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Honouring Rolex Sydney Hobart great, Trygve Halvorsen.

I am pleased to report on the successful conduct of the Solas Big Boat Challenge, CYCA Trophy Passage Series, the 69th Rolex Sydney Hobart Yacht Race, the awarding of the Southern Cross Cup and Blue Water Pointscore and the annual Ocean Racer of the Year Awards.

Stephen Ainsworth was awarded the 2012-2013 Ocean Racer of the Year Award and his navigator Michael Bellingham was named the Ocean Racing Navigator of the Year. Jenifer Wells was awarded the Sally Gordon Memorial Trophy for Ocean Crew Person of the Year, Syd Fischer was named the Ocean Racing Veteran of the Year for the third time, and Chris Bran, skipper of *Branneu*, was awarded the Ocean Racing Rookie of the Year.

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 Anthony Bell's *Perpetual Loyal* with Peter Harburg's *Black Jack* third. Rob Hanna's *Shogun V* won on IRC from Matt Allen's new *Ichi Ban* with *Black Jack* third.

The Rolex Sydney Hobart Yacht Race again lived up to its reputation as challenging. It will be remembered as the most competitive and colourful race for many years, with a strong fleet of 94 yachts including 15 new boats, and 22 international entries representing countries such as New Zealand, United Kingdom, Hong Kong, New Caledonia, Germany, Singapore and Cyprus.

I congratulate *Wild Oats XI* on recording her seventh line honours victory – equalling the historical record of *Morna/Kurrewa IV*. This remarkable yacht and crew gave an impressive display of power sailing with downward speeds in excess of 30 knots.

Congratulations to overall winner, CYCA member Darryl Hodgkinson and his crew on *Victoire*, this year's recipient of the Tattersall's Cup.

I also commend the performance of second overall yacht Phil Sempendorfer's *Veloce*, with Sam Haynes sailing his Rogers 46, *Celestial*, 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 *Spirit of Mateship* in winning PHS Division 1 and the Clipper 70 *Derry-Londonderry-Doire* leading the 12 strong Clipper 70 fleet into Hobart.

The Polish Trophy, for the yacht travelling the furthest to compete, was presented to Clipper Ventures and its founder Sir Robert Knox-Johnston, on behalf of the entire Clipper fleet.

The Rani Trophy, for the most meritorious performance, was awarded to the crew of the police vessel, *Van Diemen*, for standing by and towing the disabled yacht, *Luna Sea*, 100 nautical miles to St Helens.

Over 1,200 sailors competed in the race. It is pleasing to note that Tony Cable competed in his 48th race, Tony Ellis his 47th race, Syd Fischer (at 86) and Bill Ratcliff their 45th races and Lindsay May his 41st Sydney Hobart Race.

This race would not be the great success it is without the valuable input and support of our sponsor, Rolex, who once again generously presented two Rolex timepieces.

I would also like to acknowledge the State Governments of NSW and Tasmania for the support and logistics they provide through a number of agencies, including New South Wales Roads and Maritime Services and TasPorts. To the City of Hobart and its citizens for an always wonderful welcome afforded to race

competitors as they finish; the 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 Roger Hickman and his crew on *Wild Rose* for winning the prestigious CYCA's Blue Water Pointscore for 2013 from Darryl Hodgkinson's *Victoire* with Phil Molony's *Papillon* third.

Also awarded this year was the Southern Cross Cup with four teams competing, which saw the CYCA White team of *Wild Rose*, *Victoire* and Tony Kirby's Ker 46 *Patrice* victorious.

My thanks to the Associates Committee for coordinating some key activities for the Club again, including assisting in the sale of Sydney Hobart merchandise and the popular Christmas Hamper raffle, which supported the 'Mates 4 Mates' charity.

The current sailing season continues with the Grant Thornton Short Haul and Short Ocean Pointscore series. 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.

At the time of writing, Warwick Sherman's *OCL Too*, leads the IRC Division of the Ocean Pointscore, Paul Clitherore's *Balance* leads the ORCi division and Stephen Trevillon's *Online* leads the PHS division.

Robin Hawthorn's *Imagination* leads IRC Division 1 in the Grant Thornton Short Ocean Pointscore, with Adrian Van Bellen's *Jackpot* leading PHS Division 1. Justin Pelly and Sean Rahilly's *Crosshaven* leads IRC Division 2 with Philip Bennett's *King Billy* on top in PHS Division 2 *One More No More*, Ian and Shane Guanaria's *Beneteau 35* leads the IRC division of the Grant Thornton Short Haul Pointscore Series with *InCahoots*, Patrick and Roberta Easton leading under PHS.

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

HOWARD PIGGOTT
Commodore CYCA

THIS SEASON
Those who competed in the Blue Water Pointscore series are encouraged to compete in the Autumn Ocean Pointscore Series.

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This New Year edition of *Offshore Yachting* traditionally wraps up the challenge and courage of crews taking on the Tasman in the CYCA's annual Rolex Sydney Hobart Race. A stand-out once more in this year's 2013 race was super-maxi *Wild Oats XI*'s historic seventh line honours victory, equaling the longstanding record number of line honours wins by the famed yacht, *Morna*, (then as *Kurrewa IV*) sailed in the earliest years of Australia's greatest ocean race.

The overall win on corrected (handicap) time this year went to the appropriately named *Victoire*, the canting-keeled Cookson 50 expertly sailed to victory by Darryl Hodgkinson and his dedicated crew. A long time sailor, but relative newcomer to ocean racing, Hodgkinson has racked up an impressive trophy cabinet in recent years, including being a recipient of the CYCA's Ocean Racing Rookie of the Year, followed just the year later by the coveted award of Ocean Racer of the Year for 2011-2012. Now he 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.

For the inside word on how he and his crew raced *Victoire* to overall victory in Hobart, the 2013 race winning Skipper chats with Bruce Montgomery in our Skipper profile this issue. Race Media Director Di Pearson tells an engrossing tale of twists and tacks in her major review on the big race south; and Rolex photographers Carlo Borlenghi and Daniel Forster show off their best shots of the 2013 Sydney Hobart in our 'Aperture' pages.

If just the one ocean race isn't enough salty seasoning for you, the most adventurous of spirit take on numerous oceans in their stride in races of circumnavigation, including most prominently the 2013-2014 Clipper Round the World Race fleet of 12 Clipper 70s that have just competed in the 2013 Rolex Sydney Hobart as one of their

global race legs, together with "the pros" due to set sail around the globe from October 4th this year in the 2014-2015 edition of the Volvo Ocean Race. While in Sydney preparing for the Hobart race, I sailed and chatted with the Clipper Skipper of *PSP Logistics*, Chris Hollis, on his race around the world (so far).

As usual, we round up all the big races and regattas taking place over summer and preview the up and coming events on the horizon, including a special feature "Sailing the Circuit" covering the exciting race and regatta calendar regionally and internationally for 2014.

With each New Year comes a flotilla of New Yachts launched from all the major yards. We profile our 'Top 10' selection of the most interesting new boats soon to splash down under - whether you're into racing or cruising pleasure. For the racing enthusiasts, we sail aboard McConaghy's new Ker 46 *Patrice*, for our yacht review.

I could not end without expressing my utmost regard for Peter Campbell, our Editor-at-Large, who this Australia Day was awarded the Order of Australia medal for services to yachting.

Duly deserved Peter!
See you on the water.



ANTHONY TWIBILL
Publisher / Editor

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Overall Winner, *Victoire* at the start of the 69th Rolex Sydney Harbour Yacht Race. By Carlo Borlenghi for Rolex.

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ANDREA FRANCOLINI



OCEAN RACER OF THE YEAR AWARDS

Mischief triumphs

Stephen Ainsworth named CYCA Ocean Racer of the Year 2013.

By JENNIFER CROOKS.

Sydney entrepreneur Stephen Ainsworth was named the 2013 Ocean Racer of the Year at a gala cocktail party hosted at the Cruising Yacht Club of Australia in December.

The CYCA Ocean Racer of the Year Awards 2013 recognised yachting excellence for the 12-month period from July 2012 to July 2013.

Prior to announcing he would take a break from offshore racing (he is currently an enthusiastic amateur cyclist), Ainsworth won the CYCA's 2012 Blue Water Pointscore Series

(BWPS) from *Celestial* (Sam Haynes' Rogers 46) by 10 points having won the 2012 Sydney Gold Coast Yacht Race, in so doing breaking *Brindabella's* 13 year-old record to claim a new race record for a conventionally ballasted yacht with his Reichel/Pugh 63, *Loki*.

Ainsworth went on to win the Flinders Islet and Cabbage Tree Island races in 2012 and finished second overall to *Wild Oats XI* in last year's 2012 Rolex Sydney Hobart after winning the race overall in 2011. >

SILVER STANDARD
Left: Stephen Ainsworth, Ocean Racer of the Year and Michael Bellingham, Ocean Racing Navigator of the Year.
Above right: Commodore Howard Piggott presents Marcus Anketell with the d'Albora Marinas Elliott 7 half model.



CYCA SPONSORSHIP

Continued commitment

d'Albora Marinas renews its sponsorship of CYCA Youth Sailing Academy.

d'Albora Marinas has renewed its sponsorship of one of the Cruising Yacht Club of Australia's Youth Sailing Academy Elliott 7 training vessels for another twelve months.

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

"d'Albora Marinas is delighted to renew our sponsorship for the second 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," Marcus Anketell, CEO d'Albora Marinas said.

Commodore Howard Piggott thanked d'Albora Marinas for their continued support of youth sailing. "Our sincere thanks to Marcus Anketell and his team at d'Albora Marinas for renewing their sponsorship of the Cruising Yacht Club of Australia's Youth Sailing Academy.

"Sponsors are integral in ensuring that the many programs and regattas the YSA conducts are delivered to the highest possible standard and assist in maintaining one of the newest fleets of match racing boats in Australia.

"The Youth Sailing Academy celebrated its 20th anniversary last year and continues to be one of the leading youth sailing academies in Australia," Commodore Piggott added.



Jenifer Wells won the Sally Gordon Memorial Trophy for Ocean Crew Person of the Year which was presented by Anne Gordon, Sally's sister. Wells is an integral part of the *Wild Rose* crew, acting as navigator when required and coordinating all logistics for the boat including entry paperwork, crew training and return passages.

"Jenifer has been part of the *Wild Rose* crew for many years now and over the past 12 months has been integral in *Wild Rose's* sailing season," said *Wild Rose* owner Roger Hickman. "She has competed in all the CYCA Blue Water Point Score Series races, including the Rolex Sydney Hobart, the Australian and NSW IRC Championships, the CYCA Trophy Race, Gosford Lord Howe Island Race and many other CYCA events."

Sydney businessman Chris Bran was named the Ocean Racing Rookie of the Year for 2013. Since buying his Beneteau First 40, *Brannev*, in February 2012 "to race in the Hobart", Bran has

notched up some impressive results.

The Sydney yachtsman finished 18th overall in the 2012 Sydney Gold Coast Yacht Race in which he won Division 3. He replicated his 18th overall result in the 2012 Rolex Sydney Hobart, and placed second in Division 3, after using the CYCA's Winter Series for crew training and to explore the inner workings of the boat.

Bran went on to secure his first major offshore victory (although it occurred outside of the award criteria) winning the 2013 Sydney Gold Coast Yacht Race overall, and won the CYCA's Ocean Pointscore Botany Bay race in October as he prepared for his second Rolex Sydney Hobart.

For a third time, Syd Fischer OBE was named the Ocean Veteran of the Year. Fischer needs no introduction and has been named the CYCA Blue Water champion an unprecedented nine times, with multiple podium places through the years. The 86 year-old Fischer has been named Ocean Racer of the Year four times and completed

his 50th offshore season in 2012/2013.

During the 2012-13 current award period Fischer completed his 44th Hobart in 2012, and his 40th race together with great mate Tony Ellis. Other 2012-13 season highlights included being second to *Loki* after the first three races of the BWPS with his TP52 *Ragamuffin*. This was before he stepped up to the 100-foot *Ragamuffin LOYAL* which he sailed to second on line behind *Wild Oats XI* in the 2012 Rolex Sydney Hobart.

Next stop was the 2,225 nautical mile 2013 Transpac Race from California to Hawaii sailed in July, in which he claimed the fastest time for a monohull (with *Ragamuffin 100*). In September 2013, he received a Lifetime Achievement Award at the Australian Yachting Awards, which took in his five self-funded America's Cup challengers and multiple representations at Admiral's and Clipper/Kenwood Cups, captaining those teams and winning on many occasions.

Michael Bellingham, navigator on *Loki*, the CYCA Blue Water Champion for 2011/2012, was named the Ocean Racing Navigator of the Year. This is the second time Bellingham has received the award, playing a major role in Stephen Ainsworth's successes.

