competing is second only to that of British participants.

Now the hunt is on for Australians to take part in Clipper 13-14 and beyond. The next edition of the race, which will be the ninth running of the event, will see the introduction of a brand new fleet of 70-foot yachts. The Clipper 70s, designed by renowned naval architect, Tony Castro, are currently under construction in China and the first of them is due to enter service later this year.

The fleet will also be bigger with 12 yachts contesting Clipper 13-14 and race organisers, Clipper Ventures, have an option to order four more. It will be the world's largest matched fleet of ocean racing yachts. They are identical, from the shape of the hull to the number of sails, the galley equipment and even the crews are as evenly balanced as possible, with an equal division according to ability, age and gender. The only thing that marks them apart is the ability of the crews to work as a team and a will to win.

There is no requirement for any sailing experience at all. Indeed almost half of those who take part have never set foot on a boat before they embark on their compulsory pre-race training programme.

The Clipper Race was established by legendary British yachtsman, Sir Robin Knox-Johnston, who in 1968-69 defied popular belief to prove that it was indeed possible to sail solo and non-stop around the world, becoming the first man to do so. He wanted other people to have the opportunity to experience the sheer exhilaration of ocean racing and to know what it is like to face Mother Nature at her most furious and most beautiful.

Since the first edition of the race set off from the UK in 1996 more than 3,000 people have now taken up that challenge and for all of them it has proved a life enhancing and, in many cases, life-changing experience. ↓
www.clipperroundtheworld.com

AUSSIE ATTACK
The two Australian boats competing in the Clipper 11-12 Round the World Yacht Race, *Gold Coast Australia* and *Geraldton Western Australia*, are proving a dominant duo among the fleet.

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Sailing Sydney

2012 SYDNEY HARBOUR REGATTA IS A SPECTACLE OF SAILS COMING UP ON 10-11 MARCH.

Entries are open for the annual 2012 Sydney Harbour Regatta, organised by host club Middle Harbour Yacht Club (MHYC) with the support and co-operation of many of Sydney's leading yacht clubs. To be held across two days on Saturday 10 and Sunday 11 March 2012 in a revitalised format, the Sydney Harbour Regatta has become one of Sydney's premier yacht racing events. Over 300 yachts and 2,500 crew members will compete in both inshore and offshore races, on as many as ten course areas, with up to twenty-five divisions and with the majority of classes racing over both days.

The new look, more concise weekend format will include live entertainment from Atomic and The Wolverines and the traditional post race beach parties back at MHYC, ending with the prize presentation on Sunday night.

"We're excited about our action-packed weekend event this year", says Commodore of MHYC, Julie Hodder.

"We look forward to welcoming all competitors, their families and friends to MHYC."

The regatta is open to all Australian and International yachts, from IRC and PHS racing and cruising classes to the very popular international classes. Racing is primarily conducted on Sydney Harbour and offshore for the IRC grand prix yachts.

Those looking to reprise their first place results from the 2011 event include MHYC member Tony Levett with his Rolex Sydney Hobart entrant *Eleni* which took out 1st place in the Ocean Passage Series PHS Division in the 2011 Sydney Harbour Regatta. Most recently, *Eleni* placed first in the Sydney 38 Division of the 2011 Rolex Sydney Hobart beating home Jessica Watson on *Ella Bache*.

Peter Sorensen, also a MHYC Member, will again be the one to beat in IRC Division C with his yacht *The Philosophers Club* coming back to contend their title after a successful year in 2011 with wins across numerous events.

READY TO RACE
Over 300 yachts will compete in the upcoming Sydney Harbour Regatta. Races will be held over two days on both inshore and offshore courses. Right: The Middle Harbour Yacht Club. Right below: The Wolverines rocking center stage.





And as always, all eyes will be on Marcus Blackmore's *Hooligan*, winner of IRC Division A at the 2011 Sydney Harbour Regatta – his Tp52 appears almost unbeatable after last year's successes, so securing a win against Blackmore and his crew will be in the sights of regular rivals including *Loki* and *Shogun*.

Another expected showdown, which will make for exciting action on the water, is sure to be between MHYC DK46s *Exile* and *Nine Dragons* following their recent stoush in the Pittwater to Coffs race where they came away with a 1-2 finish in the IRC Division.

This year's event will also feature a strong contingent of One Design Classes as well as the visual allure of the old school classics including the historic 18-foot skiffs and gaff rigged classics. MHYC has also extended an invitation to various production classes to expand on the popularity of individualised divisions created for classes such as X-Yachts, who are back again this year with another healthy field.



Within the Sports Boat Division the Elliott 7's are poised to also have a strong contingent.

The event forms the National Championship for the Flying Tiger 10m Class, the NSW State Championships for the Cavalier 28 Class and the International Yngling Class, and also forms part of the Summer Pointscore Series for the International Etchells and International Dragon Classes. This iconic Sydney Harbour event was conceived by MHYC and is run with the valuable assistance of a network of Sydney yacht clubs – CYCA, MHYC, MYC, RANSA, RPAYC, RPEYC, RSYS, SASC and SFS – without whom the scale of the event would simply not be possible.

For the Notice of Race and to enter online visit the event website www.shr.mhyc.com.au. Electronic entries close Friday 24 February 2012. ⚓

For additional information please contact the MHYC Sailing Office on +61 (0)2 9969 1244 or email sailing.manager@mhyc.com.au.



2012 SYDNEY HARBOUR REGATTA



SALTWATER IMAGES

Saturday 10 & Sunday 11 March 2012

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

Held with thanks to assisting Clubs: CYCA, MHYC, MYC, RANSA, RPAYC, RPEYC, RSYS, SASC and SFS

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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Paradise Prize

SOUTHPORT YACHT CLUB'S 'SAIL PARADISE' AND DENIS THOMPSON, JOIN FORCES FOR 2012. BY BRONWEN INCE



Australia's leading professional yacht race manager, Denis Thompson, has been confirmed as Race Director for Sail Paradise, the summer offshore regatta which will be staged by Southport Yacht Club, on the Gold Coast, from March 21 to 25.

At the same time, dynamic and innovative marine sculptress and artist, Jo Wooler, of Mojo Creations, has completed the magnificent 'Sail Paradise' perpetual trophy out of

polished marine grade stainless steel. The impressive award is styled around the shape of a billowing gennaker and is mounted on a timber base, which embraces the surge of the sea.

Queensland offshore sailing legend, Bob Robertson, already has his name on the trophy as the winner of the inaugural Sail Paradise regatta in 2010 with his yacht, *Cracklin' Rosie*.

Sail Paradise is evolving as an exciting new regatta in southeast Queensland, catering for the widest

possible range of sailboats – from offshore racing keelboats and cruising yachts to multihulls and sport boats.

After enjoying the inaugural Sail Paradise regatta so much, there is no holding back Bruce Absolon this year. He has already entered his Volvo 60, *Nikon—Spirit of the Maid*, declaring that as well as simply wanting to sail in such a satisfying series, he will use Sail Paradise as a warm-up for the Brisbane to Gladstone race, starting April 6.

The rapidly expanding SB3 sport boat class has nominated Sail Paradise for its Queensland championship, and already the man behind the class in Australia, Rod Jones, has entered his own boat, *Club Marine*.

The offshore course area for Sail Paradise is considered to be one of the best for yacht racing in Australia. The majority of the courses will be set just off the surfline of the Gold Coast's famous golden beaches, while the distance races for the keelboats will see them sail a stimulating and challenging passage south to Cook Island, on the Queensland/NSW border, and return.

The Notice of Race and entry form are on the regatta website. ⚓ www.sailparadise.com.au

UP FOR GRABS
Jo Wooler, of Mojo Creations, hands over the spectacular Sail Paradise Trophy to Southport Yacht Club Commodore, Rob Mundle.

