

offshore

YACHTING

WILD RIDE

A FAMILY AFFAIR AS *WILD ROSE* DECLARED OVERALL WINNER AND *WILD OATS XI* CLAIMS A RECORD EIGHTH LINE HONOURS TRIUMPH IN THE 70th SYDNEY HOBART RACE

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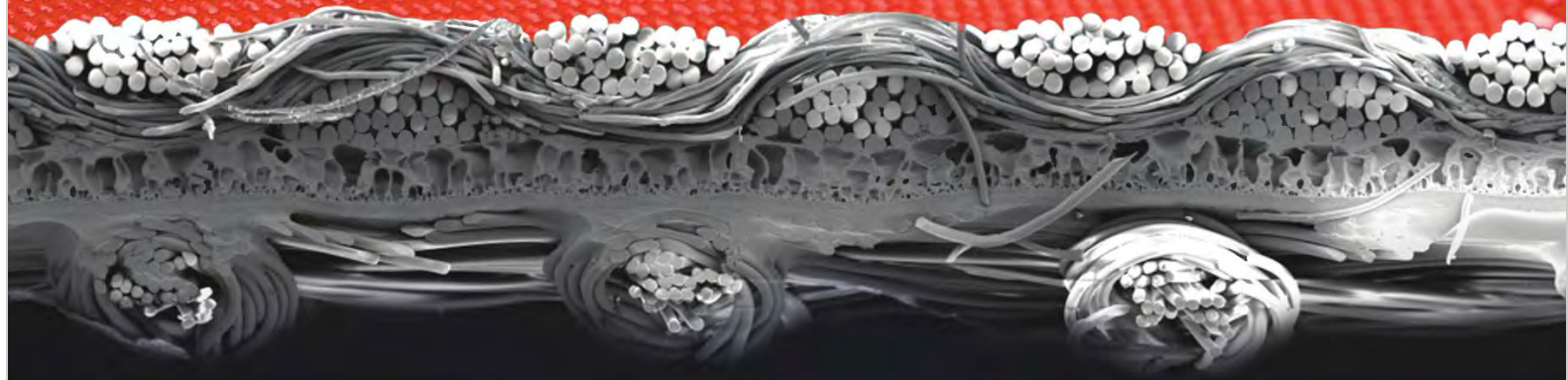
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I am pleased to report on the successful conduct of the SOLAS Big Boat Challenge, CYCA Trophy Passage Series, the 70th Rolex Sydney Hobart Yacht Race and the awarding of the Southern Cross Cup and Blue Water Pointscore and the annual Ocean Racer of the Year Awards.

The 2013-2014 Ocean Racer of the Year Awards were a great success and I congratulate all our winners.

The SOLAS Big Boat Challenge provided spectacular racing and raised funds in support of the CYCA SOLAS Trusts. *Wild Oats XI* took line honours from Jim Clark and Kristy-Hinze Clark's *Comanche* with Peter Harburg's *Black Jack* third. Matt Allen's *Ichi Ban* won on IRC from Paul Clitheroe's *Balance* with Rupert Henry's *Fomo* third.

The Rolex Sydney Hobart Yacht Race once again lived up to its reputation as a tough and challenging race and will be remembered as the most competitive and colourful race for many years. It was particularly pleasing to have a strong fleet of 117 yachts including numerous new boats representing the latest technology and designs.

I congratulate *Wild Oats XI* on recording her eighth line honours victory and setting a new record. This remarkable yacht and crew gave an impressive display of power sailing with downward speeds in excess of 30 knots.

Congratulations to the overall winner, CYCA member Roger Hickman and his crew on *Wild Rose* for an impressive victory, receiving the Tattersall's Cup for 2014. Roger's victory is an inspiration to all aspiring blue water sailors.

I also commend the performance of second overall yacht Bruce Taylor's *Chutzpah*, with Ron Forster and Phil Damp's *Ariel* into third position.

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

I would especially like to mention the performance of the yacht *She's The Culprit* in winning PHS Division 1 and the inaugural winner of the newly created Corinthian Division.

I am sure all competitors will remember this race for the spirit of competition and the challenges posed by the heavy conditions experienced down the east coast of Tasmania.



The Polish Trophy, for the yacht travelling the furthest to compete, was presented to *Selma Expeditions* (Krzysztof Jasica) and *Katharsis II* (Mariusz Koper).

The Rani Trophy, for the most meritorious performance, was awarded to *Mistraal*. Jacinta and Brett Cooper and crew.

Over 1,200 sailors competed in the Race, with many experiencing this adventure for the first time. It is pleasing to note that Tony Cable competed in his 49th race, Syd Fischer (at 87) and Bill Ratcliff their 46th race and Lindsay May his 42nd Sydney Hobart Race. I am sure these gentleman will be amongst the growing number who will be competing in the 71st Rolex Sydney Hobart Yacht Race this year.

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

Rolex. Once again Rolex generously presented two Rolex timepieces.

I would also like to acknowledge the State Governments of New South Wales and Tasmania for the support and logistics they provide through a number of agencies; to the City of Hobart and its citizens for an always wonderful welcome; Royal Yacht Club of Tasmania and its teams of volunteers co-ordinated by Biddy Badenach; Rolex Sydney Hobart Yacht Race planning committee; the Race Committee chaired by Tim Cox; the International Jury chaired by John Rountree; the Winning family for the use of the radio relay vessel *JBW* and David Kellett and his communication team and crew on *JBW*, the media team led by Di Pearson and finally, the team of CYCA volunteers who assist in the successful management of the race.

Congratulations to Sam Haynes and his crew on *ADA Celestial* for winning the prestigious CYCA's Blue Water Pointscore for 2014 from Paul Clitheroe's *Balance*.

Also awarded this year was the Southern Cross Cup with four teams competing with the CYCA Gold team of *St George Midnight Rambler*, *ADA Celestial* and *Balance* victorious.

At the official prizegiving, two long serving volunteers who have made a significant contribution to the race were presented with the Rolex Sydney Hobart Yacht Race Meritorious Award. The first was the Race Finishing Co-Ordinator, Mr Robert "Biddy" Badenach from the RYCT. The second recipient was Past Commodore Martin James who has demonstrated a significant contribution to the event for a continuous period since 1999.

My thanks to the Associates Committee for coordinating some key activities for the Club again, including the popular Children's Christmas Party and the Christmas Hamper raffle, supporting this year the Sailors with Disabilities charity.

The current sailing season continues with the Grant Thornton Short Haul and Short Ocean Pointscore series and I would like to encourage those who competed in the Blue Water Pointscore to compete in the Autumn Ocean Pointscore Series, consisting of the Australia Day Botany Bay Race, Port Hacking, Sydney Newcastle and Lion Island races.

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

JOHN CAMERON
Commodore CYCA

SUCCESS ON THE WATER
This year's Rolex Sydney Hobart Yacht Race lived up to its reputation as a tough and challenging race with a strong fleet of 117 yachts.

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Built for Sailors

This New Year edition of *Offshore Yachting* traditionally wraps up the challenge of taking on the Tasman in the Cruising Yacht Club of Australia's annual ocean classic, the Rolex Sydney Hobart Race.

A stand-out triumph in the historic 70th race was crowd favourite super-maxi *Wild Oats XI*'s eighth line honours victory, finally conquering the longstanding record number of line honours wins by the famed yacht, *Freya*, sailed by the Halvorsen brothers in the earliest years of Australia's greatest ocean race. It was a hard sailed and equally smartly sailed tactical victory for 'Oats' against the might and speed of the latest maxi arrival *Comanche*, that from the start looked all but set to lead to Hobart as the all-new boat scorched a formidable departure from Sydney Heads on Boxing Day, the fleet trailing far behind her wake of whitewater. But once again the first to tie up at Constitution Dock was the Oatley campaign with their decade old champion super-maxi.

The battle to become the 2014 Overall Winner of the Tattersalls Cup on corrected (IRC handicap) time was an equally wild ride for Roger Hickman and his crew on *Wild Rose*.

The current CYCA Ocean Racer of the Year has had an extraordinary run of success in recent times aboard *Wild Rose* and his long-time crew. Hickman now adds the ultimate Sydney Hobart prize of the Tattersalls' Cup to his cabinet of silverware, as well as a magnificent Rolex presented to the winning owner/skipper. Significantly it was a nostalgic 'family affair' celebrating the win in Hobart, as the McConaghy-built *Wild Rose* was originally one of Bob Oatley's earlier *Wild Oats* boats, before being sold to Hickman many sea miles ago.

For the inside word on how Hicky and crew raced to overall victory in Hobart, the 2014 race winning Skipper chats with Bruce Montgomery in our Skipper profile this issue. Race Media Director Di Pearson recounts the tale of tacks in our major review on the 70th race south; and we showcase Rolex photographers Carlo Borlenghi



and Daniel Forsters' best shots of the 2014 Sydney Hobart in our 'Aperture' pages.

As usual, we round up all the big races and regattas that took place over summer – not least the colourful spectacle of the Extreme Sailing in Sydney last December – and we preview the up and coming events on the horizon.

Plus, with each New Year comes a flotilla of New Yachts launched from the major yards around the world. We profile our 'Top 10' selection of the most interesting new boats – whether cruisers or racers – set to splash down under this year.

See you on the water.

ANTHONY TWIBILL
Publisher / Editor

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ANDREA FRANCOLINI



OCEAN RACER OF THE YEAR

Stellar performance

Roger Hickman has been named the Ocean Racer of the Year by the Cruising Yacht Club of Australia, at a gala cocktail party hosted at the Club.

By LOUISE BASHFORD.

This year's CYCA Ocean Racer of the Year Awards recognised yachting excellence over a 12 month period from July 2013 to July 2014 and Hickman's win caps off a stellar year for the owner of *Wild Rose*, a Farr 43.

Hickman holds over 40 years of ocean racing experience, and in 2013 to 2014 notched up his 7th CYCA Blue Water Championship, after winning first overall in the CYCA Blue Water Championship, Cape Byron Series and Tasman Performance Series. He finished first in both his IRC and ORCi divisions in last year's Rolex Sydney Hobart, first in division in both the IRC Australian and New South Wales Championships in April and their team finished first overall in the Southern Cross Cup.

Chris Rockell was presented with the Sally Gordon Memorial Trophy for Ocean Crew Person of the Year by

Anne Gordon, Sally's sister. Rockell is an integral part of the *St George Midnight Rambler* crew in the role of mainsheet trimmer and coordinates all logistics for the boat including entry paperwork, crew training, deliveries and return passages.

"Chris has been part of the *St George Midnight Rambler* crew for many years now and over the past twelve months has been integral in the *St George Midnight Rambler* sailing season," Ed Psaltis said of the nomination. "He has competed in all the CYCA Blue Water Pointscore series races, including the Rolex Sydney Hobart, the CYCA Trophy Series, Gosford Lord Howe Island Race and many other CYCA events.

"Chris has given both his time and organisational ability to assist and in most cases ensure that *St George Midnight Rambler* gets to the start

PRIZE EXAMPLE
CYCA Ocean Racer of the Year, Roger Hickman with CYCA Commodore John Cameron.

CYCA supports search and rescue

CYCA SOLAS Trusts has provided Volunteer Marine Rescue, Jacobs Well Queensland with funding to repower their rescue vessel *Beenleigh 2*. The donation of \$15,695 will allow the replacement of their secondary rescue vessel, *Beenleigh 2*'s two existing Mercury outboard engines, that have completed in excess of 500 hours with two new 150 Mercury four stroke outboard motors. John Ranizowski, President of Marine Rescue Jacobs Well said "The rescue of our boating community would not have been possible without the help of the CYCA SOLAS Trusts, a true lifesaver."

Aegean calls for lucky winner

The Pacific Sailing School, CYCA and Mariner Boating Holidays joint promotion winner has been announced. The lucky winner was Ms Cecilia Smith, announced on Saturday 20 December. The promotion was targeted at new customers of the Pacific Sailing School who had undertaken one of their sailing courses and successfully became a full members of the CYCA. Once qualified they automatically went into the draw to win one place on board the Mariner Boating Holidays 2015 Greek Island Odyssey.

Support for Elliott 7

I C Frith & Associates, Insurance Brokers has committed to the CYCA's Youth Sailing Academy through sponsorship of one of the Elliott 7-metre yachts. I C Frith & Associates Insurance brokers was established in 1983 and are 100% Australian owned. They are among the top ten brokers by revenue in Australia and New Zealand.

I C Frith are the recommended Insurance broker to the members of BIA in NSW and South Australia. I C Frith & Associates have been dedicated to supporting a number of Youth initiatives throughout Australia and New Zealand for many years now and are very proud to be associated with the CYCA YSA.



TROPHY HUNTERS

Winners accept their trophies at the CYCA Ocean Racer of the Year Awards, with Commodore John Cameron and MC Gordon Bray.

line. He is a crew member that does it all," he added.

Brothers Martin and Derek Sheppard were named the Ocean Racing Rookies of the Year. With their most recent purchase, *Black Sheep*, a Beneteau 45, the pair has notched up some impressive results.

In their first season campaigning on the ocean racing circuit they competed in the CYCA's 2013-2014 Blue Water Pointscore Series where they finished seventh in the Blue Water Championship, second in the Cape Byron Pointscore (the ORC category of the Blue Water Series) behind *Wild Rose*, the Blue Water Champion and 7th in the Tasman Pointscore (the PHS category of the Blue Water Series).

Prior to purchasing their own yacht, these ocean racing rookies clocked up many miles and experience crewing on Noel Cornish's *St Jude*.

At 73, Phil Molony was named Ocean Veteran of the Year having clocked up 24 Sydney Hobart races.

Over the course of the last 12 months, he and his crew of *Papillon* have come into their own with some of their best work since 2010 when they started to campaign their current yacht. Competing in the CYCA 2013-2014 Blue Water Pointscore series they finished second overall in the opener, the Sydney Gold Coast Race, no mean feat in some very tricky weather.

Molony finished third in IRC in the Bird Island Race and sailed consistently for the rest of the series to secure third place in the Blue Water Pointscore, just two points behind the 2013 Rolex Sydney Hobart overall winner *Victoire*.

Jenifer Wells, navigator on *Wild Rose*,

the CYCA Blue Water Champion for 2013-2014, went on to be named the Ocean Racing Navigator of the Year.

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), Bob Steel and Mike Green, Stephen Ainsworth and South Australian Geoff Boettcher and Darryl Hodgkinson.

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), Kingsley Piesse (VIC), Peter Inchbold (NSW), Gail Harland (NSW) and last year, Jenifer Wells.

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), the late Richard Hammond (NSW), Alex Whitworth (NSW), twice, Bruce Gould (NSW) and Tony Ellis (NSW). ⚓

AUSTRALIA DAY HONOURS

Jeremy and Forbes honoured

179th Australia Day Regatta chairman, Olympic gold medallist honoured. By PETER CAMPBELL.

The Chairman of the Australia Day Regatta Management Committee John Jeremy and Olympic yachting gold medallist David Forbes have been honoured in the 2015 Australia Day Honours List.

John Jeremy has been made a Member of the Order of Australia (AM) for significant service to the preservation and celebration of naval and maritime history, David Forbes awarded the Medal of the Order of Australia (OAM) for his services to yachting.

Both are active and successful yachtsmen, Jeremy helming his East Coast 31 *Tingari* in Division 3 of the Royal Sydney Yacht Squadron harbour fleet, the 80-year-old Forbes skippering his ocean racer *Merlin*, a Kaiko 52, to 16th IRC overall and fourth in IRC Division 2 of the recent 70th Rolex Sydney Hobart Yacht Race. Both are members of the RSVS while John is also a director and past Commodore of the Sydney Amateur Sailing Club.

Appropriately, John was able to celebrate his AM award aboard HMAS *Canberra*, flagship of the 179th Australia Day Regatta on Sydney Harbour.

A naval architect, John was the last Chief Executive Officer of Cockatoo Island Dockyard and since his retirement has devoted countless hours of voluntary work to many aspects of naval and maritime history as well as serving on many maritime and yachting organisations, including the Navy League and Naval Historical Society of Australia.

John is a Life Member of the Australian National Maritime Museum, a Council member of the Australian Register of Historic Vessels and a past President of the Royal Institution of Naval Architects, Australian Division as well as an active member of many other organisations associated with ships and the sea.

In yachting, John Jeremy has been a director of the Sydney Amateur Sailing Club since 1978, including a term as Commodore. As Chairman of the Australia Day Regatta Management Committee since 2005 he has made a huge contribution to the ongoing success of the regatta as the focal point of aquatic celebrations on the Harbour on January 26 each year.

David Forbes is one of Australia's most successful but modest yachtsmen, a world champion, Olympic gold medallist and an Australian representative in major international yachting events. Since starting his sailing in dinghies at Avalon Sailing Club on Pittwater he has won ten Australian championships in a range of dinghy and one-design keelboat classes.

Notably, David steered the Star class yacht to victory in the 1972 Munich Olympics becoming, along with John Cuneo in the Dragon class, Australia's first Olympic sailing gold medal winning helmsmen. He had previously represented Australia in the Stars at the 1968 Mexico City Olympics, placing sixth, and in 1976 he was helmsman of the Soling class yacht at the Montreal Games, placing 11th.

In 1970 year won the world championship in the International 5.5 metre class and the same year was mainsheet hand on Australia's America's Cup challenger, *Gretel*, at Newport, Rhode Island.

In 1974 David was the principal helmsman on the ocean racing yacht *Love and War* in winning the Sydney Hobart Yacht Race. He was a member of Australia's Admiral's Cup team on six occasions and maintains his interest in ocean racing, skippering *Merlin* in its fourth Sydney Hobart, his own 16th race.

David Forbes was Australian Yachtsman of the Year for 1972-73 and has been inducted into the Sport Australia Hall of Fame.

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AUSTRALIA DAY REGATTA

Veteran affairs

The 65-year-old ketch *WRAITH OF ODIN* proves it's still going strong winning Division 1 of the 179th Australia Day Regatta on Sydney Harbour.

By PETER CAMPBELL.

Wraith of Odin contested five early Sydney Hobart ocean races, the first in 1952. On January 26, 2015, more than 65 years later, the 60-foot ketch won the Division 1 (Classic Yachts) race at the 179th Australia Day Regatta on Sydney Harbour.

Skipped by owner Keith Glover and carrying her original sail number 'CYCA 55', *Wraith of Odin* finished second around the course to Nigel Stoke's *Fidelis*, the 66-foot line honours winner of the 1966 Sydney Hobart.

On corrected time *Wraith of Odin* won the non-spinnaker race from John Sturrock's *Eudoria* and Bill Loader's *Wathara*, a Dublin Bay 24. A fleet of 11 sailed in Division 1 (Classic, non-spinnaker), including other former ocean racing yachts as *Fidelis*, *Vittoria*, *Mr Christian* and *Southerly*.

Wraith of Odin was built in 1949-50 in the Forster-Tuncurry area of Northern New South Wales by highly regarded master builder Alf Johansson for Dr Brian O'Brien from Sydney, to a design by the famous US yacht designer John Alden of Boston.

Brian and Dagmar O'Brien had sailed their earlier yacht, *Conella*, in the second Sydney Hobart Race in 1946 but were forced to retire from the race. However, it gave Mrs O'Brien the honour of being one of the first two women to sail in the now famous long ocean race, the other being Jane (Jenny) Tate from Hobart who sailed with her husband Horrie on *Active*.

Dagmar O'Brien sailed several more races with her husband on *Wraith of Odin*, even taking their three-year-old

son Raud on the Sydney Hobart.

Almost 50 years later, as only the second owner, Keith Glover bought *Wraith of Odin* from Dagmar O'Brien and has lovingly restored the classic ketch, the work being done by Ken and Colin Beashel in Elvina Bay.

Since owning *Wraith of Odin*, Glover has sailed her across the Tasman to contest the 2010 famous Oceanridge Auckland Anniversary Regatta Race, New Zealand's oldest nautical event.

The Australian yacht won the opening race Division 1 trophy by just one second from the classic racing yacht *Rainbow*, owned and sailed by Brad Butterworth, the Kiwi America's Cup sailor. *Wraith of Odin* went to win the series, believed to be the first Australian yacht to achieve this.

A fleet of almost 80 keelboats contested the 179th Australia Day Regatta, Australia's oldest nautical event on what could only be described as a 'gloomy' day with heavy cloud, rain showers and only light to moderate winds on Sydney Harbour.

The Division 2 (Classic non-spinnaker) race went to *Reverie*, John Barclay and Nigel Berlyn's gaff cutter, from the Ranger class boat *Cherub* (P Scott and M Pearse), third place on corrected time going to *Anonyma II* (Tony Curtis) which took fastest time.

In the fleet was *Kelpie*, the 122-year-old classic cutter skippered by Merrin Maple-Brown, which placed ninth on corrected time. *Kelpie* is thought to be the oldest Australian-built yacht still racing actively in the nation.

Brindabella, arguably still the best

remembered as line honours winner of a Sydney Hobart, got the gun in Division 3 (spinnaker) but placed last on corrected time. Two women helmed the first two boats on corrected time with the 8-metre class *Defiance*, skippered by Nicole Shrimpton winning from *Wine-Dark Sea*, steered by Sarah Godard-Jones. Third place went to Charles Curran's *Sydney*.

Division 4 (spinnaker) went to *Yknot* (Stephen Brady) from *Hick-Up* (Bill Ure) and James (Ray Entwistle) while Division 5 (spinnaker) saw the *Yngling Black Adder*, skippered by Gary Pearse, score an outright win, taking corrected time by just 16 seconds from *Yertle* (Jan Newland), third place going to *Hornblower* (Steve Sweeney).

Division 6 (non-spinnaker) went to *Commercial Point Finance*, a Sydney 38 skippered by Larki Missiris, second place to Bruce Dickson's *Norske* and third to Chris Sligar's *Very Tasty*.

Division 7 (non-spinnaker) saw a win for *Mid Wicket* (David Kinsey) from *Magic* (Chris Manion), third going to John Conroy's *Star Ferry*, while in Division 8 (non-spinnaker) *Primary Wave*, skippered by Stephen McGrath, won a closely fought race for line and handicap honours from *Tempus Fugit* (Ian Forbes).

The short ocean race segment of the 179th Australia Day Regatta for the City of Sydney Sesquicentenary Trophy (handicap) and the Geoff Lee Trophy (line honours) was also the first post-Christmas race in the Cruising Yacht Club of Australia's two summer series, the Ocean Pointscore and the Grant Thornton Short Ocean Pointscore.

Sailing in a freshening southerly breeze, Michael Cranitch's *Triton* took line honours. Tony Kirby's state-of-the-art Ker 46 *Patrice* had a double handicap victory in the Ocean Pointscore, winning the IRC Division from *About Time* (Julian Farren-Price) and *Triton*, and taking the ORCi Division from *About Time* and Paul Clitheroe's *Balance*.

Under PHS scoring the race went to Nev and Jo Blair's Beneteau 47.7 *Sports Bar*, from *Patrice* and *Chancellor* (Edward Tooher).

In the Grant Thornton Short Ocean Pointscore fleet, Crusader (Jonathan Green) won the PHS Division 1 from *Minerva* (Tim Cox) and *Stormaway* (J Stening/C Gunn) third place going to *Justadash* (Philip Dash) which also took IRC honours, winning from Michael Cranitch's *Triton* and *Stormaway*.

In PHS Division 2 *Crosshaven* (Justin Pelly and Sean Rahilly) won from *Amante* (Dennis Cooper) and *Soundtrack* (John Amos). ⚓

CLASSIC KETCH
A moody day on Sydney Harbour for the 179th Australia Day Regatta.

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HANDS ON
All hands on deck for close competition at the 2015 Australian Match Racing Championship.

2015 AUSTRALIAN MATCH RACING CHAMPIONSHIP

CYCA YSA runners up

In a five race series that was full of drama and interest, Matt Jerwood overcame the experience of Evan Walker to claim his first national match racing title with a three-nil score line. By BERNIE KAAKS.

Sailed on the Canning River adjacent to the South of Perth Yacht Club, conditions on the final day of the four day regatta were typical, with south westerly breezes fluctuating from 12 and up to 20 knots, making control difficult at times.

Jerwood sailed a copybook first race to claim a narrow and uneventful win, but even the skills of Evan Walker were not enough to prevent his BWS sliding out from beneath him and into a wild broach.

In race two of the five-race final, Jerwood rounded the top mark for the first time with a narrow lead and set off on the downwind leg with a perfect spinnaker set.

Behind him Walker was hit by a gust as the spinnaker filled, rolling it into a gybe and savage broach which took several seconds to correct. By that time, Jerwood was away with an unassailable lead. Score now two-nil.

Walker turned up to play in the race three pre-start, inflicting a penalty on Jerwood and winning the start. By the time the pair reached the top mark, Jerwood had closed the gap and carried Walker beyond the mark.

It was a classic escape manoeuvre which not only cleared Jerwood's penalty but put him into the lead. Walker clung doggedly to Jerwood's

transom, but found a determined opponent who covered tightly on the upwind leg and refused to be intimidated by the gybing manoeuvres going on behind him. Jerwood won the third race by some two boat lengths, and with it, the National Match Racing Title.

A reflective Walker acknowledged his opponent's win and suggested with humour "I think we need more practice!" That might be the case, but the two skippers in the final treated spectators to an excellent display of close racing where the result was in doubt to the very end, and minor mistakes turned into game changers.