Since its inception in 1985, the Ocean Racer of the Year Award first went to Tasmanian Don Calvert, and has since been awarded to great names in sailing including Victorians Gino Knezic and Lou Abrahams, NSW's Matt Allen (twice), Bob Thomas and Ed Psaltis (twice), Syd Fischer (four times), Bob Steel and Mike Green, Stephen Ainsworth, South Australian Geoff Boettcher, and in 2012 Sydney plastic surgeon Darryl Hodgkinson.

The Crew Person of the Year award goes to the best of Australian sailors, nominated by their owners for playing a significant role in the success of the boats on which they sailed.

Among the winners have been Tom Braidwood, Phil Thompson, Adrienne Cahalan and the late Sally Gordon from NSW; Tasmanian Julian Freeman; Victorians Ian 'Barney' Walker and Kingsley Piesse; and in 2012, Gail Harland (NSW).

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). ⚓

TROPHY HUNTERS
 Clockwise from top left: Anne Gordon with Ocean Crew Person of the Year Jenifer Wells and Commodore Howard Piggott; Howard Piggott and Ocean Veteran of the Year Syd Fischer; Howard Piggott and Ocean Racing Navigator of the Year, Michael Bellingham; Howard Piggott and Ocean Racing Rookie of the Year Chris Bran.



BLUE WATER POINTSCORE SERIES

Winning streak

Roger Hickman skippered the 28 year-old *WILD ROSE* he refers to as 'the old girl' to a resounding victory in the Cruising Yacht Club of Australia's 2013 Blue Water Pointscore (BWPS), which came to a climax with the Rolex Sydney Hobart Yacht Race. By DI PEARSON.

The original *Wild Oats*, which Hickman initially purchased with Lance Peckman and Bruce Foye, went on to claim the 1993 Hobart overall under IOR, the last time a winner was announced under that category, and in tandem with IMS winner, *Cuckoos Nest*, being crowned.

A longstanding member of the CYCA, Hickman eventually became 'old faithfuls' lone owner and renamed her *Wild Rose*, sailing her to many top results over the years.

Wild Rose is constantly on the verge of causing an upset. She kept the *Loki* crew waiting in 2011 before they were announced overall winners of the Rolex Sydney Hobart, then kept *Brannew*, *Papillon* and *L'Altra Donna* waiting in this season's Sydney Gold Coast Yacht Race, in the end dislodging *L'Altra Donna* for third place overall.

This is Hickman's fifth BWPS win and his second with *Wild Rose*. Others were as sailing master aboard John Storey's *Atara* and with a previous *Ichi Ban* of Matt Allen.

However, 2013 proved to be Hickman and his Farr 43's greatest year yet, with three sequential victories in their Blue Water Pointscore tally, to claim overall victory from Darryl Hodgkinson's *Victoire* by 11 points. Phil Molony's Archambault 40, *Papillon*, was third, a further two points behind.

Victoire was purchased by Hodgkinson early last year and has

well and truly lived up to expectation, winning the Rolex Sydney Hobart and claiming the line honours trophy attached to the 2013 BWPS; testament to perfectionist Hodgkinson and his dedicated crew.

Back to *Wild Rose*, Hickman steered the yacht to third overall in the predominantly light airs that have summed up the season, in the Series' opener, the Sydney Gold Coast race. He then won the Flinders, Bird and Cabbage Tree Island races.

"For an old CYCA stalwart like me, the Blue Water Pointscore has a certain mystique; an aura," Hickman said. "It was an honour to win the first, a privilege to win a second time; third and fourth were amazing, but this one is the most special of all."

"I have a resurrected boat that was sailed beautifully by my wonderful crew. The consistency and experience of my crew is special. We're all very excited," said Hickman, who dedicated their win to the late Sally Gordon, a friend and former crewmember.

"And to have won ORC and PHS too," said Hickman of his 11 point win over brothers Derek and Martin Sheppard (*Black Sheep*, a Beneteau 45) who had a terrific first season as owners, and third placed *Victoire* in ORC. *Wild Rose* defeated Ron Forster and Phil Damp's Beneteau 40, *Ariel*, for the PHS trophy and third placed *Papillon*.

The first two races of the BWPS were sailed in light winds, but the

"It was an honour to win the first, a privilege to win a second time; third and fourth were amazing, but this one is the most special of all."

Roger Hickman

latter, at 180 nautical miles, was akin to a mini Hobart race. Hickman is one of the best offshore yachtsmen around and has trained his crew, a mix of males and females, to a high standard.

A fleet of 23 in the Cabbage Tree Island race was cut to 18 after the yachts took a battering in excessive winds and seas. In between times, crews were struck by the contrast of conditions thrown at them when lulls and parking lots replaced a harsh sea and winds that ran the gamut of the compass; sometimes going suddenly from nothing to 28 knots.

Hickman and crew scored their worst result in Race 5, to Port Hacking then Bird Island, and return to Sydney Harbour. They finished seventh in a race dominated by the big boats, most of which were casual entries, so *Wild Rose* scored points for third and it became the drop, as a boat must carry its Hobart score.

Finally, the Hobart race Hickman has been trying so hard to win once more, and although it was *Wild Rose* that kept the winner (*Victoire*) waiting again, it finished 11th overall.

However, *Wild Rose* almost repeated its result of last year's 2012 Rolex Sydney Hobart when it beat every Division 2 and 3 boat overall and won Division 4. This time, it beat all but four Division 2 yachts and every Division 3 yacht and claimed Division 4 honours. ⚓

CYCA MMM dates

The next CYCA Medical Management for Mariners (MMM) course will be held in April/May 2014. The aim of this course is to enhance the skills and knowledge of sailors in the assessment and management of a crew member who sustains an injury or experiences a medical condition while at sea. To undertake the course participants must hold a current (or recently expired) first aid certificate and be members of the sailing community. The CYCA MMM course will be conducted over the following dates in 2014:

- Tuesday 22nd April 6-9.30pm
- Tuesday 29th April 6-9.30pm
- Saturday 3rd May 9am - 4.30pm
- Tuesday 6th May 6pm - 9.30pm
- Tuesday 13th May 6-9.00pm

The cost of this course is \$600 for CYCA members, Yachting NSW Bronze and Silver members and \$650 for non-CYCA members. Closing date for applications is Friday 11 April, 2014.

[www.cyca.com.au/about-the-cyca/cyca-medical-management-for-mariners-course-\(mmm\)/](http://www.cyca.com.au/about-the-cyca/cyca-medical-management-for-mariners-course-(mmm)/)

HEIRLOOM ROSE

Roger Hickman and his *Wild Rose* have won the CYCA's 2013 Blue Water Pointscore.



SPOTLIGHT

Young gun

Darren Senogles Sydney Hobart record is unlikely to ever be broken.

By JIM GALE.

At the Cruising Yacht Club of Australia, a special honour roll is reserved for those sailors who have raced in 25 Sydney Hobarts and this year, when *Ichi Ban* crew member Darren Senogles set sail for Hobart, he was the youngest sailor ever to join that illustrious company.

In a happy coincidence, he is following in the footsteps of two of his fellow *Ichi Ban* crew. Michael Spies, who did his 36th last year, was the youngest when he notched up his 25th, then Rob Case took on the mantle three years ago.

However, Senogles knows his place in the record books is permanent. He did his first race at the age of 14; now budding young ocean racers must wait until they are 18 to get a ride south in the Cruising Yacht Club of Australia's annual 628 nautical mile race.

"I remember everything about that first race," Senogles reminisces. "It remains my most memorable race, not only because it was my first, but for the first 24 hours we had a 30 knot nor-easter downwind; probably the biggest downwind ride I had ever had offshore. It just kept going and going. It was awesome."

Senogles, known to yachties as 'Dags', courtesy of his father, did his first four Hobarts on his father Dave's boats: "Three on *Mistress Away* and

then *Mistress Mercy*, which Dad and I built."

For this was another era, when backyard built cruiser/racers still jostled each other at the start line, interspersed with more Spartan racer/cruisers, which still had bunks and a proper galley.

It was an era when interstate competitors would pack the CYCA marina, living on their boats while they waited for Boxing Day. Christmas Day, the Club would roar with good cheer as sozzled yachties competed to build and sail a plywood raft capable of reaching the end of A Marina. Few succeeded.

And at the other end, Hobart's Constitution Dock became the scene of a weeklong party. A hundred crews living side by side jam-packed in the tight concrete square, sprawled over neighbours' boats as the wind and waves in Bass Strait grew in direct proportion to the empty stubbies dockside.

"We were all just happy to get there," Senogles remembers. "That was achievement enough."

"It was mind blowing the first time going through the lifting bridge into Constitution Dock; hundreds of people cheering you, everyone in party mode."

Leaving the family boat for his fifth race, Senogles began the long journey towards a career as a professional sailor.

In his sixth Hobart, he won the race overall aboard Nigel Holman's IMS racing boat *Cuckoos Nest* – and nearly won on line. It was 1993 – the race most yachties agree was the toughest race ever. Of 104 starters only 38 reached Hobart.

In many ways Senogles' career has charted the evolution of professional yacht racing. The boats have got more and more exotic; these days resembling the old cruiser/racers in much the same way Formula One cars resemble the family Holden.

They are more technical, faster, bone jarring, demanding the level of crew fitness and athleticism that characterises all modern professional sports.

"The main thing is to keep current. You have to keep doing it, and at the end you are only as good as your last results," Senogles says.

Of all the great boats he has sailed, Stephen Ainsworth's acclaimed 60-footer, *Loki*, has pride of place in his heart.

"I was Stephen's boat captain from when *Loki* was just a piece of paper. I watched her being built, looked after her full time and went everywhere with that boat. She never left the dock without me."

"I did every single mile she did. I poured everything I had into that boat. I had just divorced and it was a great distraction and we got great results," he says of their winning the 2011 Rolex Sydney Hobart, finishing second last year and winning the Blue Water Pointscore, among the yacht's many accolades.

Other *Loki* crew members also sailed aboard *Ichi Ban* in the 2013 Hobart, merging with Matt Allen's other crew.

Ichi Ban may have only been in the water a few weeks, but she was already proving a strong race favourite.

"We all know each other and are on the same page, thinking alike: there to do a job" says Senogles.

Of his record, Senogles muses, "Twenty five years is a long time and a lot happens in your life. You get different priorities, but the Hobart race is something I really love doing. It's moulded my life; made me stronger and more determined."

"I never imagined I'd be where I am. Dad deserves a lot of the credit. He and mum still have a boat they cruise around the Hawkesbury. I grew up on the Hawkesbury, every holiday on the family boat, the one we did the Hobart on."

"It's different these days. I don't think we'll ever be down the Hawkesbury on *Ichi Ban*," says Senogles, who ultimately finished eighth on line and eighth overall to celebrate his 25th. ⚓

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MUSTO INTERNATIONAL YOUTH MATCH RACING

Superman

Man of Steele wins Musto International Youth Match Racing Championship. By JENNIFER CROOKS.

NEW Zealander Chris Steele held his nerve and successfully defended his Musto International Youth Match Racing Championship title raced late November, defeating American Christophe Killian 3-0 in the grand final.

Steele, and his crew of Connor Mashlan, Dylan Wichman and George Brasell representing the Royal New Zealand Yacht Squadron, dropped one match throughout the entire regatta, which was hosted by the Cruising Yacht Club of Australia and contested on the fleet of Elliott 7s.

Stating at the beginning of the week, Steele set a goal to finish his youth match racing career on a high, and he was ecstatic to have achieved the goal.

"It's great to have defended the title," Steele said. "I've had six podium finishes in ten events and we've won the last two – finally!"

The win wasn't easy for Steele – he had to tough it out with CYCA's Harry

Price in the semi-final sail-off. "It was a tough first race of the day. We inflicted a penalty on him in the pre-start and the first beat was very tight – lots of lee bow tacks plus a few dial downs.

"We managed to bounce him out to the port lay line and rounded the top

mark four to five boat lengths in front of him and then had to fight the rest of the race to keep the lead. It really was worthy of a grand final match," Steele added.

In the grand final, pre-starts made all the difference for Steele. "In our



first match against Killian, we lead off the line after getting a penalty on him. The second match we lead off the line again and in the third match we had him (Killian) over the line early," Steele recalled.

"It was pretty hard for Killian to comeback from that, however we had a few issues in the last race when the breeze was on. We had a horrible first run – got a knot in the kite and it took us half of the leg to get it out. He also tried a couple of manoeuvres which didn't work out."

So what now for the man of Steele? "I'll be competing in the Warren Jones International and the Hardy Cup in early 2014 and then plan to do some World Match Racing Tour events throughout the year. I'll also finish up with the RNZYS's youth program in January but I'd also like to give a bit back to the program in some way.