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Racing on the reef

ENTRIES ARE ON THE RISE FOR AUDI HAMILTON ISLAND RACE WEEK 2012 – AND THERE'S STILL EIGHT MONTHS TO GO.

In an early display of support, entries have already been lodged for this year's Audi Hamilton Island Race Week – eight months before the celebrated regatta in the warm waters of the Whitsunday's begins on August 17. Early registrations include Dave Molloy's maxis, *Condor* and *Hammer* of Queensland, Graeme Poole's vintage Adams 13 design, *Kickatinalong* plus Ivor Burgess' Beneteau Oceanis 423, *Still Dangerous*.

It is anticipated that we will see a fleet of some 200 yachts competing on spectacular courses around many of the 74 Whitsunday islands that surround Hamilton Island.



Many internationally acclaimed sailors have confirmed there is nothing to compare with the venue, the racing and the good times to be enjoyed on shore. The social activities cater to the full spectrum of sailors and visitors – from Five-Star events at the island's exclusive qualia resort, and sumptuous dinners at Hamilton Island Yacht Club, through to energetic waterfront dance parties. There is also the opportunity to play a round or two of golf on the island's superbly designed championship course.

Details of the complete sailing and social agenda for Race Week will be announced shortly, however, it has already been confirmed that the Audi IRC Australian Championship will be a stand-alone event at Race Week this year, and that there will also be a division for sailing superyachts.

It has also been decided to establish a Super Multihull Class this year. It will be an all-new division for Offshore Multihull Rule rated yachts over 15 metres in length.

Luxury carmaker, Audi, returns as the main partner of Hamilton Island Race Week in 2012. The Notice of Race, including the entry form is on the regatta website. ⚓

www.hamiltonislandraceweek.com.au

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Sailing Port Stephens natural beauty

JUST FOR FUN IS THE MANTRA OF THE SAIL PORT STEPHENS REGATTA – ONE OF THE FASTEST GROWING EVENTS ON THE YACHTING CALENDAR.

Since it's launch in 2008 with a fleet of only 25 boats, Sail Port Stephens is now firmly established as a "must do" annual event on the New South Wales yachting's calendar with participants now numbering in the triple figures.

Organised by the Corlette Point Sailing Club and supported by Port Stephens Council and Events NSW, Sail Port Stephens is one of the fastest growing regattas in Australia, and

there's lots of reasons why.

The 2011 regatta attracted a record number of boats and the perfect weather saw great support for all the land-based activities as well. A more relaxed racing program and a big emphasis on fun ensured much positive feedback from our competitors and visitors.

"Port Stephens is such a wonderful place. It's close to Sydney, easy to get to and the ambience is really nice. It's



HEADING TO PORT
The Sail Port Stephens program offers a range of events for all sailing skill levels from novices and families to old hands.

perfect!" says Roger Hickman, past President of Yachting NSW and owner of Farr 43 *Wild Rose*.

Port Stephens is just two hours easy drive north of Sydney (or one day's sailing) and is a genuinely spectacular destination. The bay is nine times larger than Sydney Harbour, with no commercial shipping and you'll be 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 presenting an affordable option for both the crews and skippers. It's easy to see why so many people fall in love with the place and why Sail Port Stephens has grown in popularity so quickly.

"It's affordable for crew and affordable for owners. Happy days," adds *Balance's* Paul Clitheroe.

Not resting on their laurels, event organisers have been busy coming up with new, exciting and innovative additions to complement the current format - both on and off the water. The 2012 regatta this April will see the introduction of a Junior Regatta held at Soldiers Point over two days and will feature three classes of single sail, non spinnaker boats including Bic Opens, Optis and Sabots, perfectly timed for the school holidays.

Soldiers Point will also see racing of SB3's, Melges and Elliot 7s just off the shore.

The off-water activities have been expanded at the Nelson Bay waterfront precinct with the introduction of weekend Regatta Markets and a great schedule of après-racing activities, like the Steak and Oyster Night and Yabby racing, to name a few.

The 2012 Regatta will be held from the 16th-22nd April, with the first three days of Sail Port Stephens featuring the more relaxed Commodore's Cup. The event attracts many cruising boats, providing good racing for novices, old hands, and whole families aboard.

The second half of the week sees local marina berths fill up with the race fleet which swells to include competitive offshore racing as part of the Yachting NSW IRC Championship.

The Port Stephens Trophy Racing and Cruising divisions, all compete on a combination of inshore and offshore island courses that many consider to be some of the fairest waters to sail on the east coast of Australia.

Sails Magazine is the official Media Partner for the Regatta each year. ⚓
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Shape of the future

IN OCEAN RACING, NO CATEGORY IS MORE COMPETITIVE THAN THE 40-FOOTER. LARGE ENOUGH TO COPE WITH THE OPEN SEA, SMALL ENOUGH TO BE HANDLED BY AN AVERAGE CREW, AND AT A COST WITHIN REACH OF MERE MORTALS. ANTHONY TWIBILL LOOKS AT THE NEW THE KER 40, ONE OF A NEW BREED OF DESIGNS UPPING OFFSHORE SAILING SPEED AND THRILLS.





The Ker 40 is a genuinely exciting new yacht design from the pen of British yacht designer Jason Ker and built by the internationally regarded Australian yard McConaghy Boats. This yacht is designed for high performance when sailing inshore or in short offshore “around the cans” events, but most importantly to win races on IRC, ORCi and IMS handicap systems in long ocean races. The first Australian owners of a new Ker 40 have now put a few sea miles beneath the hull of their latest racing weapon *AFR Midnight Rambler*. This most recently included the 2011 Hobart after a few months of shorter lead up events with the new boat.

The Ker 40 is a fast offshore racing yacht, designed with a large open cockpit that makes sail handling and crew work a relative breeze, compared to most 40-footers that need to compromise cruising practicality with racing requirements. There is no such compromise on the Ker 40. It is a purpose designed racing machine, evident from the moment you step aboard the beamy deck space, enhanced by the downwind-flyer design of the flared stern. The boat is designed and built with concepts from and materials used in both Grand Prix ocean racing yachts and America’s Cup designs. So, it’s both light for its length (less than five tonnes) and very strong, thanks to the use of high-tech composites in the build process.

Following the ‘keep it light’ focus, it’s also fitted out with a lightweight interior that complies with handicap regulations, is comfortable and practical with a dedicated navigation station, racing galley, and ample accommodation for the off-watch on long races.

According to McConaghy, the rig to power the yacht is considered moderate, but designed with a high aspect sail plan to outperform competition of similar waterline across all wind ranges.

The spar package is supplied by Hall Spars and is a carbon-fibre double spreader rig, supported by Nitronic 50 standing rigging. A matching carbon boom and carbon bow prodder is standard, set up for asymmetrical spinnakers, as per the current trend. However, the bow prodder is detachable, should an owner prefer poling out symmetric spinnakers, and as an option for those who intend to do hardcore “around the cans” windward / leeward racing, a grinder pedestal option is also

available. The Ker 40 is versatile in that respect and although delivering scintillating sailing performance for a 40-footer, it is still easy to sail with just a handful of crew for short handed sailing such as twilights or harbour races, or it can be driven hard and fast when raced at the highest level on the open seas.

According to Jason Ker, “the whole concept for the Ker 40 was a response to demand for a boat that would be fast and fun, as well as being competitive under the main handicap systems and also reasonably priced. We had been receiving enquiries about similar sized custom racers but were finding the clients turned off by the cost of a one-off racer. Doing a production run with a reputable builder seemed to be the answer”.