In the three-race petit final Sam Gilmour defeated Peter Nicholas two races to one, but the deciding race was clinched in the last few metres with some typically aggressive downwind tactics by Gilmour.

Fresh from his victory in last week's Little Wheel Series, he put together a solid performance in the round robins until losing his final two matches.

He then went down to Jerwood in a straight two-nil exit. His three races against the experienced campaigner Peter Nicholas were exciting and extremely close, with plenty of protests and a few penalties adding to the spice. ⚓

FINAL RESULTS

1. **Matt Jerwood**, Redline Racing, South of Perth Yacht Club
2. **Evan Walker**, New Beach Marine, Cruising Yacht Club of Australia
3. **Sam Gilmour**, Neptune Racing, Royal Freshwater Bay Yacht Club
4. **Peter Nicholas**, Royal Freshwater Bay Yacht Club
5. **Jay Griffin**, Cruising Yacht Club of Australia
6. **Steve Thomas**, Royal Perth Yacht Club
7. **Lachy Gilmour**, Royal Freshwater Bay Yacht Club
8. **Will Boulden**, Royal Freshwater Bay Yacht Club

SPONSORSHIP

d'Albora Marinas continues support

d'Albora Marinas has renewed its sponsorship of one of the CYCA's Youth Sailing Academy training vessels.

Leading marina group, d'Albora Marinas has extended its support for the YSA for another year, sponsoring an Elliott 7 training vessel. The company offers an array of different berthing options and on water fuelling services from the dry store facilities located at Pier 35 and Akuna Bay, to the swing moorings at The Spit and floating berths located at seven locations.

"d'Albora Marinas is delighted to renew our sponsorship for the third year of Youth Sailing in Australia. The CYCA Youth Sailing Academy is such a fantastic initiative to give young people the skills and early passion for this tremendous leisure activity and sport," Brett Bolton, chief executive officer of d'Albora Marinas said.

Oman sponsors CYCA Youth

The Ministry of Tourism – Sultanate of Oman, has committed to the CYCA's Youth Sailing Academy through sponsorship of one of the Elliott 7-metre yachts.

The agreement for sponsorship of the 7-metre Elliott has been forged to strengthen maritime links between Australia and Oman and acknowledge the maritime history of Oman from ancient times to modern day.

In 2008 a national body, Oman Sail, was established to rekindle Oman's maritime heritage while raising the country's regional and international profile as a high-end tourist and foreign investment destination, through competitive sailing at home and abroad. The project runs sailing programs for thousands of young Omani men and women and encompasses a national sailing squad and high achieving inshore and offshore racing teams, all of which benefit from world-class coaching.

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**SYDNEY
SPECTACLE**
Competitors race
for the heads
after the start of
the 70th Sydney
to Hobart race,
with *Comanche*
in the lead.



.....

A WALK ON THE WILD SIDE

WITH AN EIGHTH LINE HONOURS VICTORY BY *WILD OATS XI* AND AN OVERALL WIN TAKEN BY *WILD ROSE*, THE 70TH ROLEX SYDNEY HOBART TEEMED WITH TOUGH COMPETITION AMONGST THE 117 STARTERS TO MAKE THE HISTORIC VOYAGE SOUTH, WRITES DI PEARSON.

.....



CLOSE QUARTERS
The biggest of competitors race out of Sydney Harbour after the 1pm start on Boxing Day, flanked by spectator boats.





ROLEX / CARLO BOZZI

Australian Bob Oatley was over the moon when his *Wild Oats XI* sailed off with a record eighth line honours and his former boat *Wild Rose* won the Rolex Sydney Hobart Yacht Race overall.

Oatley was among the first to call and congratulate Roger Hickman, who claimed the overall honours for a second time with his 29-year-old Farr 43.

In 2014, the Cruising Yacht Club of Australia celebrated its 70th anniversary and the 70th edition of the world famous 628 nautical mile race, so it was always going to be a special year for the bluewater classic.

It was especially memorable for the Oatley-owned, Mark Richards-skipped *Wild Oats XI*, now the most winning boat in history, and *Wild Rose*, which delivered Hickman his third overall victory (his first was with *Wild Rose* in 1993, the second as sailing master aboard *SAP Ausmaid* in 2000).

The fleet boasted yachts from the USA, UK, Cayman Islands, Poland, Germany and New Zealand, the oldest sailor in history in 87-year-old Syd Fischer, the most capped sailor in Tony Cable for his 49th race, the most capped boat with *Bacardi* attaining 29 races, four female skippers, along with at least eleven 18-year-olds, among them recent graduates from the CYCA Youth Sailing Academy.

And returning after a long break from the race were Peter Riddell's *Southern Myth* and Michael Strong's *Landfall*. Built in 1953, the Laurent Giles-designed *Southern Myth* contested the race from 1954-1965, only missing 1964, with a best result of third overall in 1958.

Landfall was the oldest former Hobart competitor. An S&S built in Tasmania in 1935, she finished seventh overall in the 1952 Hobart, returning to race in 1976, and celebrated her 80th by competing in the 70th Rolex Sydney Hobart.

Well prior to the start, the race received enormous attention with the line honours contenders – five 100-foot super maxis, two V70's and a Reichel/Pugh 66 – which took much of the limelight early on.

The newly launched *Comanche*, owned by Jim Clark and Kristy Hinze-Clark, skipped by Ken Read and dubbed the 'aircraft carrier', commanded numerous headlines, with many tipping her the boat to beat *Wild Oats*.

Along with the newly hulled *Ragamuffin 100*, which Syd Fischer

nicknamed his 'surfboard', and the lengthened and extensively modified *RIO 100* owned by Manouch Moshayedi (USA), *Comanche* was an unknown quantity to both the *Wild Oats XI* crew and to those on Anthony Bell's *Perpetual Loyal*.

Comanche gave an early indication of her true potential with the fastest ever getaway from Sydney Harbour when the starting canon fired on Boxing Day sending the 117-strong fleet off three start lines. Her extraordinary speed shocked even Richards who, miked up for Channel 7, blurted: "She's smoking – look at that thing go."

Witnessed by the largest spectator fleet in recent memory, and in a building 15-20 south-easterly, *Comanche* powered towards Sydney Heads, leaving all in her wake in an unofficial fastest time of around five minutes.

For only the second time since her debut in 2005, Oatley's yacht had to chase another boat out of Sydney Heads. The first instance was 2009

"She's smoking – look at that thing go!"

MARK RICHARDS
Wild Oats XI



when *Alfa Romeo* was first out and first to Hobart.

Once her spinnaker came down at the clearing mark, *Wild Oats XI* and the other big boats were able to reduce their deficit on *Comanche*. However, the American yacht held off all comers until her race hopes were killed by unusually light airs in Bass Strait on day two of the race.

While the front runners made a fast start, strong southerly headwinds and a nasty seaway ended the hopes of seven yachts in quick succession. Less than eight hours into the race the fleet was reduced to 110. Casualties included Victorian hopeful *Tina of Melbourne*, taking water through a seam near the bow, *Bear Necessity* with rudder damage and 1997 line honours winner, *Brindabella*, had a rudder bearing problem.

By first light the next morning *Perpetual Loyal*, with a crew including world champion boxer Danny Green and surfer Sally Fitzgibbons, was out with hull damage.



Twenty hours into the race, *Comanche* was still in front around 39 nautical miles east of Green Cape, with *Wild Oats* trailing by under a mile in lightening winds. *Ragamuffin 100* and Peter Harburg's *Black Jack*, skippered by Mark Bradford, three and a half miles apart, were 16 nautical miles behind them.

New Zealand's *Giacomo* (Jim Delegat), *Alive* (Phillip Turner) from Tasmania, and *RIO 100* were within 5 nautical miles of each other, seven miles astern of the leader.

Around 10am on December 27, *Wild Oats* finally overtook the foreign boat in the defining move of the race. From here, Bob Oatley's boat maintained a speed of 12 to 15 knots; twice that of her rival, eventually opening up a 40 nautical mile lead.

But *Comanche* rallied in increasing winds early on December 28 to stage

SUPER SIZE
Left: The super maxi *Comanche*, owned by Jim Clark and Kristy Hinze-Clark took off with a roaring start in its first ever Hobart. Above: Syd Fischer's new *Ragamuffin 100*.

E1 E3 E4 E5 E6
S1 S3 S4 S5

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GLORY DAYS

Comanche passing the famous Organ Pipes in Tasmania. Below: *Titania's* crew hard at work. Right: *Simply Fun* from Sandringham Yacht Club in Victoria.



an impressive comeback. By 8am, *Comanche*, still in good breeze, reduced the margin to just 16 miles and then finally to 10 miles.

"We're sure going to put on a show for you guys, we pushed the guys hard this morning, but we need a little luck for sure, to beat *Wild Oats*. It's going to get a little tricky on approach to Tasmania," crew Kimo Worthington said from *Comanche* that morning.

"We didn't like Bass Strait very much (he said referring to the light air), but we're pretty happy with the performance of the boat. We haven't had anything to race against before, so this is our first test, and we're happy."

However, *Comanche* ran out of runway. *Wild Oats XI* steamed up the Derwent River under spinnaker, finishing at 3.03.26 to claim an historic eighth fastest time win. *Comanche* finished less than 50 minutes later.

"Cheers Hobart," yelled Richards as he hoisted the Illingworth Trophy aloft and took a swig of champagne from the silver mug after *Wild Oats'* win.

"It all went really well, and it was so exciting. To win a Hobart is such a great honour – and to win an eighth

ROLEX / DANIEL FORSTER

Hobart – I just can't believe it; it is just wonderful".

"This is the sweetest victory by far, and Bob and myself and everyone are so proud to be part of it," he said.

"You don't get to rewrite a bit of sailing history every day of the week, so it is wonderful to get the record."

Bob Oatley, meanwhile, was deciding which member of his family would receive the 11th Rolex timepiece that has come his way since his first triple victory in 2014.

Back on the racetrack, the middle to smaller sized yachts were enjoying hard running and reaching conditions, setting up a thrilling battle for the overall win.

The likes of Bruce Taylor's *Caprice 40 Chutzpah* (Vic), *Ariel*, the Beneteau First 40 of Ron Forster/Phil Damp, Sean Langman's *Maluka of Kermandie* (Tas), Hickman's *Wild Rose*, Simon Kurts' *Love & War*, John Willoughby's *Enchantress* (SA) and Shane Kearns' refurbished S&S34, *Quikstep Azzurro*, were all in the running for the ultimate prize of the Tattersall's Cup and a Rolex timepiece as time ran down.

Three-time overall winner *Love & War* was one of seven yachts to go to



10TH ANNIVERSARY 2015 SYDNEY HARBOUR REGATTA



Saturday 7th & Sunday 8th March 2015

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

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“To win with my sister and brother, is a bizarre but wonderful experience. Imagine winning the Hobart on your first try.”

Roger Hickman
Wild Rose

the assistance of a light plane which tragically went down near Cape Raoul during the race, resulting in the loss of the lives of its pilot and photographer. Along with the others, she was awarded redress, but it was not enough to overhaul *Wild Rose*.

Hickman, sailing with Hobart debutants, his brother Andrew, sister Lisa and 18-year-old Sam Scott, along with an experienced crew including navigator Jen Wells and veteran Peter Inchbold, overcame two dramas at sea to win.

“To win with my sister and brother, is a bizarre but wonderful experience. Imagine winning the Hobart on your first try,” said Hickman whose mother died just prior to Christmas.

“Usually when you win, you ring a member of your family to share it with, well with my mum gone, and Lisa and Andrew with me, I had nobody to tell.”

On his 38th Hobart, ‘Hicko and his crew survived a broach when hit by a 37-knot gust near Tasman Island and a Chinese gybe en route to their overall win, resulting in their loss of steering. Staying calm, they employed the emergency steering before refixing the



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IN TO WIN
Clockwise from above: A clean stretch for Caro; Spirit of Koomooloo is crewed by a devoted and amateur crew; overall winner Wild Rose.

cable to the steering quadrant.

"It is a dream at the end of really what was one of my toughest ever races with awful upwind sailing, some drifting, gale force winds, nasty seas, the broach, the Chinese gybe – my first in nearly 50 years of sailing," Hickman said.

Even the finishing straight of the race proved far from straightforward, as the fatigued crew had to make around 40 sail changes on the Derwent River.

Hickman was overwhelmed with his win on a yacht he says he loved from his first sail on her: "I feel lucky and privileged to have Bob Oatley's boat," he said.

"I sailed with Bob Oatley on this boat and with Hugh Treharne (America's Cup winner 1983) and Rodney Pattison (English double Olympic gold medallist). I did three Hobarts with Bob on this boat. When I bought the boat from him in 1991, he almost gave it to me.

"I was a young merchant navy officer then. I was honoured and privileged to sail with him and the others. Six years later when I went to buy the boat, I only had half the money, so I asked Bob if he could wait while I tried to raise the rest. He said to me, 'Roger, you were the only



guy to ever go to the bar and buy me a drink, don't worry about the rest'.

"He was so gracious and I wouldn't have been able to get involved in that boat at all without that generous offer.

"Bob Oatley has helped me and Ricko (Oats' skipper Mark Richards) and so many others get where we are today.

"So now we have *Wild Oats XI* and *Wild Rose* in the winner's circle – the Ricko and Hicko show."

The last yacht into Hobart was *Southern Myth* with the entire fleet safely moored at Constitution Dock by December 30 – an unusual feat.

"It demonstrated to me what real sailing's about. I'm not interested in the money and the glitz and the rest of it," said *Southern Myth*'s South Australian skipper Peter Riddell at the end of the race.

"It's about teamwork and we had a fantastic team, a group of people who hadn't sailed together before and were able to bring themselves and start working as a team."

Not all got to Hobart in the shape they hoped. *Giacomo* was dismantled late afternoon on December 28,

sailing in north-east winds gusting up to 35 knots, 21 nautical miles north-east of Cape Sonnerat at approximately 5.45pm.

A short time later, Bill Wild's *Wedgetail* (Qld), in *Giacomo*'s near vicinity, suffered the same fate as last year, when the Reichel/Pugh 55 lost most her mast. In all, 103 yachts finished from 117 starters.

In keeping with tradition, brothers Trygve and Magnus Halvorsen were invited to start the race which also celebrated the 50th birthday of their winning their third consecutive race with *Freya*. Sadly, Trygve died in November aged 94 and Magnus, 96, was unable to accept the invitation, so his son Niel represented both and Trygve's daughters Nina and Erica looked on.

The trio also attended the Skippers Party and Ocean Racer of the Year awards, presenting the CYCA with the three Iron Pot trophies won by their parents with *Freya*, and donated to the Club to celebrate its 70th Anniversary and 70th edition of the race. <http://rolexsydneyhobart.com/>

THE RICKO & HICKO SHOW
Winning skippers, Mark Richards and Roger Hickman.

Southern Cross Cup

Three teams contested the Southern Cross Cup, decided between December's Bird Island Race, the CYCA Trophy and the non-droppable Rolex Sydney Hobart, the Southern Cross Cup. The CYCA Gold team of *St George Midnight Rambler* (Ed Psaltis/Bob Thomas/Michael Bencsik), *ADA Celestial* (Sam Haynes) and *Balance* (Paul Clitheroe) were the winners. Navigator of the top scoring yacht went to *St George Midnight Rambler's* Tom Barker.

Corinthian Division

From 35 entries, *She's the Culprit*, from Newcastle/Lake Macquarie, is the first name carved on the Corinthian trophy donated by CYCA stalwarts Michael and Jeannette York. The Inglis/Jones/Hart 39 is owned by *the Culprit* syndicate. Skipper Glen Picasso and crew were thrilled to be inaugural winners of this trophy, dedicated to amateur and traditionalist crews. To be eligible, entrants also had to be entered in IRC, ORCi or PHS classes.

Parade of Sail

In tribute to those yachts and crews involved in the evolution of the Sydney Hobart, from its modest start of nine boats in 1945, the CYCA held a Parade of Sail prior to the main event, in recognition of the 70th year. Bringing back memories of yesteryear, it stirred even the modernists. Competitors from 1945, *Kathleen* (first owned by Jack Earl), *Wayfarer* and *Archina*, were led out by HMAS *Advance*. The fleet of 36 was a blaze of colourful flags, their crews dressed for the occasion, including the 1958 built *Maris*. A previous Sydney Hobart competitor, *Maris* is owned by Tiare Tomaszewski, the granddaughter of original owner Jack Earl. She was crewed on the day by family members. Aboard HMAS *Advance* were two competitors from the 1945 race; Geoff Ruggles (*Wayfarer*), now 90 and John Gordon (*Winston Churchill*) 88. The well-preserved pair captivated all with their vivid recollections of that race.

Meritorious Awards

Past CYCA Commodore Martin James and past RYCT Commodore Robert 'Biddy' Badenach were honoured with Meritorious Awards. James has made a continuous and substantial contribution to and planning of the race since 1999. Badenach has played a major part in the race since 1991, known to all through his various roles at RYCT, including orchestrating the race finish. A special trophy was awarded to *JBW* John Winning. The half model of *JBW* mounted on a Huon pine plaque handcrafted by Tasmanian, Ron Bugg, is a reminder of Winning's generosity in loaning *JBW* for the purpose of the Radio Relay vessel for the past 10 years.

The race was rigged...Again!!!

By Southern Spars

2005

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

2006

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

2007

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

2008

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

2009

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

2010

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

2011

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

2012

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

2013

Line Honours, 1st, 2nd, 3rd

2014

Line Honours, 1st, 2nd, 3rd
Congratulations Wild Oats XI
for their record eighth Line
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Image: Comanche & Wild Oats XI Credit: © MediaServicesAP/Dematix/Corbis

2014 Results

IRC OVERALL

PL	YACHT	DIV	TIME	ELAPSED	1 DAY	CORRECTED	OWNER / SKIPPER
1	Wild Rose	4	58	03:07:04.43	1.047	03:10:47.43	Roger Hickman NSW
2	Chutzpah	2	24	02:21:49.08	1.195	03:11:26.01	Bruce Taylor VIC
3	Ariel	3	49	03:05:25.12	1.079	03:11:32.10	Ron Forster & Phil Damp NSW
4	After Midnight	3	33	03:01:05.13	1.145	03:11:41.04	Mark & Greg Tobin NSW
5	Zen	3	46	03:05:06.01	1.098	03:12:39.22	Gordon Ketelbey NSW
6	TSA Management	3	51	03:05:27.33	1.099	03:13:09.17	Tony Levett NSW
7	Love & War*	4	74	03:11:49.48	1.016	03:13:10.17	Simon Kurts NSW
8	Audere	3	48	03:05:21.38	1.105	03:13:29.00	Michael Pritchard TAS
9	Patrice	1	16	02:18:31.40	1.285	03:13:29.18	Tony Kirby NSW
10	The Goat	3	56	03:05:52.39	1.098	03:13:30.34	Goat Syndicate NSW
11	ADA Celestial	2	21	02:19:30.33	1.267	03:13:32.03	Sam Haynes NSW
12	Breakthrough	3	62	03:07:39.37	1.074	03:13:33.18	Jonathan Stone / Mathew Vadas NSW
13	Maluka of Kermandie	4	101	04:00:43.09	0.888	03:13:53.12	Sean Langman TAS
14	Imagination	3	52	03:05:29.16	1.112	03:14:09.59	Robin & Annette Hswthorn NSW
15	Cadibarra 8	2	29	03:00:05.35	1.197	03:14:17.43	Paul Roberts VIC
16	Merlin	2	26	02:22:34.29	1.223	03:14:18.46	David Forbes/Richard Brooks NSW
17	Papillon	3	61	03:07:38.00	1.085	03:14:24.06	Phil Molony NSW
18	St George Midnight Rambler	2	31	03:00:26.59	1.193	03:14:25.57	Thomas/Psattis/Bercsik NSW
19	Enchantress*	4	78	03:12:24.26	1.024	03:14:25.59	John Willoughby SA
20	Simply Fun	2	28	02:23:17.39	1.219	03:14:54.27	Philp Coombs VIC
21	Kraken*	4	72	03:11:22.38	1.046	03:15:12.45	Todd Graudo WA
22	Pazzazz	3	50	03:05:27.33	1.127	03:15:17.47	Rob Drury NSW
23	Inner Circle*	4	76	03:12:03.16	1.039	03:15:19.57	Darren Cooney NSW
24	Khaleesi	2	35	03:01:49.51	1.183	03:15:20.31	Andrew & Pauline Daily NSW
25	Obsession	3	47	03:05:12.03	1.135	03:15:37.23	David Greesle TAS
26	Endorfin	2	41	03:03:37.45	1.161	03:15:48.20	Michael Giles WA
27	Guilty Pleasures VI	3	41	03:03:52.40	1.158	03:15:51.59	Joel Bruce, Greg Dorries & Leon Thomas QLD
28	Scarlet Runner	1	11	02:16:31.02	1.362	03:15:52.21	Robert Date VIC
29	Extasee	2	36	03:02:09.12	1.187	03:16:01.12	Paul Buchholz VIC
30	Not A Diamond	3	67	03:09:19.46	1.083	03:16:04.47	David Redfern QLD
31	Terra Firma	1	18	02:18:36.49	1.323	03:16:07.47	Nicholas Bartels VIC
32	Titania of Cowes	2	27	02:22:40.51	1.25	03:16:21.04	Richard Dobbs United Kingdom
33	Quikpoint Azzurro	4	97	03:23:51.09	0.923	03:16:28.19	Shane Kearns NSW
34	PMA Yeah Baby	1	23	02:21:07.34	1.282	03:16:37.11	Marc & Louis Ryckmans NSW
35	Whistler	4	77	03:12:14.44	1.052	03:16:37.35	John Hyslop TAS
36	Balance	1	12	02:17:07.31	1.361	03:16:38.08	Paul Clitheroe NSW
37	Twitich	3	64	03:08:05.58	1.108	03:16:45.01	Hugh Ellis VIC
38	Indian	1	17	02:18:31.52	1.339	03:17:05.07	Craig Carter WA
39	Jaffa	3	53	03:05:34.53	1.151	03:17:17.46	Terry Posma WA
40	Black Sheep	3	63	03:08:01.40	1.118	03:17:28.16	Derek & Martin Sheppard NSW
41	Ausreo	3	70	03:11:14.35	1.076	03:17:34.10	Ian Creak NSW
42	Optimus Prime	2	30	03:00:25.26	1.237	03:17:35.18	Trevor Taylor WA
43	Concubine	3	68	03:10:59.09	1.081	03:17:42.28	Jason Ward & Shevaun Bruland SA
44	Pretty Fly III *	0	14	02:18:17.02	1.355	03:17:48.53	Colin Woods NSW
45	Victoire	0	15	02:18:28.35	1.352	03:17:52.34	Darryl Hodgkinson NSW
46	Cougar II	1	13	02:17:52.50	1.365	03:17:55.37	Anthony Lyall TAS
47	Sailors with disAbilities	1	20	02:19:17.02	1.338	03:18:01.33	David Pescud NSW
48	Frantic	1	19	02:19:12.54	1.346	03:18:28.17	Michael Martin NSW
49	Onesails Racing	1	10	02:16:11.24	1.41	03:18:30.28	Ray Roberts NSW
50	Alien	4	80	03:15:42.46	1.04	03:19:13.17	Justin Brennan VIC
51	St Jude	2	55	03:05:46.40	1.173	03:19:14.00	Noel Cornish NSW
52	Dare Devil	2	37	03:02:21.21	1.228	03:19:18.32	Sibby Ilzhofer NSW
53	Anger Management	2	40	03:03:26.34	1.218	03:19:53.21	Richard Amall NSW
54	Local Hero	4	81	03:15:46.00	1.048	03:19:58.46	Peter Mosely NSW
55	Wild Side	4	83	03:16:31.08	1.04	03:20:03.35	Martin Vaughan VIC
56	Ray White Spirit of Koamoaloo	4	87	03:18:15.00	1.022	03:20:14.06	Mike Freebairn QLD
57	Caro	0	7	02:15:12.07	1.461	03:20:20.17	Max Klink The Cayman Islands
58	Luna Sea	4	88	03:19:47.29	1.019	03:21:32.08	James Cameron NSW
59	Martela	4	85	03:17:53.16	1.042	03:21:39.47	Anthony Williams TAS
60	Tilting at Windmills	4	86	03:17:55.08	1.046	03:22:03.19	Thorry Gunnerson VIC
61	Southern Myth	4	103	04:02:01.34	0.967	03:22:47.28	Peter Riddell SA
62	Louise	1	25	02:22:18.30	1.352	03:23:03.25	SY Bougainville Ltd United Kingdom
63	Ichi Ban	0	8	02:15:25.17	1.501	03:23:11.44	Matt Allen NSW
64	Bacardi	4	91	03:21:08.00	1.024	03:23:22.07	Martin Power VIC
65	Eureka II	2	44	03:04:05.49	1.261	03:23:57.30	Malcolm Robertson QLD
66	Hartbreaker	1	43	03:04:04.40	1.277	04:01:09.05	Antony Walton & Alan Breidahl VIC
67	Katharsis II*	2	65	03:08:29.03	1.212	04:01:32.49	Mariusz Koper Poland
68	Lets Go	2	75	03:12:01.59	1.171	04:02:24.10	Danielle Ovsenden NSW
69	Passion 4 C	2	54	03:05:40.20	1.267	04:02:24.39	Stefan Lehnert Germany
70	Primitive Cool	1	32	03:00:41.18	1.354	04:02:25.12	John Newbold VIC
71	Wild Oats XI	0	1	02:02:03.26	1.974	04:02:48.47	Robert Oatley NSW
72	Alive	0	6	02:14:45.38	1.578	04:03:02.10	Philip Turner TAS
73	Comanche	0	2	02:02:52.44	1.958	04:03:37.15	Jim Clark & Kristy Hinze Clark USA
74	Isabella	4	95	03:23:35.17	1.045	04:03:53.22	John Nolan NSW
75	Ninety Seven	2	79	03:15:34.36	1.175	04:06:54.09	Alan Saunders VIC
76	Selma Expeditions	3	94	03:22:34.01	1.091	04:07:10.21	Krzysztof Jasica Poland
77	Southern Excellence II	0	9	02:15:59.02	1.618	04:07:31.33	Andrew Wenham NSW
78	Rio 100	0	4	02:13:37.05	1.72	04:09:58.59	Manouh Moshayed USA
79	Clipper Ventures 10	2	82	03:15:55.35	1.208	04:10:12.54	Clipper Ventures Australia United Kingdom
80	Black Jack	0	5	02:13:39.16	1.733	04:10:50.50	Peter Harburg QLD
81	Ragamuffin 100	0	3	02:13:26.00	1.918	04:21:49.45	Syd Fischer NSW