"I'll also be trying to work out a plan to get into the next America's Cup through competing in the Extreme 40s or World Tour events," Steele added.

Christophe Killian and his crew of Harrison Vanderwort, Jack Martin, Andrew Lutrell and Megan Roach, representing Balboa Yacht Club, were the most improved team of the regatta finishing in second place and achieved their goal of making the finals.

"We're really happy even though we only won one race on the (second last) day. It was the match we needed to win to get us into the grand final," Killian said.

Describing the match, Killian recalled "it was a pretty even pre-start and we managed to get the side of the line we wanted. We picked a couple of shifts extending our lead and walked away with the win."

"Chris (Steele) was a tough opponent and with the windy conditions we didn't quite have the right handling ability," Killian added.

Harry Price and his crew of Angus Williams, Louis Collins and Matt Stenta, representing the host club, Cruising Yacht Club of Australia, finished the regatta in third place.

"I'm a little disappointed I missed out on the grand final. We lost our semi to Chris (Steele) at the start of the race and couldn't get into a position to take the lead. In the first match of the petit final against Geddes, we lost the pre-start after controlling him. We managed to pick a few shifts and get the lead and hold onto to take the win," Price said

"In the second match, we had a few kite problems and he (Geddes) was able to get in front and build a good lead to take the match. There were still

some control issues in the third and final match. We started to windward and picked up a nice shift that put us into the lead.

"We had another horrible spinnaker drop and went out right to tack to pick up the breeze for the downwind run. At the bottom mark, we cross tacked underneath him and gained 50 metres and it was game over from there," Price added.

Rawiri Geddes and his crew of Alex Dyet, Josh Salthouse and George Anyon, representing the Royal New Zealand Yacht Squadron, finished in fourth just out of podium places and was content with his performance.

"We made a few mistakes but learnt quite a bit throughout the course of the regatta," Geddes said.

"In our semi against Killian we had control in the pre-start right until the last 20 seconds. We both wanted the boat end of the line, but he got there

"It was a tough first race of the day. We inflicted a penalty on him in the pre-start and the first beat was very tight - lots of lee bow tacks plus a few dial downs."

Chris Steele

breeze, which built to 20 knots by the time the last match finished. "With the forecast winds predicted to reach 30-35 knots by midday, I wanted to try and finish the program before it got blown out," Thompson said.

"The breeze did flick left and right throughout the day requiring some course changes. I'd like to compliment the entire team that worked throughout the regatta. They handled the course changes quickly and cleanly, which assisted in getting through the entire program," he added.

Cruising Yacht Club of Australia Commodore Howard Piggott congratulated all competitors on their performance throughout the regatta. "Congratulations to Chris Steele and his team from Royal New Zealand Yacht Squadron on their win. The standard of competition was high and great camaraderie shown with fellow competitors." ⚓



first and it was pretty much race over from there".

"Price and his team had really good boat speed downwind in the petit finals. It was good to take one match off him (the second of the three match petit final). We had a strong pre-start and lead off the line, ensuring that there was tight cover all the way up to the top mark. We didn't give him any breathing space to overtake if he picked a shift. We had good downwind speed and lead the whole way home," Geddes added.

Principal Race Officer Denis Thompson got racing underway on time in 8 to 9 knots of southerly

STEELE RESOLVE

Left top: Chris Steele holds his nerve in the finals of the Musto International Youth Match Racing Championship. Left: Chris Steele and crew celebrate their win Above: Christophe Killian and crew celebrate their second place.

Final placings

- 1st Chris Steele (RNZYS)
- 2nd Christophe Killian (BYC)
- 3rd Harry Price (CYCA)
- 4th Rawiri Geddes (RNZYS)
- 5th Murray Jones (CYCA)
- 6th Sam Mackay (RPNYC)
- 7th Milly Bennett (RPAYC)
- 8th Lucas Chatonnier (CNC)
- 9th Dylan Gore (RYCT)
- 10th Carolyn Smith (NHYC)



ROLEX SYDNEY HOBART
Skippers Cocktail Party

On Thursday 12 December, over 120 guests attended the annual Rolex Sydney Hobart Yacht Race Skippers Cocktail Party. The CYCA also presented the 2012-2013 Ocean Racer of the Year Awards with Stephen Ainsworth being named Ocean Racer of the Year and Michael Bellingham Ocean Racing Navigator of the Year. Jennifer Wells received the Sally Gordon Memorial trophy for Crew Person of the Year with Syd Fischer named Ocean Racing Veteran of the Year for a third time. Chris Bran was named the Ocean Racing Rookie of the Year.



1. Ocean Racer of the Year Award recipients: Chris Bran – Ocean Racing Rookie of the Year; Jenifer Wells – Sally Gordon Ocean Crew Person of the Year; Stephen Ainsworth – Ocean Racer of the Year; Michael Bellingham – Ocean Racing Navigator of the Year; Syd Fischer – Ocean Racing Veteran of the Year with CYCA Commodore Howard Piggott. **2.** Dr Phil Warburton, Jenifer Wells, Anne Gordon and Roger Hickman, owner of *Wild Rose*. **3.** Sam Haynes, owner of *Celestial* with wife Katherine. **4.** Adrienne Wilkinson, Garry Linacre, Graeme and Jacqueline Burgess. **5.** Associates President Pam Messenger and Vanessa Dudley (*Ragamuffin 100*). **6.** Gunter Heuchmer & Mrs Heuchmer. **7.** Rear Commodore John Markos, Vice Commodore John Cameron, Catherine Wenham and CYCA Director Andrew Wenham, owner of *Southern Excellence II*. **8.** James Dobie – Senior Training Skipper, Clipper Ventures Australia; Kirsty Whyte – Managing Director Clipper Ventures Australia; William Ward – CEO, Clipper Ventures; Emma Eason – Events Manager, Clipper Ventures; Justin Taylor – Race Director, Clipper Ventures. **9.** John and Ann Kirkjian. **10.** The Hon. Duncan Gay, Minister for Roads and Ports with CYCA Commodore Howard Piggott.

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HOBART BOUND
The 2013 Rolex Sydney Hobart Yacht Race was a tough and memorable challenge for all competitors.

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WILD RIDE
Wild Oats XI and *Perpetual LOYAL* were neck and neck heading up the Harbour but *Oats* was the first boat out of Sydney Heads and ultimately claimed her seventh line honours title.

Bob Oatley's *Wild Oats XI* left an indelible print on the Rolex Sydney Hobart Yacht Race when Mark Richards skippered her to an historic seventh line honours victory at 19.07.27 hrs on December 28, matching the record of the yacht originally known as *Morna* (from 1946 to 1948) and then *Kurrewa IV* (1954, 1956, 1957 and 1960).

Richards said: "It's a big deal. *Wild Oats XI* is the most famous yacht in Australian history I would say. To equal a record like that is amazing and something we're very proud of."

As a 98-footer back in 2005, *Wild Oats XI* broke the race record and won line and overall honours (the treble win), the very same year winemaker Oatley launched her.

Line honours was hers again in 2006, 2007, 2008, then once more in 2010 as a 100-footer and in 2012 when *Oats* took the treble for a second time, in the new record time of 1 day, 18 hrs, 23 mins and 12 secs.



"Hallelujah Ricko, Hallelujah!"

ROBERT OATLEY
Wild Oats XI



Waiting dockside in Hobart after his yacht finished in 2 days, 6 hours, 7 minutes and 27 seconds (over 11 hours outside her race record), Bob Oatley acknowledged Richards' achievement saying: "Hallelujah Ricko, Hallelujah."

Wild Oats XI faced its toughest challenge ever in this year's race. Anthony Bell's *Perpetual LOYAL* (formerly known as *Speedboat* and *Rambler 100*) – supposedly the fastest super maxi in the world – and Syd Fischer's *Ragamuffin 100* (ex *Investec Loyal*, the 2011 line honours winner) were her closest rivals.

Two VOR 70s – Jim Delegat's *Giacomo* (originally *Groupama 4*) from New Zealand and Peter Harburg's *Black Jack* (ex *Telefonica*) put up a strong challenge, as did Karl Kwok's brand new 80-foot *Beau Geste* (Hong Kong) and Grant Wharington's 100-footer *Wild Thing*, making Richards and crew work hard for their latest line honours victory in this 69th Hobart race.



Bell had little practice time aboard his boat, which arrived in Australia early December after having the keel reinforced and other modifications made. Kwok's new boat's only experience was sailing to Australia in race-mode in late December in the nick of time for the Sydney Hobart race start.

Kwok's sailing master, Gavin Brady, insisted: "We raced the boat to Sydney for practice and we're probably more prepared and ready than anyone."

Of the battle with Anthony Bell, who caused an upset win over *Wild Oats* in 2011, Richards acknowledged early: "There's plenty of rivalry there."

After a spectacular start, *Perpetual LOYAL* was seen flying a protest flag. It appeared to be after an incident with *Wild Oats XI* at the first mark. But mid-afternoon, Bell said: "Just had a team meeting and decided not to proceed with the protest. At first

IN THE RACE
Jim Delegat's *Giacomo* from New Zealand proved a strong challenger.

we thought we may have been fouled, but...”

The speed machines were predominantly crewed by some of the most respected names in Olympic, America’s Cup, Volvo Ocean Race and Hobart sailing.

Amateurs and first timers sailed against Guillermo Altadill, Iain Murray, Gavin Brady, Juan Vila, Chris Dickson, Andrew Cape, Tom Slingsby, Stu Bannatyne, Stan Honey, Steve Hayles and more. What other sport can you do that in?

It was established well before the race that Richards’ long term crew aboard *Wild Oats XI*— among the best in the business — and the boat’s sailing record would hold their campaign in good stead.

Wild Oats XI had its yearly injection of modifications for the 2013 race, including a lighter mast, which had initially caused some grief, and a radical, retractable, hydrofoil-type wing designed to make the boat much faster downwind.

Come Boxing Day, a 15 knot sou’ easterly set the fleet on its way, spinnakers making a blaze of colour under the sun on Sydney Harbour.

The Bureau of Meteorology predicted the faster 60-foot plus



“Just had a team meeting and decided not to proceed with the protest. At first we thought we may have been fouled, but...”

ANTHONY BELL
Perpetual LOYAL



boats would avoid the worst of the weather en route to Hobart and they did. In fact, helicopter vision showed crew sunbaking on *Perpetual LOYAL* at one stage.

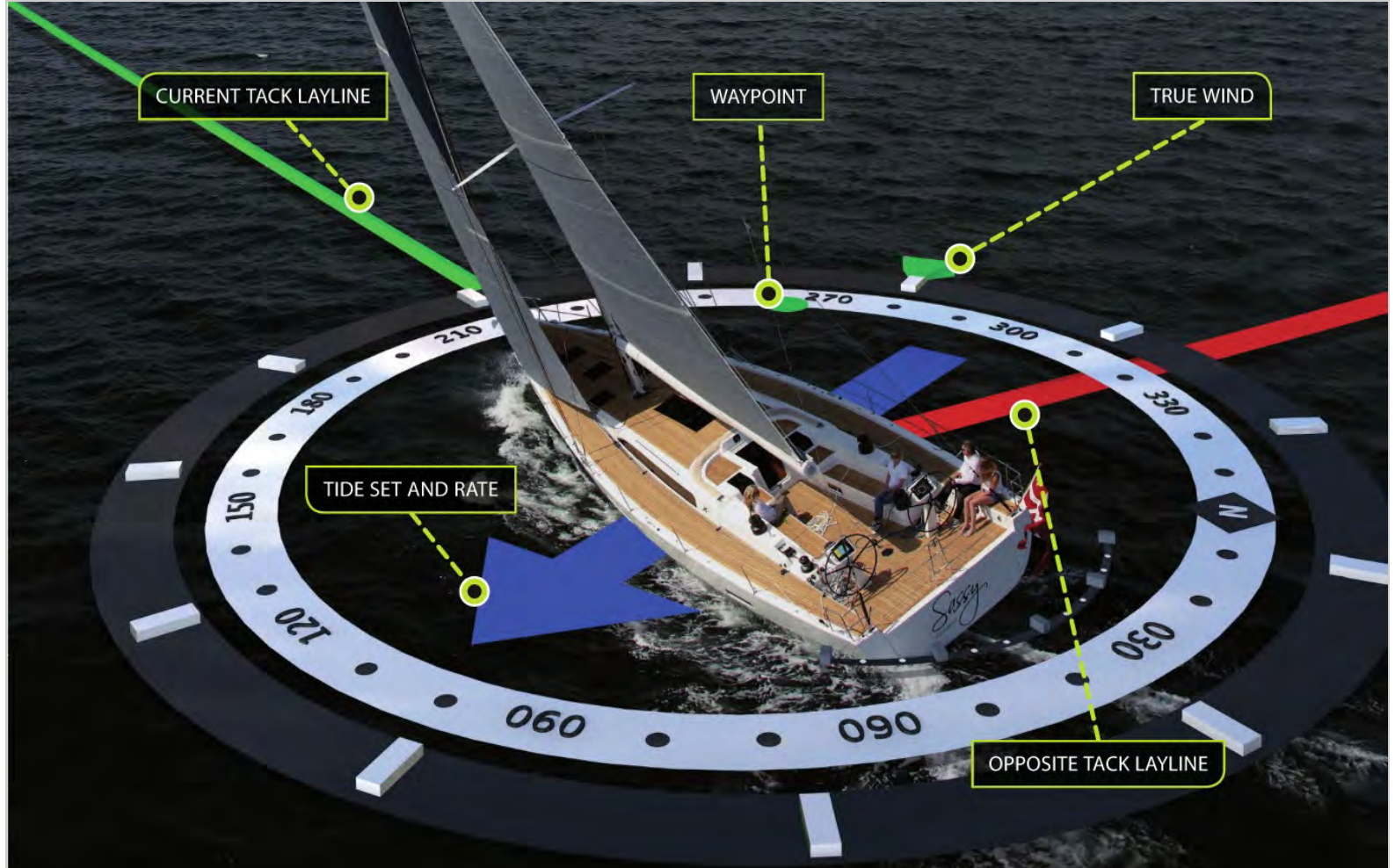
Wild Oats led the race, but early on Day 2, in light downwind conditions, Bell’s boat sailed further to sea for a 15 nautical mile advantage, with *Giacomo* trailing her after the early leader had tracked closer to the coast and got caught in the messy slops left by storms.