“Choosing McConaghy’s as the yard was important as we had seen problems in the past for projects placed with new operations in low labour cost countries, so were very wary of doing the same”, said Ker. “McConaghy’s seemed the perfect solution, a combination of experienced management fiercely protecting their long reputation for high quality, while actually built in China where labour and infrastructure costs were low, enabling them to offer their clients a high quality product at a very reasonable price”.

“The Ker 40 performs as expected in all conditions, holding onto much larger boats upwind and leaving them for dust downwind”, says Ker enthusiastically about his new 40-footer design. “Under handicap she’s won and been placed in a lot of races already (both IRC and ORCi) including winning her class in the Fastnet race and coming close to winning the UK IRC National Championships. Strong and powerful, she has proved herself in a wide range of conditions inshore and offshore, continuing to race successfully upwind in 45 knots of wind”.

To get a taste of what McConaghy’s new Ker 40 is like to own and race, I sailed on Sydney harbour with the Sydney co-owners of the first boat delivered in Australia – Ed Psaltis, Michael Benesik and Bob Thomas. Following the Rolex Sydney Hobart race I asked them about their ocean racing experiences and tips for success, together with their impressions of the new boat in its first major ocean race to Hobart.

Ed Psaltis responds on their behalf:



Ed, Michael and Bob, over many years you have sailed and co-owned earlier boats named *Midnight Rambler* (a Hick 35 and modified Farr 40) before the current Ker 40. Plus, your crew is a tight group of committed guys too. What keeps you such a close team?

We do share a very close bond within the crew. Our rule has always been that crew must do the whole season to be on for Hobart. We don't bring in talented crew just for the big race and in doing so kick another "lesser" crew member off. Teamwork and that team ethic I believe will always win over a team of stars that don't share the same team ethic. All turn up for major work weekends on the boat and regardless of who you are on the crew you take your turn at cleaning the bilges or wet and drying the bottom with the other guys, we are all equal. Over the years I feel that, and the large number of hard yards we have done together (some with great success and others with relative failure), have created a unique feeling in the crew. Our watch system doesn't favour helmsman or top trimmers over others. No one is given special treatment. This makes for tired key personnel, but there is no chance of an "us vs. them" mentality developing.

You've collectively sailed in some 67 Hobart races combined, no fewer than 15 together. What attributes of the Hick 35 and Farr 40 boats made them such a long-time ride for you? The Hick 35 was a fantastic little boat, competitive on all angles of sail and tough as they come in a blow on the

nose. It was hard to move on from her but yacht design did eventually create better new boats, as will always be the case. We had a seven-year stint (including seven Hobarts) on the optimised Farr 40 *AFR Midnight Rambler*. She was also a joy to race and won us many major events. Her one weakness was hard upwind. The Farr 40 OD was not designed for windward work above 20 to 25, so in 35 plus it was tough! However the new Welbourne keel / bulb revolutionised her performance in that regard, without compromising her great speed for rating in other lesser breezes and in running. In fact two big races we won overall, the Sydney Gold Coast race and Lord Howe Island were both heavy upwind races most of the way. These wins were a credit to the boat but also to the crew who pushed themselves incredibly hard in both.

With thousands of sea miles in your wake, including the overall win in the dreaded 1998 Hobart, at what point did you decide to 'trade up' to a faster, high-tech yacht such as the Ker 40? What was involved in the decision and why do you think its ideal to co-own?

With the Hick 35 and then with the Farr 40 we found ourselves sailing the perfect race speed wise and tactically but not getting the top result we were striving for. Other newer boats were beating us. We couldn't squeeze any more performance versus rating out of these boats so we moved on.

I have always admired Jason Ker, since his 50-footer won the 2000

Hobart race in a tough year. Both Bob and Mix agreed on that choice and the rest is history. The fact that McConaghy were building it only increased our excitement in getting the new boat... they are the best in my view.

Co-owning can and does work well for us. None of us has the financial resources to allocate the huge sums needed to own such a boat alone. But critical to co ownership is that all owners must share exactly the same goals for the boat. Our goals for this boat are race hard, race hard...then race hard some more.

If one owner wants to cruise with family or is not on the program regarding hard racing and the gear breakage that sometimes brings, then you are headed for trouble. Having the Australian Financial Review as our long-term sponsor has also been incredibly helpful. We remain extremely grateful to them for their continued support.

Why did you settle on McConaghy's new Ker 40?

Firstly, respect for the abilities of Ker. In our previous boat we had some great racing against the 38-foot Ker *Tow Truck*. She was superbly raced by her crew but apart from that she just had a speed advantage for her rating over us that demonstrated the design genius of Ker, and that was an older design of his.

Secondly, McConaghy as builders just sealed the package for us. We made it clear to them that we were taking this boat to Hobart and she would receive a pounding in doing so. After this years race I am happy to say the hull has proved itself to be light but very strong. After some of the hits we took in the race I was worried!

Third, incredible off-the-wind performance and very handy upwind ability too. Designing a boat that can do both is the Holy Grail and I reckon Ker is close with this one!

Fourth, a length of 40-feet really is about as big as we want to go in a racing yacht. Crew and management become just a bit hard in larger boats, as well as cost!

Finally, she is light but not in the extreme range, and we wanted a seaworthy boat. At 4.95 tonnes we believe we have the right balance with the Ker 40. In Bass Strait with wind speeds in excess of 35 knots, the boat needs to be able to handle it.

In this year's 2011 Hobart race, with a mix of first day/night heavy working conditions to the south, followed by light and variable

LONG TIME RIDE
Co-owners of *AFR Midnight Rambler*, Michael Bencsik, Ed Psaltis and Bob Thomas have sailed in 15 Sydney Hobart races together. This was their first at the helm of the McConaghy Ker 40.

conditions for much of the race, you had a solid 21st line result from the 76 finishers. Which of those conditions best suited the Ker 40 in your view? At what points of sail do you think the yacht best performed, and how did you tweak and trim to extract maximum boat speed?

For us the race and our result was very disappointing, as we know the boat is capable of so much more. In short, we had some running rigging failure in the heavy windward work down the NSW coast. Then the tactics team and I jointly made a bad decision in going further west early in Bass

After four months of campaigning a handful of offshore races, with the 2011 Hobart the big one, what is your experience of the new boat to date? What do you like or dislike? Yes, it's fast, but do you think its IRC rating is equitable given its performance averages?

There's not too much to dislike on the new boat. It's exceptionally fast off the breeze and very fast upwind versus its IRC rating. One weak spot is probably in 9 to 12 knots if VMG running downwind, versus boats that can pole back, but that is a narrow weakness and the Ker 40's strength below – and



“Our goals for this boat are race hard, race hard... then race hard some more.”

Strait to try and find new breeze and we just sailed into our own private hole that saw us stop for six hours. Finally, some weather gates shut on us in the closing stages. Sixteen hours from Tasman Light to the finish is the longest I have ever taken in 31 years of Hobarts. But that is the nature of the race and there's no sense complaining about it but rather come back for another crack next year!

In terms of performance, the Ker 40 was great upwind into 25 to 35 knots and nasty swells, although there was some heavy pounding. Without gear breakage we were more than holding our own in that stuff. We had a chance to set an asy for about seven hours and absolutely flew over that period, recovering a lot of the ground we had lost. Weight right in the stern and out on her flared transom is very important in that reaching and running trim. In light airs she is still competitive, though prefers the heavier stuff. With the code zero set she becomes a weapon in lighter stuff as well!

especially above – that mid-range is at times staggering for us!