ORCi OVERALL

PLACE	YACHT	DIV	TIME	CLASSED	HCAP	CORRECTED	OWNER / SKIPPER
1	Ariel	3	49	03:05:25.12	1.0541	03:09:36.30	Ron Forster & Phil Damp NSW
2	Wild Rose	4	58	03:07:04.43	1.0355	03:09:53.09	Roger Hickman NSW
3	Love & War*	4	74	03:11:49.48	0.9805	03:10:11.43	Simon Kurts NSW
4	Audere	3	48	03:05:21.38	1.0694	03:10:43.46	Michael Pritchard TAS
5	Zen	3	46	03:05:06.01	1.077	03:11:02.13	Gordon Kettelbey NSW
6	After Midnight	2	33	03:01:05.13	1.1376	03:11:08.37	Mark & Greg Tobin NSW
7	The Goat	3	56	03:05:52.39	1.0728	03:11:32.49	Goat Sydnicate NSW
8	Chutzpah	2	24	02:21:49.08	1.201	03:11:51.09	Bruce Taylor VIC
9	ADA Celestial	2	21	02:19:30.33	1.2503	03:12:24.24	Sam Haynes NSW
10	Quikpoint Azzurro	4	97	03:23:51.09	0.8831	03:12:38.50	Shane Kearns NSW
11	TSA Management	3	51	03:05:29.02	1.0934	03:12:43.15	Tony Levett NSW
12	Whistler	4	77	03:12:14.44	1.0071	03:12:50.37	John Hyslop TAS
13	Inner Circle*	4	76	03:12:03.16	1.0129	03:13:08.19	Darren Cooney NSW
14	Patrice	2	16	02:18:31.40	1.2868	03:13:36.29	Tony Kirby NSW
15	Imagination	3	52	03:05:29.16	1.1057	03:13:40.42	Robin & Annette Hawthorn NSW
16	St George Midnight Rambler	2	31	03:00:26.59	1.1839	03:13:46.24	Thomas/Psalits/Bencsik NSW
17	Kraken*	4	72	03:11:22.38	1.0301	03:13:53.13	Todd Giraud WA
18	Not A Diamond	3	67	03:09:19.46	1.0565	03:13:55.28	David Redfern QLD
19	Ausreo	4	70	03:11:14.35	1.0335	03:14:01.54	Ian Creak NSW
20	Jaffa	3	53	03:05:34.53	1.1124	03:14:18.06	Terry Posma WA
21	Simply Fun	2	28	02:23:17.39	1.2125	03:14:26.39	Philip Coombs VIC
22	Titania of Cowes	2	27	02:22:40.51	1.2232	03:14:27.24	Richard Dobbs United Kingdom
23	Pazazz	3	50	03:05:27.33	1.1199	03:14:44.47	Rob Drury NSW
24	Scarlet Runner	1	11	02:16:31.02	1.3459	03:14:50.01	Robert Date VIC
25	Terra Firma	1	18	02:18:36.49	1.3042	03:14:52.39	Nicholas Bartels VIC
26	Khaleesi	2	35	03:01:49.51	1.1779	03:14:57.55	Andrew & Pauline Dally NSW
27	Endorfin	2	41	03:03:37.45	1.1502	03:14:59.19	Michael Giles WA
28	Black Sheep	3	63	03:08:01.40	1.0881	03:15:04.42	Derek & Martin Sheppard NSW
29	Guilty Pleasures VI	2	42	03:03:52.40	1.1517	03:15:23.18	Joel Bruce, Greg Dornes & Leon Thomas QLD
30	Extasea	2	36	03:02:09.12	1.1795	03:15:27.50	Paul Buchholz VIC
31	Balance	1	12	02:17:07.31	1.3463	03:15:40.41	Paul Clitheroe NSW
32	Merlin	2	26	02:22:34.29	1.2427	03:15:42.12	David Forbes/Richard Brooks NSW
33	PMA Yeah Baby	2	23	02:21:07.34	1.2744	03:16:05.40	Marc & Louis Ryckmans NSW
34	Victoire	1	15	02:18:28.35	1.3294	03:16:22.25	Darryl Hodgkinson NSW
35	Indian	1	17	02:18:31.52	1.33	03:16:29.11	Craig Carter WA
36	Concubine	3	68	03:10:59.09	1.0664	03:16:29.46	Jason Ward & Shevaun Bruland SA
37	Cougar II	1	13	02:17:52.50	1.3456	03:16:38.56	Anthony Lyall TAS
38	Frantic	1	19	02:19:12.54	1.3202	03:16:44.14	Michael Martin NSW
39	Anger Management	2	40	03:03:26.34	1.1772	03:16:48.40	Richard Arnall NSW
40	Pretty Fly III*	1	14	02:18:17.02	1.3413	03:16:54.24	Colin Woods NSW
41	Optimus Prime	2	30	03:00:25.26	1.2315	03:17:11.24	Trevor Taylor WA
42	Local Hero	4	81	03:15:46.00	1.0176	03:17:18.41	Peter Moseley NSW
43	Sailors with disAbilities	1	20	02:19:17.02	1.3302	03:17:30.04	David Pescud NSW
44	Tilting at Windmills	4	86	03:17:55.08	1.0052	03:18:23.11	Thorry Gunnerson VIC
45	Caro	1	7	02:15:12.07	1.4326	03:18:32.35	Max Klink The Cayman Islands
46	Martela	4	85	03:17:53.16	1.0118	03:18:56.54	Anthony Williams TAS
47	Luna Sea	4	88	03:19:47.29	0.9942	03:19:15.32	James Cameron NSW
48	Katharsis II*	2	65	03:08:29.03	1.1575	03:21:09.38	Mariusz Koper Poland
49	Eureka II	2	44	03:04:05.49	1.2281	03:21:27.17	Malcolm Robertson QLD
50	Alive	1	6	02:14:45.38	1.5052	03:22:28.02	Philip Turner TAS
51	Passion 4 C	2	54	03:05:40.20	1.2347	03:23:54.07	Stefan Lehner Germany
52	Hartbreaker	2	43	03:04:04.40	1.2623	04:00:01.59	Antony Walton & Alan Breidahl VIC
53	Lets Go	2	75	03:12:01.59	1.1487	04:00:31.44	Danielle Ovenden NSW
54	Isabella	4	95	03:23:35.17	1.0237	04:01:51.13	John Nolan NSW
55	Zora	3	93	03:21:49.14	1.0583	04:03:17.25	Phil King NSW
56	Moody Buoy	3	89	03:20:13.02	1.0945	04:04:55.54	Trevor Richardson VIC
57	Ragamuffin 100	1	3	02:13:26.00	1.8916	04:20:12.26	Syd Fischer NSW

PHS OVERALL

PLACE	YACHT	DIV	TIME	CLASSED	HCAP	CORRECTED	OWNER / SKIPPER
1	She's The Culprit	2	59	03:07:34.00	1.0022	03:07:44.30	The Culprit Syndicate NSW
2	Quetzalcoatl	2	57	03:05:57.39	1.035	03:08:41.22	Antony Sweetapple NSW
3	C.Q.R.I.T Inca	2	100	04:00:11.54	0.848	03:09:34.34	Noel Sneddon ACT
4	Samurai Jack	2	60	03:07:35.57	1.051	03:11:39.31	Michael Lazzarini QLD
5	Wax Lyrical*	2	89	03:11:08.39	1.0176	03:12:36.27	Les Goodridge NSW
6	Art Equity Mahligai	1	38	03:02:54.31	1.1431	03:13:37.41	Owen/Kings NSW
7	Ocean Affinity	1	34	03:01:17.54	1.1894	03:15:10.52	Stewart Lewis QLD
8	Tevake II	1	45	03:04:48.35	1.1385	03:15:26.52	Angus Fletcher VIC
9	Namadgi	2	99	04:00:05.06	0.9182	03:16:13.31	Canberra Ocean Racing Club ACT
10	Abracadabra	2	73	03:11:24.13	1.0649	03:16:48.59	James Murchison NSW
11	Duende	1	39	03:02:58.45	1.1854	03:16:52.49	Damien Parkes NSW
12	Takani	2	90	03:20:14.56	0.985	03:18:51.55	James Whittle NSW
13	Charlie's Dream	2	102	04:00:43.12	0.9479	03:19:40.51	Peter Lewis QLD
14	Spirit of Mateship	1	22	02:20:43.54	1.3354	03:19:47.03	RSL Queensland QLD
15	Helsal 3*	1	71	03:11:21.20	1.1038	03:20:00.28	Rob Fisher TAS
16	Trybooking.com	2	98	03:23:54.48	0.9638	03:20:26.29	Grant Dumoon VIC
17	Magic Miles	2	92	03:21:16.15	1.0111	03:22:18.22	Michael Crew TAS
18	Flying Fish Arctos	2	96	03:23:50.59	1.0175	04:01:31.38	Flying Fish Properties NSW
19	Geomatic Allegro	1	84	03:17:29.11	1.18	04:09:35.38	Adrian Lewis VIC

CORINTHIAN

PLACE	YACHT	DIV	TIME	CLASSED	HCAP	CORRECTED	OWNER / SKIPPER
1	She's The Culprit	PHS DIV 2	59	03:07:34.00	1.0022	03:07:44.30	The Culprit Syndicate NSW
2	Inner Circle*	IRC DIV 4	76	03:12:03.16	0.9587	03:08:40.01	Darren Cooney NSW
3	Quetzalcoatl	PHS DIV 2	57	03:05:57.39	1.035	03:08:41.22	Antony Sweetapple NSW
4	Zen	IRC DIV 3	46	03:05:06.01	1.0612	03:09:49.08	Gordon Kettelbey NSW
5	Wild Rose	IRC DIV 4	58	03:07:04.43	1.055	03:11:25.41	Roger Hickman NSW
6	Cadibarra 8	IRC DIV 2	29	03:00:05.35	1.1592	03:11:34.13	Paul Roberts VIC

032 | 70th ROLEX SYDNEY HOBART YACHT RACE RESULTS

PLACE	YACHT	DIV	LINE	ELAPSED	# CAP	CORRECTED	OWNER / SKIPPER
7	Samurai Jack	PHS DIV 2	60	03:07:35:57	1.051	03:11:39:31	Michael Lazzarini QLD
8	Jaffa	IRC DIV 3	53	03:05:34:53	1.0815	03:11:54:15	Terry Posma WA
9	Enchantress*	IRC DIV 4	78	03:12:24:26	0.9952	03:12:00:07	John Willoughby SA
10	Quikpoint Azzurro	IRC DIV 4	97	03:23:51:09	0.88	03:12:21:01	Shane Kearns NSW
11	Wax Lyrical*	PHS DIV 2	69	03:11:08:39	1.0176	03:12:36:27	Les Goodridge NSW
12	Twitch	IRC DIV 3	64	03:08:05:58	1.0631	03:13:09:13	Hugh Ellis VIC
13	Black Sheep	IRC DIV 3	63	03:08:01:40	1.0671	03:13:23:52	Derek & Martin Sheppard NSW
14	Ausreo	IRC DIV 3	70	03:11:14:35	1.0269	03:13:28:56	Ian Creek NSW
15	Art Equity Mahligai	PHS DIV 1	38	03:02:54:31	1.1431	03:13:37:41	Owen/Kings NSW
16	Southern Myth	IRC DIV 4	103	04:02:01:34	0.8743	03:13:42:15	Peter Riddell SA
17	Guilty Pleasures VI	IRC DIV 3	42	03:03:52:40	1.1297	03:13:43:09	Joel Bruce, Greg Dorries & Leon Thomas, QLD
18	Not A Diamond	IRC DIV 3	67	03:09:19:46	1.054	03:13:43:16	David Redfern QLD
19	Pazzazz	IRC DIV 3	50	03:05:27:33	1.1071	03:13:45:18	Rob Drury NSW
20	Alien	IRC DIV 4	90	03:15:42:46	0.9788	03:13:51:12	Justin Brennan VIC
21	Extasea	IRC DIV 2	36	03:02:09:12	1.1806	03:14:03:44	Paul Buchholz VIC
22	St Jude	IRC DIV 2	55	03:05:46:40	1.1098	03:14:19:04	Noel Cornish NSW
23	Tilting at Windmills	IRC DIV 4	89	03:17:55:08	0.9667	03:14:55:29	Thorry Gunnerson VIC
24	Ocean Affinity	PHS DIV 1	34	03:01:17:54	1.1894	03:15:10:52	Stewart Lewis QLD
25	Yevake II	PHS DIV 1	45	03:04:48:35	1.1385	03:15:26:52	Angus Fletcher VIC
26	Whistler	IRC DIV 4	77	03:12:14:44	1.047	03:16:12:18	John Hyslop TAS
27	Anger Management	IRC DIV 2	40	03:03:26:34	1.1712	03:16:21:31	Richard Arnall NSW
28	Optimus Prime	IRC DIV 2	30	03:00:25:26	1.2204	03:16:23:10	Trevor Taylor WA
29	Local Hero	IRC DIV 4	81	03:15:46:00	1.0089	03:16:32:52	Peter Mosely NSW
30	Khaleesi	IRC DIV 2	35	03:01:49:51	1.2019	03:16:44:14	Andrew & Pauline Dally NSW
31	Isabella	IRC DIV 4	95	03:23:35:17	0.9288	03:16:46:56	John Nolan NSW
32	Abracadabra	PHS DIV 2	73	03:11:24:13	1.0649	03:16:48:59	James Murchison NSW
33	Moody Buoys	IRC DIV 3	89	03:20:13:02	0.9638	03:16:52:44	Trevor Richardson VIC
34	Martela	IRC DIV 4	85	03:17:53:16	0.992	03:17:10:07	Anthony Williams TAS
35	St George Midnight Rambler	IRC DIV 2	31	03:00:26:59	1.2382	03:17:42:26	Thomas/Psalitis/Bencsik NSW
36	Wild Side	IRC DIV 4	83	03:16:31:08	1.0168	03:18:00:22	Martin Vaughan VIC
37	Takani	PHS DIV 2	90	03:20:14:56	0.985	03:18:51:55	James Whittle NSW
38	Frantic	IRC DIV 1	19	02:19:12:54	1.3541	03:19:00:57	Michael Martin NSW
39	Sailors with disAbilities	IRC DIV 1	20	02:19:17:02	1.3562	03:19:15:01	David Pescud NSW
40	Charlie's Dream	PHS DIV 2	102	04:00:43:12	0.9479	03:19:40:51	Peter Lewis QLD
41	Lets Go	IRC DIV 2	75	03:12:01:59	1.0917	03:19:44:20	Danielle Ovenden NSW
42	Zora	IRC DIV 3	93	03:21:49:14	0.9791	03:19:51:35	Phil King NSW
43	Geomatic Allegro	PHS DIV 4	84	03:17:29:11	1.18	04:09:35:38	Adrian Lewis VIC

IRC VETERANS 30 YEAR

PLACE	YACHT	DIV	LINE	ELAPSED	# CAP	CORRECTED	OWNER / SKIPPER
1	Love & War*	IRC DIV 4	54	03:11:49:48	1.016	03:13:10:17	Simon Kurts NSW
2	Maluka of Kermandie	IRC DIV 4	101	04:00:43:09	0.888	03:13:53:12	Sean Langman TAS
3	Enchantress*	IRC DIV 4	78	03:12:24:26	1.024	03:14:25:59	John Willoughby SA
4	Quikpoint Azzurro	IRC DIV 4	97	03:23:51:09	0.923	03:16:28:19	Shane Kearns NSW
5	Ray White Spirit of Koomooloo	IRC DIV 4	87	03:18:15:00	1.022	03:20:14:08	Mike Freebairn QLD
6	Southern Myth	IRC DIV 4	103	04:02:01:34	0.967	03:22:47:28	Peter Riddell SA
7	Bacardi	IRC DIV 4	91	03:21:08:00	1.024	03:23:22:07	Martin Power VIC
8	Selma Expeditions	IRC DIV 3	94	03:22:34:01	1.091	04:07:10:21	Krzysztof Jasica Poland

IRC VETERANS 20 YEAR

PLACE	YACHT	DIV	LINE	ELAPSED	# CAP	CORRECTED	OWNER / SKIPPER
1	Wild Rose	IRC DIV 4	58	03:07:04:43	1.047	03:10:47:43	Roger Hickman NSW
2	Love & War*	IRC DIV 4	74	03:11:49:48	1.016	03:13:10:17	Simon Kurts NSW
3	Maluka of Kermandie	IRC DIV 4	101	04:00:43:09	0.888	03:13:53:12	Sean Langman TAS
4	Enchantress*	IRC DIV 4	78	03:12:24:26	1.024	03:14:25:59	John Willoughby SA
5	Inner Circle*	IRC DIV 4	76	03:12:03:16	1.039	03:15:19:57	Darren Cooney NSW
6	Quikpoint Azzurro	IRC DIV 4	97	03:23:51:09	0.923	03:16:28:19	Shane Kearns NSW
7	Ray White Spirit of Koomooloo	IRC DIV 4	87	03:18:15:00	1.022	03:20:14:08	Mike Freebairn QLD
8	Luna Sea	IRC DIV 4	88	03:19:47:29	1.019	03:21:32:08	James Cameron NSW
9	Tilting at Windmills	IRC DIV 4	86	03:17:55:08	1.046	03:22:03:19	Thorry Gunnerson VIC
10	Southern Myth	IRC DIV 4	103	04:02:01:34	0.967	03:22:47:28	Peter Riddell SA
11	Bacardi	IRC DIV 4	91	03:21:08:00	1.024	03:23:22:07	Martin Power VIC
12	Lets Go	IRC DIV 2	75	03:12:01:59	1.171	04:02:24:10	Danielle Ovenden NSW
13	Ninety Seven	IRC DIV 2	79	03:15:34:36	1.175	04:06:54:09	Alan Saunders VIC
14	Selma Expeditions	IRC DIV 3	94	03:22:34:01	1.091	04:07:10:21	Krzysztof Jasica Poland

DIVISIONAL PLACEGETTERS

IRC OVERALL

PLACE	YACHT	DIV	LINE	ELAPSED	# CAP	CORRECTED	OWNER / SKIPPER
1	Wild Rose	IRC DIV 4	58	03:07:04:43	1.047	03:10:47:43	Roger Hickman NSW
2	Chutzpah	IRC DIV 2	24	02:21:49:08	1.195	03:11:26:01	Bruce Taylor VIC
3	Ariel	IRC DIV 3	49	03:05:25:12	1.079	03:11:32:10	Ron Forster & Phil Damp NSW

IRC DIV 0

1	Pretty Fly III	IRC DIV 0	14	02:18:17:02	1.355	03:17:48:53	Colin Woods
2	Victoire	IRC DIV 0	15	02:18:28:35	1.352	03:17:52:34	Darryl Hodgkinson
3	Caro	IRC DIV 0	7	02:15:12:07	1.461	03:20:20:17	Maximilian Klink

IRC DIV 1

1	Patrice	IRC DIV 1	16	02:18:31:40	1.285	03:13:29:18	Tony Kirby
2	Scarlett Runner	IRC DIV 1	11	02:16:31:02	1.362	03:15:52:21	Robert Date
3	Terra Firma	IRC DIV 1	18	02:18:36:49	1.323	03:16:07:47	Nicholas Bartels

IRC DIV 2

1	Chutzpah	IRC DIV 2	24	02:21:49:08	1.195	03:11:26:01	Bruce Taylor
2	ADA Celestial	IRC DIV 2	21	02:19:30:33	1.267	03:13:32:03	Sarn Haynes
3	Cadibarra 8	IRC DIV 2	29	03:00:05:35	1.197	03:14:17:43	Paul Roberts

IRC DIV 3

PLACE	YACHT	DIV	LINE	ELAPSED	H-CAP	CORRECTED	OWNER / SKIPPER
1	<i>Ariel</i>	IRC DIV 3	49	03:05:25:12	1.079	03:11:32:10	Ron Forster & Phil Damp
2	<i>After Midnight</i>	IRC DIV 3	33	03:01:05:13	1.145	03:11:41:04	Mark & Greg Tobin
3	<i>Zen</i>	IRC DIV 3	46	03:05:06:01	1.098	03:12:39:22	Gordon Ketelbey

IRC DIV 4

1	<i>Wild Rose</i>	IRC DIV 4	58	03:07:04:43	1.047	03:10:47:43	Roger Hickman
2	<i>Love & War</i>	IRC DIV 4	54	03:11:49:48	1.016	03:13:10:17	Simon Kurts
3	<i>Maluka of Kermantie</i>	IRC DIV 4	101	04:00:43:09	0.888	03:13:53:12	Sean Langman

ORCi Overall

1	<i>Ariel</i>	IRC DIV 3	49	03:05:25:12	1.0541	03:09:36:30	Ron Forster & Phil Damp NSW
2	<i>Wild Rose</i>	IRC DIV 4	58	03:07:04:43	1.0355	03:09:53:09	Roger Hickman NSW
3	<i>Love & War*</i>	IRC DIV 4	74	03:11:49:48	0.9805	03:10:11:43	Simon Kurts NSW

ORCi DIV 1

1	<i>Scarlet Runner</i>	IRC DIV 1	11	02:16:31:02	1.3459	03:14:50:01	Robert Date
2	<i>Terra Firma</i>	IRC DIV 1	18	02:18:36:49	1.3042	03:14:52:39	Nicholas Bartels
3	<i>Balance</i>	IRC DIV 1	12	02:17:07:31	1.3463	03:15:40:41	Paul Clitheroe

ORCi DIV 2

1	<i>After Midnight</i>	IRC DIV 2	33	03:01:05:13	1.145	03:11:41:04	Mark & Greg Tobin
2	<i>Chutzpah</i>	IRC DIV 2	24	02:21:49:08	1.201	03:11:51:09	Bruce Taylor
3	<i>ADA Celestial</i>	IRC DIV 2	21	02:19:30:33	1.2503	03:12:24:24	Sam Haynes

ORCi DIV 3

1	<i>Ariel</i>	IRC DIV 3	49	03:05:25:12	1.0541	03:09:36:30	Ron Forster & Phil Damp
2	<i>Audere</i>	IRC DIV 3	48	03:05:21:38	1.0694	03:10:43:46	Michael Pritchard
3	<i>Zen</i>	IRC DIV 3	46	03:05:06:01	1.077	03:11:02:13	Gordon Ketelbey

ORCi DIV 4

1	<i>Wild Rose</i>	IRC DIV 4	58	03:07:04:43	1.0355	03:09:53:09	Roger Hickman
2	<i>Love & War</i>	IRC DIV 4	54	03:11:49:48	0.9805	03:10:11:43	Simon Kurts
3	<i>Quikpoint Azzurro</i>	IRC DIV 4	97	03:23:51:09	0.8831	03:12:38:50	Shane Kearns

PHS OVERALL

1	<i>She's The Culprit</i>	IRC DIV 2	59	03:07:34:00	1.0022	03:07:44:30	The Culprit Syndicate NSW
2	<i>Quetzalcoatl</i>	IRC DIV 2	57	03:05:57:39	1.035	03:08:41:22	Antony Sweetapple NSW
3	<i>C.O.R.I.T Inca</i>	IRC DIV 2	100	04:00:11:54	0.848	03:09:34:34	Noel Sneddon ACT

PHS DIV 1

1	<i>Art Equity Mahligai</i>	PHS DIV 1	38	03:02:54:31	1.1431	03:13:37:41	Murray Own and Jenny Kings
2	<i>Ocean Affinity</i>	PHS DIV 1	34	03:01:17:54	1.1894	03:15:10:52	Stuart Fletcher
3	<i>Tevake II</i>	PHS DIV 1	45	03:04:48:35	1.1385	03:15:26:52	Angus Fletcher

PHS DIV 2

1	<i>She's The Culprit</i>	PHS DIV 2	59	03:07:34:00	1.0022	03:07:44:30	The Culprit Syndicate
2	<i>Quetzalcoatl</i>	PHS DIV 2	57	03:05:57:39	1.035	03:08:41:22	Sweetapple/Bruce/Lee Warner
3	<i>C.O.R.I.T Inca</i>	PHS DIV 2	100	04:00:11:54	0.848	03:09:34:34	Noel Sneddon

CORINTHIAN DIVISION

1	<i>She's the Culprit</i>	Corinthian	59	03:07:34:00	1.0022	03:07:44:30	The Culprit Syndicate
2	<i>Inner Circle</i>	Corinthian	76	03:12:03:16	0.9597	03:08:40:01	Darren Cooney
3	<i>Quetzalcoatl</i>	Corinthian	57	03:05:57:39	1.035	03:08:41:22	Sweetapple/Bruce/Lee Warner

VETERANS DIVISION

COMBINED 20 & 30 YEAR

PLACE	YACHT	DIV	LINE	ELAPSED	H-CAP	CORRECTED	OWNER / SKIPPER
	<i>Wild Rose</i>	IRC DIV 4	58	03:07:04:43	1.047	03:10:47:43	Roger Hickman

20 YEAR VETERAN

1	<i>Wild Rose</i>	IRC DIV 4	58	03:07:04:43	1.047	03:10:47:43	Roger Hickman
2	<i>Love & War</i>	IRC DIV 4	54	03:11:49:48	1.016	03:13:10:17	Simon Kurts
3	<i>Maluka of Kermantie</i>	IRC DIV 4	101	04:00:43:09	0.888	03:13:53:12	Sean Langman

30 YEAR VETERAN

1	<i>Love & War</i>	IRC DIV 4	54	03:11:49:48	1.016	03:13:10:17	Simon Kurts
2	<i>Maluka of Kermantie</i>	IRC DIV 4	101	04:00:43:09	0.888	03:13:53:12	Sean Langman
3	<i>Enchantress</i>	IRC DIV 4	78	03:12:24:26	1.024	03:14:25:59	John Willoughby

LINE HONOURS

1	<i>Wild Oats XI</i>	IRC DIV 0	1	02:02:03:26			Robert Oatley NSW
2	<i>Comanche</i>	IRC DIV 0	2	02:02:52:44			Jim Clark & Kristy Hinze Clark USA
3	<i>Ragamuffin 100</i>	IRC DIV 0	3	02:13:26:00			Syd Fischer NSW

RETIREMENTS

Wedgetail – Retired due to mast damage, lost top of rig.
Triton – Retired due to forestay damage
Occasional Coarse Language Too – Retired due to steering damage
A Cunning Plan – Retired due to rig damage
Last Tango – Retired due to sail damage
Bear Necessity – Retired due to rudder damage
Landfall – Retired due to sail damage. Proceeding Dunalley
Tina of Melbourne – Retired due to hull damage
Brindabella – Retired due to rudder bearing damage

Perpetual Loyal – Retired
Giacomo – Retired
Willyama – Retired
Chancellor – Retired

PENALTIES*

Love & War – redress of 1 hour 45 minutes granted – RRS 62.1(c)
Enchantress – redress of 1 hour 45 minutes granted – RRS 62.1(c)
Inner Circle – redress of 1 hour 45 minutes granted – RRS 62.1(c)
Kraken – redress of 1 hour 45 minutes granted – RRS 62.1(c)
Pretty Fly III – redress of 13 minutes granted for assisting Patrice – RRS 62.1(b)
Katharsis II – penalty of 5 minutes applied under SI 29.1(b)
Chancellor – Failed to comply with SI 44.1 & 44.2
Wax Lyrical – redress of 1 hour 45 minutes granted – RRS 62.1(c)
Helsal 3 – redress of 1 hour 45 minutes granted – RRS 62.1(c)

The ORCi rating system runs in tandem with the overall IRC system used to determine the overall winner of the Rolex Sydney Hobart.