Mid-morning, south of Gabo Island, *Wild Oats XI* had eaten into *Perpetual LOYAL*’s lead. *Giacomo* and Syd Fischer’s newly water-ballasted and modified *Ragamuffin 100* were closely shadowing them. By 2pm, however, Richards had regained control of the lead and did not relinquish it.

But *Perpetual LOYAL*, despite light airs not being its forte, kept the leader honest through light wind, ‘parking lots’ and the stronger breeze as they closed in on Tasmania.

Reaching Storm Bay, *Wild Oats XI* was reefed down and carrying a small headsail averaging speeds of 12 to 17 knots, while *Perpetual LOYAL* blistered along behind at 28 plus knots, closing the gap by over 20





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miles in three hours.

With just 22 miles to go, *Wild Oats XI* was powering at 19 plus knots in a fresh nor' easter, then the Derwent proved kindly with the yacht averaging between 9 and 12 knots to the finish.

"It was a really tough race, mentally very draining," recalled Richards, who carried Bob Oatley's walking stick aboard, claiming it was "a bit of a charm".

"The team did an amazing job, but if it wasn't for Bob (Oatley), none of us would be here," admitted Richards, who said they got 35 knots out of the boat at times.

"All the modifications we've done this year have worked extremely well. To see an eight year old boat like this perform against the greatest and latest ocean racing boats in the world is pretty impressive," Richards said of the yacht they have dubbed "The Swiss Army Knife" due to its numerous underwater appendages.

"This is one of the best wins you could probably have. There was a lot of new competition; nobody had any idea how we were going to go against each other. To sail away from these guys





ROLEX / CARLO BORLENGHI

was pretty amazing," Richards said. Ragamuffin 100 was third over the line, and Black Jack won the battle of the 70 and 80-footers, beating home Beau Geste and Giacomo (which had led the trio for much of the race), and Wild Thing. A couple of hours later, Matt Allen's all-new Carkeek 60, Ichi Ban, finished impressively.

Behind the big boats, it was the end of the light weather. The smaller yachts paid the penalty, as is often the case. However, the stronger conditions worked for the smaller yachts in the fleet, leaving the big boats out of contention to win the Tattersall's Cup, awarded to the overall winner on corrected time.

A forecast south-westerly gale hit Bass Strait and the Tasmanian coast on cue in the early hours of December 29. The first casualty was Bill Wild's fancied RP55, Wedgetail, with Adrienne Cahalan navigating. It was dismasted south of Tasman Island at around 4.30am.

Around the same time, James Cameron's Hick 35, Luna Sea, lost her rudder in Bass Strait. The police vessel Van Diemen went to her aid, towing the 1998 Hobart winner (then AFR Midnight Rambler) over 100 miles to safety. As a consequence, the police

AMAZING RACE
Clockwise from left: Super maxis Ragamuffin 100 and Wild Thing approach the turning mark at Sydney Heads; Matt Allen's all-new Carkeek 60, Ichi Ban; Robert Oatley's Wild Oats XI on her way to her historic seventh line honours win.



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crew was awarded the Rani Trophy for most meritorious performance, as judged by the race committee.

In sustained gale force conditions, with frequent gusts more than double the strength of the wind, storm sails came out of lockers. Some boats sought shelter in the lee of various parts of Tasmania until conditions abated.

Sitting in the top 10, *Rush* (Ian and John Paterson) ultimately retired after crew Ben Renshaw broke his leg. The yacht headed for Coles Bay to an ambulance.

Then the new yacht *Patrice*, which had already shown so much promise, sustained hull delamination from the sea's constant pounding, and owner Tony Kirby prudently retired to Orford. All up, 10 yachts retired from the 2013 race.

Andrew Wenham, skipper of the 70-footer *Southern Excellence II*, said it was not just the wind: "The sea is coming from everywhere; the north-west swell joining up with the new south-west swell, so it's very choppy," he reported.

"Four and five metre seas, big waves, a lot of them breaking," said Wenham, who reported a constant 30 knots



ROLEX / DANIEL FORSTER / CARLO BORENGHI



of breeze and big gusts, while those behind were clocking 40-50 knots.

Respite came early the next morning, as light sou' west to west winds turned to the north-west and settled. As the sun rose, the wind increased to a pleasant 10 knots, but of course the lighter change did not suit some contenders.

The battle for overall race honours came down to *Victoire*, *Veloce*, *Varuna*, *Chutzpah*, *Celestial*, *Brannew* and *Wild Rose*; all had sailed in the top seven places for half of the race.

Victoire was declared the overall winner after *Wild Rose*'s chances went by the wayside. *Veloce* was second and *Celestial* third, with an hour between each on corrected time.

Named the CYCA's 2011 Ocean Rookie of the Year and 2012 Ocean Racing Yachtsman of the Year following victory in the Club's Blue Water Pointscore (BWPS), Darryl Hodgkinson had only just moved up from his previous Beneteau 45, *Victoire*, to the canting keeled Cookson 50 (ex *Jazz*) in 2013 – "a 65th birthday present to myself," he said.

Nobody before Hodgkinson has ever won this trio of accolades in a three year period.

The Double Bay plastic surgeon also won ORCi, finished second overall in

CHOPPY WATERS
Clockwise from top left: *Midnight Rambler* passing Tasman Island; *Southern Excellence II* cuts through the swell on day 4; *Veloce* was second for overall race honours.

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the BWPS, in which he also won the new line honours trophy attached to the series – and was a member of the winning Southern Cross Cup team.

Never did the perfectionist 'Dr Darryl' think he would win the Tattersall's Cup and the accompanying Rolex timepiece. "I thought it would be at least a two year program," he said after winning the 628nm race. (See the full story of his win in the 'Skipper' profile this issue).

Second placed Phil Simpfendorfer, the owner of *Veloce*, an Elliott 44 cruiser/racer from Sandringham Yacht Club, performs well in his local events. Last year they finished 36th in their first Hobart and now this year an impressive second overall.

Simpfendorfer said bulking up his customary crew with Ian 'Barney' Walker and Noel 'Nitro' Drennan "was planned to enhance our program."

Walker, a tactician/helmsman and trimmer Drennan, a former sailmaker, sailed their 27th and 29th

Hobarts respectively. They also have a wealth of VOR and America's Cup experience between them.

Third overall and second in Division 2 behind *Veloce*, as well as second overall in ORCi, was Sam Haynes and his Rogers 46, *Celestial*. It was incomparable to Haynes' 22nd overall and second in ORCi division last year – and retirement from the previous two Hobarts.

Of the 22 international entries, including 12 new Clipper 70s (the first time the Clipper Round the World Race has taken part in a Rolex Sydney Hobart Yacht Race), *Varuna*, Jens Kellinghusen's Ker 51 from Germany, was best placed. The newly two year-old yacht was fourth overall, winning Division 1, and finishing third overall under ORCi.

The quietly spoken German said of their first Hobart: "I am very happy; I did not expect this."

Kellinghusen's hotshot Spanish navigator, Guillermo Altadill, has

extensive experience, including the Barcelona World Race, four Whitbread/Volvo Ocean Races and 18 Atlantic crossings.

For a second successive year, Peter Rodgers' modified Olsen 40, *She*, won PHS overall. Now 31 years old, and with 18 Hobarts behind her, *She* also won PHS in 2009. Aboard for the last two years and racking up his 45th Hobart this year, was Bill Ratcliff.

Among the old salts, Tony Cable notched up a record 48th Hobart aboard *Duende*, Tony Ellis sailed his 47th aboard *Ragamuffin 100*, where Syd Fischer sailed his 45th race and at 86 years of age equalled John Walker's record as the oldest to compete in the Sydney Hobart race. Lindsay May sailed his 41st aboard *Brindabella*.

Ichiban crew Darren Senogles' made history becoming the youngest sailor to achieve 25 races after undertaking his first Hobart in 1987 as a 14 year-old. In the wake



TEAM EFFORT
Above: *Wild Rose* had sailed in the top seven for half of the race. Left: *Celestial* passes Tasman Island.

of the tragic 1998 race, 18 became the minimum age to compete, so Senogles' record will hold.

Some nationalities entered the race for the first time. Masibulele 'Sbu' Liyaba (*Invest Africa*) was the first black South African to compete; Vicky Song (*Qingdao*) the first Chinese woman and Zaw Sis Naing (*Zefiro*) the first from Myanmar (Burma).

Following a 12-year hiatus, the Southern Cross Cup also returned. It comprised the Port Hacking and Bird Island Race, CYCA Trophy and the 2013 Rolex Sydney Hobart. The CYCA 'White' Team of *Wild Rose*, *Victoire* and *Patrice* won from four competing Australian teams.

The 2013 Rolex Sydney Hobart went beyond expectations in terms of numbers, new boats, new people and international entries. What will the 70th anniversary race bring? ↓
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2013 Results