When ocean racing under IRC handicap, the French production cruiser racers are hard to beat, with their extremely competitive ratings. But I believe, all being equal we can and are competitive against them in most conditions. Should a race not include any significant running then we will still find it hard to beat them on IRC, as those boats tend to be very fast upwind for their rating. But provide a little reaching and running, especially in moderate to fresh conditions, and I believe we have their measure (on corrected time) ... and what a ride as well.

In what races/regattas coming for 2012 are you planning to participate with the new AFR Midnight Rambler?

All remaining CYCA racing, being the Ocean Pointscore and Short Ocean Pointscore. Then, the BWPS (Bluewater Pointscore) next season starting with the big Audi Sydney Gold Coast Yacht Race, and the Lord

Howe Island race is also hopefully on the plan... and of course this year's 2012 Hobart. We haven't got that crazy race out of our system yet!

What is the single motivator for you to go ocean racing so consistently year after year?

The challenge of pitting ourselves against the best out there and hopefully, occasionally, coming up trumps. This, and the mateship you develop, is priceless. Ocean racing makes you forget about all the day-to-day problems you leave back on shore and it helps you to realise that perhaps some of those problems aren't so great after all! ↓

www.mcconaghyweb.com



SPECIFICATIONS	McConaghy Ker 40 IRC
WARCHITECT	Ker Yacht Design
CONSTRUCTION	McConaghy Boats
LOA	12.20 m
LWL	m
BEAM	4.15 m
DRAFT	2.60 m
DISPLACEMENT	4,800 Kg
ENGINE	30 hp
FRESH WATER	100 litres
FUEL TANK	42 litres
SPARS	Hall Spars (NZ)
TOTAL SAIL AREA	119 m ² (main & self-tacker) / approx 1.281 sq ft
SAIL DIMENSIONS	P: 16.60 m, E: 5.30 m, I: 16.15 m, J: 4.75 m, SPA: 170 m ² , STL: 6.75 m, approx 51.5 m ² / approx 554 sq ft
PRICE	USD \$318,000 for the hull and NZD\$76,450 for the rig + freight

FAST AND TOUGH

The McConaghy Ker 40 proved to be very fast off the breeze and endured some heavy pounding on the run south to Hobart with no ill effect.

As the German built 495 illustrates, production yachts are increasing in size but thanks to electric trimming, thrusters and manageable sail plans they continue their appeal to couples and short-handed sailors. The Hanse 495 epitomises this approach and is one of the best examples of it. Naval architects Judel/Vrolijk's minimalist styling continues on this latest fifty footer which also is available with the company's new Smart Mooring System, a joystick controlled swivelling saildrive.

COOL COCKPIT

The 495's elongated and uncluttered cockpit is easily entered thanks to drop-down transom door, allowing plenty of space between the twin wheels and table, which also serves as a binnacle for the Simrad plotter housed in a stylish stainless steel cabinet. Wide cockpit seating and similarly proportioned coamings reflect the ample beam of the 495. The helmsman is well taken care of with four substantial Lewmar 54 winches shared between the two lightweight composite wheels. The pair nearest the helms, electric on the review boat, quickly gather the mainsheet and adjust the self-tacking headsail.

Two sets of oversized jammers catch all the lines running aft, neatly hidden in Hanse's trademark gutters. Also at hand are the Simrad IS 20 readouts, at knee height near both helms, and on starboard the AP24 autopilot nestles just above the engine controls. The compass is relegated to below the table but within view of both helms.

Moving forward in the cockpit, a tunnel entrance with a drop-down washboard leads down to the saloon.

The extensive cockpit is functional with good detail touches that include locker openings for rope tails, cup holder recesses and a sturdy fold-out table. Further storage is revealed when the pulley holding the transom is released to create a wide swim platform. Here, just inside the open transom are two hatches for access to the Jiffy steering gear and quadrant. The large area has ample space for gear with only the smallish hatches limiting the entry of bulky items.

The review Hanse 495 bristles with extras which substantially raises the price from the \$443,000 base with the inclusion of the Cruise Pack (\$43,269), Comfort Pack (\$11,029) and the Simrad Navigation Pack (\$23,546) as fitted to the review boat. For this tidy sum you do get a lot of

boat which includes electric winches, upgraded North Sails ACL sails and a capacious designer interior that even includes a coffee maker. In addition the review boat came with a bow and stern thrusters (rather than the Smart Mooring System) and teak decks (\$25,156) to complete what is a highly specified luxury yacht.

APARTMENT LIVING

Three cabins, an ensuite forward and second head in the main saloon take care of accommodation with options that include either a bow or stern owner's cabin with twin shares in both if desired.

The contemporary, angular look and stylish lightwood beech finish in the saloon should win this boat plenty of fans, and as Windcraft boss Peter Hrones reports, is increasingly attracting motor boaters who want the apartment lifestyle but with a mast and some strings to pull.

In the saloon Hanse has made some interesting changes but retains the angular design approach demonstrated in the earlier siblings of this Series Five. For the first time the German builder has opted for a longitudinal galley, and combined with an island bench, has created a functional portside cooking area. The double sink is surrounded by real Corian work surfaces, and cupboard space is plentiful both above and below the benches. Neat slide-out stainless cabinetry, solid push button latches and use of gas struts reflect the high quality approach Hanse continues to improve on. However, I'd have preferred a four burner stove/oven to the three fitted but there is little to grumble about with room for a dishwasher if you sacrifice a set of drawers. The Vitrifigo Ocean Drawer double drawer fridge with separate freezer is another quality touch on the 495 and blends in nicely with this stylish Birgit Schnaase designer interior. Hidden behind the fridge is the small pull-out coffee maker, which completes an excellent galley area. Across from it the L-shaped dinette should seat a full crew and guests comfortably. Good features here include the solid beech table that can be folded to create more space and a further option is to have it slide down to create a queen sized bunk.

Adjoining the dinette is a spacious navigation station which has a full sized chart table and ample bulkhead space for several electronic screens, with the review boat using a Simrad NSS8 multifunction plotter. The power board is neatly laid out with



Deutsch delight

THE 495 CONTINUES HANSE'S COMMITMENT TO BUILD FAST AND ELEGANT FAMILY CRUISERS WHILE OFFERING EVEN MORE AUTOMATED SYSTEMS THAN ON PREVIOUS YACHTS, REPORTS KEVIN GREEN.





key information of battery status, tankage and electric breakers conveniently on display. Both AC and DC current is available with space for a 240V generator above the saildrive Volvo engine, which has a 115V alternator. Further charging for the dual 150ah AGM house batteries is via a 1600watt/70amp Victron charger. Another essential on a boat of this calibre are good entertainment systems and the Hanse has plenty with 28inch flat screen television emerging from a cabinet on electric rails, quality Fusion digital player and waterproof housing for iPods.

Natural lighting throughout the 495 is plentiful thanks to Hanse's recent innovative rectangular hull windows. This is further enhanced by deck level opening hatches while Ocean Air blinds ensure privacy on the roof hatches.