Seen by its advocates among grand prix yacht owners as a more transparent rule and a truer reflection of a boat's performance, this year saw 66 of the 99 boats entered under IRC also entered with an ORCi rating.

The increase in ORCi numbers, however, is probably due to the fact that yachts now have to have an ORCi rating to prove their stability rather than any dissatisfaction with IRC which continues to maintain its status worldwide.

Nevertheless, a comparison between IRC and ORCi results from the 70th Rolex Sydney Hobart makes for an interesting exercise. The overall and IRC division results are calculated by the application of the IRC Time Corrector (TCC) as a multiplier of elapsed time and the boat with the lowest corrected time (after application of scoring penalties, if any) wins the Tattersall's Trophy.

Results for ORCi are decided by the application of the Time-on-Time Simplified Scoring System as a multiplier of elapsed time. In this category the boat with the lowest corrected time is awarded the Charleston Trophy.

Calculations produced a different overall winner for both IRC and ORCi, with Roger Hickman's veteran Farr



GAME KEEPER

WHILE IRC CONTINUES TO BE THE PRIMARY RATING SYSTEM USED IN THE ROLEX SYDNEY HOBART YACHT RACE, THE 70th EDITION SAW THE ORCi RATING SYSTEM ATTRACT ENTRIES FROM A RECORD 66 YACHTS IN THE FLEET OF 117 STARTERS. PETER CAMPBELL LOOKS AT THE ORCi RESULTS.

43 *Wild Rose* winning the Tattersall's Trophy and Ron Forster and Phil Damp's Beneteau First 40 *Ariel* winning the Charleston Trophy. Both are CYCA members.

Of the first ten boats overall under IRC, all but one were among the first ten under ORCi but the first four boats differed somewhat. Under IRC *Wild Rose* won from Victorian Bruce Taylor's Caprice 40 *Chutzpah* with *Ariel* third overall. Under ORCi, it was *Ariel* first, *Wild Rose* second and Simon Kurts' classic S&S 47 third.

Tasmanian Michael Pritchard's Beneteau First 45 *Audere* lifted from placing eighth in IRC overall to fourth under ORCi while *Chutzpah* slipped from second in IRC overall to eighth under ORCi scoring.

If nothing else, having two rating categories for all eligible boats does spread the trophies around and makes for some interesting duels between boats.

Ariel won ORCi Division 3 from *Audere* and *Zen*. (Gordon Ketelbey's Sydney 38 from Middle Harbour Yacht Club). *Ariel*'s skipper Ron Forster is a member of both the CYCA and the Sydney Amateur Sailing Club and this was just his second Sydney Hobart. His first was 33 years ago!

Wild Rose added her collection of IRC trophies by winning ORCi Division 4 from *Love & War* and *Quickpoint Azzuro*, Shane Kearns' lovingly restored S&S 34 which made a name for itself in Victoria as *Shenandoah II* when owned by Ron White, a Commodore of Sandringham Yacht Club.

As with IRC, smaller and older boats dominated the top placings in ORCi overall with ORCi Division 1 being won by Victorian Robert Date's *Scarlet Runner*, a Reichel/Pugh 52, from fellow Victorian *Terra Firma*, Nicholas Bartels' Cookson 50 and CYCA member Paul Clitheroe's *Balance*, the former Rolex Sydney Hobart winner *Quest*. *Scarlet Runner* placed 24th overall under ORCi ratings.

Division 2 boats were more up the leader board with division winner, *After Midnight*, Mark and Greg Tobin's modified Farr 40 placing sixth in ORCi overall. Also in the top ten were runner-up *Chutzpah* and third placed *ADA Celestial*, Sam Haynes' Roger 46.

Syd Fischer, a strong advocate of ORCi, was the only super maxi owner to enter his yacht *Ragamuffin 100* under IRC and ORCi. *Ragamuffin 100* placed 57th and last under ORCi overall results. Under IRC, *Ragamuffin* was also last in fleet on corrected time. ⚓





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15-16

The 2014 Rolex Sydney Hobart was a race that before some questioned the ability of everyday sailors with ageing boats to compete.

But along came *Wild Rose*: 29 years old, built to the IOR specifications, two design generations out of phase, a sentimental crew of family, long-time mates of both genders, and the arch sentimentalist himself, owner/skipper Roger Hickman.

Some sought to write off the modern era of Rolex Sydney Hobart ocean racing as pedestrian, the domain of the rich, the supermaxi and perhaps even the exclusive domain of *Wild Oats XI*. But we were dealt a classic yacht race, one for the underdogs, the 40-footers.

Wild Rose's second overall win (she won the Tattersall's Cup 1993) and Hickman's third (two in *Wild Rose* and one as sailing master aboard *SAP Ausmaid* in 2000) is the stuff of legends, one for the true believers, Corinthian in spirit if not in fact.

The story begins in Hobart a long time ago, 50 years, with two kids with a yearning for the sea: Roger Hickman and his best mate, Phil Endersbee. On Roger's 13th birthday, they took father Jim Hickman's 36-foot *Bronzewing* for an overnighter. A few years later they and two other friends took *Bronzewing* for a cruise up Tasmania's east coast. They had no engine, no toilet, no fridge, just a hand-held compass and a couple of charts.

"We sailed the *Bronzewing* through the Dunalley Canal, through Schouten Passage," Hickman recalls in the afterglow of the Rolex Sydney Hobart win.

"And we were just kids. We went to the International Cadet Worlds together in 1971. We've sailed Fireballs, 470s, S80s, EtcHELLs, Dragons, you name it. Phil and I were best mates then and we still are."

For almost 20 years after that first Hobart win, Hickman sailed everybody else's boat: *Vamp*, *Limit*, and *Ichi Ban*. *Wild Rose*, the Farr 43 that had been Bob Oatley's original *Wild Oats*, came back into her own from 2011. In 2012, she won Division 4 of the Hobart race and beat every Division 2 and 3 boat overall. Last year, she won her division again and beat all but four Division 2 and all Division 3 yachts.

WILD AT HEART

TOUGH COMPETITION ISN'T JUST RESERVED FOR THE SUPER-MAXIS, WITH ROGER HICKMAN'S *WILD ROSE* COMING UP TRUMPS, WRITES BRUCE MONTGOMERY.

Approaching the 2014 race, Hickman knew he had the foundation of a great crew. They had enjoyed a successful season, winning the Cruising Yacht Club of Australia's Blue Water Pointscore Series, finishing third in the Sydney-Gold Coast race and winning the Flinders, Bird and Cabbage Tree Island races.

Come Boxing Day, he had beside him his right-hand man, Peter Inchbold, with 27 Hobarts to his name, making 66 between them.

"We sailed together on *Ichi Ban*. Then he came across with me onto *Wild Rose*. I couldn't do it without him. Peter is the lynchpin," Hickman says.

Jenifer Wells has sailed with Roger for five years, four as navigator.

"On deliveries he's relaxed and fun, because the pressure's off. Racing he's very demanding and has high expectations. The more experienced you get, the more the expectations are, so you're never in your comfort zone," Wells says.

Andrew Scott has done nine Sydney Hobarts with Hickman, including races aboard *Ichi Ban*, *Limit* and *Vamp*. His 18-year-old daughter Sam joined the crew.

Daniel Williams has been a long-



ROLEX / DANIEL HONSTEN

CUT ABOVE
Front, from left: Jean-Noël Bioul of Rolex SA, Cruising Yacht Club of Australia Commodore John Cameron, skipper Roger Hickman, and Royal Yacht Club of Tasmania Commodore Richard Batt hold the Tattersall's Cup and Rolex timepiece, with the crew of *Wild Rose*.



**WILD FLOWER**

This year was the second overall win in the Rolex Sydney Hobart for *Wild Rose*. Opposite page: Winning skipper Roger Hickman said the passage from Tasman Island was the toughest sailing he had ever done.

time crew member after sailing with Hickman on an Etchells.

Jackie White is a sports physio, who fixed him up a few years ago after he twisted his ankle on the boat.

Kim Ketelbey has been working in the pit for four years.

Dr Phil Warburton is a Sydney physician whom he consulted about nine years ago after his blood pressure rose on Hamilton Island.

"Nobody's ever died on my watch," Warburton told him.

"You'll do me," Hickman replied.

There was bowman Dan Morrow, a veteran of nine Hobart races as well as having extensive experience in Farr 40s, Etchells and Dragons.

"He would get a place on any boat."

Trimmer Antonia Fong is an ANZ lawyer who moved from Melbourne to Sydney and asked to race with Hickman. She's now based in New York and flew back especially for the race.

And then there was family: brother Andrew Hickman and stepsister Lisa, a world-ranked kite surfer.

"It was just their time," Hickman says, who lost his mother Leslie, his greatest fan, last year. "This was special."

So what was the strategy?

"A wise man makes sure they get as much information as they can, as much

guidance as they can," Hickman says.

He engaged meteorologist Roger Badham to crunch the weather data and yachtsman Andrew Buckland to advise on IRC handicapping issues with the boat after he made a throw away comment that *Wild Rose* would be better with bigger spinnakers. It was pivotal.

Essentially, Hickman knew that, despite the impressive recent record, he had to get the boat going that little bit faster still if he was to take *Wild Rose* to a second win.

"The strategy is an evolutionary process. *Wild Rose* is not a new boat; we have been sailing it for a long time. We may change the size of the spinnakers and the spinnaker poles but over the last four years we have had very little change.

"There was hint in the air that it could be a 40-footer that could do well. One of the things I did, which was very important, was that I sped the boat up a bit. Bigger spinnakers meant that we were running quicker and it meant that we had to get to Hobart some 38 minutes earlier in a four-day Hobart.

"I wanted to be closer to the Beneateaus – *Ariel*, *Concubine*, *Not a Diamond*, *Breakthrough*, *Willyama* –

"There was a hint in the air that it could be a 40-footer that could do well. One of the things I did, which was very important, was that I sped the boat up a bit. Bigger spinnakers meant that we were running quicker and it meant that we had to get to Hobart some 38 minutes earlier in a four-day Hobart."
Roger Hickman

and also with the Sydney 38s *Zen* and *The Goat*. I wanted to speed the boat up enough so that we were a little closer to them.

"You can get becalmed and a little bit of distance can turn into an awful lot of time. I wanted to be in the same wind pattern or, as we have done before, beat them across the line."

So the strategy was to speed the boat up and follow the weather routing system that Roger Badham suggested.

"That's exactly what we did and the weather forecasts were so good it evolved exactly the way that they said.

"We followed the lines and we had that massive, massive southern current run down into Bass Strait. It was 35 nautical miles SSE of Gabo when you picked it up. The CSIRO had shown it; it was unbelievable. It was 2.8 to 3.3 knots for 120 miles.

"We are good upwind so we were doing well on the (RSHYR website) Yacht Tracker for most of the first day. Then when we got into the northerly on the second day, the current was hurtling us along.

"The point is that a boat like *Patrice* is doing 15 knots plus three knots; we are doing nine knots plus three, so we are featuring very, very well. For a smaller boat we are getting a higher

percentage lift from the current.

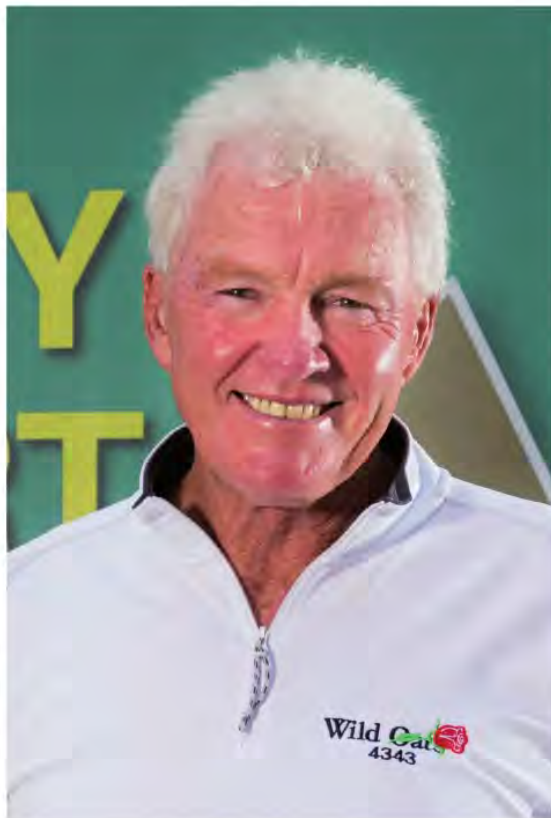
"It was picture perfect for our size of boat.

"One has to be a realist: the Rolex Sydney Hobart is a very complex race. That is its magic. So the real trick is you have to do it lots and lots and lots of times and one of the times, if you are very lucky, it will play into the size of boat you are sailing.

"I am proud of the way the crew sailed the boat against *Ariel*, *Concubine*, against *Zen*. We battled with them, like match racing, for 628 miles so I am very proud and excited about our performance against those boats. We had very little control about how we sailed against *Patrice*, *Wild Oats XI* or *Ichi Ban*, so we'll take it."

Hickman said the passage from Tasman Island was the toughest sailing in Storm Bay he had ever done.

"At one stage I looked at Peter Inghbold. We had done 66 Sydney Hobarts between us and we had never seen anything like this. We had gales, we had hail, we were drifting, we got belted this way, belted that way. Not only that, we were losing time against *Chutzpah*, and *Love & War* was rolling in on us so we had all this time



pressure as well."

And then there was the Chinese gybe beforehand, caught on camera.

"Was it dreadful? Yes," he says.

"We did more sail changes from Tasman to the finish than in the whole of the rest of the race. We had the number five up because we had 45 knots, we had the Code Zero up because we had three knots, then we got to the John Garrow Light: we were tacking, we had 2.2 knots of tide against us. Our hearts were in our mouths."

They made it and they won.

"My dad Jim would be swinging from the rafters," Hickman says. "It's about time we had a little boat with a family group winning the race. Next year they can go back to the *Patrices* and *Ichi Bans* and we'll all be happy."

After it all subsided, Andrew Hickman sailed *Wild Rose* down the Derwent for the day with members of his family.

Local yachtsman Steven Shield rang Roger: "Your boat is going down the river with a fender over the side. Cardinal sin. That's a carton of beer," Shield said.

"Isn't that just wonderfully ironic?" says Hickman. ⚓



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The finish of the 70th Rolex Sydney Hobart Yacht Race could not have been better timed: A sunny summer Sunday afternoon in Hobart, a pleasant breeze on the River Derwent providing thousands of Tasmanians and visitors to the island state with a magnificent spectacle as *Wild Oats XI* powered up the river for a record eighth line honours victory. And as a bonus, the US super-maxi *Comanche* finished just under 50 minutes later.

HOME COMING

THE CROWDS GATHER AT CONSTITUTION DOCK TO WELCOME THE FLEETS AT THE FINISH LINE, WRITES EDITOR AT LARGE PETER CAMPBELL.



Between 100 and 150 spectator boats escorted *Wild Oats XI* up the river, many greeting her as she rounded the Iron Pot for the final 11 nautical mile dash to the finish off Castray Esplanade in Hobart's historic seafaring precinct of Battery Point.

A strict exclusion zone was in force to give the first boat to finish an unimpeded path up the Derwent, but there were still a couple of ignorant boat owners who chose to disregard this safety rule. Hobart's diligent water police ordered two boats out of the zone and one owner copped a \$750 fine after back-chatting a police officer.

The Royal Yacht Club of Tasmania's finish co-ordinator for the Sydney Hobart, 'Biddy' Badenach, estimated between 3,000 and 4,000 people were around the shores of Sullivan's Cove to watch *Wild Oats XI* cross the finish line, marked by a resounding cannon fire from an historic field gun, and then the cheer for Mark Richards and his crew as they berthed outside Constitution Dock. Another warm greeting awaited the Americans aboard *Comanche*.

Commentator Gordon Bray kept the crowd ashore, including those at the packed Taste of Tasmania, entertained with racey updates of the progress of the duel between *Wild Oats XI* and *Comanche*, with Robert Round, master of the Tasmania Police vessel *Dauntless*, phoning regular reports to 'Biddy' Badenach.

In an innovative move, RYCT Liaison Centre volunteer Julie Martin, armed with a remote microphone, got in close to Mark Richards as he was being interviewed by the media enabling the public to also hear his comments over the loud speaker system around the docks.

AWARDS TO ROBERT 'BIDDY' BADENACH AND MARTIN JAMES

'Biddy' reckons it was the biggest crowd at dockside since 2009 when "the Kiwis came out of the hills" to see Neville Crichton's *Alfa Romeo* beat *Wild Oats XI* by just over two hours.

'Biddy' should know, he's being doing this major volunteer task for the past 17 years, an effort recognised at the official prizegiving when he received the Rolex Sydney Hobart Yacht Race Meritorious Award for his outstanding contribution to the race.

The other recipient of this award was Cruising Yacht Club of Australia's past Commodore Martin James who contributed much to bringing Rolex onboard as race sponsor and also in upgrading race communications,



including the high tech position reporting system.

Sullivans Cove was packed almost gunwale to gunwale with boats from December 29 onwards into the New Year as they finished the long ocean races from Sydney, Melbourne and Launceston, some 150 craft in all. Each race used the same finishing line with the 'Castray Box' manned 24/7 by teams of volunteers from the Royal Yacht Club of Tasmania, Derwent Sailing Squadron and Bellerive Yacht Club, and other enthusiastic supporters.

With the weather for some of the boats certainly far from pleasant, spare a thought for Mick Hocking and his team of volunteers who also worked 24/7 in berthing the Sydney Hobart fleet. "We all got a good reception from the tired yachties as we guided them into a berth, even if it was not quite where they wanted to be," Hocking reported.

The largest fleet in the Rolex Sydney Hobart Race since the 50th race were mostly accommodated on the Kings Pier marina with smaller yachts berthing in Constitution Dock – and receiving an extra welcome from Hobartians and visitors as they

sailed through the lifting bridge into the dock. Those boats that did a circuit off the Taste of Tasmania at Salamanca Place also received a rousing reception.

This year, the Melbourne to Hobart Westcoaster and Eastcoaster fleets, just 18 in all, were moored on the northern side of the King Street Marina, the 24 yachts in the Launceston to Hobart Race were on the southern side of the Elizabeth Street Pier. This all worked well for everyone concerned including race officials.

With boats finishing, as always, around the clock, a team of more than 30 volunteers staffed the RYCT Liaison Centre at Constitution Dock. Their most popular task was delivering a case of beer to tired and thirsty yachties as they berthed, maintaining a tradition that goes back to the earliest days of the Sydney Hobart. "It's a gesture highly regarded by all competitors to have a cold beer handed to them after days at sea," said one volunteer.

"The volunteers not only came from the RYCT, we had people from Adelaide, Melbourne, even America, helping out in keeping the public informed of finishing yachts, chasing

up declarations (even finding the crew of several yachts down at the Customs House Hotel) and answering hundreds of technical questions from the public," recalled Peter Martin, a retired Navy officer who this year commanded the Liaison Centre.

"Everything seemed to go well... we had to guide a few yachties back to their boats after they wandered around dock from the comforts of the Customs House... we had one large Rolex flag nicked... and we had a few people trying to climb the historic crane at Constitution Dock," he added.

The biggest dramas came with the severe front that ripped through Hobart on the afternoon of December 29 and the reports of the tragic light plane crash in Storm Bay early that evening.

The Bureau of Meteorology issued a severe storm warning of hail, rain and 60 knot + galeforce winds that turned the River Derwent into a maelstrom of whitecaps. Crews dashed back to their boats, the public huddled into tents around the docks. There was no serious damage ashore apart from bent flag poles.

On the river, conditions were vicious. One RSHYR competitor had

INTO THE BLUE
Left: Spectators await the arrival of the first boats at Hobart's dockside; Above: Between 100 and 150 spectator boats escorted *Wild Oats XI* up the river for the final dash.

sailed within 50-metres of the finish line, heavily reefed with the headboard strapped to the mast. It could not lay the line or tack and the crew was forced to run back down the river to the shelter of Draughty Point, losing five places. Other yachts emerged out of the gloom with torn sails.

TRAGIC PLANE CRASH

The fatal crash of a light aircraft taking photographs of the Rolex Sydney Hobart fleet in Storm Bay cast a spell of gloom over the race, notably among competitors and officials who knew both the pilot Sam Langford and the photographer Tim Jones. Sam was the son of Royal Yacht Club of Tasmania board member Peter Langford and nephew of Yachting Australia board member Garry Langford.

The tragic loss was remembered with a minute's silence at the start of the official prizegiving for the 70th



ROLEX / CARLO BORLENGHI



Rolex Sydney Hobart Yacht Race at the RYCT where the quick reaction and seamanship of race competitors Jacinta and Brett Cooper of *Mistraal* was recognised with the awarding to them by the Race Committee of the Rani Trophy.

Within seconds of seeing the plane crash into the sea south of Cape Raoul and watching the tail disappear beneath the waves of Storm Bay, *Mistraal* headed towards the crash site, with Jacinta jumping on the radio to call "Mayday, mayday, mayday... we've plane in the water... plane in the water at (coordinates) 43 14 147 50. This is *Mistraal*."

Jacinta's response was recorded by a coast radio operator, with her adding: "We are approaching the plane, the plane is sinking. *Mistraal* is standing by at site."

Mistraal was joined by eight other Sydney to Hobart competitors and the police boat Van Diemen, 20 minutes later.

Later, these coordinates assisted the water police in locating the aircraft in 90-metres of water and the eventual recovery of the single-engined Cessna 172 owned by Airlines of Tasmania, with the bodies of the two men still strapped to their seats.