IRC OVERALL	YACHT	O/Y	C/YC	ELAPSED TIME	HEAD	CORRECTED TIME	OWNER/SKIPPER
1	<i>Victoire</i>	0	9	02:19:00:32	1.350	03:18:27:43	Darryl Hodgkinson, NSW
2	<i>Veloce</i>	2	16	03:02:36:11	1.227	03:19:32:17	Phil Simpfordorfer, VIC
3	<i>Celestial</i>	2	15	03:01:08:22	1.266	03:20:35:40	Sam Haynes, NSW
4	<i>Varuna</i>	1	10	02:19:30:01	1.381	03:21:13:04	Jens Kellinghusen, Germany
5	<i>Chutzpah</i>	2	24	03:06:57:20	1.197	03:22:30:35	Bruce Taylor, VIC
6	<i>Kerumba</i>	2	19	03:03:23:09	1.260	03:22:59:10	Tam Faragher, QLD
7	<i>Nikata</i>	1	11	02:22:24:09	1.384	04:01:26:13	Ns82/103 S Ltd, skippered by Tom Brewer, United Kingdom
8	<i>Ichi Ban</i>	1	8	02:17:04:24	1.499	04:01:32:42	Matt Allen, NSW
9	<i>Pretty Fly III</i>	0	14	03:00:06:55	1.360	04:02:04:36	Colin Woods, NSW
10	<i>Wild Rose</i>	4	45	03:22:59:38	1.039	04:02:41:55	Roger Hickman, NSW
11	<i>Brannew</i>	3	33	03:19:28:28	1.081	04:02:53:02	Chris Bran, NSW
12	<i>Senna</i>	3	32	03:19:08:49	1.104	04:04:37:34	Chris Manton, VIC
13	<i>Ocean Affinity</i>	2	25	03:09:05:17	1.248	04:05:11:52	Stewart Lewis, QLD
14	<i>Primitive Cool</i>	1	18	03:03:20:01	1.352	04:05:51:04	John Newbold, VIC
15	<i>Minerva</i>	2	28	03:16:10:17	1.160	04:06:16:44	Timothy Cox, skippered by William Cox, NSW
16	<i>Midnight Rambler</i>	2	26	03:13:42:08	1.194	04:06:19:42	Ed Psaltis, Bob Thomas and Michael Bencsik, NSW
17	<i>Shining Sea*</i>	3	36	03:20:04:34	1.127	04:07:46:11	Andrew Corletto, SA
18	<i>Papillon</i>	3	51	03:23:43:00	1.085	04:07:51:09	Phil Molony, NSW
19	<i>ColorTile</i>	2	27	03:13:52:33	1.210	04:07:54:35	Warren & Kristy Buchan, NSW
20	<i>Illusion</i>	4	77	04:09:18:06	0.988	04:08:02:17	Kim Jagger & Travis Read, skippered by Travis Read, NSW
21	<i>Giacomo</i>	0	6	02:15:11:51	1.649	04:08:12:46	Jim Deleat, New Zealand
22	<i>Zefiro</i>	1	13	03:00:06:19	1.450	04:08:33:10	Gerhard Ruether, Cyprus
23	<i>Frantic</i>	1	21	03:05:45:25	1.347	04:08:44:19	Michael Martin, NSW
24	<i>Titania of Cowes*</i>	2	42	03:06:12:35	1.248	04:01:36:21	Richard Dobbs, United Kingdom
25	<i>Zen</i>	3	50	03:23:42:42	1.099	04:09:11:14	Gordon Ketelbey, NSW
26	<i>Martela</i>	4	70	04:05:01:46	1.042	04:09:16:22	Anthony Williams, TAS
27	<i>Breakthrough</i>	3	61	04:02:21:04	1.074	04:09:37:45	Mathew Vadas & Jonathan Stone, NSW
28	<i>Pennant Hills Ford</i>	3	63	04:02:32:52	1.076	04:10:02:15	Ian Creak, NSW
29	<i>Ariel</i>	3	57	04:01:56:35	1.083	04:10:04:20	Ron Forster & Phil Damp, NSW
30	<i>Black Sheep</i>	3	46	03:23:04:25	1.118	04:10:17:32	Derek & Martin Sheppard, NSW
31	<i>Jazz Player-Think Pink Foundation</i>	2	38	03:20:23:56	1.153	04:10:32:09	Andrew Lawrence, VIC
32	<i>Wild Oats XI</i>	0	1	02:06:07:27	1.973	04:10:47:13	Robert Oatley, skippered by Mark Richards, NSW
33	<i>Perpetual LOYAL</i>	0	2	02:09:19:56	1.873	04:11:23:00	Anthony Bell, NSW
34	<i>Halcyon</i>	3	66	04:03:11:48	1.084	04:11:31:45	Chris Tucker, VIC
35	<i>Mille Sabords</i>	3	56	04:01:40:57	1.101	04:11:32:54	Stephane Howarth, VIC
36	<i>Black Jack</i>	0	4	02:15:09:34	1.704	04:11:37:25	Peter Harburg, skippered by Mark Bradford, QLD
37	<i>Balance</i>	3	47	03:23:16:12	1.131	04:11:45:01	Paul Clitheroe, NSW
38	<i>Mondo</i>	3	58	04:02:13:01	1.102	04:12:14:06	Ray Sweeney, QLD
39	<i>TSA Management</i>	3	63	04:02:32:52	1.100	04:12:24:09	Tony Levett, NSW
40	<i>Nautical Circle</i>	3	65	04:02:55:20	1.099	04:12:42:56	Ian Prentice, Greg Beard & Robin Shaw, NSW
41	<i>Shepherd Centre</i>	4	74	04:07:03:18	1.060	04:13:14:18	Hugh Torode, NSW
42	<i>Tilting at Windmills</i>	4	76	04:08:24:00	1.047	04:13:18:24	Thorny Gunnensen, skippered by John Alexander, VIC
43	<i>St Jude</i>	2	42	03:21:11:27	1.175	04:13:29:57	Noel Cornish, NSW
44	<i>Copernicus</i>	4	72	04:06:47:02	1.066	04:13:34:03	Greg Zyner, NSW
45	<i>Zanzibar</i>	2	30	03:18:27:36	1.212	04:13:38:15	Jonathan Mahony, Singapore
46	<i>Beau Geste</i>	0	5	02:15:10:45	1.753	04:14:45:11	Karl Kwok, Hong Kong
47	<i>Venture 2</i>	0	20	03:05:07:48	1.442	04:15:13:17	Stephan Chapman, NSW
48	<i>Audacious</i>	3	69	04:04:55:20	1.105	04:15:31:09	Glen Clinnick, VIC
49	<i>CV10</i>	2	37	03:20:15:15	1.209	04:15:32:07	Clipper Ventures, skippered by James Dobie, United Kingdom
50	<i>One For The Road</i>	3	71	04:05:35:00	1.103	04:16:02:47	Kym Butler, NSW
51	<i>Southern Excellence II</i>	0	12	02:23:11:38	1.591	04:17:16:10	Andrew Wenham, NSW
52	<i>Ragamuffin 100</i>	0	3	02:10:48:00	1.935	04:17:46:41	Syd Fischer, NSW
53	<i>Wild Thing</i>	0	7	02:15:38:22	1.798	04:18:25:25	BC39 Pty Ltd, skippered by Grant Wharington, NSW/QLD
54	<i>Derry-Londonderry-Doire</i>	1	29	03:16:42:28	1.291	04:18:31:18	Clipper Ventures, skippered by Sean McCarter, United Kingdom
55	<i>Knee Deep</i>	2	34	03:19:49:46	1.263	04:19:58:50	Philip Childs WA
56	<i>CV5</i>	2	53	04:00:00:57	1.209	04:20:04:59	Clipper Ventures, skippered by Piers Dudin, United Kingdom
57	<i>Chancellor</i>	3	78	04:11:31:12	1.109	04:23:14:23	Edward Toohar, NSW
58	<i>Bacardi</i>	4	81	04:19:48:06	1.032	04:23:30:26	Martin Power, VIC
59	<i>GREAT Britain</i>	1	39	03:20:43:08	1.291	04:23:42:00	Clipper Ventures, skippered by Simon Talbot, United Kingdom
60	<i>Old Pulteney</i>	1	40	03:20:55:28	1.291	04:23:57:56	Clipper Ventures, skippered by Patrick van der Zijden, United Kingdom
61	<i>One DLL</i>	1	41	03:21:03:43	1.291	05:00:08:35	Clipper Ventures, skippered by Oliver Cotterell, United Kingdom
62	<i>Switzerland</i>	1	44	03:21:59:14	1.291	05:01:20:15	Clipper Ventures, skippered by Victoria Ellis, United Kingdom
63	<i>PSP Logistics</i>	1	48	03:23:31:39	1.291	05:03:19:34	Clipper Ventures, skippered by Chris Hollis, United Kingdom

2013 TROPHIES & AWARDS

The George Adams Tattersall Cup (Tattersall's Cup), IRC Overall Trophy & Rolex timepiece, RORC Plaque, Government of Tasmania Trophy, Rushcutters Trophy (First IRC Division 0), Charleston Trophy (First ORC Division 1) *Victoire*, Darryl Hodgkinson, NSW.

J. H. Illingworth Trophy & Replica (Line Honours Trophy) & Rolex timepiece, Jack Rooklyn Memorial Trophy (First Yacht out of Sydney Heads),

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

Bill Owen Memorial Trophy (presented to navigator of winning yacht corrected time) Phil Eadie, *Victoire*.

Alan Payne Memorial Trophy (designer of winning yacht) Farr Yacht Design.

CYCA Trophy (for second over the line) *Perpetual LOYAL*, Anthony Bell, NSW.

CYCA Trophy for Third over the line *Ragamuffin 100*, Syd Fischer, NSW.

George Barton Trophy (First IRC Division 1) *Varuna*, Jens Kellinghusen, Germany.

City of Hobart Trophy, Bass Strait Cup, Solo Trophy (Second IRC Overall) *Veloce*, Phil Simpfordorfer, Victoria.

Royal Yacht Club of Tasmania Trophy & Storm Bay Cup (Third IRC Overall) *Celestial*, Sam Haynes, NSW.



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64	<i>Jamaica Get All Right</i>	1	49	03:23:35:57	1.291	05:03:25:07	Clipper Ventures, skippered by Peter Stirling, United Kingdom
65	<i>Qingdao</i>	1	52	03:23:58:38	1.291	05:03:54:24	Clipper Ventures, skippered by Gareth Glover, United Kingdom
66	<i>Mission Performance*</i>	1	55	04:01:35:08	1.291	05:05:58:58	Clipper Ventures, skippered by Matthew Mitchell, United Kingdom
67	<i>Team Garmin</i>	1	62	04:02:27:53	1.291	05:07:07:05	Clipper Ventures, skippered by Mark Burkes, United Kingdom
68	<i>41 SUD</i>	3	82	04:21:56:16	1.087	05:08:11:54	Jean-Luc Esplass, New Caledonia
69	<i>Invest Africa</i>	1	67	04:04:27:55	1.291	05:09:42:02	Clipper Ventures, skippered by Richard Gould, United Kingdom

ORCI OVERALL	YACHT	DIV	LINE	ELAPSED TIME	H*CAP	CORRECTED TIME	OWNER /SKIPPER
1	<i>Victoire</i>	1	9	02:19:00:32	1.3607	03:19:10:44	Darryl Hodgkinson, NSW
2	<i>Celestial</i>	1	15	03:01:08:22	1.2748	03:21:14:17	Sam Haynes, NSW
3	<i>Varuna</i>	1	10	02:19:30:01	1.4211	03:23:55:29	Jens Kellinghusen, Germany
4	<i>Kerumba</i>	1	19	03:03:23:09	1.2744	04:00:04:18	Jam Faragher, QLD
5	<i>Chutzpah</i>	2	24	03:06:57:20	1.2257	04:00:46:33	Bruce Taylor, VIC
6	<i>Wild Rose</i>	3	45	03:22:59:38	1.0339	04:02:12:51	Roger Hickman, NSW
7	<i>Pretty Fly III</i>	1	14	03:00:06:55	1.3702	04:02:48:44	Colin Woods, NSW
8	<i>Senna</i>	2	32	03:19:08:49	1.0928	04:03:36:19	Chris Manton, VIC
9	<i>Minerva</i>	2	28	03:16:10:17	1.1522	04:05:35:28	Timothy Cox, skippered by William Cox, NSW
10	<i>Ocean Affinity</i>	1	25	03:09:05:17	1.2553	04:05:47:23	Stewart Lewis, QLD
11	<i>Pennant Hills Ford</i>	3	63	04:02:32:52	1.0473	04:07:12:33	Ian Creak, NSW
12	<i>Martela</i>	3	70	04:05:01:46	1.0242	04:07:28:28	Anthony Williams, TAS
13	<i>Midnight Rambler</i>	2	26	03:13:42:08	1.2086	04:07:34:47	Ed Psaltis, Bob Thomas and Michael Bencsik, NSW
14	<i>Illusion</i>	3	77	04:09:18:06	0.9904	04:08:17:27	Kim Jaggard & Travis Read, skippered by Travis Read, NSW
15	<i>Black Sheep</i>	2	46	03:23:04:25	1.1004	04:08:37:08	Derek & Martin Sheppard, NSW
16	<i>Jazz Player-Think Pink Foundation 2</i>	3	38	03:20:23:56	1.1333	04:08:42:56	Andrew Lawrence, VIC
17	<i>Ariel</i>	3	57	04:01:56:35	1.0708	04:08:52:39	Ron Forster & Phil Damp, NSW
18	<i>Frantic</i>	1	21	03:05:45:25	1.3488	04:08:52:43	Michael Martin, NSW
19	<i>Tilting at Windmills</i>	3	76	04:08:24:00	1.0148	04:09:56:42	Thory Gunnersen, skippered by John Alexander, VIC
20	<i>Balance</i>	2	47	03:23:16:12	1.1130	04:10:02:08	Paul Clitheroe, NSW
21	<i>Halcyon</i>	3	66	04:03:11:48	1.0695	04:10:05:27	Chris Tucker, VIC
22	<i>Nautical Circle</i>	3	65	04:02:55:20	1.0875	04:11:34:41	Ian Prentice, Greg Beard & Robin Shaw, NSW
23	<i>Copernicus</i>	3	72	04:06:47:02	1.0479	04:11:42:26	Greg Zyner, NSW
24	<i>Mondo</i>	2	58	04:02:13:01	1.0976	04:11:48:11	Ray Sweeney, QLD
25	<i>Last Tango</i>	2	59	04:02:14:42	1.1154	04:13:34:57	Phillip King, NSW
26	<i>One For The Road</i>	3	71	04:05:35:00	1.0927	04:15:00:00	Kym Butler, NSW
27	<i>Knee Deep</i>	2	34	03:19:49:46	1.2420	04:18:03:08	Philip Childs, WA
28	<i>Ragamuffin 100</i>	1	3	02:10:48:00	1.9809	04:20:28:37	Syd Fischer, NSW
29	<i>Chancellor</i>	2	78	04:11:31:12	1.0988	04:22:08:35	Edward Tocher, NSW
30	<i>41 SUD</i>	3	82	04:21:56:16	1.0799	05:07:21:40	Jean-Luc Esplass, New Caledonia