The owner's suite forward continues the apartment theme with spacious island bed, plentiful headroom and a firm Visco softec memory foam mattress. Locker space includes a large under bed drawer, wardrobe and bookshelves all around. The ensuite layout benefits from having a separate shower starboardside with head to port. Stylish touches in the ablutions include white ceramic bowls in both bathrooms, with one electric head in

ON BOARD SMARTS
The Hanse 495 combines elegance and function with a user-friendly sailplan and self-tacking headsail as standard. The apartment lifestyle is reflected in the longitudinal galley and a dinette designed to seat the whole crew.

the main saloon and the ensuite, a manual one. The polished beech wood lends pleasant warmth to the area and even the compression post near the cabin door is similarly finished. Moving aft, noting strong longitudinal handholds on the saloon ceiling, brings us to the symmetrical stern double cabins. Floor space in them is perhaps on the meagre side, given we're on a 50 footer but locker space is good and even includes a small vanity corner. Sleep shouldn't be a problem either thanks to the big mattresses and headroom also is adequate. Natural light seemed a bit limited however despite the four hatches, as these are all on the small side. Both stern cabins have access to the engine room while the saloon companionway easily lifts on gas struts to reveal the 72HP Volvo engine. The four cylinder saildrive sits below the cabin floor but additional access is available by removing the lower front section which may hide the impeller, I think. All other service components – oil, water and filters – are accessible from the front.

well. Main sheeting is from the mid-boom to double Lewmar blocks on the cabin top then led aft to the electric Lewmar 54 beside the portside helm. With boats of this size, mainsail area becomes a challenge for short-handed sailing so in-mast furling is a Hanse option worth consideration. North Sails ACL carbon weave sails were preferred on the review boat because of their longevity and performance. The outboard shrouds ensure the 495 has clear side decks, aided by the genoa cars location on the coachroof where strong hand grips are the only protrusions. Flexing of the top panels here compromised the otherwise quality finish throughout the deck. Moving forward to the bow the vertical Lewmar V2 windlass protrudes above the deck (in contrast to the Furlex TD400 which is underdeck) and is equipped with 10mm stainless chain attached to a 25kg Delta anchor. The single bow roller looks a bit inadequate on a cruising boat of this stature though. Behind the pulpit a low profile Lewmar hatch leads down into the sail locker cum crew area. This is a large space that could



EASY SAIL HANDLING

Hanse's signature self-tacking headsail comes as standard and the cabin top double ended mainsheet means that sail control can be done from either side of the cockpit; especially good for short-handed sailing. A simple slab reefed mainsail that folds down via lazy jacks completes a functional sail plan on the 495.

The Selden tapered rig on the review boat came with conventional slab reefed mainsail, Furlex TD400 headsail furling and outboard wire shrouds. The twin backstays also had the optional hydraulic adjuster as

fit bunks and has a forward hatch through to the anchor well. Looking back down the decks, there is little to intrude thanks to pop-up cleats, smooth integrated GRP toe rail and laid teak.

The GRP hull is ultra modern with very little overhangs, equally modest topside flare and snub nosed bow with volume carried aft. Underwater, the impressively large spade rudder is nearly as deep as the cast iron keel with T-bulb, while the hull shape has a fair degree of rocker. Hull construction is foam-cored with isophthalic gelcoat and vinylester laminate.

ON THE WATER

Behind the twin wheels of the Hanse 495 is a very pleasant place to be with unobstructed views forward thanks to the German builder's trademark low profile roof, though in bluewater cruise mode a sprayhood would ideally be fitted to protect the rather exposed cockpit. Comfortably seated out on the teak clad gunwale, with composite wheel in hand, the responsive Jeffa steering gear controlled the large spade rudder



easily as we sped along in the light breeze. It didn't feel like 50 foot of boat was between me and the horizontal telltales on the self-tacking jib, which slid from side to side without fuss, as I tacked my way seaward along the Pittwater shore. Hardening up on the varying breeze as it rounded Scotland Island I leaned forward to stab the Lewmar's electric button, then strolling to the portside did the same for the headsail. Easily done; and shows that Hanse really has got things pretty right in the ergonomics department for short-handed sailing. Also nicely placed were the large screens of the Simrad IS20 instruments which confirmed our speed of 6.8 knots in the 9.1 knot breeze, perhaps slowed down slightly by the rather tight battens on the carbon weaved mainsail. However, as the stats confirm (SAD ratio showing a lightweight 20.81) the 495 should be a nimble performer in light airs. Also to hand are the jammers for all lines running aft, so a quick flip of the black plastic jammers eased the outhaul while another tweaked the Selden vang; all done while at the helm. Seating here has the option of flip-out teak footplates on either helm as well, which shelters you nicely under the bimini. Chasing the fickle westerly breeze kept me busy at the helm as wind shifts dictated

constant tacking, bearing away and finally running as we rounded Scotland Island, which showed 4.2 knots on the Simrad as the breeze lightened to 6.3 knots. A good time to hoist the asymmetric spinnaker which hangs off a ring on the bow roller, but alas we didn't have it ready.

With the end of the breeze we turned into the wind and released the Spectra main halyard which dropped the big sail neatly into the lazy jacks, while the headsail quickly wound in

on the Furlex. With sails easily doused the Volvo was switched on, which hardly could be heard apart from the extractor fan, as I pushed the throttle forward to unfold the three bladed propeller. This was an opportune moment to play with Hanse's bow and stern thrusters. The system on the review boat is fitted as two independent drop-down Maxpower motors controlled by separate joysticks. So, in effect, there are three separate propellers at your disposal. This seems overly complicated but proved effective in keeping the tall topsides of the 495 from blowing off the wind as I went astern, then did a figure of eight. Simply twist the forward joystick to starboard, then the stern one to port, while for more grunt the main engine can be used. However I'd recommend going for the much simpler Smart Mooring System which uses a single joystick. In forward mode the 495 was no slouch either as the Volvo saildrive propelled the 495 to a speedy 9 knots with revs at 2900RPM.

Undoubtedly the 495 realises the company's design brief of creating an elegant yet functional luxury yacht that should have wide appeal both to couples and families while also being most competitive for club racing. ⚓

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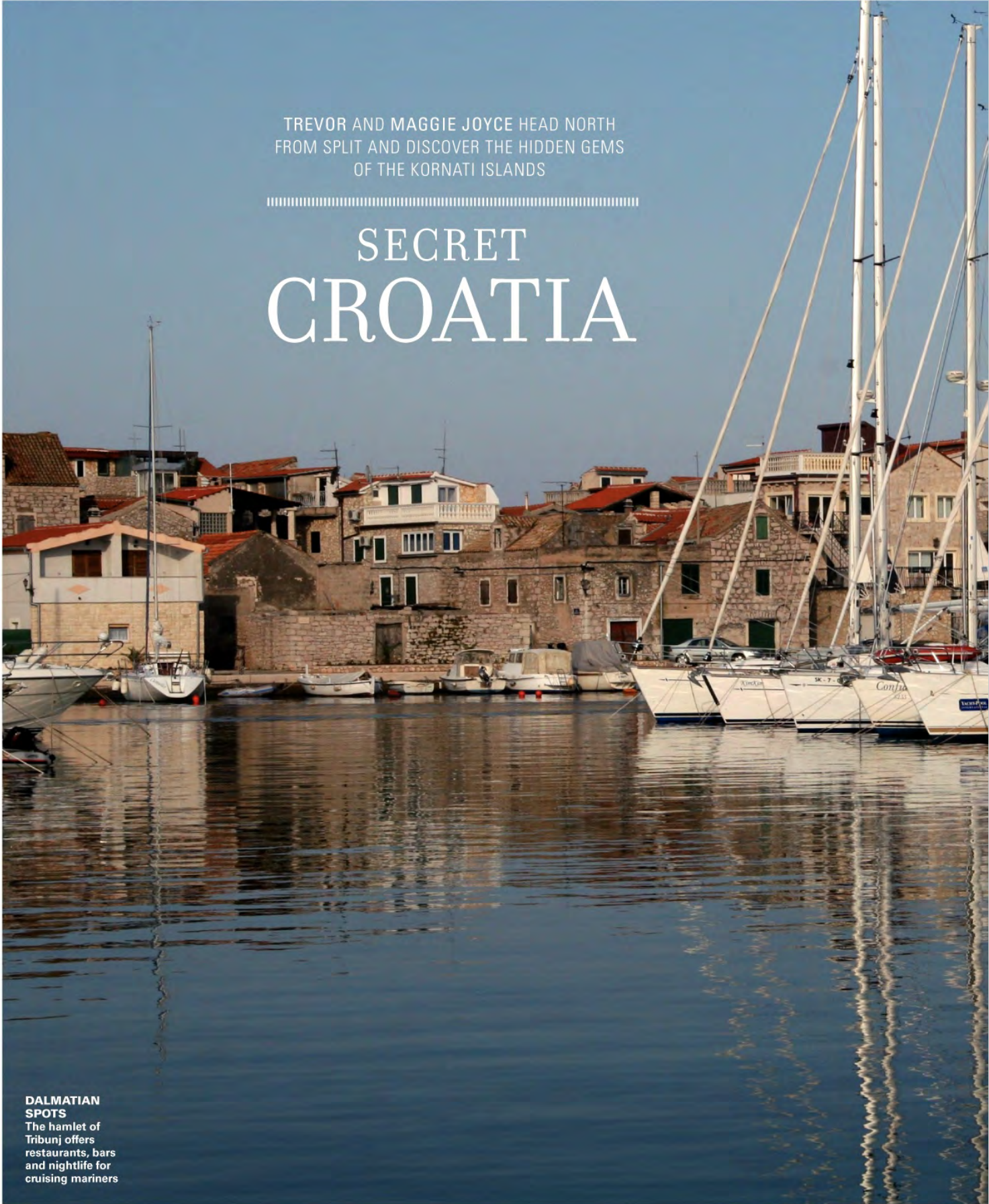