More than 600 family, friends and

aviation colleagues, along with yachting representatives attended a memorial service for Sam Langford held at the RYCT in mid-January and a similar number of family, friends and motor racing colleagues were expected to farewell Tim Jones the following week.

SIX YACHTIES REACH 25 HOBARTS

A traditional part of the Rolex Sydney Hobart prizegiving at the RYCT on January 1 is the presentation of Tasmanian Government medallions to yachtsmen who have reached their 25th Sydney Hobart, and in the 70th race six more names were added to the illustrious list of 'Hobart Legends'.

Matt Allen, President of Yachting Australia and recently elected President of the Australia Day Regatta, sailed his 25th Rolex Sydney Hobart Race skipping his latest *Ichi Ban*. Phil Molony achieved his 25th skipping his Archambault 35 *Papillon*, as did Sean Langman helming his 82-year-old wooden gaff-rigger *Maluka of Kermantie* which, at one stage, looked a potential overall winner. Others to reach their 25th Sydney Hobart were Colin O'Connor, Adam Brown and Steve Grellis.

Another worthy award recipient was John Winning who was presented with a half-model of his motor vessel *JBW* to mark the 10th time he has made the boat available as the Radio Relay Vessel for the Rolex Sydney Hobart.

Rolex were well represented in Hobart and they must see the Rolex Sydney Hobart Yacht Race as one of the jewels in their sponsorship crown as it's reported that they have signed on for a further 10 years. ⚓

ON DRY LAND
Above left: The race finish at Constitution Dock in Hobart; Above right: Loved ones welcome home crew members.

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BRAVE HEART
Carlo Borlenghi

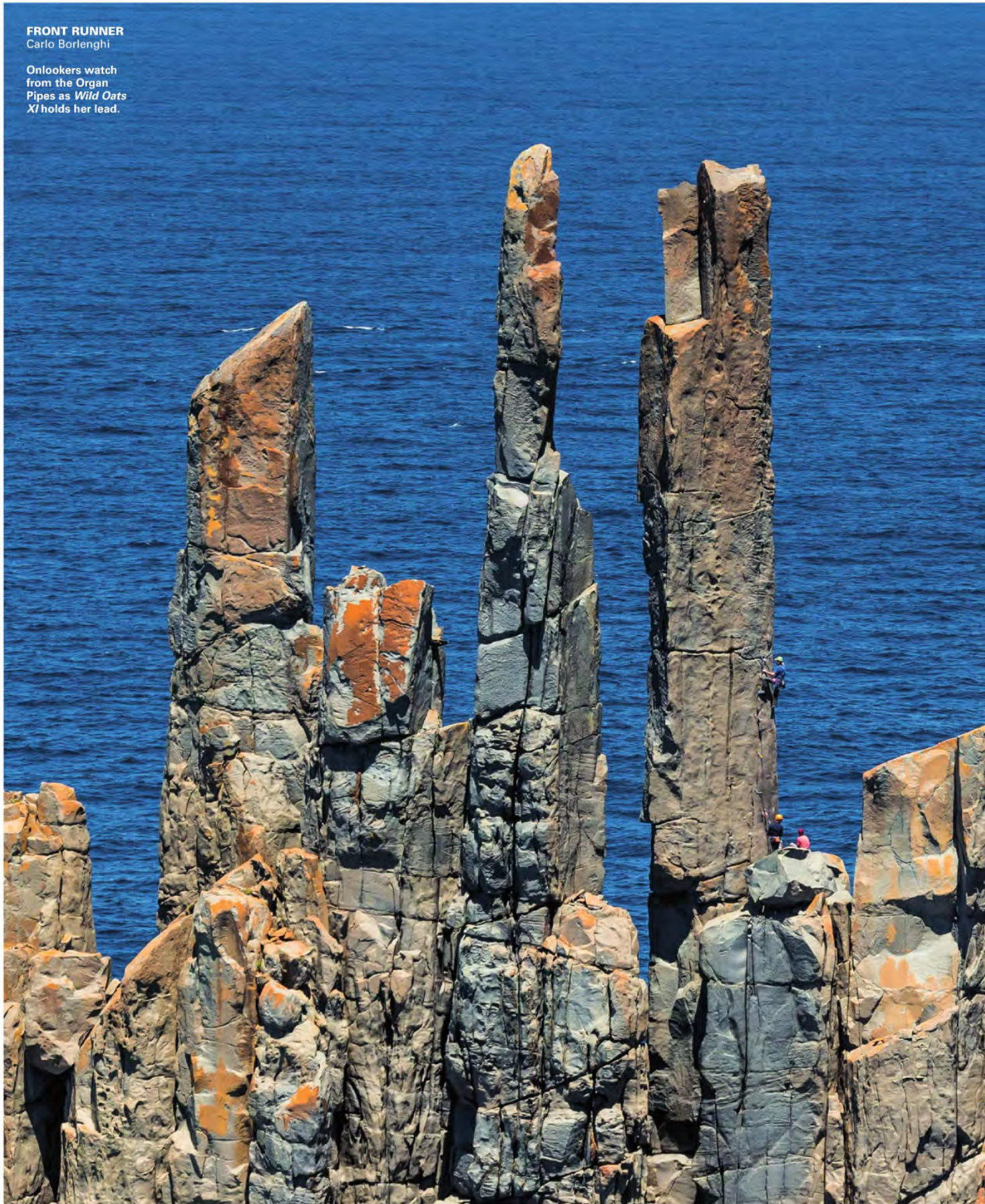
A crew member scales the towering mast mid-race aboard *Comanche*.

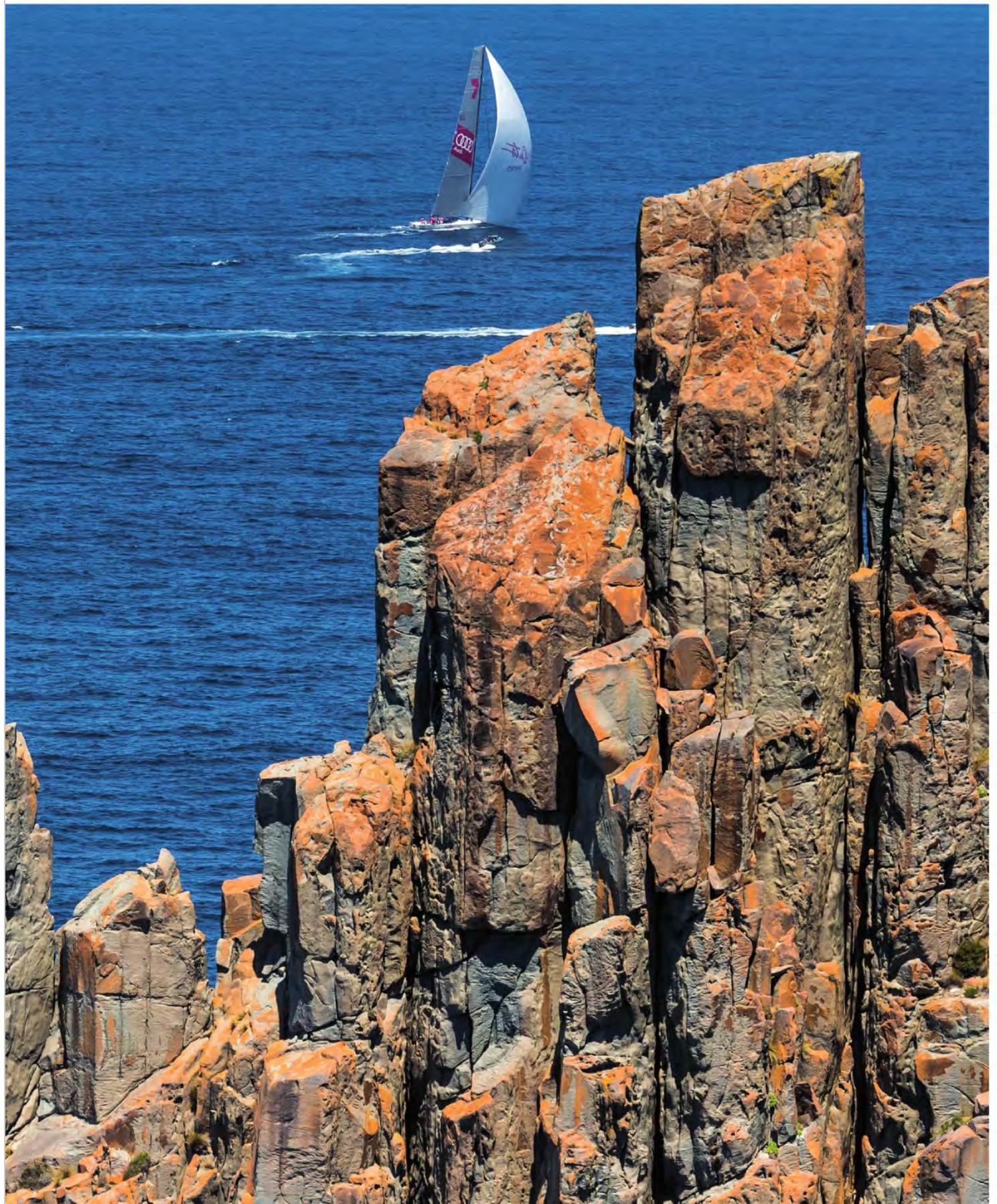


FRONT RUNNER

Carlo Borlenghi

Onlookers watch from the Organ Pipes as *Wild Oats XI* holds her lead.





GLITTERING FINISH
Daniel Forster

Wild Oats XI sailing up the River Derwent to line honours victory and an historic eighth win.





HAMILTON ISLAND

GREAT BARRIER REEF AUSTRALIA



THE LAST STRETCH

Carlo Borlenghi

Sean Langman helming his 82-year-old wooden gaff-rigger *Maluka of Kermandie*, which, at one stage, looked a potential overall winner. Sean Langman reached 25 Hobarts in the 70th Race.







SOLAS Big Boat battle

WILD OATS XI and COMANCHE battled it out in Sydney harbour at the SOLAS Big Boat Challenge in a warm up for the Rolex Sydney Hobart. By JIM GALE.

A large spectator fleet watched Bob Oatley's 100-foot maxi *Wild Oats XI* declare that Sydney Harbour is still her backyard, the brand new, revolutionary American upstart, *Comanche* notwithstanding.

Wild Oats XI sliced across the finish line beside Fort Denison 1 minute 22 seconds ahead of *Comanche* for yet another line honours victory in the annual SOLAS Big Boat Challenge, having led the fleet for much of the race.

Fellow Sydneysider Matt Allen steered his 60-foot *Ichi Ban* fifth across the line, behind *Black Jack* and *Perpetual Loyal* to win the race on handicap. Nicholas Bartels' *Terra Firma* won the PHS class.

Skipper Mark Richards steered *Wild Oats XI* to a perfect

OCEAN DUEL
Wild Oats XI and *Comanche* battle it out in Sydney harbour.

start and quickly accelerated ahead until a fouled first spinnaker set allowed *Comanche* and *Perpetual Loyal* to ease past her on the approach to the first mark, with Peter Harburg's blisteringly fast Volvo 70 *Black Jack* making up the quadrella.

The four boats weaved across the Harbour under spinnaker as they raced towards the first rounding of Fort Denison. As the giant yachts furled their spinnakers to beat around the fort, *Wild Oats XI* and *Comanche* were neck and neck. A daring cut between the Australian boat and the Pinchgut rocks gave the Americans the edge, until *Wild Oats XI* reasserted herself, clawing her way to a lead she would not relinquish again.

With the Rolex Sydney Hobart just weeks away the win will be a big confidence boost for Oatley, Richards and the crack crew aboard *Wild Oats XI*. She has dominated the ocean classic since her triple record breaking/line honours/overall winner triumph of 2005, a feat she repeated in 2012, but 2014 is shaping up as her greatest challenge yet.

Despite annual modifications and upgrades nine years is a venerable age for a racing yacht, and now she must not only beat arch rival *Perpetual Loyal*, she must outrun the just launched *Comanche* and *Ragamuffin 100*.

The light conditions no doubt helped the cause of the pencil thin *Wild Oats XI*, as did the tight course. The new generation 100-foot maxis are powerful, wide beamed beasts, and this was not a day for pushing a wide hull through the water.

While Bob Oatley will enjoy the win, he will be well aware that the winds will be stronger offshore, the seas bigger and more suited to the big power hitters than the harbour. And each week the crew on *Comanche* will learn more and more about their brand new, radical boat and how to sail her.

"We were very impressed with *Comanche*," Richards conceded after the race. "The conditions suited us rather than her. They went upwind very well. They pointed very high."

With her huge beam, *Comanche* should be fast downwind, but in an essentially upwind and close hauled race today she gave little away to *Wild Oats XI*.

"We were very pleased with how the boat went upwind," *Comanche*'s skipper, Ken Read said. "Every day we sail this boat we learn a huge amount. That is why you will see us out practising so much before Boxing Day. We could not have been happier with how *Comanche* went. She was designed to do exactly the opposite of what we had today."

"This boat is a beast. Do we know how it will handle (the tough conditions off the New South Wales coast and Bass Strait), will it stay in one piece? We have no idea!"

It was a disappointing day for *Perpetual Loyal*. Another big, beamy beast, she matched *Wild Oats XI* and *Comanche* early on for boat speed, but soon lost her way. "We're improving though," quipped skipper Anthony Bell. "Last year we shredded a spinnaker. This year we just tied it up in knots."

While the big boats are all focussed on line honours, Matt Allen's *Ichi Ban* is all about winning the Rolex Sydney Hobart outright, on handicap. Launched just weeks before last year's race, the 60-footer has undergone a number of modifications recently. "We've seen a big improvement in performance," Allen said.

He was delighted with how fast the boat went, giving little away to the bigger, canting-keeled *Black Jack* all day.

The win will be a real shot in the arm for team *Ichi Ban*, though like *Wild Oats XI*, they too know that the real challenge lies ahead. Winning the Rolex Sydney Hobart is an even bigger challenge than winning line honours. ⚓

www.rolexsydneyhobart.com



Competition runs high for racers

A close match in the CYCA Trophy-Passage Series saw local, interstate and international entries take to the water. By DI PEARSON.

The CYCA Trophy – Passage Series in mid-December exemplified the level of competition in Australia leading into the Rolex Sydney Hobart Yacht Race, which brings to a close the Cruising Yacht Club of Australia's Blue Water Point Score and Southern Cross Cup.

Following two days of passage races by a blend of local, interstate and international entries, Ray Roberts' *OneSails Racing* won Division 1. To be fair, Rob Hanna's dominant TP52 *Shogun V* (Vic) won the opening race and finished second on Day 2, while Roberts mirrored the result in reverse. The rules worked in Roberts' favour, winning the final race sealed the deal.

Matt Allen's *Ichi Ban* convincingly took line honours on both days and finished third overall, producing a pair of third places.

Roberts purchased the former *Living Doll* in September for his first Hobart race in five years. He sailed a brilliant second race, taking almost four minutes out of *Shogun V* on corrected time.

"This was an important win for

us ahead of the Hobart," Roberts confirmed. "We are still testing the sails and learning to use them."

"It was critical to get a good start, because the breeze was very light and shifty on the second day. We could see breeze in Watsons Bay, so we positioned ourselves to make a good exit from the Harbour."

Named 2006 Ocean Racer of the Year, Roberts disappeared from the Australian yachting scene in 2010 and concentrated his efforts in Asia with great effect. "I needed a rest from Australia – I needed to do something different. I'm back fresh and looking forward to the 70th Hobart and to racing here again," the 18 Hobart race veteran said.

Division 2 was a copycat of Division 1, when the DK 46 *Khaleesi* (Andrew and Pauline Dally) toppled her sistership and Day 1 leader, *Nine Dragons* (Bob Cox) for the trophy after the latter suffered setbacks on Day 2 and finished fourth overall.

The Dallys basked in their first major win since buying the former *Exile*. Ed Psaltis took advantage of the situation to finish second overall with *St George Midnight Rambler*, the

Ker 40 he owns with Bob Thomas and Michael Bencsik.

Andrew Dally from Middle Harbour Yacht Club commented: "We're ecstatic with our win – it's our first one – and with the Hobart coming up, it's good news."

Ron Forster and Phil Damp's Beneteau 40, *Ariel*, completed the podium after a second place to *Khaleesi* in Race 2, in which *St George Midnight Rambler* was third.

In both divisions, there were only seconds between some finishers, and with most racing in the Hobart, it will most likely come down to the wire if the big boats don't get away.

Conditions varied over the two days. The first produced a south-easterly for the 18 nautical miles from Shark Island, offshore to a mark, to the Watsons Bay finish. Outside the Harbour, lumpy seas and 15 to 18 winds tested the fleet. Rolex Sydney Hobart 2013 champion *Victoire* failed to finish when the starboard runner on Darryl Hodgkinson's *Cookson 50* parted in the middle.

Andrew Dally described the second day, a 24 nautical mile course; windward from Shark Island to Long Reef, around a mark and return to the Watsons Bay finish line: "The Harbour was lovely and we got to North Head in close company with *St George Midnight Rambler*, but there was lump left over from yesterday and the sea was a bit confused offshore so it was a bit challenging."

Light and variable before the 11.00am start, east-nor-easterly winds materialised on cue: 8 to 10 knots made it difficult in the choppy seas, the residual of the previous day's conditions.

The ORCi result was derived from combining Divisions 1 and 2. *Ariel* won from *St George Midnight Rambler*, with *Shogun V* third. Warwick Sherman's *Occasional Coarse Language 2*, a Ker GTS 43, claimed PHS overall from *Ariel*, with Les Goodridge's X-50, *Wax Lyrical* third after winning Race 2.

St George Midnight Rambler, *ADA Celestial* and *Balance* (CYCA Gold) lead the chase for the Southern Cross Cup of which the non-droppable Rolex Sydney Hobart is the decider and includes December's Bird Island Race and the CYCA Trophy-Passage Series. The trio has a 16 and 17 point lead respectively over CYCA White and CYCA Blue. ↓

Results for CYCA Trophy and Southern Cross Cup Series: www.cyca.com.au/sysfile/downloads/2015_summer/index.htm

PASSAGE MAKER
Two days of racing finished with *OneSails Racing* as the Division 1 winner, very closely followed by Rob Hanna's *Shogun*.



Time to shine

The Club Marine Pittwater to Coffs race delivered a light air challenge of strategy but smiles all round, writes LISA RATCLIFF.

Julian Farren-Price's evergreen steed of 14 years, *About Time*, delivered the Sydney owner and crew a third IRC overall handicap win in the 2015 Club Marine Pittwater to Coffs Race.

"We are pretty thrilled; I can't believe we've taken out IRC for the third time with this boat," said Farren-Price last night. His other corrected time wins came in 2011 and 2009.

About Time equalled the record for the most IRC overall wins, joining Bob Oatley's *Wild Oats XI* on the honour board.

IRC is one of the three handicap system owners opt to compete and be scored under for the annual coastal classic. The other two are ORCi and PHS.

Farren-Price's Cookson 12 from the CYCA in Sydney was both the official IRC and ORCi overall winner ahead of Rob Hanna's TP52 *Shogun V*. The TP52 headed straight back to Geelong, a 780 nautical mile delivery to the owner's home port for the next event on the program; the Festival of Sails in late January.

Farren-Price is a seasoned campaigner who credited this particular triumph to a combination of three factors. "It was an upwind race which doesn't normally suit us. I put the win down to a combination of making the least amount of mistakes

possible — there was never a moment where we questioned a decision. I had one of the best crews I've ever had on board, they were a delight to sail with and I had full confidence in their boat handling. And it didn't hurt that I put a new mast on the boat in September."

The skipper also praised the innovative changes the organising club, the Royal Prince Alfred Yacht Club, implemented. "Changing the way you enter, not requiring HF radio and doing away with radio skeds were all good moves and made things very convenient. With the tracking technology position skeds aren't necessary and it was fascinating while racing to watch what people were doing via the technology. I think the RPAYC made a lot of good moves for this race."

Both IRC and ORCi placegetters spoke of the navigator's nightmare that has been the 34th edition and their crew's exhaustion at the finish due to the concentration required, and lack of sleep from the 1pm start from Broken Bay on Friday January 2, 2015.

"It was a hard and quite tricky race with a lot of sitting on the side of the boat and a lot of time spent concentrating on the current and boat positioning," added Farren-Price. "I was absolutely shattered; past Crowdy Head I fell asleep at the wheel three times."

On corrected time *About Time* beat *Shogun V* by 33 minutes under IRC over the 226 nautical mile race and on ORCi results the gap is wider at 51 minutes.

"It was a very interesting race, quite mentally stressful and a real navigator's nightmare," reiterated Hanna back home in Victoria. "Conditions were quite funky and apart from the first 3 to 4 hours after the start when we got some downwind work it was all light upwind, and that's not our boat's forte."

"We were going quite well until we got to Tacking Point where we couldn't find any relief from the current, at some points we were pushing up to 4 knots. We headed inshore and were kissing the bricks, and still had two knots on the nose!" "My crew did a great job; they couldn't follow a watch system though as we needed guys on deck changing sails continuously. Every chance we got we sent two down below to get an hour's sleep. Our navigator Ross (Vickers) is knackered."

In the dark wee hours of Sunday morning and only a couple of miles from the finish, *Shogun* struck something in the water, Hanna thinks possibly a small shark. "At first we thought we'd run aground. Whatever it was hit the bow, then the keel and then the rudder. There's no damage to the boat."

Third on IRC overall is Stephen Proud's *Swish*, sailing for Middle Harbour Yacht Club, and third on ORCi is Richard Hudson's *Pretty Woman* campaigning for the host club.

PHS results are decided and the lovable Queensland veteran of the sport, Robbo Robertson, at the helm of his own design, a Robertson 950 called *Corroboree* has taken top honours from Stephen Dadour's Dehler 41 *Solutions* and Sandor Tornai's *Espresso Forte*.

"It's a bit surprising actually," admitted Robertson this morning. "The longer the race went on the more advantage the bigger boats gained on handicap. It was good to win IRC division 2 as well; it's a very happy time for us all."

On his time at sea the skipper added, "It was hard work out there, you don't want too many days at the office like that!"

Robertson was the oldest skipper captaining the oldest boat in the fleet. He built the 950 from a David Lyons design 24 years ago, sold it three years later and then bought it back last year. www.pittwatertocoffs.com.au/live/race-results

TEAM EFFORT
About Time IRC and ORCi winner, Julian Farren-Price, pictured far right.

ROLEX / DANIEL FORSTER



Grand slam

ADA Celestial's final placing in the Rolex Sydney Hobart has sealed the triple-crown deal. By DI PEARSON.

Sam Haynes and his *ADA Celestial* have been knocking on the door of major success for the past three years and the Sydney vet's patience was rewarded when 11th overall in the 2014 Rolex Sydney Hobart Yacht Race sealed the triple-crown in the Cruising Yacht Club of

IN HIS ELEMENT Sam Haynes and his *ADA Celestial* took out IRC, ORCi and PHS for 2014, he is pictured second from left on the rail, on his way to Hobart.

Australia's six-race Blue Water Point Score (BWPS).

Haynes and his Rogers 46 came from behind to take the crowns under IRC, ORCi and PHS for 2014. In one of the closest series on record, Haynes was third overall going into the Sydney Hobart, two points behind the leader *Shogun V*, a TP52.

Paul Clitheroe's *Balance*, also a TP52, was a point ahead of *ADA Celestial* going into the Hobart, while Matt Allen's *Ichi Ban* was also waiting in the wings five points away. But the non-droppable race meant their chances went out the back door. *Balance* finished 36th overall and *Ichi Ban* even further back with the bigger boats, their crews helpless as the race went the way of the smaller yachts.

"It was always my dream to win the Gold Coast race, and to do that with my 16 year-old son on board made it all the better," Haynes said.

"Among all those little islands, they were hard races with so much competition," commented the yachtsman who was not happy with their Bird Island Race result in December.

"We could have done well in that race, but we didn't make the best of what we were given on the way up to the Island," said Haynes, who felt the same way about the Rolex Sydney Hobart, but for different reasons.

The *ADA Celestial* crew is now looking forward to going to the official prize giving. "I think you'll hear a bit of noise and a few cheers that night," said Haynes who said they would definitely return for the next series.

The annual BWPS comprised the Land Rover Sydney Gold Coast, Flinders Islet, Newcastle Bass Island, Cabbage Tree Island, Bird Island and Rolex Sydney Hobart yacht races. www.cyca.com.au



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ABERDEEN ASSET MANAGEMENT 2014/15 FARR 40 AUSTRALIAN SERIES SCHEDULE

DATE	REGATTA	VENUE
30 Jan - 1 Feb 2015	Victorian State Title	Sandringham Yacht Club, Melbourne
27 Feb - 1 March 2015	One Design Trophy	Middle Harbour Yacht Club, Sydney
21-23 March 2015	NSW State Title	Royal Sydney Yacht Squadron, Sydney
25-28 March 2015	John Calvert-Jones Trophy: National Championships	Royal Sydney Yacht Squadron, Sydney



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Simple sail plans are one of the holy grails for cruising sailors, so many ideas have been tried over the decades, and centuries in fact, when we remember the Chinese junk rigs. These boats used unstayed concertinaed sails as an easy but efficient form of sail power. More recently, early forms of wing sails have been marketed by companies such as CarboSpars whose rather ungainly looking Aero Rig can still be seen on some older cruising boats. But aerofoil wing sail development among high performance catamarans like the Orma 60s and latterly the America's Cup has brought this idea to a whole new level; something that has helped Beneteau to realise its prototype wing sail.