PHS OVERALL	YACHT	DIV	LINE	ELAPSED TIME	H*CAP	CORRECTED TIME	OWNER /SKIPPER
1	<i>She</i>	2	79	04:11:55:37	0.9198	04:03:16:16	Peter Rodgers, NSW
2	<i>The Banshee</i>	2	43	03:21:24:54	1.0981	04:06:34:44	Corinne Feldmann & Rob Francis, NSW
3	<i>Spirit of Mateship</i>	1	22	03:05:50:43	1.3375	04:08:07:05	RSL Queensland Branch, skippered by Russell McCart, QLD
4	<i>She's The Culprit</i>	2	75	04:07:13:23	1.0182	04:09:06:06	Culprit Syndicate, NSW
5	<i>Art Equity Mahligai</i>	1	35	03:19:55:38	1.1534	04:10:01:44	Murray Owen & Jenny Kings, NSW
6	<i>Geomatic</i>	2	68	04:04:37:51	1.0757	04:12:14:55	Adrian Lewis, VIC
7	<i>Faceboat Sailors with disABILITIES</i>	1	31	03:18:28:50	1.2034	04:12:53:03	David Pescud, skippered by Kirk Watson, NSW
8	<i>Brindabella</i>	1	17	03:03:18:37	1.4560	04:13:39:06	Jim Cooney, NSW
9	<i>Duende</i>	1	54	04:00:24:24	1.1729	04:17:04:31	Damien Parkes, NSW
10	<i>Flying Fish Arctos</i>	2	80	04:15:18:19	1.0181	04:17:19:12	Flying Fish Online, skippered by Russell Bonner, NSW
11	<i>Helsai 3</i>	1	60	04:02:16:59	1.1650	04:18:29:59	Paul Mara, skippered by Paul Jackson, NSW/TAS
12	<i>Deja Vu</i>	2	83	05:05:33:15	0.9243	04:20:02:59	Steven Carey, VIC
13	<i>Magic Miles</i>	1	73	04:07:01:03	1.1400	04:21:26:24	Michael Crew, TAS
14	<i>Namadgi</i>	2	84	05:09:57:33	0.9268	05:00:26:46	Canberra Ocean Racing Club, skippered by Paul Jones, ACT

RETIREMENTS

Audi Sunshine Coast (Rodney Jones QLD) – Rig Damage
Black Adder (James Clayton WA) – Time constraints
Canute (Peter Horn NSW) – Rudder Bearing
Dodo (Adrian Dunphy & Martin Hoogland NSW) – Mainsail Damage
Henri Lloyd (Clipper Ventures United Kingdom) – Rudder Damage
Luna Sea (James Cameron NSW) – Rudder Damage
Patrice (Tony Kirby NSW) – Minor Hull Damage
Rush (John Paterson VIC) – Retired – Injured Crew Member
Wedgetail (Bill Wild QLD) – Dismasted
Wilparina (Nick Cannar NSW) – Crew seasickness

PENALTIES*

Shining Sea – penalty of 20 minutes applied under Sailing Instruction 40.7
Titania of Cowes – penalty of 20% of places applied under SI 27.1
Mission Performance – penalty of 20 minutes applied under SI 40.7

Peter Allsop Memorial Trophy (First IRC Division 2)
Veloce, Phil Simpfendorfer, Victoria.

RORC Trophy + Replica (First IRC Division 3)
Brannew, Chris Bran, NSW.

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

Tasports Trophy & CYCA Trophy (First ORCI Division 2)
Chutzpah, Bruce Taylor, Victoria.

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

RANSA Trophy (First PHS Division 1)
Spirit of Mateship, RSL Queensland
 skippered by Russell McCart, QLD.

CYCA Trophy (First PHS Division 2)
She, Peter Rodgers, NSW.

**One Tonne Cup & Sydney Yachts Trophy
 (First Sydney 38 Division)**
Zen, Gordon Ketelbey, NSW

CYCA Trophy (First Clipper 70 Division)
Derry-Londonderry-Doire, Clipper Ventures,
 Skippered by Sean McCarter, United Kingdom

**Apollo Trophy (presented to first yacht under
 18.5m across the finish line)**
Ichi Ban, Matt Allen, NSW

Battery Point Trophy (First small boat across the line)
Illusion, Kim Jaggard and Travis Read,
 skippered by Travis Read, NSW

Tasports Trophy (First Tasmanian Yacht IRC)
Martela, Anthony Williams.

**City of Hobart Trophy (presented to the navigator
 of the first Tasmanian yacht on corrected time)**
 Andrew Davidson, *Martela*.



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DIVISIONAL PLACEGETTERS

IRC OVERALL	YACHT	DIV	LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Victoire</i>	0	9	02:19:00:32	1.350	03:18:27:43	Darryl Hodgkinson, NSW
2	<i>Veloce</i>	2	16	03:02:36:11	1.227	03:19:32:17	Phil Simpfordorfer, VIC
3	<i>Celestial</i>	2	15	03:01:08:22	1.266	03:20:35:40	Sam Haynes, NSW
IRC DIV 0	YACHT		LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Victoire</i>		9	02:19:00:32	1.350	03:18:27:43	Darryl Hodgkinson, NSW
2	<i>Pretty Fly III</i>		14	03:00:06:55	1.360	04:02:04:36	Colin Woods, NSW
3	<i>Giacomo</i>		6	02:15:11:51	1.649	04:08:12:46	Jim Delegat, New Zealand
IRC DIV 1	YACHT		LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Varuna</i>		10	02:19:30:01	1.381	03:21:13:04	Jens Kellinghusen, Germany
2	<i>Nikata</i>		11	02:22:24:09	1.384	04:01:26:13	Ns82/103 S Ltd, skippered by Tom Brewer, United Kingdom
3	<i>Ichi Ban</i>		8	02:17:04:24	1.499	04:01:32:42	Matt Allen, NSW
IRC DIV 2	YACHT		LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Veloce</i>		16	03:02:36:11	1.227	03:19:32:17	Phil Simpfordorfer, VIC
2	<i>Celestial</i>		15	03:01:08:22	1.266	03:20:35:40	Sam Haynes, NSW
3	<i>Chutzpah</i>		24	03:06:57:20	1.197	03:22:30:35	Bruce Taylor, VIC
IRC DIV 3	YACHT		LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Brannew</i>		33	03:19:28:28	1.081	04:02:53:02	Chris Bran, NSW
2	<i>Senna</i>		32	03:19:08:49	1.104	04:04:37:34	Chris Manton, VIC
3	<i>Shining Sea*</i>		36	03:20:04:34	1.127	04:07:46:11	Andrew Corletto, SA
IRC DIV 4	YACHT		LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Wild Rose</i>		45	03:22:59:38	1.039	04:02:41:55	Roger Hickman, NSW
2	<i>Illusion</i>		77	04:09:18:06	0.988	04:08:02:17	Kim Jagger & Travis Read, skippered by Travis Read, NSW
3	<i>Martela</i>		70	04:05:01:46	1.042	04:09:16:22	Anthony Williams, TAS
ORCI DIV 1	YACHT		LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Victoire</i>		9	02:19:00:32	1.3607	03:19:10:44	Darryl Hodgkinson, NSW
2	<i>Celestial</i>		15	03:01:08:22	1.2748	03:21:14:17	Sam Haynes, NSW
3	<i>Varuna</i>		10	02:19:30:01	1.4211	03:23:55:29	Jens Kellinghusen, Germany
ORCI DIV 2	YACHT		LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Chutzpah</i>		24	03:06:57:20	1.2257	04:00:46:33	Bruce Taylor, VIC
2	<i>Senna</i>		32	03:19:08:49	1.0928	04:03:36:19	Chris Manton, VIC
3	<i>Minerva</i>		28	03:16:10:17	1.1522	04:05:35:28	Timothy Cox, skippered by William Cox, NSW
ORCI Div 3	YACHT		LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Wild Rose</i>		45	03:22:59:38	1.0339	04:02:12:51	Roger Hickman, NSW
2	<i>Pennant Hills Ford</i>		63	04:02:32:52	1.0473	04:07:12:33	Ian Creak, NSW
3	<i>Martela</i>		70	04:05:01:46	1.0242	04:07:28:28	Anthony Williams, TAS
PHS DIV 1	YACHT		LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Spirit of Mateship</i>		22	03:05:50:43	1.3375	04:08:07:05	RSL Queensland Branch, skippered by Russell McCart, QLD
2	<i>Art Equity Mahligai</i>		36	03:19:55:38	1.1534	04:10:01:44	Murray Owen & Jenny Kings, NSW
3	<i>Faceboat Sailors with disABILITIES</i>		31	03:18:28:50	1.2034	04:12:53:03	David Pescud, skippered by Kirk Watson, NSW
PHS DIV 2	YACHT		LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>She</i>		79	04:11:55:37	0.9198	04:03:16:16	Peter Rodgers, NSW
2	<i>The Banshee</i>		43	03:21:24:54	1.0981	04:06:34:44	Corinne Feldmann & Rob Francis, NSW
3	<i>She's The Culprit</i>		75	04:07:13:23	1.0182	04:09:06:06	Culprit Syndicate, NSW
CLIPPER 70	YACHT		ELAPSED TIME	OWNER/SKIPPER			
1	Derry-Londonderry-Doire		03:16:42:38	Clipper Ventures, skippered by Sean McCarter, United Kingdom			
2	GREAT Britain		03:20:43:08	Clipper Ventures, skippered by Simon Talbot, United Kingdom			
3	Old Pulteney		03:20:55:28	Clipper Ventures, skippered by Patrick van der Zijden, United Kingdom			
SYDNEY 38	YACHT		ELAPSED TIME	OWNER/SKIPPER			
1	<i>Zen</i>		03:23:42:42	Gordon Ketelbey, NSW			
2	<i>Mille Sabords</i>		04:01:40:57	Stephane Howarth, VIC			
3	<i>Mondo</i>		04:02:13:01	Ray Sweeney, QLD			

2013 TROPHIES & AWARDS (CONTINUED)

Jane Tate Memorial Trophy (presented to the first female skipper across the line)
Victoria Ellis, Switzerland.

Oggin Cup (presented to first armed services yacht on corrected time)
Spirit of Mateship, RSL Queensland skippered by Russell McCart, QLD.

Polish Trophy (for the yacht travelling from the furthest port to compete)
Clipper Ventures, Sir Robin Knox-Johnston, United Kingdom.

Rani Trophy (most meritorious performance as judged by the race committee)
Police Vessel *Van Dieman*. Presented to the crew, skippered by Leigh Stanley, for going to the aid of *Luna Sea*, that lost her rudder in Bass Strait.

Tasmanian Government 25 Race Medallions
Erik Adriaanse – *Brindabella*; Michael Coxon; Noel Drennan – *Veloce*; Richard Grimes – *Patrice*; Peter Messenger – *Patrice*; Darren Senogles – *Ichi Ban*; Bill Sykes – *Brindabella*; Grant Wharington – *Wild Thing*.

Tasmanian Government 40 Race Medallions
David Kellett – *JBW*, Radio Relay Vessel.