SPECIFICATIONS	Hanse 495
DESIGNERS	Judel/Vrolijk & Co
INTERIOR DESIGNERS	Watervision & Schnasse Interior Design
LOA	15.40 m (50'6" ft)
LWL	13.54 m
BEAM	4.75 m
DRAFT	2.38 m (standard) 1.98 m (shallow)
DISPLACEMENT	14,000kg (standard) 14,450kg (option)
BALLAST	4,000 kg (standard), 4,450 kg (option)
ENGINE	Volvo 72 HP 4cyl saildrive
FRESH WATER	650 litres
FUEL TANK	300 litres
CE CERTIFICATE	A (ocean)
MAST	22.10 m above waterline
TOTAL SAIL AREA	119 m ² (main & self-tacker) / approx 1.281 sq ft
SAIL AREA DISPLACEMENT RATIO	(SAD for std boat with self-tacker): 20.81
MAIN SAIL	67.5 m ² / approx 727 sq ft
SELF TACKING JIB	approx 51.5 m ² / approx 554 sq ft
SPINNAKER	180 m ²
PRICE	\$443,000 (base) \$585,000 (review boat)

FORM MEETS FUNCTION
Overall angular design with large hull windows gives the 495 a stylish edge and a functional appeal. Both forward and aft owner's cabin layouts are available with plenty of storage and vanity space and teak decks are kept clear with all lines cleverly concealed in gutters.

TREVOR AND MAGGIE JOYCE HEAD NORTH
FROM SPLIT AND DISCOVER THE HIDDEN GEMS
OF THE KORNATI ISLANDS

SECRET
CROATIA



DALMATIAN SPOTS
The hamlet of Tribunj offers restaurants, bars and nightlife for cruising mariners



Hvar, Korcula and Dubrovnik are icons for first time visitors to Croatia, and with good reason. Sailors typically start their journey in Split and head south but a whole new Croatia awaits to the north and a new event, the Kornati Yacht Rally, has been designed by Mariner Boating Holidays to reveal the highlights of this part of Dalmatia.

Historic Sibenik, at the southern end of the rally route, sits on an extensive inlet of the Adriatic, which winds its way for 10 navigable miles inland to Skradin and the Krka National Park. Here spectacular waterfalls already attract plenty of tourists but the return trip up the Sibenik Channel equals the falls as an unforgettable experience. A highlight in Sibenik is the cathedral, which took 100 years to build and without mortar to hold it all together. The old city is steeped in history and the fortifications that overlook modern day Sibenik offer terrific views across the harbour to the sea.

Murter, Vodice and Tribunj, just a little to the north, are seaside hamlets offering excellent facilities for visiting mariners. Restaurants line the shores, there are pubs a plenty, many offering live music to the night owls, and the nearby islets of Zlarin, Prvic and Kaprije are attractions in their own right.

George Bernard Shaw wrote, "on the last day of Creation God desired to crown his work and thus created the Kornati Islands out of tears, stars and breath". One hundred islands in the twenty mile long chain dot an azure sea. Spectacular cliffs face the setting sun whilst sheltered anchorages punctuate the eastern shores. The landscape is stark and lunar like, but awesome nonetheless. While some bays offer restaurants, most have the kind of solitude that will make a goat bell audible at 1,000 metres.

With 50 or so participants the rally, like other Mariner events, will have its own social momentum, which people can be part of or separate from to the extent that they choose. So if solitude is not on your agenda it's easy enough to make a party. This of course is the case through the whole rally but there will be an expectation of participation in the final night celebration at which each crew is offered the opportunity to display their thespian, literary or musical talents.

The northernmost of the Kornati Islands on the rally route is Dugi Otok. The port of Sali on the south eastern shore is the original home of



“On the last day of Creation God desired to crown his work and thus created the Kornati Islands out of tears, stars and breath.”

GOING COASTAL

Above: The bays and inlets of Kornati. Below left: Krka Falls; The rally inspires a little spirited competition. Opposite page: The cathedral in Sibenik which took 100 years to build and without mortar to hold it together.



many Australian Croats who escaped the oppression of Tito's communism during the 50's. An Australian flag in Sali will almost certainly attract the attention of a local who has some connection with the Tuna fishing business in Port Lincoln, South Australia. Some have even brought

their Tuna farming expertise home where they are closer to the markets of Europe.

The bookend at the northern end of the rally route is Zadar, almost unknown in Australia but equal to Dubrovnik as a surviving example of medieval architecture. Before



the arrival of the Croats in the 7th century, Venetians, Liburnians, Ilyrians, Celts, Greeks and Romans had left their mark on Zadar, so the old town today offers a walk back through all of these civilizations. Zadar also offers an enticing cultural cocktail and in the summer there are frequent live music offerings. Like Dubrovnik, Zadar was heavily damaged by wars, albeit different wars, but the reconstructed Zadar is arguably better than the original version according to those in the know. Zadar also features the world's only musical organ that is powered continuously by the sea.

Terminus for the rally will be Biograd na Moru, which sounds strangely Japanese but is actually the modern centre of tourism along this coast. The 700 berth Kornati Marina is home to the fleet of identical Bavaria 47's that will be used in the rally. The 47 is set up to sail fast, while still offering comfortable accommodation for 6 in three double cabins, with a fourth twin bunk cabin handy for storage and possibly two more people.



For the record the weather statistics show an average maximum of 25°C, a minimum of 16°C and mean wind strength of 12 knots during the first two weeks of September when the rally is scheduled. The prevailing north-westerly wind follows the thermally driven Maestral pattern with the breeze powering up to a maximum 15 knots from late morning to early evening. The program on the six race days will therefore be a midday rendezvous at a swim/lunch stop prior to an afternoon race to the next overnight port of call. The rest are lay days so there is no rush.

There are no major rivers and no big population centres through this part of the Dalmatian coast so the sea is famously clean. In early September the water temperature will still be a comfortable 23°C and there is no significant tidal movement, so Kornati ticks all the boxes for an exotic, historic sailing safari. ↓

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8-18 March 2012





1.



2.



3.



4.



5.