SIMPLE SAILING

Wing sails are intended to be easier to handle as the sail plan is a single entity with a relatively less complex structure, as there's a single halyard, no shrouds and of course only one sail to worry about. Operating it can also be safer as I found out when gybing because there's far less impact, with no rigging to crash against (and the forward jib section of the wing acts as brake to cushion the swinging momentum of the mainsail section). Other theoretical advantages include the ability to reef at any point of sail and in strong winds the entire sail can 'weathercock' or point into the wind to minimise the load. These important facets give the concept wide appeal to the cruising market. Marketing to the masses has been Beneteau's recipe for success throughout its illustrious 130-year history and paramount to the future says

R&D manager Eric Ingouf as we look around the new sail. "We need to attract new, younger sailors so a simple rig like this wing sail could be the future," says Eric.

PROVEN HISTORY

Designer Guy Beaup has been working on the wing concept since 1992. A veteran of two circumnavigations with his family over a period of 25 years, the French cruising sailor eventually developed the concept in his search for a simple and easily handled sail plan. The result of his efforts is the wing sail which he has used on his 60-foot ketch *Matin Bleu* for the last seven years and 60,000 miles. "We've been in winds of 60-knots and big seas but all done without mishap," he tells me as we sit in the cockpit of the test boat. For the first cruise Beaup used an unstayed junk rig so became very aware of the further possibilities that led to his development of the winged sail.

Beneteau Manager Bruno Belmont saw *Matin Bleu* in 2004, just before the Beaup family was casting-off for their second circumnavigation. With the development possibilities apparent the company came to an agreement with Beaup and patented the concept. Fast forward to 2013 when Beneteau built and installed the prototype wing sail on a *Sense 43*, in what began as a low-key development project. As the world's largest volume yacht builder (the



THE FUTURE OF CRUISING OR YET ANOTHER FORLORN ATTEMPT AT FIXING SOMETHING THAT ISN'T BROKEN, ASKS KEVIN GREEN, WHO FLEW TO WESTERN FRANCE TO SAIL BENETEAU'S PROTOTYPE WING SAIL.

.....

FLYING MACHINE

The tapered mast is unstayed so relies on its inherent composite/carbon fibre structure and is keel stepped. Weighing about 120 kilograms less than the conventional rig – which it is slightly shorter than, with about 5 percent less sail area – the wing isn't cumbersome; even if its beefy boom may give that impression. Further strengthening by the addition of a deck beam has been added to the prototype Sense 43 but eventually dedicated hulls will be built. These hulls could be quite different from Beneteau's best-selling cruising range of Oceanis (that is about 70 percent of its sales) in the absence of stays for the outboard triangulation shape needed to support the mast. "The centre of gravity is lower than on a Bermudan rig so the hull could be narrower and the keel lighter," explains Eric. So, like the various wishbone yachts and Freedom ketches, new hull shapes may emerge from Beneteau's Vendee based factories.

SAILING ON THE BAY OF BISCAY

The marina at Croix-de-Vie was an auspicious setting for our sea trial as the shed along the road was where the company's success story began when Benjamin Beneteau started building sailing trawlers in 1884. The angular lines of Beneteau's newest range of vessels, the Sense, contrasted strongly with rounded lines of surrounding yachts but very much in keeping with the futurist rig that we were hoisting.

Taking the helm as we cleared the marina proved an interesting experience and not one I've had before on a sailboat. There's not telltales and of course with a rotating mast a fixed Windex wouldn't work, so for the moment Beneteau has put a wind indicator on the pulpit which allowed me to find the best course to windward in the 14-knot breeze. Instrument calibration and usage is complicated by the rotating mast but is the same as the masts on the Orma catamarans so the technology exists already. B&G, for example build special sensors for these kinds of yachts, as do other manufacturers.

"Leaving the old thinking behind" as Eric advised took a wee bit of getting used to while I sat out on the gunwale, as we sped off to windward, touching 7.2 knots at an angle of 40 degrees. My hand required little effort on the helm which felt very light but perhaps lacking in feedback. Letting the wheel go showed the sailplan to be balanced as she tracked steadily on. Another advantage of this low effort would be the autopilot's job being made easier, with less amps needed to hold your course. At the wheel I was enjoying myself, which is what sailing is all about after all.

As we glided down the rocky coast towards a headland it required me to change course. Tacking was simply done, just keep an eye on the pulpit windvane to guide you onto the best new course while the single mainsheet controls the entire sailplan. Similarly with gybing: the boom slides over but is cushioned by the pressure against the fore-part of the sail and there's no standing rigging to crash against. The aesthetics of the wing sail may not appeal to the purists but it works efficiently on all points of sail. When running, the concept again is simple, as there's no stays to prevent you going square downwind. One downside could be the lack of sail area in lighter airs where a cruising chute would be used on a conventional yacht but this is a small price to pay for what I think is a very viable cruising rig. ⚓

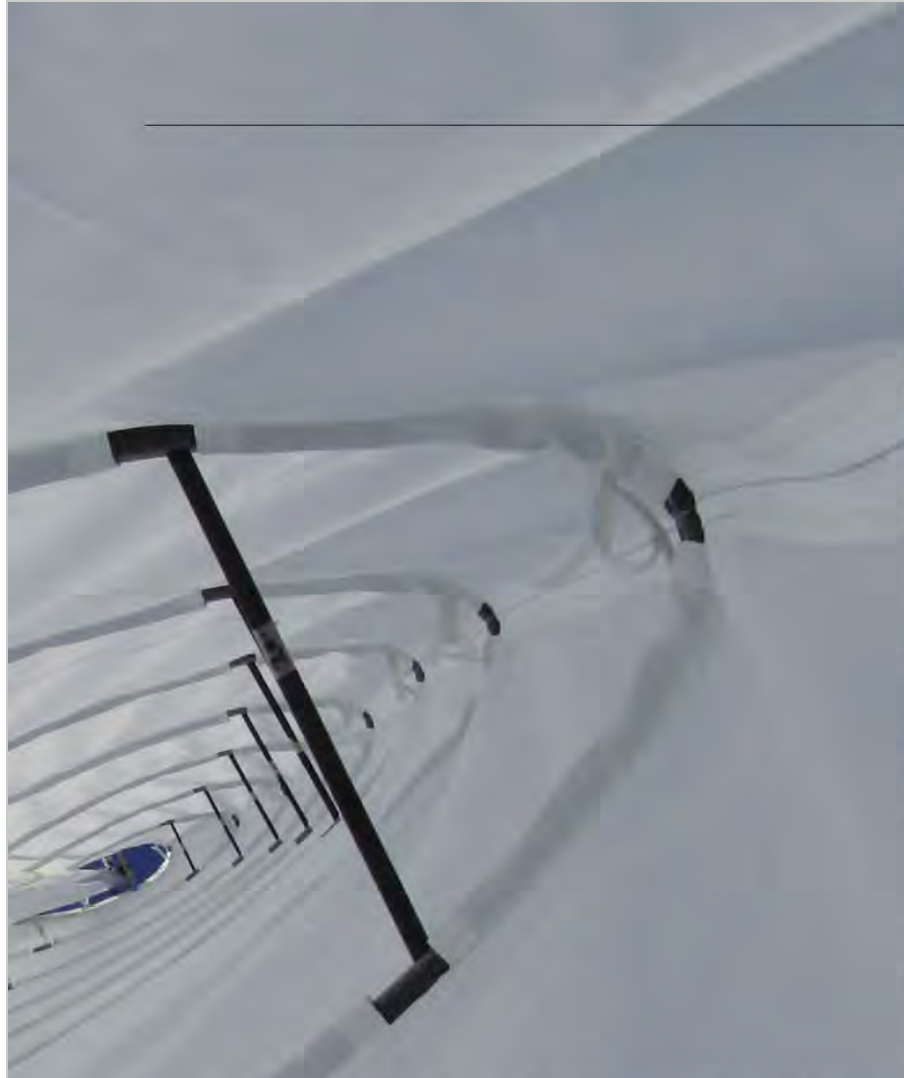
Beneteau Group includes Jeanneau and Lagoon) who produces mainly cruising yachts, the possibilities are promising, especially when considering the research and development resources available. The team also includes sailmaker Incidences Sails who is a major supplier to the Beneteau Group. Their special wing sail is a fascinating piece of technology that comprises a double skinned Dacron wing section forward and a single skin aft. The wing is created by a wishbone shaped cage that surrounds the mast, and thus supports the sail, while the aft section articulates.

ASYMMETRIC WING

This articulation is reminiscent of flaps on an aircraft wing. It does the same job in altering the air flow to create an asymmetric shape that increases pressure on its windward side. The articulation is the clever part of the design as it has a pivoting section on top of the back of the aluminium boom. This pivoting section extends from where the solid vang attaches. "But we may not need this vang at all," explains Eric. The boom is strongly attached to the mast on a rotating collar – as this is where most of the forces are – so this collar fixes the boom's horizontal trim. This also reduces the mainsheet loading substantially so allows relatively easy trimming, as I found out. Control lines are fairly simple, comprising the mainsheet which only requires 2:1 purchase while conventional slab reefing is used, with the addition of a tack line as well as a leech line. The main halyard is managed by a winch on the underside of the boom, where a bank of jammers are used for reefing. Lazyjacks gather the sail and this all worked well for us at sea.

SUPER STRUCTURE

The wing sail is not a new concept but Beneteau's smart version of it could be the next big thing for cruising yachts. Left: During my sea trial the rig worked well on all points of sail and the performance compared closely to the standard Sense 43 I've tested.



10

WAYS TO ENJOY THE SEA

JAMES BOND'S YACHT OF CHOICE IN CASINO ROYALE IS AMONG OUR TOP 10 NEW BOATS THIS YEAR, WHICH IS AN ENTICING MIX OF THE EXOTIC AND ECLECTIC, REPORTS KEVIN GREEN.



CAST AWAY
Relaxing on a new Beneteau Oceanis 60, one of our top 10 new yachts for 2015, is hard to argue with.

Buying a new race yacht for the price of a station wagon is a smart way to enjoy the sport so I was very interested in sailing and racing the Far East 28R which launched in time to compete in a 16 OD fleet in the China Cup. These European designed Singapore built yachts are transportable and well made plus are nimble on the race course, as I found out. Moving up a notch, Bavaria continues to catch my attention as its Farr designed models improve while also allowing me to indulge in a pet subject – entry level yachts – so the arrival of the Easy 9.7 is particularly welcome. Having tested this 31-foot hull I can vouch for the fact that it sails well, has quality gear and comes with an entry price that won't frighten your accountant (\$143k). This basic cruiser is an ideal way to introduce the family to coastal sailing, and the occasional twilight race perhaps.

For those with need for more speed, the pocket performer E3 is a great option from Elan Yachts and distributor Performance Cruising Yachts has several of these 31-footers on the way, manager Ed Penn tells me: "Although there is still a market for pure racers and single-purpose cruisers, we're finding that many customers are interested in racing twilights or the winter series, and regattas like Hamilton Island Race Week but also want a boat that is comfortable down below and capable of being sailed short-handed, such as by a husband and wife."

Combining these facets in a very stylish and quality package is German builder Dehler who has evolved its popular 38 that has sold well in Australia to now launch the Dehler 46. Highly customisable with carbon spars options and lead keel, it should perform well both for those long coastal passages with family and in the IRC division in Hammo.

Those seeking maximum horsepower are increasingly upgrading from high-end production cruiser-racers to customised grand prix boats where 40-foot and its surrounds is the sweet spot for highly competitive yet relatively affordable racing. This was one of the reasons for Jason Ker redesigning his already successful Ker 40. The new McConaghy built Ker 40+ is a lighter and more powerful version of original GRP version – such as Ed Psaltis's *Midnight Rambler* here in Sydney – that will compete with the likes of the Botin 40, Hakes 42, Farr 400, Soto 40, Carkeek 40 and the evergreen GP42. There has been discussion of a Fast40+ circuit in the UK for these boats, so another reason to give the Ker 40+ some consideration. Moving up yet another notch is Shaun Carkeek's newly designed C440 grand prix boat which is being built to overcome the plethora of fast forties inshore while also chasing TP52s offshore, but a much more affordable campaign cost.

Away from the hustle of the race track lies the blue horizons where the big cruisers can go, so our grand armada assembled here should inspire you. These yachts are the flagships of their respective companies so showcase the best that Beneteau, Jeanneau and Hanse has to offer. They all feature apartment style living with space for all the essential whitegoods, bathrooms and luxurious accommodation that will entice you to stay or even live aboard. What distinguishes these mini-superyachts – the Beneteau 60, the Jeanneau 64 and the Hanse 675 – is the vast array of fit-outs available to individualise your vessel.

But for those seeking real cachet, as James Bond often does, we come to the Spirit 65. Handmade of wood in England, I still remember being impressed when 007 walked along the elegant sheerline of the Spirit 53 used in the movie. The only way to enhance that sheerline is to increase it, so the new Spirit 65 is born and on its way to the Asia Pacific region as I write this. Strip planked and sheathed in epoxy, the hull with its endless overhangs houses plenty of accommodation, all created in Mahogany.





PLAIN SAILING
The Bavaria Easy 9.7 introduces budget boating for families.

BAVARIA EASY 9.7

A good value pocket cruiser with a user-friendly sailplan, slippery hull and sensible layout make the Easy 9.7 a great first-time boat.

A 'lite' version of the very competent Bavaria 33 that I sailed recently, the Easy 9.7 could be your first cruising yacht. It is among a dozen or so models that a resurgent Bavaria has launched in the last 18 months as management changes at the German manufacturer are giving the brand an investment injection. For many of us pundits the source of its resurgence goes back to the agreement a few years ago forged with Bruce Farr's design house which has successfully combined the benefits of mass production with enhanced design prowess. Distributor Ensign Brokers take-over of the brand means locally there's dealers nationwide to support boats like the 9.7 that premiered in Cannes.

Designed as daysailer or weekender the Easy 9.7 is the same nimble hull as the Bavaria 33 with its two cabin layout that has enough living space to accommodate a family with ease. The big value in this model comes from the Spartan finish which is perfectly adequate but for those wanting the fit-out of a standard cruiser there's the Easy Living package that includes hot water, two-burner stove/oven, shower, shower power and more. Anchor gear would be another wise option.

The essentials that are standard include a sheltered cockpit with wide benches and the helm binnacle is surrounded by the sailing controls — mainsheet on a 6:1 blocks that proved easy to handle from the wheel, and Lewmar primary winches nearby as well. A hanked jib can be upgraded to a Furllex headsail roller reefing system on the Selden alloy rig, where Elvstrom factory sails are bent on. The alloy rig is supported by outboard chain plates and an adjustable (pulley) backstay plus hard vang.

Down below the layout is the same as the 33 with an L-shaped settee to starboard and a smaller one to port, adjoining the small chart table. The wooden dinette table has useful drawers and is well supported by being integrated into the compression post, so another good hand-hold at sea. Garmin's fairly recent OEM agreement with Bavaria has resulted in its electronics option being available with VHF radio a necessity.

Behind the portside navigation table is the elongated bathroom with its manual head and there's even enough space to fit a shower curtain. A wet locker recess is moulded like the GRP floor so easy to maintain. Opposite, the L-shaped galley is a good workplace should you choose the gimballed stove and oven and fridge option along with a composite worktop space that extends over the stove with its hinged cover and the large, deep sink importantly takes full-sized dinner plates.

The Farr-designed hull shape has minimum overhangs yet with enough rake at bow and transom to create pleasing lines which conceals plenty of volume throughout to give both space inside and buoyancy running downwind. Keeping everything upright is a cast iron (1.95-metre) bulb keel and deep GRP spade rudder. For stiffness a stainless steel grid has been laminated into the fibreglass hull and on the outside the bow area is laid with bullet proof Aramid fabric. So, a solid offering without the trimmings which is a bit like my wife's turkey and equally tasty! www.ensignbrokers.com.au and www.bavariasail.com.au

MODEL	Bavaria Easy 9.7
DESIGNER	Farr Design and Design Unlimited
OA	9.75 m 31'10" ft
LWL	8.85 m
BEAM	3.42 m
DRAFT	1.95 m / 1.50 m
ENGINE	Volvo Penta with Saildrive D1-20 18HP
WATER	150 litres
FUEL	150 litres
SAIL AREA	Total 51m ²
DISPLACEMENT	5,200 kg
BALLAST	1,300 kg
PRICE	\$143,000



MODEL	Beneteau Oceanis 60
DESIGNER	Berret Racoupeau Yacht Design
LOA	18.24 m 59'10"ft
LWL	16.43 m
BEAM	4.99 m
DRAFT	2.70 m
ENGINE	Volkswagen 140 HP shaft drive
WATER	708 litres
FUEL	480 litres
SAIL AREA	
Mainsail 87.70 m ² (furling 73m ²), genoa (120%)	
90 m ² , asymmetric 248.0m ² , Staysail 48.0 m ²	
DISPLACEMENT	22,051 kg
BALLAST	6,435 kg (deep)
PRICE	\$956,000

BENETEAU OCEANIS 60

The new flagship of Beneteau, this sleek 60 foot mini-superyacht promises plenty thanks to proven Racoupeau design combined with gurus Nauta who styled the vast interior.

The fact that production yachts are becoming larger is well illustrated by the new Oceanis 60 that debuted at Cannes. Watching hull number one being built was part of an interesting visit to Beneteau's ultramodern factory in Vendee where I saw CNC machining and robots working busily to ensure that this flagship would continue with the DNA of the Oceanis 58. Prolific designer Berret Racoupeau has again drafted flowing lines that look elegant while contemporary additions such as the GRP arch add to the aesthetics while also controlling the mainsail well. But the deck layout is the outstanding feature thanks to the size creating lounging areas aft, in the cockpit and even forward when at anchor.

The deep cockpit shelters guests in the forward area while all sail controls cluster around the binnacles. These include two sets of Harken winches (hefty H70.2s for genoa sheets), twin wheels and running rigging hidden in gutters and controlled by jammers. The large benches behind each steering wheel sets the tone of relaxation, added to behind

by the sunpad space which blends into the teak swim platform (with dinghy garage). Just add the swimming pool extension and you will be the party boat at every anchorage. Staying still shouldn't be a problem either thanks to 24 volts powering the vertical 1000w windlass.

For the vast interior Italian experts Nauta were again given the job and have used Alpi Mahogany throughout the open plan saloon. Good features include a full size chart table behind the starboardside U-shaped lounge. Opposite are benches and behind those on port lies the L-shaped galley which is large enough for several cooks. Guiding you around is longitudinal railing in the ceiling which is very welcome. As you would expect on a pocket production superyacht, the options for galley gear and white goods are extensive, including electrical cooker. Standard equipment includes a three burner LPG cooker with oven, stainless sink and composite worktops. There's a 130-litre fridge plus 100-litre cooler and chest freezer. Cupboard space looks similar to the 58 so ideal for bluewater victualing thanks to plenty of it.

The accommodation layout has the owner's suite forward (or two doubles) with another pair of double cabins aft. Handily, a double can split in two; plus there's a forepeak cabin for crew or visiting teenagers.

On deck the alloy rig is strongly held by wire rigging with tie rods into the hull grid plus a double backstay (with hydraulic option). The optional mast furling is a wise choice on this big a yacht or you could opt for the Park Avenue boom to gather the Hydranet Dacron mainsail (a synthetic weave that maintains better shape than standard Dacron). Sail options include a self-tacking jib or genoa for more sail area; and a Code Zero can fly off the bowsprit. When the wind dies there's a 140 horsepower Volkswagen diesel shaft drive with folding three bladed propeller to push the 22 tonne hull. Construction is solid GRP throughout the 60-foot hull with balsa core in the deck for insulation while below is a cast iron L-shaped keel and deep spade rudder.

www.beneteau.com.au

WATER CRAFT
Beneteau's Oceanis 60 was launched at Cannes to become the company's flagship yacht.



#3

CARKEEK C440

A powerful offshore and inshore grand prix boat with smart design for transportation, which all goes to make the Carkeek C440 a versatile race boat.

Creating lightweight but powerful grand prix race boats is Shaun Carkeek's modus operandi – as seen by the Sydney based *Ichi Ban* which was his first 60-footer. The prolific South African born designer and team that have been successful for models such as the GP42 are busy with several new models including a revamp of the popular C40 as well as this new C440. The new 44-footer on the drawing board right now in their Majorca office is an evolution of the proven 40- and 47-footers. The latest 47-footer, *Black Pearl* recently launched in Europe and before that Indian owned by Western Australian Craig Carter arrived here last year to compete in its first Hobart. Indian took first place in ORCi in the Bird Island race which was a good effort on its first outing. But unlike the larger twin pedestal C47, the new C440 is designed to give owners the edge on the plethora of 40-footers while also having the power-to-weight ratio to challenge larger boats such as the TP52s.

Sail controls have been specified to keep deck equipment sizes and associated costs under control and several single pedestal layouts have been developed for connection to single or double mainsheet winches. Steering is by custom carbon tiller or a twin wheel option.

As with the other boats in the Carkeek range the key features are: light displacement, all-carbon construction throughout and built to ISO Cat A/ISAF Cat 1. Hull form has flat sections aft for fast planning but with modest beam to avoid stickiness in light airs, typical of what happens in the Med where conditions can go from zero to storm force. For power there's a high sail area to displacement ratio with square top mainsail, large forward triangle and bowsprit to fly asymmetric spinnakers on the carbon mast. Also, a high ballast to displacement ratio, and generous draft allows her to excel upwind in light and heavy airs. The foils include a high aspect single spade

rudder, similar in design (but not size) to the one retrofitted to the C60 *Ichi Ban* to increase drive upwind. "For fine angled reaching you need more rudder because a lot of the boat could be out of the water," explained Shaun Carkeek during our phone chat. Other features of the C440 include twin topmast backstays and hydraulically actuated deflectors. The bulbed keel can be optioned with a quick release/lifting cassette system for transportation.

Costs will be minimised by establishing a production run. "Although intended as a series boat with standard spec and carbon female tooling we will work closely with each client to tweak the details and setup to meet the specific end user requirements. This covers areas such as skill level, conditions, courses etc," explained Shaun.

The C440 design is focused on the IRC rule – which Shaun Carkeek regards as resurgent compared with other rules – but with an equally effective winning ORCi package. An all-round sailing yacht, the C440 is intended to be at home inshore around the buoys or offshore on coastal or longer distances such as Fastnet, New port Bermuda, Caribbean 600, Middle Sea or Sydney-Hobart. The new model retains the clean design, easy to transport, setup, tune and sail features used the models that range from the C40 to the C60. To suit budgets, the C440 is offered in two editions: Race and Grand Prix. Both are built entirely from carbon fibre, the primary difference is the construction method; The C440GPC Grand Prix Custom Edition is carbon epoxy unidirectional pre-preg/Nomex construction while the C440GP Grand Prix Edition is carbon epoxy infused/foam construction.

www.carkeekdesignpartners.com

www.pct.ae

MODEL	Carkeek C440
DESIGNER	Carkeek Partners
LOA	13.42m (44 ft)
LWL	
BEAM	4.0m
DRAFT	3.15m
ENGINE	TBC
WATER	TBC
FUEL	TBC
SAIL AREA	TBC
DISPLACEMENT	5,100kg
BALLAST	TBC
PRICE	TBC

RACE RUNNER
The C440 is at home inshore around the buoys or offshore on coastal or longer voyages.

MODEL	Dehler 46
DESIGNER	Judel/Vrolijk
LOA	14.40 m / 47'2"ft
LWL	12.90 m
BEAM	4.35 m
DRAFT	2.25 m / 2.50 m (deep) 1.85 m (shallow) / 2.45 m (cruising)
ENGINE	Volvo D2-55 (53 hp)
WATER	450 litres
FUEL	210 litres
SAIL AREA	Mainsail 64.4m ² / 73.0 m ² , genoa 49.7 m ² / 55.0 m ² , gennaker 174.4m ²
DISPLACEMENT	11,200 kg std
BALLAST	3,500 kg std
PRICE	\$545,000



DEHLER 46

Performance cruising doesn't get much better than the new Dehler 46. An extensive options list for rig, keel and interior allows owners to both personalise this quality yacht and also enhance its performance for racing.

German Dehler has long been associated with performance yachts so the arrival of the 46 heralds yet another serious contender in the competitive cruiser-racer arena. Recent owners Hanse continues to modernise the five decade old brand which produced the successful Dehler 38 two years ago and looks to have repeated the formula with the 46.

Aesthetics are a personal choice but for my money the Judel/Vrolijk lines are pleasing as they flow, rather than jar as some other angular designs do, with a wide rounded hull and fine bow that should promote windward sailing while the low profile saloon allows good visibility for the steerer and adds to the flowing overall shape.

Having sailed some modern Dehlers, it's the attention to detail that stands out. Curved interior woodwork and several opening saloon windows are noticeable features. The rounded mouldings in the interior not only look stylish but have the practical purpose of reducing bruising crew in a seaway. Features of the saloon include a large dinette area with moveable bench while across on port the skipper leans his back comfortably against the

bathroom when poring over the large chart table. B&G Zeus instruments are offered factory fitted and have user friendly screens for startlines and windward laylines. The Dehler's standard layout has a double fore berth with another double aft plus a bunk. The owner's ensuite forward has a full cruising layout with large lockers and equally spacious island bed.