69TH ROLEX SYDNEY HOBART YACHT RACE RESULTS | 033

LINE HONOURS	CLASS	DIV	ELAPSED TIME	OWNER/SKIPPER
1	<i>Wild Oats XI</i>	IRC DIV 0	02:06:07:27	Robert Oatley, skippered by Mark Richards, NSW
2	<i>Perpetual LOYAL</i>	IRC DIV 0	02:09:19:56	Anthony Bell, NSW
3	<i>Ragamuffin 100</i>	IRC DIV 0	02:10:48:00	Syd Fischer, NSW
4	<i>Black Jack</i>	IRC DIV 0	02:15:09:34	Peter Harburg, skippered by Mark Bradford, QLD
5	<i>Beau Geste</i>	IRC DIV 0	02:15:10:45	Karl Kwok, Hong Kong
6	<i>Giacomo</i>	IRC DIV 0	02:15:11:51	Jim Delegat, New Zealand
7	<i>Wild Thing</i>	IRC DIV 0	02:15:38:22	BC39 Pty Ltd, skippered by Grant Wharington, NSW/QLD
8	<i>Ichi Ban</i>	IRC DIV 1	02:17:04:24	Matt Allen, NSW
9	<i>Victoire</i>	IRC DIV 0	02:19:00:32	Darryl Hodgkinson, NSW
10	<i>Varuna</i>	IRC DIV 1	02:19:30:01	Jens Kellinghusen, Germany
11	<i>Nikata</i>	IRC DIV 1	02:22:24:09	Ns82/103 S Ltd, skippered by Tom Brewer, United Kingdom
12	<i>Southern Excellence II</i>	IRC DIV 0	02:23:11:38	Andrew Wenham, NSW
13	<i>Zefiro</i>	IRC DIV 1	03:00:06:19	Gerhard Ruethier, Cyprus
14	<i>Pretty Fly III</i>	IRC DIV 0	03:00:06:55	Colin Woods, NSW
15	<i>Celestial</i>	IRC DIV 2	03:01:08:22	Sam Haynes, NSW
16	<i>Veloce</i>	IRC DIV 2	03:02:36:11	Phil Simpfendorfer, VIC
17	<i>Brindabella</i>	PHS DIV 1	03:03:18:37	Jim Cooney, NSW
18	<i>Primitive Cool</i>	IRC DIV 1	03:03:20:01	John Newbold, VIC
19	<i>Kerumba</i>	IRC DIV 2	03:03:23:09	Tam Faragher, QLD
20	<i>Venture 2</i>	IRC DIV 0	03:05:07:48	Stephan Chapman, NSW
21	<i>Frantic</i>	IRC DIV 1	03:05:45:25	Michael Martin, NSW
22	<i>Spirit of Mateship</i>	IRC DIV 0	03:05:50:43	RSL Queensland Branch, skippered by Russell McCart, QLD
24	<i>Chutzpah</i>	IRC DIV 2	03:06:57:20	Bruce Taylor, VIC
25	<i>Ocean Affinity</i>	IRC DIV 2	03:09:05:17	Stewart Lewis, QLD
26	<i>Midnight Rambler</i>	IRC DIV 2	03:13:42:08	Ed Psaltis, Bob Thomas and Michael Bencsik, NSW
27	<i>ColorTile</i>	IRC DIV 2	03:13:52:33	Warren & Kristy Buchan, NSW
28	<i>Minerva</i>	IRC DIV 2	03:16:10:17	Timothy Cox, skippered by William Cox, NSW
29	<i>Derry-Londonderry-Doire</i>	IRC DIV 1	03:16:42:28	Clipper Ventures, skippered by Sean McCarter, United Kingdom
30	<i>Zanzibar</i>	IRC DIV 2	03:18:27:36	Jonathan Mahony, Singapore
31	<i>Faceboat Sailors with disABILITIES</i>	PHS DIV 1	03:18:28:50	David Pescud, skippered by Kirk Watson, NSW
32	<i>Senna</i>	IRC DIV 3	03:19:08:49	Chris Manton, VIC
33	<i>Brannew</i>	IRC DIV 3	03:19:28:28	Chris Bran, NSW
34	<i>Knee Deep</i>	IRC DIV 2	03:19:49:46	Philip Childs, WA
35	<i>Art Equity Mahligai</i>	PHS DIV 1	03:19:55:38	Murray Owen & Jenny Kings, NSW
36	<i>Shining Sea*</i>	IRC DIV 3	03:20:04:34	Andrew Corletto, SA
37	<i>CV10</i>	IRC DIV 2	03:20:15:15	Clipper Ventures, skippered by James Dobie, United Kingdom
38	<i>Jazz Player-Think Pink Foundation</i>	IRC DIV 2	03:20:23:56	Andrew Lawrence, VIC
39	<i>GREAT Britain</i>	IRC DIV 1	03:20:43:08	Clipper Ventures, skippered by Simon Talbot, United Kingdom
40	<i>Old Pulteney</i>	IRC DIV 1	03:20:55:28	Clipper Ventures, skippered by Patrick van der Zijden, Great Britain
41	<i>One DLL</i>	IRC DIV 1	03:21:03:43	Clipper Ventures, skippered by Oliver Cotterell, United Kingdom
42	<i>St Jude</i>	IRC DIV 2	03:21:11:27	Noel Cornish, NSW
42	<i>Titania of Cowes*</i>	IRC DIV 2	03:06:12:35	Richard Dobbs, United Kingdom
43	<i>The Banshee</i>	PHS DIV 2	03:21:24:54	Corinne Feldmann & Rob Francis, NSW
44	<i>Switzerland</i>	IRC DIV 1	03:21:59:14	Clipper Ventures, skippered by Victoria Ellis, United Kingdom
45	<i>Wild Rose</i>	IRC DIV 4	03:22:58:38	Roger Hickman, NSW
46	<i>Black Sheep</i>	IRC DIV 3	03:23:04:25	Derek & Martin Sheppard, NSW
47	<i>Balance</i>	IRC DIV 3	03:23:16:12	Paul Clitheroe, NSW
48	<i>PSP Logistics</i>	IRC DIV 1	03:23:31:39	Clipper Ventures, skippered by Chris Hollis, United Kingdom
49	<i>Jamaica Get All Right</i>	IRC DIV 1	03:23:35:57	Clipper Ventures, skippered by Peter Stirling, United Kingdom
50	<i>Zen</i>	IRC DIV 3	03:23:42:42	Gordon Ketelbey, NSW
51	<i>Papillon</i>	IRC DIV 3	03:23:43:00	Phil Molony, NSW
52	<i>Qingdao</i>	IRC DIV 1	03:23:58:38	Clipper Ventures, skippered by Gareth Glover, United Kingdom
53	<i>CV5</i>	IRC DIV 2	04:00:00:57	Clipper Ventures, skippered by Piers Dudin, United Kingdom
54	<i>Duende</i>	PHS DIV 1	04:00:24:24	Damien Parkes, NSW
55	<i>Mission Performance*</i>	IRC DIV 1	04:01:35:08	Clipper Ventures, skippered by Matthew Mitchell, United Kingdom
56	<i>Mille Sabords</i>	IRC DIV 3	04:01:40:57	Stephane Howarth, VIC
57	<i>Ariel</i>	IRC DIV 3	04:01:56:35	Ron Forster & Phil Damp, NSW
58	<i>Mondo</i>	IRC DIV 3	04:02:13:01	Ray Sweeney, QLD
59	<i>Last Tango</i>	ORC Div 2	04:02:14:42	Phillip King, NSW
60	<i>Helsal 3</i>	PHS DIV 1	04:02:16:59	Paul Mara, skippered by Paul Jackson, NSW/TAS
61	<i>Breakthrough</i>	IRC DIV 3	04:02:21:04	Mathew Vadas & Jonathan Stone, NSW
62	<i>Team Garmin</i>	IRC DIV 1	04:02:27:53	Clipper Ventures, skippered by Mark Burkes, United Kingdom
63	<i>TSA Management</i>	IRC DIV 3	04:02:32:52	Tony Levett, NSW
63	<i>Pennant Hills Ford</i>	IRC DIV 3	04:02:32:52	Ian Creak, NSW
65	<i>Nautical Circle</i>	IRC DIV 3	04:02:55:20	Prentice, Beard & Shaw, NSW
66	<i>Halcyon</i>	IRC DIV 3	04:03:11:48	Chris Tucker, VIC
67	<i>Invest Africa</i>	IRC DIV 1	04:04:27:55	Clipper Ventures, skippered by Richard Gould, United Kingdom
68	<i>Geomatic</i>	PHS DIV 2	04:04:37:51	Adrian Lewis, VIC
69	<i>Audacious</i>	IRC DIV 3	04:04:55:20	Glen Clinnick, VIC
70	<i>Martela</i>	IRC DIV 4	04:05:01:46	Anthony Williams, TAS
71	<i>One For The Road</i>	IRC DIV 3	04:05:35:00	Kym Butler, NSW
72	<i>Copernicus</i>	IRC DIV 4	04:06:47:02	Greg Zyner, NSW
73	<i>Magic Miles</i>	PHS DIV 1	04:07:01:03	Michael Crew, TAS
74	<i>Shepherd Centre</i>	IRC DIV 4	04:07:03:18	Hugh Torode, NSW
75	<i>She's The Culprit</i>	PHS DIV 2	04:07:13:23	Culprit Syndicate, NSW
76	<i>Tilting at Windmills</i>	IRC DIV 4	04:08:24:00	Thorry Gunnensen, skippered by John Alexander, VIC
77	<i>Illusion</i>	IRC DIV 4	04:09:18:06	Kim Jagger & Travis Read, skippered by Travis Read, NSW
78	<i>Chancellor</i>	IRC DIV 3	04:11:31:12	Edward Toohar, NSW
79	<i>She</i>	PHS DIV 2	04:11:55:37	Peter Rodgers, NSW
80	<i>Flying Fish Arctos</i>	PHS DIV 2	04:15:18:19	Flying Fish Online, skippered by Russell Bonner, NSW
81	<i>Bacardi</i>	IRC DIV 4	04:19:48:06	Martin Power, VIC
82	<i>41 SUD</i>	IRC DIV 3	04:21:56:16	Jean-Luc Esplaas, New Caledonia
83	<i>Deja Vu</i>	PHS DIV 2	05:05:33:15	Steven Carey, VIC
84	<i>Namadgi</i>	PHS DIV 2	05:09:57:33	Canberra Ocean Racing Club, skippered by Paul Jones, ACT

For Sydney plastic surgeon Darryl Hodgkinson and his Cookson 50 *Victoire*, his win in the 69th Rolex Sydney Hobart was a textbook performance by owner and crew. It was a race sailed in difficult, exacting and contrasting conditions. The planning for the successful execution of Hodgkinson's win goes back years – and he won a year ahead of time.

Victoire, designed by Bruce Farr, prepared by Danny McConville and her sail wardrobe supplied by MacDiarmid Sails, won the Hobart by more than an hour on corrected time from Phil Sempfendorfer's Victorian boat *Veloce* and by two hours from Sam Haynes' NSW boat *Celestial*, the German boat *Varuna* and Bruce Taylor's evergreen *Chutzpah*.

Victoire crossed the finish line at 0800 hours on December 29, ninth across the line, immediately behind Matt Allen's new Carkeek 60 *Iehi Ban*.

It meant Hodgkinson won the race at his first attempt in the 50-foot fibreglass boat that he bought under the name of *Jazz* from her previous British owner, Chris Bull. *Jazz* finished second overall in the 2010 race and fourth in both 2011 and 2012.

A relative latecomer to ocean racing, though not to harbour racing, Hodgkinson has a strategy to buy yachts that are proven performers and then tweak them.

"I like to buy a boat that has a record of winning and then I like to put my team in it," he said.

That's what he did with this latest iteration of *Victoire*, having won his IRC division in his Beneteau 45 of the same name in 2010 and 2011. He simply took his ambitions to the next level.

In 2011 he had been named Ocean Racing Rookie of the Year, then, in 2012, the Ocean Racer of the Year, after winning the CYCA's Blue Water Pointscore series.

To understand why Hodgkinson won this Hobart race, you must first understand the nature of the man. He is a Sydney-based plastic surgeon, specialising in cosmetic and reconstructive surgery. Twenty years ago he founded Operation Restore Hope, an Australian-based charity that draws on medical professionals around the world to,

VICTORY LAP

IF YOU WANT TO WIN THE ROLEX SYDNEY HOBART YACHT RACE, TO WIN THE REAL TROPHY, THE TATTERSALL'S CUP FOR THE YACHT WITH THE BEST-CORRECTED TIME, THERE IS NO SUBSTITUTE FOR METICULOUS PLANNING AND EXECUTION OF YOUR PLAN. IF YOU HAPPEN TO BE A PLASTIC SURGEON BY TRADE, THOSE SKILLS ARE IN-BUILT BECAUSE THERE IS NO ALTERNATIVE.
BY BRUCE MONTGOMERY

among other things, care for children in the Philippines with cleft lips and palates. The charity finances local plastic surgeons in the Philippines to do the work. Hodgkinson's Double Bay practice provides some of that money. It also provides the revenue for his sailing ambitions, which have accelerated in the past decade.

"I really came up through the Sydney 38s," he said. "I had smaller boats, an Endeavour and a Farr 31, *Bin Rouge*, in which we did Hamilton Island and a Southport race. It gave me a taste of offshore racing."

In the late 90s he moved up to a J35 and "we were getting better". Then he met Sean Kirkjian, today his principal helmsman and one of the triumvirate, with navigator Phil Eadie, that plans the campaigns.

"Sean became the mastermind," Hodgkinson said. "We tired of racing around cans. I set my sights on bigger fish."