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I was at a marine flea market earlier this summer, trying to unload an accumulation of the spore that boats seem to leave in your garage as they pass through your life. Between customers, I was chatting with a fellow in the next booth who, like me, could be called middle-aged if you expected us to live to 120. He was also emptying out a garage full of strange and wonderful fittings from an equally eclectic life in boating.

At that point, a young man in his early twenties walked up to his table, poked through the bits of corroded bronze and pitted stainless steel, and finally picked up a small fitting.

"What is it?", he asked inquiringly.

After a moment's pause, the seller replied evenly, "It's a jib snap".

The young man weighed it in his hand and considered it before asking, "What's it do?"

My neighbor glanced my way with a look that was a cross between disbelief and amusement. "It's used to snap the jib luff to the headstay".

Still not comprehending, the fellow then asked, "How does it fit over the roller furling?" At that point, a customer appeared in my booth asking about an old anchor that was only slightly bent, so I had to focus my selling efforts on him and I missed the remainder of the conversation next door.

When I had finished selling the anchor (the buyer liked my five-foot or five minute guarantee), my neighbor wandered over shaking his head sadly. "Can you believe a sailor who doesn't know what a jib snap is?" he asked incredulously.

I told him he should ship it to the National Museum as a relic of another age and, until customers took us away again, we told each other jib snap stories about broken fingernails and cold, wet fingers.

That jib snap incident returned to me recently while I was sailing a chartered boat that had an array of modern sailing goodies. It had a roller furling jib, a roller furling mainsail, self-tailing winches, an electric anchor windlass and... a bow thruster!

I grew up in sailing looking at little pieces of yarn taped on a sail instead of a computer-linked wind direction indicator. I clipped a lot of those jib snaps onto headstays of all sizes long before anyone dreamed up roller furling, let alone headstay foils. I've

OLD SCHOOL COOL

WHILE EMBRACING THE NEW TECHNOLOGY THAT MAKES SAILING SO MUCH EASIER, CHRIS CASWELL STILL COVETS SOME OF THE OLD-SCHOOL GEAR AND GADGETRY.

pounded mainsails into submission as I furled them on many booms, never dreaming that a hollow mast could simplify life. I've often served as my own self-tailer and somehow still have all my fingers.

But I'd never really given much thought to how quickly I'd accepted modern equipment into my sailing life until... the bow thruster. Wow! What a neat piece of equipment on a small boat. I've used them on larger boats where they fall in the category of necessity, but a bow thruster on a single-screw sailboat gives it something it's never had... maneuverability.

On the day we were departing, a flotilla of powerboats had arrived for a rendezvous, rafting up astern of us and leaving almost no room for us to exit. When our departure time came, the sound of our engine starting brought the powerboaters up on deck like jack-in-the-boxes, each carrying a fender and preparing for the menace about to unleash itself upon them.

Oh, what a disappointment we were to them! They had shouted instructions among themselves on how to keep us from caroming off, but it simply didn't happen. I backed

up, hit the bow thruster, rotated neatly through ninety degrees, and left them looking slightly dejected, fenders dragging.

At our next harbour, we found one last space on the dock that was about a foot larger than our boat. With the bow thruster, we slid sideways into that slot like iron filings to a magnet. It was obvious that our lack of shouting (and crunching) disappointed a bunch of dockside spectators who were hoping for a major incident.

I've never thought that I accepted technological change gracefully. As a writer, the shift from a manual typewriter to an electric one wasted reams of paper that I covered with rows of "x"s because I was always forgetting I couldn't lean on the keyboard while thinking. The transition to a computer was only possible because there was a nine-year old child down the street who could answer any of my questions. But now I realise that I love what technology has done to sailing.

Sure, I can reminisce with the best of them about baggywrinkle on the spreaders and cotton sails, but I really like all this new stuff. A yacht broker friend took his young daughter sailing recently on a new cruiser/racer, which had electric winches. She asked if she could hoist the mainsail and, when told she could, grabbed a winch handle and started grinding away. After about ten feet, she paused to take a breather. "That's hard work", she said. Another dozen feet passed, and she stopped to look upwards, obviously calculating how far she had to go and how much strength she had left. Her father said gently, "When you're ready, just push that button", indicating one next to the winch.

When the youngster pushed it and the winch whirred quietly, hoisting the mainsail easily, she turned to her dad with a delighted grin and said, "Way cool".

That's how I feel about the whole realm of sailing technology that makes it so much easier and safer to enjoy this sport of ours. From electric winches to roller furling to, yes, bow thrusters, I think this stuff is definitely "way cool". If you're not using it, give it a re-think because it really improves sailing.

And, yes, I bought that vintage jib snap from the guy. I don't know what to do with it, except maybe leave it lying out and see if anyone recognises it. That way, I'll know their age.

Besides, I still think jib snaps are "way cool". ⚓



With more than 40 years as an award-winning boating journalist and as a former editor of both Yachting magazine and Sea, Chris Caswell is a well-known racing sailor in the USA with silverware in everything from Lasers to ocean racers. The author of six books on boating, Caswell is a dedicated sailor who says he's owned more boats than he wants either his banker or his wife to know about.

RACES AND REGATTAS

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

INTERNATIONAL	DATE	COUNTRY
FEBRUARY		
The Bay Regatta - Phang Nga	1-5 Feb	Phuket, Thailand
The Neptune Regatta (Equator Race)	1-5 Feb	Singapore
Charlotte Harbour Regatta	2-5 Feb	Charlotte Harbour, FL, USA
J/24 Midwinters	11-15 Feb	Tampa, FL, USA
RORC Caribbean 600 Race	20 Feb	English Harbour, Antigua
J/22 Mardi Gras Regatta	22-26 Feb	New Orleans, LA, USA
Mardi Gras Race Week	23-26 Feb	New Orleans, LA, USA
Subic to Boracay Race – Boracay Cup Regatta	24 Feb-3Mar	Manila, Philippines
MARCH		
St. Maarten Heineken Regatta	1-4 Mar	St. Maarten, Netherlands Antilles
Regatta Copa Mexico	2-10 Mar	Puerto Vallarta, Mexico
Bacardi Miami Sailing Week	5-12 Mar	Miami, FL, USA
NWSA Diesel Engine Workshop for Women	10-11 Mar	Middleboro, MA, USA
Sam Doehp Sperry Top-Sider NOOD	17-19 Mar	San Diego, CA, USA
St Barths Bucket Regatta	22-25 Mar	Gustavia, French West Indies
International Rolex Regatta	23-25 Mar	Cowpet Bay, St Thomas, U.S.V.I.
BVI Spring Regatta and Sailing Festival	26 Mar-1 Apr	Tortola, British Virgin Islands
PIMEX: Phuket International Marine Expo	29 Mar-1 Apr	Phuket, Thailand
APRIL		
Les Voiles de Saint Barth	2-7 Apr	Gustavia, St Barthelemy
Rolex China Sea Race	4 Apr	Hong Kong
Easter Laser Regatta	7-8 Apr	Austin, TX, USA
Subic Bay Commodore's Cup	10-14 Apr	Philippines
MAY		
Annapolis Sperry Top-Sider NOOD Regatta	4-6 May	Annapolis, MD, USA
Top of the Gulf Int'l Regatta & Coronation Cup	4-8 May	Cholburi, Thailand
59th Annual Mug Race	5 May	Jacksonville, FL, USA
Portofino Rolex Trophy	10-13 May	Genova, Italy
Seattle Sperry Top-Sider NOOD Regatta	18-20 May	Seattle, WA, USA
J/2Rolex Volcano Race, Gaeta-Aeolian Islands	25-29 May	Cannigione, Arzachena, Italy
Volvo Ocean Race: Leg 7 – Miami to Lisbon	20 May	Miami, FL, USA
Sawadee.com Regatta Samui	28 May - 2 Jun	Koh Samui, Thailand
JUNE		
Southern Bay Race Week	1-3 Jun	Hampton, VA, USA
International Paints Poole Regatta	1 Jun	Poole, Dorset, UK
Extreme Sailing Series Act 3, Istanbul	7-10 Jun	Istanbul, Turkey
Bermuda Ocean Race	8 Jun	Annapolis, MD, USA
Giraglia Rolex Cup	8-16 Jun	St. Tropez, Genoa, France
Mills Trophy Race	8-12 Jun	Toledo, OH, USA
Volvo Ocean Race: Leg 8 – Lisbon to Lorient	10 Jun	Lisbon, Portugal
J/24 US Nationals	24-30 Jun	Dillon, CO, USA
Vic-Maui International Yacht Race	28-26 Jul	Vancouver, BC, Canada