On deck twin wheels and a large cockpit with removable transom – which is also a teak clad swim platform – distinguishes the 46 as a versatile performer. There are six Harken cockpit winches and the mainsheet traveller is integrated into the cockpit floor while Dyneema halyards are standard. Other stylish touches include a below deck jib furler and in cruise mode there's a drop-down bow thruster option.

The standard sailplan has a conventional genoa with optional asymmetric on the 9/10 alloy keel stepped mast. Owners' have an extensive choice of options similar to the 38. These include a deep 12 percent larger mainsail, lead keel bulb and the keel stepped rig is standard with optional carbon spars. For those big downwind sails a moulded bowsprit can be added as well. Hull build has improved over the 38 with infused sandwich construction and a carbon grid for stiffness; and a single deep spade rudder is used. Australian dealer Windcraft currently campaign the 38, of which they have sold six but see the 46 as more of an offshore boat for both speed and leisure; with three destined already for local owners.

www.windcraft.com.au

NEW LINES

This larger version of the popular 38 should ensure that the Dehler 46 grabs the attention of performance sailors.



RACING MACHINE

Elan renamed the sporty 320 to E3 but it remains an agile club racer for 2015.

ELAN E3

The first E3 to arrive was at the Sydney Boat Show where I enjoyed looking over its angular lines.

The cruiser-racer hybrid remains a popular choice among sailors who enjoy performance with creature comforts and the 31-foot Elan E3 is a prime example of this. Formerly known as the Elan 320 the company renamed its entire range in September into three abbreviated categories – the Performance Cruising E series, the Performance Enhanced S range and the Performance Premium GT range. For fans of its deck saloon Impression cruisers, the company continues with these under their own brand name. Marketing acrobatics aside, the performance range has always caught my eye over the years and I've enjoyed sailing them. Well built and with slippery Rob Humphreys hulls, these Slovenian yachts have been popular in Europe for decades, something recently appointed distributor Performance Cruising Yachts is emulating here, according to what manager Ed Penn tells me.

MODEL	Elan E3
DESIGNER	Humphreys Yacht Design & Elan Design Team
LOA	9,55 m 31' 3" ft
LWL	8.71 m
BEAM	3.22 m
DRAFT	2.15 m / 1.90 m / 1.50 m
ENGINE	18 HP sail drive
WATER	140 litres
FUEL	45 litres
SAIL AREA	Mainsail 30.15 m ² (furling m ²), genoa (107%) 23.47 m ² , gennaker 75 m ²
DISPLACEMENT	3,690 kg
BALLAST	900 kg / 1,050 kg / 1,060 kg
PRICE	\$192,000

The first E3 to arrive was at the Sydney Boat Show where I enjoyed looking over its angular lines. The VOR 70 inspired hull is set off with hard chines, tall topsides and the obligatory beam aft which creates a rather boxy shape, given the short 31-foot length. However, the shape creates volume so its day job of being a family cruiser can work while the chines tuck in the aft section nicely to reduce wetted area and when heeled, to promote tracking. The same recipe certainly worked for its older sibling the popular Elan 350 that was voted European Yacht of the Year.

The key ingredients that give the E3 range their oomph is: a bulbed keel for high stability, large cockpit for race crewing, rockered hull for nimbleness and twin rudders for managing the beam. Twin steering wheels on such a small hull is another interesting feature that I found worked when I did my walk round, as they are attached to either side of the hull to free space in the cockpit. The keel stepped alloy rig can fly a gennaker or asymmetrical spinnakers off the retractable bowsprit and four Harken winches control all the running rigging. The cockpit sole mounted mainsheet is just ahead of the binnacles with primary winches further ahead.

Stepping below decks is made easier by a lowered companionway to the fully-fitted saloon with full-sized chart table to starboard and galley opposite. The keel stepped mast is relatively far back in the hull to nicely centre the effort above the keel – while also supporting the dining table with benches either side. Rounded wooden laminates finish off this stylish but functional saloon. The forepeak has two bunks, while the aft port quarter has full-sized double berth. On the other side is a large sail locker and the bathroom is here as well. Among the useful options are removable furnishings but for those seeking silverware at the twilights there's an S version available which is 7 percent lighter by having a vacuum infused deck as well as the standard vacuum infused hull.

www.performancecruising.com.au

FAR EAST 28R

The Far East 28R is a sporty one-design or fleet training yacht that proved itself well when I raced it as part of the 16-boat OD in the China Cup.

Far East Boats is steadily growing a range of cruising and performance yachts as they continue to capitalise on their modest beginnings as Optimist suppliers to the Beijing Olympics. The Singapore yard is the world's largest producer of these dinghies with an annual output of 1,200 boats, some of which go to Australia; where it currently is searching for a dealer for the entire range. The range of Far East designs has also grown in size during the ensuing years so apart from its dinghies and small catamarans there are the 26, 28R, 31R and the flagship 35. The company's first attempt at a one-design fleet was its 26 cruiser which I skippered during a previous China Cup and found reasonable but lacking in several areas.

Moving forward to 2014, with the aid of global marketers, the company has produced the European designed 28R race boat. It's a yacht that can be used for competitive one-design racing yet is simple enough for sailing schools to train aspiring performance sailors or indeed for anyone to enjoy a blast on inshore waters with, so is a fairly good market proposition in my mind. It joins seasoned competitors such as the J/109 and the elegant Sote 27 that have proven themselves but are showing signs of ageing.

Racing them as part of one-design fleet in the China Cup gave me a good insight into their capabilities and these 29-footers proved competent and easy to sail.

Racing against me in the 16-boat fleet was the designer Maarten Voogd who I caught up with afterwards for a chat. "My brief was to create a modern high-speed racer that would be infusion built and light enough to be trailerable," explained the Dutchman as we looked over the boat. Construction is a good standard, with the deck/hull join bolted and glued together and the build conforms to ISO standards, something Voogd had to have for the European market where he sees big opportunities.

The 29-foot hull has a reverse angle bow a-la-Volvo 65 as a signature feature which means it very much looks the part of a modern racer, something that should encourage teenagers to take it for a spin. The trailerable aspect is achieved by a lifting keel that allows the lead T-bulb to slide up to the hull – and during the three races that I used the boat for, there were no shudders or lack of rigidity felt from it. The other foil is the transom mounted rudder, an exact replica of the one used on the 26, which was oversized for that boat but felt totally fine on the 28R. Also on the transom is a 3.5 horsepower outboard which didn't disturb us when racing but will be removed to a fixing on the mast compression post in the cabin – which centres the weight and clears the transom.

The wide cockpit sole is supported by longitudinal mouldings for the steerer but none for the mainsheet trimmer that sits in the centre of the cockpit – something that may be added I'm told. Rounded coamings along the gunwales and angled bulkheads at their base gives good ergonomics to the 28R's cockpit. Other pluses include the wide mainsheet track which allows good control of the mainsail and two-speed Harken primary winches lie just ahead for the jib with another winch on the cabin top for halyards. Other important control lines are for the retractable bowsprit and the backstay pulley system which tensions the tapered alloy Selden mast. Outboard wire shrouds on chain plates hold the rig up, plus twin backstays. The first batch of these boats has been fitted with the company's own Far East Dacron sails, which may be changed for the final OD rules. Below decks is bare and used for kite hoists, apart from some storage pouches.

www.fareastboats.com

SLOVENIAN BEAUTY

The Far East 28R has a simple asymmetric sailplan and good cockpit ergonomics.



MODEL	Far East 28R
DESIGNER	Maarten Voogd
LOA	8.95 m 29 ft
LWL	–
BEAM	2.75 m
DRAFT	1.73 m
ENGINE	3.5 HP Tohatsu Outboard
WATER	n/a
FUEL	n/a
SAIL AREA	Upwind: 44m ² Downwind: 115m ²
DISPLACEMENT	1,200kg
BALLAST	TBC
PRICE	US\$38,000 ex-factory China and ex-VAT



HANSE 675

The largest yacht in our selection, the Hanse 675 is an ambitious foray into the big boat market that uses the German brand's proven formula of good design combined with luxury.

Not to be outdone by the French builders, Hanse will top them in size by launching its 68-foot flagship 675 in mid-2015. Superseding the popular 630e – that sold 60 hulls – the new Hanse 675 has a 30 percent larger interior volume so plenty of room for a raft of new features including a large tender garage, extensive crew quarters and more of that apartment-on-water feel the company is known for.

This mini-superyacht promises to be luxurious and has three layouts that cater for the differing needs of the modern owner, including a crew-orientated layout that has the main accommodation forward for privacy. This creates a separate entrance from the aft cockpit to the galley and twin bunks. The standard five cabin layout devotes a large part of the forepeak to the owner with king sized bed with separate shower. Behind this are the two guest cabins, with bunks in the port one. A further two double cabins lie aft as well, with bunks in one and both have ensuites. Armchairs and a cocktail bar sets the tone in the saloon which, along with large portlights, continues the German brand's desire to create a floating apartment or "loft" feel. An interesting galley feature is the retractable extractor hood. Galley layouts include a port quarter location which leaves the entire saloon for entertaining, or there's longitudinal and U-shaped layouts. Usefully, a full-sized chart table comes with all of these choices, as you'd expect on a yacht with bluewater capabilities.

Deck space is plentiful with sleek lines hiding practicalities such as bulwarks and guttering covering all lines with teak cladding throughout. The cockpit has L-shaped bench seating for comfort and twin binnacles far apart to allow easy access to the swim platform and dinghy garage that can house a Williams Jet tender 325. Probably the most thrilling dinghy I've ever used, these 325 tenders can hit 40 knots so shore parties will enjoy the ride. However I'd be reluctant to leave the 675, thanks to sunpad areas on top of the cabin or for privacy, on the teak clad bow.

For the rig, Hanse continue with its proven self-tacking jib for easiness but a full sail plan including genoa and gennaker will be available. Sail controls include a cabin mounted mainsheet – leaving the cockpit clear – and hydraulics will be used extensively to run the winches, vang and other rig controls. Regular collaborators Judel/Vrolijk have again created a sleek hull that belies the large volume within and flat sheerline with snub bow maximising the waterline. Beneath, a large bulbed keel and deep spade rudder is used along with shaft driven 146 horsepower Volvo Penta engine.

www.windcraft.com.au

#7

CLEAR THE DECKS

The Hanse 675 launches in July and will be the flagship of the German brand.

MODEL	Hanse 675
DESIGNER	Judel/Vrolijk & co
LOA	20.95 m 68' 7" ft
LWL	18.70 m
BEAM	5.90 m
DRAFT	3.00 m / 2.60 m
ENGINE	Volvo Penta 146HP shaft drive
WATER	1,000 litres
FUEL	1,200 litres
SAIL AREA	Mainsail 138.20 m ² , genoa (105%) 115.0 m ² , gennaker 286 m ² , Self tacking jib 99.0 m ²
DISPLACEMENT	32,000 kg / 33,000 kg shoal draft
BALLAST	9,300 kg / 10,300 kg (option shoal draft)
PRICE	



MODEL	Jeanneau 64
DESIGNER	Philippe Briand
LOA	20,10 m / 65'11"ft
LWL	18 m
BEAM	5.40 m
DRAFT	2.95 m / 2.2m shallow
ENGINE	Volvo D180 HP
WATER	1000 litres
FUEL	825 litres
SAIL AREA	Mainsail 107m ² (90m ² furling), genoa 102 m ² , spinnaker: 300m ²
DISPLACEMENT	31,000 kg
BALLAST	9,350 kg
PRICE	\$1,634,374

JEANNEAU 64

Jeanneau's largest yacht looks to have the credibility to be a strong flagship with many customisable options inside a sleek hard chined hull, creating a mini superyacht yet at a production yacht price.

Jeanneau is moving into uncharted waters with the introduction of its largest yacht, the 64. Another new experience for the French builder is engaging the superyacht stylist Andrew Winch to collaborate with regular designer Philippe Briand for what is a spectacular cruiser. I was lucky enough to visit the ultramodern yard to view hull #1 and watch the highly automated processes that the Vendee based builder uses, including a gigantic robotic system able to machine an entire deck.

The Jeanneau 64 continues the modern trend of plenty of volume to create space below, aided by tall topsides and flat decks dominated by the large cockpit, allowing both lounging and sunbathing space around twin tables plus grill/wetbar.

A new addition is a GRP arch – as used by sister company Beneteau – for the main track, which allows all sail controls to be aft for crew operation: while forward is free for relaxation. Controls include two sets of winches for main and primaries and the twin binnacles can contain a bank of electronics and twin thruster controls, the latter an essential on a yacht of this size.

FAR AND WIDE
At 65-feet the Jeanneau 64 has the waterline for extensive bluewater voyaging.

This Mediterranean style layout should suite our warm waters. What's been kept in the new boat is Jeanneau's signature tear drop saloon which also cleverly integrates halyard gutters to create an uncluttered foredeck with flush hatches and retractable cleats on the integrated bulwarks. The transom has a sun deck with dinghy garage beneath or can be replaced with a flush, walk-through transom for a sportier look and increased floor space in the cockpit.

On a yacht this size an owner may want to personalise things so Jeanneau is offering 'several thousand' possible combinations of fabrics, woods, leathers and interior and exterior layouts to give that unique stamp on your yacht. The saloon has a fairly conventional layout but with subtle design flare – such as the custom designed couch (rather than a mere bench) and the portside galley has a sunken cooking area to mask it from the adjoining lounge, although I'd prefer four rather than a three burner stove on this class of yacht. To starboard a sizeable navigation station will cope with bluewater adventures but portlights are often larger on this category of yacht.

For the accommodation superyacht interior designer Andrew Winch looks to have created an area devoted to the owner, with a central master suite just one option in an extensive list of fit-outs that include a family suite for four, plus bunks and crew quarters forward. The standard three cabin layout has the two doubles forward with master suite aft and optional bunks in between. Other options include a workshop and laundry. Large yacht features include a walk-in engine room for the 180HP Volvo with centralised access to pumps, electrical systems, engine, filters and domestic systems.

Sailplan options include a self-tacking jib and genoa but in-mast reefing would be advisable on this size of rig – despite the reduction of canvas from 107 to 90 square metres. The alloy rig looks well supported with twin backstays and outboard shrouds. Given the accomplished standard attained by the company's 57 that showed itself to handle well in heavy breezes when I helmed it, I'd say the 64 is an exciting prospect for the bluewater cruiser.

www.jeanneauaustralia.com



MADE TO RACE
The new Ker 40+ is lighter and more powerful than the original model.

KER 40+ MCCONAGHY

A lighter and more powerful version of the successful offshore racer, the new Ker 40+ should appeal to grand prix sailors.

I enjoyed spending the day at McConaghy's China yard last month looking at the moulds and tooling for the new Ker 40+, a redesigned version of their successful Ker 40 that I test sailed back in 2010 when *Midnight Rambler* was launched in Sydney. Back aboard *Rambler* the other week, racing with co-owner Ed Psaltis, he told me he remained very happy with his boat; and a win in the competitive SOP series prepared him well for the Rolex Sydney to Hobart. Elsewhere, sistership *Magnum III* won the Fastnet last year in its class, so these GRP hulled grand prix boats have proven themselves.

But standing still is not an option in the grand prix race game so Ker Design has created a more powerful version, which retains the notable structural integrity of the original boat but in a lighter package. Designed and used as both an inshore and offshore racer the Ker 40 is a versatile performer but the emphasis on bluewater racing was the key feature that attracted the likes of Ed Psaltis and Andrew Pearce (*Magnum III*) to the design.

The Ker 40+ is aimed at the Fast40+, IRC and ORCi rules, while fitted with larger upwind sails it can also compete in the American HPR box rule. The UK based new Fast 40+ race circuit is, I feel, particularly interesting for owners who can compete in it with the likes of a Botin 40, Hakes 42, Soto 40, Carkeek 40, GP42, Farr 400 and our own McConaghy 38s.

Looking around McConaghy's China yard, manager Stephen Oliver showed me the level of investment that the company has made to allow this modern grand prix boat to be built – for example, a line of German made robots was being commissioned to ensure that the tooling tolerances are minuscule.

For the Ker 40+, the rounded computer optimised hull form continues with smooth aft sections from the original design but the overall shape has been significantly tweaked. Most importantly its much lighter, weighing in at 4,350 kilograms (compared with 4,800 kilograms for the original model) and has a deeper draft at 2.9-metres (2.6-metres originally) but at only 0.05-metre wider should improve upwind performance especially; due to less drag. The keel fin is optimised, both structurally and hydrodynamically, with a composite fairing over a structural casting. As with most of Ker's recent designs, such as 2013 Rolex Sydney Hobart, Division Winner Varuna, the hull shape has more volume forward above the normal waterline, to allow the yacht to be pushed hard downwind in heavy conditions.

The deck layout has some interesting new features including the pedestal beside the tiller, with three sets of Harken sheet winches plus a coachroof halyard winch; all lines run directly to it. The mainsheet track is behind the helm and the sheet runs forward to mid-cockpit, thus allowing plenty of room for the running backstays to be adjusted. Initial information shows the carbon rig to be similar to the earlier boat with fixed bowsprit for asymmetric spinnakers and the jib is controlled by athwartships tracks. The Ker 40+ is available in standard and an optimised grand prix versions.

www.mconaghyboats.com

MODEL	Ker 40+
DESIGNER	Ker Design
LOA	12.20 m 40' 1"ft
LWL	–
BEAM	4.20 m
DRAFT	2.90 m
ENGINE	TBA
WATER	TBA
FUEL	TBA
SAIL AREA	P 18.8 m, E 5.35 m, J 4.85 m
DISPLACEMENT	4,350kg
BALLAST	TBA
PRICE	US\$334,000 (base excluding rig US\$64,500) / US\$389,000 (grand prix, excluding rig US\$64,500)

CASINO ROYALE

The Spirit 65 is the scaled down version of the 74 (seen here) that recently launched in England.

SPIRIT 65

The grace of a classic yacht in a hand-built modern package makes the wooden Spirit 65 a stunning example of British yacht building.

James Bond's yacht of choice in Casino Royale and the choice of 53 other discerning owners, gives Spirit yachts undoubted cachet before you even begin to look closely at these hand-made classics. They ooze elegance, so I'm excited that the newest one, the Spirit 65 has just arrived in the Asia Pacific region after its Singapore launch. Based in the river town of Ipswich on England's east coast, the company founded by designer Sean McMillan has 20 years experience of building in strip plank and cold moulded wood where he explains his raison d'être: "It's not that complicated to make a quick boat but it can be quite complicated to make a quick, elegant boat; that's what we major in," says McMillan.

Their last build, the recently launched 74-foot *Spirit of Galatea* that will live in the Mediterranean, was a two year project which illustrates the level of effort that goes into these yachts. The wood used is a combination of Douglas Fir for frames and the mahogany veneers for the strip planking, sheathed in epoxy glass with top quality Awlgrip finish. Structure is created by lightweight stainless steel frames cut by laser, then integrated into the wooden hull – like some of the older America's Cup boats I've seen. Like the Cup boats the Spirit's classic grace comes from the raked overhangs and curved sheerline which belies a performance hull with rig to match. Keel stepped carbon masts from Southern Spars are used and supported by hydraulic backstays plus powered winches can be fitted. These stainless winches are handcrafted by the company with its logo elegantly embossed. The 65's Bermudan rig will be clad in performance carbon sails (1,900 square metres in total windward) with large running sails to

power the 15 tonne hull through the generally light Asian breezes. Performance requires plenty of stability so a figure of 37 percent for the new 65 shows that it will allow you to hold onto plenty of sail area when the wind picks up. The foils are a deep carbon spade rudder and L-shaped bulbed keel with shaft driven 106 horsepower Styre motor. Going backwards could be a challenge but that's part of the experience of owning a classic yacht.

Interiors are designed to the individual owner and climate the yacht will sail in, so vary but the standard of craftsmanship doesn't. Handcrafted solid timber is used over a marine plywood base for the furniture, which also adds structural rigidity throughout the 65-foot hull. The natural insulation that wood gives makes this style of boat cosy and quiet at sea. The unlined interior creates that classic look, while also challenging the electronic installers to hide their cabling. The accommodation has the owner's suite forward and twin cabins aft – one double and the other has single bunks – while the saloon has a U-shaped dinette and the engine is integrated here as well, keeping the weight centred. At the base of the main hatchway is the galley area on one side and navigation table, both for easy access to the deck. There is also a head here for day use. Aft of the accommodation and accessed from on deck are four storage lockers including two large ones for sails and boat tender. The Spirit 65 launches in January, then is shipped to the Singapore Boat Show in April before competing in regattas throughout Asia. www.spirityachts.com

MODEL	Spirit 65
DESIGNER	Spirit Yachts
LOA	19.6m 64' 4" ft
LWL	13.8m
BEAM	4.1 m
DRAFT	3.0m
ENGINE	Steyr MO144M38 turbo diesel, indirect cooled 106hp
WATER	TBA
FUEL	TBA
SAIL AREA	Total 177.0 m ² (1,900 square feet)
DISPLACEMENT	14,500 kg (light & 15,500kg working)
BALLAST	37%
PRICE	POA

When entrepreneur Chris Thorpe acquired *Miss Minx* just in time for Audi Hamilton Island Race Week 2014, he was keen to find out what competitive edge she offered in her maiden races and even more so, he was looking forward to the perfect lifestyle of regular sailing with the whole family.

"After Race Week, we took *Miss Minx* 80-kilometres offshore to Black Reef," said Chris, "and lived there in paradise for days."

Chris's wife, Lauren, loves having a holiday home with no fixed address and the freedom of dropping anchor at some of the most beautiful places on the planet.

"We took the kids snorkeling for the first time in their lives North East of Cook Island at Manta Ray Bay. We popped their heads under the water and they came up shrieking with joy at the fish and coral. It was wonderful to watch them so overwhelmed and amazed."

Chris's love of sailing was sparked by one of Australia's greatest sailing identities.

"I always had a huge affinity with the water which is strange considering I was born well inland in the UK. Then in the late 90s, I got the opportunity to sail in the Pittwater Lord Howe Island Race as crew for Hugh Treharne."

FINDING THE RIGHT YACHT

At the 2013 Sydney Boat Show, the Thorpes stepped aboard the Hanse 575, liked its radical design then fell in love with the ease of sailing experiences it presented. So to make their sailing dream come true, they decided on a division of labour. Chris would take care of the boat's exterior and Lauren was responsible for the interior.

The first major decision was to go one size down and order the Hanse 505 as it offered all the space they needed to enjoy sailing holidays with four kids on board. Then they elected to up the investment on the interior luxuries and customise as much as possible.

Some of their key design pieces include LED lighting stitched into the cockpit bimini; vivid blue



FAMILY AFFAIR
While *Miss Minx* was under construction in Germany, owners Chris and Lauren Thorpe kept it secret as a surprise for their children.

ROAMING FREE

A MOVING HOLIDAY HOME AND A RACE READY VESSEL WERE JUST WHAT THE THORPE FAMILY HAD IN MIND FOR THEIR HANSE 505, WRITES RENÉE BRACK.



LED spreader lights that illuminate the entire deck at night to make it like daytime; and the four superyacht vivid blue underwater hull spotlights.

"You see them more often on the superyachts than on a sail boat," said Chris. "It was a kind of weird concept to bore holes into the hull, but it is a magnificent effect and something the sea life are drawn too."

Miss Minx was race fared. To complement the Judel/Vrolijk hull design, he chose a customised spray dodger with full, uninterrupted

RACE READY
The boat is race fared with uninterrupted wrap-around clears and a Norths suite of sails.

wrap-around clears, a Norths suite of sails including an oversized jib, Code Zero and a G2 spinnaker. To bring some more bling they specified a stunning stainless steel anchor with 100-metres of stainless steel chain.

Lauren opted for a four-person daybed extending the width of the coach house, customised mattresses and Bluetooth surround sound throughout the entire boat.

Outside, the design offers full protection from the sun and inside the cabin, each child has a private space to do their own thing – play cards, spend time with colouring-in books and reading.

As well as the owner's suite there are two aft double cabins and a bunk

bedroom. Most nights, dinner is made and served on the deck.

"We keep it simple," says Lauren, "fresh fish with salads and the BBQ gets a regular work-out."

Miss Minx is the 39th Hanse 505 in the world and when the build began in Germany, the Thorpes didn't tell anyone what they were doing.

KEEPING IT SECRET

Lauren laughs, "we had to keep it a secret from the kids for nine months.

"After we ordered the hull then the optional luxury extras, our own excitement was growing. There wasn't a lot for us to do while the boat was being built. Then when it was shrink-wrapped and put on a container ship,



I'm surprised the kids didn't pick up something was going on because Chris was constantly GPS-tracking her journey across the Atlantic, through three stops around America including the Panama Canal.

"When the container ship stopped moving on the GPS tracker and we were constantly on the phone sorting it out, it became hard to keep it a secret so around the kids, we started speaking in code."

They were planning an elaborate reveal of the big secret to the kids and at the same time, had to urgently get *Miss Minx* delivered in

time for Audi Hamilton Island Race Week in August 2014.

The shipping container carrying this new family prize arrived in Australia on July 1st.

The race to get to the race was on. Chris sailed *Miss Minx* from Sydney to Hamilton Island but was still missing three important sails that were delivered just two days before race week. Then Lauren remembered – the Battle Flag.

THE BATTLE FLAG

“We’d seen a lot out there that weren’t very inspiring so we wanted a battle flag that stood out. We chose a tough chick in heels and a hot pink bikini.”

They found a cartoon of a Lara Croft-like goddess, and sent it to an Adelaide company, but it wasn’t shipped on time. Serendipity kicked in and just as Lauren was leaving the driveway for her Hamilton Island flight, a DHL courier arrived.

Chris adds, “years ago, Hamilton Island Race Week used to be a larrikin’s trip away. Some feel it’s become too corporate so we thought we’d bring sexy back and a hot well-endowed brunette might do it. This was confirmed with dozens of other yacht owners complimenting our minx.”

THE BIG REVEAL

Eventually, it was time to tell the kids the truth.

“We had a family dinner at Plonk on the Wharf,” explains Chris. “I said I was going to the bathroom but instead, I went out and lit up *Miss Minx* like a Christmas tree then ran back to the family. After dinner I announced we were going for a walk along the wharf. As we got closer to the boat, I had a sneaky remote control to make the swim platform come down. Then I said, wow! Let’s get on board and have a look. The kids freaked out. “No daddy – it’s not our boat. We’ll get arrested.”

Chris had to physically lift all four children onto the boat. Lauren adds, “I was nearly in tears trying to suppress my laughter. Then I asked them – do you like this boat? And they said, “yes, we’d love to have a boat like this.”

Then Lauren announced, “well, guess what? It’s yours!”

Dead silence. So Lauren spelled it out for them. “It’s our boat.”

The kids went wild with enough screaming to scratch paintwork then ran around to claim their beds.

“Chris and I looked at each other knowing that this had made it all worthwhile.”

ISLAND TIME
Lots of space for the children to unwind from everyday life and have fun was a very important part of the design of *Miss Minx*.



SHARING THE LOVE

Chris and Lauren share the love beyond family and offer day trips on *Miss Minx* to various charities. This includes all drinks and food – and the couple crew it themselves for the successful bidder. Their target each year is to raise \$30,000 for charity.

ALL ABOUT LIFESTYLE

Lauren is very clear on the healthy benefits *Miss Minx* offers their family.

“Kids today are so over-programmed with dance classes, homework, and social activities. They don’t get much time to kick back and relax. When we go sailing, for the first couple of days, the kids are a little anxious as they feel compelled to be doing something. Then they get into the groove of not doing anything. We watch them take naps, lounge around, and read books now more than ever, and a great sense of tranquility comes over them. As adults, we know we need it and we see how much our kids

need it too.

“They all enjoy fishing, paddle-boarding, they take the dinghy to beaches to collect shells and do as much snorkeling as they can.”

Chris says they aren’t as keen as dad on the sailing part of it – yet – but they all have a go at steering.

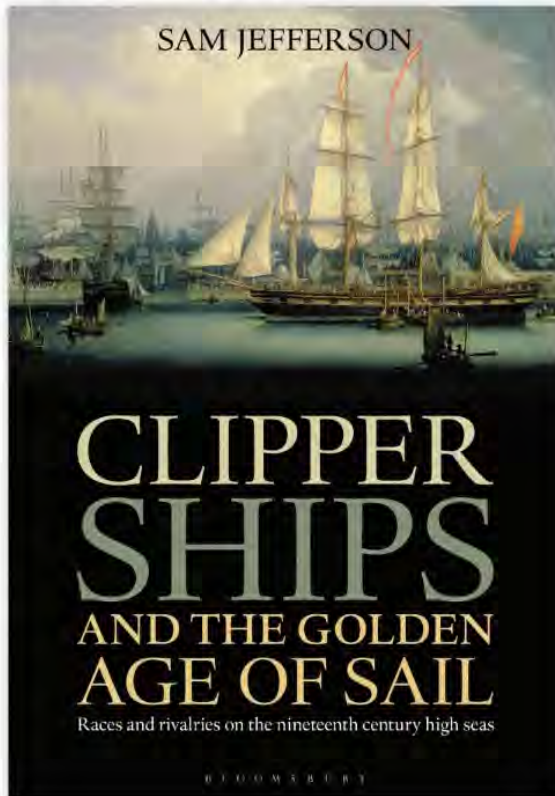
So, where to next?

“Back to The Whitsundays.”

For the Thorpe family, *Miss Minx* is more than a sailing boat and a versatile holiday home of any address they choose to drop anchor, it’s a way of life. She hosts boys’ weekends away with Chris’s mates and associates, girls’ nights out for Lauren and friends and memorable family adventures on the high seas.

“She’s part of the family now. One day, we might look to upgrade but right now, what we have is perfect.” ⚓

Contact *Miss Minx* on Instagram @cruisinginstyle if you would like to auction a day cruise for charity.



Clipper Ships and the Golden Age of Sail

Author: Sam Jefferson

Publisher: Bloomsbury

230 page hardcover

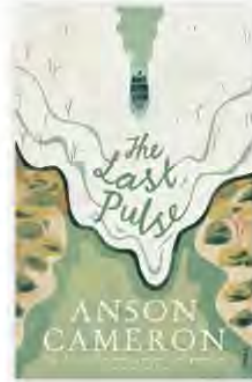
Price: \$49.99

An illustrated hardcover book, *Clipper Ships and the Golden Age of Sail* brings the dramatic era of clipper ships back to life in its pages. Beginning with the origins of the clipper era and the rise of these ships in the mid-19th century, vivid paintings, illustrations and even photography sit alongside first hand accounts, newspaper reports and log entries that show the sheer speed and elegance of these vessels.

The book goes on to recount some of the most dramatic races and expeditions that took place such as the great China tea race of 1866 and the infamous 'hell ship' voyage with Captain 'Bully' Waterman.

Clipper ships were at the time breaking record speeds as they sailed the trade routes between the United Kingdom and its colonies in the east and the New York to San Francisco route around Cape Horn. Their popularity boomed during the Gold Rush in California and Australia and they broke record speeds carrying tea back from China to Australia and America. The adventures of *Marco Polo* that was in its time the fastest ship in the world is captured by the book's author, skipper and journalist Sam Jefferson, who is one of the foremost authorities on clipper ships in the world today.

This book celebrates these majestic ships for both their speed and beauty, labeled "racehorses of the sea." www.bloomsbury.com/au



The Last Pulse

Author: Anson Cameron

Publisher: Random House

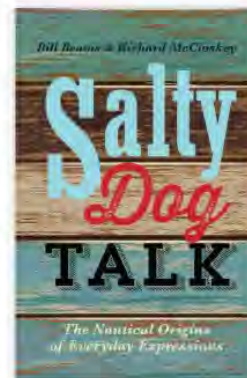
273 page paperback

Price: \$29.99

Anson Cameron's latest novel tells the story of a bankrupt farmer, Merv Rossiter who is battling with the harsh conditions of the Australian landscape in his South Australian home town of Bartel. After the shock of the sudden death of his wife he flees to northern Queensland, exhausted by the dry lands of his home town.

He finally breaks a major dam in Queensland that floods the Murray-Darling river. With the authorities searching for him, and his eight-year-old daughter in toe, he steals a boat and with his daughter begins their long journey home riding the flood, or "the last pulse" back to South Australia.

The story unfolds aboard their stolen vessel as they rescue some unlikely strangers along the way, also trying to survive the flood, which adds some dark-humour to this very political novel. www.randomhouse.com.au



Salty Dog Talk

Authors: Bill Beavis and

Richard McCloskey

Publisher: Bloomsbury

96 page paperback

Price: \$19.99

In this pocket-sized book, authors Bill Beavis and Richard McCloskey explore the nautical origins of so many of our everyday words and phrases. The salty stories behind common expressions like "chock-a-block", "out of the blue" and "under the weather" might surprise you and will more than likely entertain.

Their nautical beginnings are recounted with humour by its authors, both sailing enthusiasts. Bill Beavis is a seaman turned journalist who has long been interested in nautical etymology and Richard McCloskey is a distinguished American maritime historian. They have used their knowledge and wit to create a small, fun book arranged in alphabetical so you can look up an expression or word with ease.

www.bloomsbury.com/au



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1. BEACH TOWELS

Jac+Jack and Dinosaur Designs have collaborated to create a limited series of brightly coloured, hand-loomed and hand-dyed, organic cotton beach and hand towels, available in three designs. Very light weight either wet or dry, they are easy to carry on and off the boat, quick-drying and they don't hold sand like other towels. RRP \$220
www.dinosaurdesigns.com

2. AURORA HANDFLARE

Integral to a marine distress kit, the Australian-made Aurora Orange Handsmoke emits a dense cloud of vivid, expanding smoke which is visible for up to 60 seconds at more than four kilometres away, when viewed at sea level.
www.aurora-marine.com

3. ZHIK SEABOOT

Keep your feet warm and dry when aboard with these seaboots developed for extreme weather protection in demanding sailing conditions. A combination of neoprene, rubber and merino provide warmth, flexibility and total protection while Hi Vis strips help crew identification at night. They are self-draining, preventing any water collection with a combination of a soft, bendy ZK sole and neoprene uppers to give flexibility and agility around the decks. RRP \$376
www.zhik.com

4. BYFIELD OPTICS POLARISED BINOCULARS

Especially designed to reduce reflective glare from the water, and improve through-water visibility, these binoculars use polarised filtration to improve your view on the water. Suitable for extreme conditions as well as fog and snow, they are made to be tough, combining high quality lenses, with a shock and weather resistant casing. RRP \$550
www.byfieldoptics.com

5. GLENFIDDICH 12 YEAR OLD

Matured in American bourbon and Spanish sherry oak casks for at least 12 years this Scotch whisky is single malt with distinctive fresh pear and is creamy with subtle oak flavours and a long smooth, mellow finish. It is married and mellowed in oak marrying tuns to create harmony of aroma and flavour. RRP \$70
www.glenfiddich.com/au

6. MAGMA KETTLE 2 GAS BARBECUE

The Marine Kettle 2 is a windproof barbecue especially suitable for cooking on board with a swivel action and weather proof design. The grill features a new cast stainless indexing bracket and clamp to provide easier, more positive level mounting while a front mounted piezo igniter is now included, as well as a heat distribution system that reduces flares-ups. RRP \$329
www.whitworths.com.au



Over the many years of covering the Rolex Sydney Hobart Yacht Race I have had the pleasure of personally congratulating most of the winners at Hobart's Constitution Dock, but few results have been so well deserved and pleasing to me than that of *Wild Rose* and her owner Roger Hickman in the 70th annual race. Not to mention the efforts of his navigator Jennifer Wells. Both are good friends.

I've known Roger for decades and have long appreciated his dedication to the sport of sailing and his sound advice to me on writing about ocean racing and other facets of our sport.

Roger is a fellow Tasmanian, but has spent much of his life at sea in the merchant marine or based at sea in Sydney, where he is a member of the Cruising Yacht Club of Australia. Roger also retains his membership of the Royal Yacht Club of Tasmania where he did much of his early sailing and remains a strong supporter of Tasmanian yachting.

I will always recall taking a wonderful photo at Constitution Dock of Roger and his late father Jim after Roger's first Tattersall's Trophy win. Jim, a past Commodore of the Royal Yacht Club Tasmania passed away some years back and, sadly, Roger's mother died just a couple of weeks before his latest win in the 70th race.

Unfortunately, I was not at the finish of the 70th Sydney Hobart (away in Victoria at the time) to personally congratulate Roger but we exchanged text messages and I had a long chat with Jennifer, who gave me a graphic description of *Wild Rose's* race, including a spectacular broach.

It's been an outstanding couple of seasons for both Roger and Jennifer, and *Wild Rose*, the 30-year-old Farr 43. In 2013, Jennifer was named Crew

WINS AND AWARDS

EDITOR AT LARGE PETER CAMPBELL APPLAUDS RACE AND AWARD WINNERS IN THE 70TH ROLEX SYDNEY HOBART YACHT RACE.

Person of the Year at the CYCA Ocean Racer of the Year Awards and at the 2014 Awards she was named as Ocean Racing Navigator of the Year.

Roger was awarded the prestigious Ocean Racer of the Year with *Wild Rose* winning the Blue Water Championship, the Cape Byron Series and the Tasman Performance Series for 2013-2014, with Jennifer as his navigator. Now, to cap it all, they combined again, with an excellent crew, in winning the 70th Rolex Sydney Hobart Yacht Race, an outstanding performance for a real Corinthian crew. Well done!

Another old sailing mate, Phil Molony has had a great year, too. At 73 years, Phil was named Ocean Racing Veteran of the Year, then notched up his 25th Sydney Hobart Race in the 70th edition, skipping his Archambault 40 *Papillon*.

Also achieving his 25th Sydney Hobart Race was Matt Allen, president of Yachting Australia, past CYCA Commodore and newly elected President of the Australia Day Regatta,

skipping his latest *Ichi Ban*. We were crew mates many years ago aboard Lou Abrahams' *Challenge II* in the Kenwood Cup in Hawaii and I had the pleasure of working closely with Matt when he was Commodore of the CYCA.

Another past Commodore honoured for his contribution to the Rolex Sydney Hobart Yacht Race was Martin James who, during his time as a flag officer and commodore worked hard to bring Rolex onboard as race sponsor and also in upgrading race communications, including the high-tech position reporting system. Again, I worked closely with Martin when I was media director of the Sydney Hobart and well appreciate his dedication to the CYCA and the race.

Martin James and 'Biddy' Badenach, a past Commodore of the Royal Yacht Club of Tasmania, were awarded the Rolex Sydney Hobart Yacht Race Meritorious Service Award for their outstanding contribution to the race at the 70th race prizegiving at the RYCT.

'Biddy' has been RSHYR finish co-ordinator for the past 17 years, heading a group of some 200 volunteers from Hobart yacht clubs who operate every facet of the race finish, from manning the Castray Esplanade finish box, crewing patrol boats, staffing the liaison centre at Constitution Dock and being part of the Race Committee overseeing the huge event.

Looking ahead to this year's 71st Rolex Sydney Hobart I hear that the Clipper Race will include the 628 nautical mile event as a leg of their circumnavigation race, with the CYCA expecting an overall fleet of 80 to 90 boats, a good fleet bearing in mind the usual drop-off after a significant event such as the recent 70th race. The good news, too, is that Rolex will continue their major sponsorship for at least another decade.

Rolex also sponsor the equally famous Fastnet Race in England, sailed over 608 nautical miles. This year's race will mark 90 years since the first Fastnet Race in 1925. Not the 90th race, of course, as the Fastnet is held every second year, starting off from Cowes on the Isle of Wight and finishing off at Plymouth after rounding Fastnet Rock off the southern tip of Ireland.

There has been an exceptional take-up for the 90th anniversary race as just 24 minutes after the online entry system opened at midday on January 12 more than 300 boats had registered for the 2015 Rolex Fastnet Race. By the end of the day a total of 375 boats had signed up for the race which starts on Sunday, August 16. ⚓

IN FULL BLOOM
The crew of *Wild Rose* holding their winnings including the Tattersall's Cup and Rolex timepiece.

PRINCE PHILIP CUP

Ingate sets age record

Gordon Ingate has set another age record in the Prince Philip Cup.

By PETER CAMPBELL.



In January 2008, the Cruising Yacht Club of Australia and the Royal Sydney Yacht Squadron member Gordon Ingate became the oldest yachtsman ever to win an Australian championship, the prestigious Prince Philip Cup for the International Dragon class. Seven years on, he has done it again – at the age of 88!

Ingate, helmed *Whimsical* to a one point victory in the 2015 Prince Philip Cup, sailed out of the Royal Brighton Yacht Club on Melbourne's Port Phillip,

narrowly outsailing a fleet that included boats representing Victoria, New South Wales, Tasmania, Western Australia and Great Britain.

In a last day duel, *Whimsical* sailed in steady rain and light winds, to finish just one point clear of British yachtsman Robert Campbell, sailing the borrowed Sydney boat *Indulgence*.

Third place overall went to another RSY entry, *Shapes*, skippered by Wolfe Breit with an experienced crew that included Rolex Sydney Hobart Yacht Race winning skipper Roger Hickman.

The victory climaxed a remarkable sailing career for Ingate spanning some 75 years, including 58 years sailing in Dragons, which has seen Ingate represent Australia at the Olympic Games, the Admiral's Cup, the America's Cup and at the World championships in the International Dragon and 5.5-metre classes.

He also finished a close second overall in the 1972 Sydney Hobart Yacht Race, skippering the famous yacht *Caprice of Huon*, beaten only by USA America's Cup sailor Ted Turner sailing a converted 12-metre, *American Eagle*.

Despite his long career in the Dragon one-design class, Ingate had not won the Prince Philip Cup until the 2008 regatta on Hobart's River Derwent.

The Royal Sydney Yacht Squadron member began the 2015 Prince Phillip regatta, the Australasian championship for the Dragon class, with a 4-3 result but went into the lead with a 2-1 score on day two, just one point ahead of fellow RSY member Wolf Breit, helming *Shapes*.

Racing on day three was postponed because of stormy weather but the following day, with discards coming into effect, the Prince Philip Cup became a three-way battle between Ingate, Breit and Robert Campbell, a past international president of the International Dragon Class Association who had until then had to carry a 17-point penalty incurred from an OCS in race two.

A regular visitor to Australia for the Prince Philip Cup and the World championships, Campbell had already made a cleansweep of the Albert Memorial Cup, a precursor to the Prince Philip Cup but the OCS made it a question of catch-up in the major event.

Day two saw Campbell and his crew of Sydney Dragon sailors, Robert Alpe and Richard Franklin, fight back with a 1-3 score, but still carrying the 17 penalty points.

Discarding the OCS result, the leader board showed Campbell in *Indulgence* and Ingate in *Whimsical* on net 6 points each, with Breit in *Shapes* still leading on a net 5 points going into the final day.

The racing started in the pouring rain with light wind. Ingate posted a win in the first race of the day, race five, from *Shapes* and *Indulgence* with the overall scores then being *Whimsical* and *Shapes* 7 points each, *Indulgence* 9 points.

Indulgence won the sixth and final race but *Whimsical's* second place gave Ingate and his crew consisting of Brad Sheridan and David Giles the winning margin and his second Prince Philip Cup in 58 years of racing Dragons. ⚓



KING OF THE DERWENT

Great year for Hobart sailor Gary Smith

The Fork in the Road has topped off a strong year by taking home the King of the Derwent title, writes

PETER CAMPBELL.

Hobart sailor Gary Smith, a past world Fireball dinghy champion and 1988 Olympic representative in the Flying Dutchman class and now a prominent offshore yachtsman, has certainly notched up a great 12 months to remember among his sailing achievements.

Smith's success in designing, building and sailing dinghy classes at the state, national and international level as a young man were recognised when he became the first yachtsman in several decades to be inducted into Tasmania's Sporting Hall of Fame.

On the water, earlier in the year the Royal Yacht Club of Tasmania member skippered his New Zealand-designed, Tasmanian-built Bakewell-White 4.5, *The Fork in the Road*, to a line honours in the iconic Bruny Island. Then, at the end of the year, he led the fleet home in record time in the Launceston to Hobart Race, the yacht's fourth line honours victory in the 285 nautical mile race around the north-east coast of Tasmania.

To top it all, *The Fork in the Road* won the coveted King of the Derwent title on 2 January 2015, awarded on AMS corrected time, from a fleet that included several prominent Sydney Hobart entrants, as well as boats that had contested the Launceston to Hobart and Melbourne to Hobart. *Alive*, the Reichel/Pugh 66, took line honours for Tasmanian owner Phil Turner.

Runner-up in the King of the Derwent, Melbourne to Hobart Westcoaster winner *Seduction*, Brian Nichols' Lidgard 34, came to a sad end on her return voyage to Melbourne, running aground in the Furneaux Group.

Small boats dominated the Launceston to Hobart race on corrected time, with first place in the AMS category, and first overall going to *Steelin Time*, a Knoop 34 skippered by Allan Warren. PHS winner was *Off-Piste*, a Beneteau Oceanis 34 skippered by Paul Einoder from the RYCT while *Kaiulani*, Malcolm Cooper's Snook 30 completed her eighth consecutive L2H race with a win under IRC ratings.

Off-Piste won the PHS division of the King of the Derwent, thus winning all three handicap categories of the three-race Launceston to Hobart Series, comprising the Beauty Point to Low Head dash at the start of the Launceston to Hobart, the actual L2H itself and finally that iconic race, the King of the Derwent.

RACE & REGATTA DATES

KEEP TRACK OF THIS SEASON'S IMPORTANT EVENTS.

AUSTRALIA	DATE	CLUB	INTERNATIONAL	DATE	COUNTRY
FEBRUARY			FEBRUARY		
Hardy Cup Match Racing Regatta	1-5 Feb	RSYS	Charlotte Harbour Regatta	5-8 Feb	Florida, USA
Mount Gay Rum Twilight Series	2 Feb	CYCA	Pineapple Cup – Montego Bay Race	6 Feb	Florida, USA
Club Marine Wednesday Twilight Series	4 Feb	CYCA	Tour de Martinique Regatta	12-15 Feb	Martinique, Caribbean
Grant Thornton Short Ocean Race	7 Feb	RSYS	Jolly Harbour Valentines Regatta	13-15 Feb	Antigua
Mount Gay Rum Twilight Series	9 Feb	CYCA	Hong Kong Race Week	14-17 Feb	Hong Kong
Club Marine Wednesday Twilight Series	11 Feb	CYCA	Neptune Regatta	14-21 Feb	Indonesia
Spurious Challenge Regatta	13 Feb	MHYC	Mardi Gras Race Week	18-22 Feb	New Orleans, USA
Grant Thornton Short Ocean Race	14 Feb	MHYC	Port Nicholson Regatta	20-22 Feb	New Zealand
Mount Gay Rum Twilights (Spinnaker)	16 Feb	CYCA	49er National Championships	21-22 Feb	New Zealand
Club Marine Wednesday Twilight (Non Spinnaker)	18 Feb	CYCA	NZ Open Keelboat Championships	21-22 Feb	New Zealand
Ocean Pointscore Race – Sydney Newcastle	21 Feb	CYCA	RORC Caribbean 600	23 Feb	Antigua
Grant Thornton Short Haul Race	21 Feb	CYCA	Oceanbridge Sail Auckland	26 Feb – 1 Mar	New Zealand
Ocean Pointscore Race – Newcastle Sydney	22 Feb	CYCA	Subic Bay to Boracay Race	27 Feb – 2 Mar	Indonesia
Grant Thornton Short Haul Race – Pittwater Sydney	22 Feb	CYCA			
Mount Gay Rum Twilights (Spinnaker)	23 Feb	CYCA	MARCH		
Club Marine Wednesday Twilight (Non Spinnaker)	25 Feb	CYCA	Boracay Cup	3-6 Mar	Philippines
Institute of Chartered Accountants Regatta	27 Feb	CYCA	Rolex Swan Cup Caribbean	3-7 Mar	Caribbean
Grant Thornton Short Ocean Race	28 Feb	CYCA	Farr 40 Midwinter Championship	4-7 Mar	San Diego, USA
			18th Bay Regatta – Phuket, Phang Nga, Krabi	4-8 Mar	Thailand
			Gill Commodore's Cup	5 Mar	St. Maarten
			35th St. Maarten Heineken Regatta	6-8 Mar	St. Maarten
			Loro Piana Caribbean Superyacht Regatta	10-14 Mar	BVI
			15th Philippine Hobie Challenge	14-22 Mar	Philippines
			St. Barths Bucket Regatta	19-22 Mar	St. Barths
			J/22 Midwinter Championship Regatta	27-29 Mar	USA
			42nd International Rolex Regatta, St. Thomas	27-29 Mar	US Virgin Islands
			NZ Women's Keelboat Championships	27-29 Mar	New Zealand
			BVI Spring Regatta & Sailing Festival	30 Mar – 5 Apr	BVI
			APRIL		
			Auckland Tauranga Race	2 Apr	New Zealand
			Oyster Regatta BVI	13-18 Apr	BVI
			Les Voiles de St. Barth	13-18 Apr	French Caribbean
			Antigua Classic Yacht Regatta	15-21 Apr	Antigua
			Charleston Race Week	16-19 Apr	BVI
			Antigua Sailing Week	25 Apr – 1 May	Antigua
			11th Top of the Gulf Regatta & Coronation Cup	30 April – 3 May	Thailand
			MAY		
			14th Samui Regatta	23-30 May	Thailand
			Farr 40 West Coast Championship	27-30 May	California, USA
			Korea International Boat Show	28-31 May	South Korea
			JUNE		
			Loro Piana Superyacht Regatta	2-6 June	Sardinia
			J.P. Morgan Round the Island Race	27 Jun	Isle of White, UK
APRIL			MAY		
Brisbane to Gladstone Yacht Race	3 Apr	QCYC			
Gosford Lord Howe Isand Yacht Race	5 Apr	GSC			
Sail Port Stephens & NSW IRC Championships	11-16 Apr	CPSC			
MAY			JUNE		
CYCA Summer Season Prizegiving	2 May	CYCA			
Sanctuary Cove Boat Show	21-24 May	Gold Coast			

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