AUSTRALIA	DATE	CLUB
FEBRUARY		
Ocean Pointscore - Port Hacking Race	4 Feb	CYCA
Milson Memorial Cup	11 Feb	RSYS
Latitude Series	11-12 Feb	ORCV
Etchells National Championship	11-14 Feb	RPAYC
Etchells World Championship	16-25 Feb	RPAYC
Institute of Chartered Accountants (ICAA) Regatta	17 Feb	CYCA
Marinassess Womens Match Racing Regatta	18-19 Feb	CYCA
Ocean Pointscore Race – Sydney to Newcastle	18 Feb	CYCA
Grant Thornton Short Haul Race		
Sydney to Pittwater and Return	18, 19 Feb	CYCA
International Women's Match Racing Regatta – ISAF Grade 3	22-26 Feb	CYCA
Grant Thornton Short Ocean Race	25 Feb	MHYC
MARCH		
Grant Thornton Short Ocean Race	3 Mar	CYCA
Farr 40 Australian Championships	3-4 Mar	RSYS
Australian Laser Championships	5-8 Mar	RQYS
Sydney Harbour Regatta	9-12 Mar	MHYC
Laser World Championships	12-19 Mar	RQYS
Ocean Pointscore – Lion Island Race	17 Mar	CYCA
Property Industry Regatta	23 Mar	MHYC
Grant Thornton Short Ocean Race	24 Mar	MHYC
Mount Gay Rum Top Jocks Regatta	31 Mar	CYCA
APRIL		
64th Brisbane to Gladstone Race	6 Apr	QCYC
Melbourne to Port Fairy	6 Apr	ORCV
Access Class Combined World & Int'l Champ	7-13 Apr	MHYC
Sail Port Stephens	16-22 Apr	CPSC
Audi Winter Series Opening Ladies Day Race	22 Apr	CYCA
Jill McLay Trophy	22 Apr	CYCA
Great Veterans Race	22 Apr	CYCA
Audi Winter Series Race 1	29 Apr	CYCA
MAY		
2012 Double Handed	6 May	ORCV
Audi Winter Series Race 2	6 May	CYCA
Audi Winter Series Race 3	13 May	CYCA
Audi Winter Series Race 4	20 May	CYCA
Audi Winter Series Race 5	27 May	CYCA
JUNE		
Sail Noumea	2 Jun	RQYS
Etchells Australasian Winter Championship	7-10 Jun	MYC
JULY		
Laser Radial Youth World Championship	1-7 Jul	RQYS
Melbourne Winter Series	1 Jul-8 Sep	ORCV
Westward Cup Big Boat Race	11-16 Jul	RYS
Laser Radial Mens World Championship	11-17 Jul	RQYS
Laser Radial Youth World Championship	1-7 Jul	RQYS
Laser Radial Mens World Championship	11-17 Jul	RQYS
Asia Pacific Championship	20-25 Jul	RQYS
Audi Sydney Gold Coast Yacht Race	28 Jul	CYCA
AUGUST		
Audi Hamilton Island Race Week	17-25 Aug	HIYCA

To have your event added to the calendar please email aknoblauch@oceanmedia.com.au

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We have discovered a serious production error with a forestay fitting as per the photo below delivered during the period 2004-2008. The article number of this fitting is 517-914.

A list of boats affected is available on our web site www.seldenmast.com, and we strongly suggest all boat owners with this type of forestay fitting to follow the instructions stated on the web site. We deeply regret the inconveniences involved in this matter.

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Summerland 40 Demo (2010)

Trawler by Fountaine Pajot
 • LOA: 11.98m / 40ft • Beam: 5.45m / 17.7ft
 • Accom: 3 dbl cabins / 2 heads
 • Engines: 2 x 220 hp Volvo
Price: Genuine offers considered



Nimble 50 (1997) in NZ survey

By Mono & Multihull Boatbuilders Holland
 • LOA: 15.24m / 50ft • Beam: 8.14m / 26.7ft
 • Draft: 1.10m / 3.6ft
 • Accom: 3 dbl cabins / 1 sgl cabin
Price: Owner bought / Present all offers



Catana 521 (2003)

By Catana
 • LOA: 15.75m / 51.8ft • Beam: 8.59m / 28.2ft
 • Draft: 1.35m / 4.43ft (dagger boards up)
 • Accom: 3 dbl cabins or 2 dbl / 2 sgl cabins
Price: Present all offers



Strong 60 Offshore (2004)

By Neil Strong
 • LOA: 18.29m / 60ft • Beam: 7m / 23ft
 • Draft: 1.3m / 4.3ft
 • Accom: 4 cabins / 2 heads
Price: Genuine offers considered



Venezia 42 (1996)

By Fountaine Pajot
 • LOA: 12.60m / 41.34ft • Beam: 6.95m / 22.8ft
 • Draft: 1.3m / 4.27ft
 • Accom: 4 dbl cabins / 2 sgl cabins
Price: \$440,000 NZD



Yapluka 60 (2002)

By Yapluka
 • LOA: 18m / 59ft • Beam: 9.1m / 29.8ft
 • Draft: 1.5m / 4.9ft
 • Accom: 4 cabins / 4 heads
Price: Present all offers



Belize 43 (2002)

By Fountaine Pajot
 • LOA: 13m / 42.7ft • Beam: 7m / 23ft
 • Draft: 1.3m / 4.3ft
 • Accom: 3 cabins / 2 heads
Price: \$570,000 NZD + taxes



Perry 40 (1998)

By Perry Catamarans
 • LOA: 12.2m / 40ft • Beam: 6.4m / 20.9ft
 • Draft: 1.12m / 4ft
 • Accom: 3 cabins / 2 heads
Price: \$330,000 NZD

PRICE - Genuine offers considered



Lagoon 440 (2007) by Lagoon Catamarans

Set to sail off shore to the South Pacific or around the world this stunning boat is ready to go! Imported into NZ with Duty and taxes paid you are able to come and go on your own private vessel as you please. With its stretched coach-roof lines, dynamic shapes and optimised functional spaces, the Lagoon 440 has become the leader in this size of cruising catamarans.

LOA: 13.7m / 44.8ft • Beam: 8.3m / 27.3ft • Draft: 1.2m / 3.94ft • Accom: 3 dbl cabins / 3 heads



Salina 48 (2007) by Fountaine Pajot

Having completed her half circumnavigation, this immaculate Fountaine Pajot Salina 48 "Thety's" is beautifully presented and is now offered for sale at a bargain price due to the owner upgrading to a bigger boat. Having one of the most exhaustive options list we have ever seen on a Salina 48, she will provide her new owners with a safe, comfortable and luxurious world cruiser.

LOA: 14.30m / 48ft • Beam: 7.7m / 25.26ft • Draft: 1.2m / 3.94ft • Accom: 3 dbl cabins / 3 heads

For more information or to arrange an inspection of any of these boats, please contact us:

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