CARLO BOIRENGHI / ROLEX



VICTORIOUS
Darryl Hodgkinson
(front row far right)
and the *Victoire*
crew celebrate their
win at Constitution
Dock in Hobart.





Hodgkinson wanted to buy the Beneteau 45 *Lady Courier* that Paul Clitheroe bought, now called *Balance*.

"On a whim I bought a Beneteau 44.7. I wanted to get the feel of a bigger boat that would go offshore. I was thinking I did not want to be bound by Sydney Harbour and those sorts of regattas.

"I had it for about a year and then another Beneteau 45 came up in England, *Poppy of Portland*. My sailmaker Ian MacDiarmid saw it at Hamble and I bought it in 2009. It was in great condition. As soon as we got it here, we started doing well."

This became his first *Victoire*, a French boat named after his daughter Victoria, Nelson's flagship and a favourite daughter of Louis XIV.

"We raced it and did very well. We won Hamilton Island. We won the

IRC championship two years in a row. We won our division in the Sydney Hobart two years in a row, but I guess complacency set in."

He sold the boat and narrowed the choice of his next one down to two: the Ker 46 *Tonnerre* (on a hardstand in the Netherlands) and *Jazz*.

"But *Jazz* was a bit intimidating with the canting keel, power winches. It seemed to be a big step forward," he said.

"We had a pow-wow. I spoke to my wife, Katherine, and said I had my 65th birthday coming up and I had some retirement money and I said 'I am going to buy a boat with which I can win the Hobart. It will take two years.'"

He chose *Jazz*. It took one year.

"We knew it would do well in a heavy sea. Heavy running and beating, but we couldn't get any heavy

weather in Sydney. Everything we did was in a light breeze. We did some Monday night practice in Sydney Harbour, starting at six o'clock, but by the time you got the kite up you were out of the heads.

"We decided to do this Hobart, even though it was a year ahead of our schedule. We were race ready. We had the drivers – Kirkjian, Adam Hawkey, Shane Guanaria (sailmaker with MacDiarmid) and my old navigator Phil Eadie. We had all sailed together and we didn't bring in any professionals.

"In the weeks before the race, we went over and over the weather – me, Sean, Phil and Danny McConville. We planned and planned and planned it. Our final plan was pretty close to what happened.

"We had worked closely with our sailmakers at MacDiarmid's to optimise our rating, primarily through two re-cut jibs and a new spinnaker staysail.

"We had a great start. We got our chute up; we were right amongst the big boys; we were in front of our local competition – *Celestial*, *Patrice* and the German boat *Varuna*. They were mainly the ones to watch."

Kirkjian was at the helm for the start.

"I will start the boat in an upwind situation and steer for the first couple of hours, but this was a chute start in traffic and I asked Sean to start," Hodgkinson said.

"For most of the heavy weather we had an A6 up. Water was coming over the bow but the water was dry at the end of the race."

The three helmsmen steered the boat in the heavy weather; Hodgkinson finished the race.

"I don't have enough experience driving a boat in huge seas, plus I had never had a boat like that. I am hoping that in lesser races in the future when we get some wind I can chuck the thing around.

"My job was to buddy up with Eadie as navigator. I was keeping Phil going. I could relieve him for an hour or so while he got some sleep. I always play the doctor role on board as you can imagine."

Their only incident was 200 miles before the finish, a Chinese gybe.

"Our one dumb decision was not to take the big chute down earlier. We talked about it for two or three hours," he said, but the boat was humming.

"Once the boat tipped over and we had the Chinese, the decision was made for us. Fortunately, we had some smart people who knew what to do with the keel, which was preventing us from righting. They pressed the

"We had a great start. We got our chute up; we were right amongst the big boys; we were in front of our local competition – *Celestial*, *Patrice* and the German boat *Varuna*. They were mainly the ones to watch."

Darryl Hodgkinson

“In the weeks before the race, we went over and over the weather – me, Sean, Phil and Danny McConville. We planned and planned and planned it. Our final plan was pretty close to what happened.”

Darryl Hodgkinson



button, the keel went over to the other side, it brought us up, someone dragged me into the centre of the boat, the chute came down and then, bang, we just snapped out the spinnaker staysail and we were off again.”

After she crossed the finish line on December 29, *Victoire* had to wait for Roger Hickman’s *Wild Rose* to run out of time, still short of Tasman Island, before Hodgkinson could be fairly sure he had won the race.

In accepting the Tattersall’s Cup, he said:

“This yacht has come second overall and fourth twice before with its previous owner, Chris Bull, who has been very generous to me. It was the yacht’s turn this year.”

Next on the plan is the Lord Howe Island race.

“This boat is ideal for that. We are already talking about doing the other major Rolex regattas in the northern hemisphere next year, the Giraglia at St Tropez, the Middle Sea Race, maybe the Fastnet.

“We are really into the canting keel,” he said.

And they’ll be back to defend their title in the 70th Hobart race. ⚓

MACDIARMID SAILS & RIGGING

New year, same winners

Sydney to Hobart: 1st Overall, 1st IRC Div 0, 1st ORCi overall, 1st Div 1 ORCi: *Victoire* (partial inventory, existing spinnakers all re-cut)

1st Sydney 38 Division Sydney to Hobart

1st 16’Skiff National Titles (7 from 7 heats)

2nd 505 Nationals

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OFFICIAL TIMEKEEPER



Sydney Northern beaches sailor Chris Hollis, Skipper of the Clipper 70 *PSP Logistics* that competed in the 2013 Rolex Sydney Hobart as one of the Clipper Round the World 12-boat fleet, has come a very long way – quite literally – from a young boating enthusiast in his teens to today’s responsibility and challenge of skippering a 70-foot ocean racer crewed by mostly amateur and first time sailors seeking adventure as they race around the world.

THE LONG WAY HOME

ANTHONY TWIBILL SET SAIL WITH CHRIS HOLLIS AND CREW ABOARD *PSP LOGISTICS* OFF SYDNEY HEADS IN DECEMBER FOR A TASTE OF THE CLIPPER ROUND THE WORLD RACE, AN EVENT KNOWN AS THE RACE OF YOUR LIFE.

AT: Tell us the short story of how you’ve come to be a professional yachtsman skippering a Clipper 70 around the world?

CH: I’ve been around boats all my life. My mum and dad bought their first boat when I was about six. It was a 16-foot half cabin cruiser and our trailer boats progressively got bigger up to about 25-feet, when by the time I was about 14 they bought a big 40-foot, twin-engine traditional cruiser. So I learnt to drive powerboats from an early age and all I ever wanted to do was drive a boat.

AT: What about sailing?

CH: The move to sailing came only as my parents bought a sailing boat when I was about 17. At the time I said to them that if they buy a sailboat I would never come out with the family again (as it was too slow). But then mum and dad had sailing lessons and I reluctantly went out sailing too. Dad was trying to teach me how to sail and as a headstrong 17 year old I didn’t need to be shown that I could do this, so I taught myself how to sail and then sailed with Dad for about a year or two.

When I was 19 I did a formal sailing course with Sydney-based sailing school Flying Fish completing their Yachtmaster program. From there

Sydney-siders view the colourful spectacle of the first fleet of Clipper 70s to ever sail the Rolex Sydney Hobart Yacht Race.



I started to work on the water as an early professional, teaching sailing with Club Sail up in Pittwater. I was teaching people how to drive their boats in and out of marinas, and as a freelancer before that, so the teaching thing that's so important in my role as a Clipper 70 skipper came naturally.

I ended up running my own sailing school for a couple of years, which was Ausail Pittwater, based at Royal Prince Alfred Yacht Club from when I was about 20. After that I went back to Flying Fish as I knew their way and code, so I became a junior instructor there when I was about 22 and ended up becoming head instructor by the time I was about 25. I conducted their offshore and racing programs, so we did a lot of Pittwater to Coffs Harbour races and in doing that I did lots of coaching. My favourite part of that time was the final prep racing phase before the sailing students did their Yachtmaster exam and the racing coaching. We'd do the Coffs race at the end of each year – we came third overall in PHS and third in our division the last time I did a Coffs, so I thought that's pretty cool.

AT: When did you first get into ocean racing?

CH: In terms of my racing I really started that from when I was about 21 as my dad's mate needed a bowman to go to Hobart on *Polaris of Belmont* with John Quinn, who's famous for going overboard in '93 and being rescued by a tanker after they got rolled. So it was John's 19th time to Hobart and his last. He'd come second overall before and won his division many times, but he just wanted that elusive overall win, so we sailed pretty hard for him that year and we got it; we won IRC overall. That was my first big intro to ocean racing and I loved it. So from there I was doing all the weekend stuff as well as teaching sailing during the week.

AT: What was your next big move in yachting?

CH: In 2006, I went on to superyachts overseas and worked on large motor boats up to 65-metres. I worked my way up in the Med, the Caribbean, the Bahamas, the south of Florida and I did quite a few Atlantic crossings working my way up to a position of chief

officer, all properly certified so I'm on my way up to captain.

AT: How did you come across the idea of being a Skipper in the 2013-2014 Clipper Round the World Race?

CH: Well, I was sitting in a shipyard in Florida in their 2012 summer, and it's quite hot and sweaty as Florida gets, and I was chipping away rust in the hull. We were running a skeleton crew and I thought "hang on a minute there's got to be something else than sitting in a South Florida shipyard chipping rust". 2013 was around the corner and I thought "hey it's a Fastnet year so let's go and have a look at doing that". Then I remembered that Clipper were starting their next Round the World race that year and I've had very good friends of mine and students I've taught to sail who'd done the Clipper race before, so I checked their website and pretty much made the decision I was going to go for it. Then I told my girlfriend – and I asked her nicely only after I told her I was doing it – and she said yes that's a good idea! The idea being that after sailing around the world I could

SAILS PITCH
Originally growing up with power boats, Chris took some convincing by his father to take up sailing – but there's been no looking back.

then get my superyacht captain's qualifications and we could go back and run large boats together.

Clipper has been a fantastic process – I had to convince them that six years off sailing (working aboard motor superyachts) wouldn't be a problem. There was lots of email tennis and then I was invited for a formal interview flying from Florida to the UK in November 2012.

AT: The Clipper race is renowned for safety of the yachts and crews so how tough is it making the grade as a Round the World Skipper?

CH: It was the first winter storm as soon as I got there with 30-40 knots of driving rain and snow – and that was to be my three-day on the water test sail in the English Channel. I must admit the first night out I thought "Geez!" but we dealt with it. The first thing that Justin the race director said was put the kite up and we got it up and down without hassle but it's a really tight process and they test you to the max. They put you under pressure on purpose and so as soon as you start an evolution



they'll throw a man overboard and set someone down as though they've hurt themselves, or just casually let a sheet go, and all these type of things to see how you deal with the pressure. So it was a great three days and intense but I got invited back for February – and that's when the training really started, with every day spent on the water teaching and preparing the crews for this adventure.

AT: Did you have someone from Clipper watching you while you were 'in Skipper training' to see how you taught and prepared crews?

CH: Yes, I was amazed the first couple of times as you're always being so closely watched. After all, that's the number one thing (in the Clipper Race) to get people around (the world) safely. And the bigger the boat gets, the more unsafe it can be; things happen fast, especially on a big boat and the loads can be incredible. Touch wood, we've had no major injuries – a couple of people have fallen over downstairs or fallen out of a bunk, but nothing more than bumps and bruises for us so far. Safety is paramount.

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NATURAL LEADER
With Chris' extensive background in coaching sailing, he enjoys skippering a crew and says safety is paramount.

AT: How does it feel to be back in your home city of Sydney, after having sailed almost halfway around the world?

CH: This was the big cherry for me! When I went for the interview the stopovers weren't finalised and Sydney hadn't been confirmed, nor taking part in the Rolex Sydney Hobart, but the prospect was exciting. Unfortunately I didn't win the leg of the race into Sydney (all the way from Albany in Western Australia where the boat was involved in a start line incident with another Clipper 70 – for which they won the protest) but sailing into Sydney on a Clipper boat and doing the Rolex Sydney Hobart... well two out of three ain't bad as Meat Loaf says!

AT: The Rolex Sydney Hobart Yacht Race is but one leg of the global Clipper Race, so how do you plan to race both the Hobart to best effect as well as achieving your best result in this leg against your own Clipper 70 counterparts?

CH: Well, there's IRC Overall, there's our Div 1 IRC division and our own Clipper 'race within the race' as well to consider. I've had my hands on that



Tattersall's Cup trophy once before and I wouldn't mind having my hands on that one again!

AT: How do you expect the new Clipper 70's will compete on IRC as they're big, powerful boats but they won't carry the same rating penalties as the big 100-footers in the Hobart race?

CH: Well, you know if we get heavy downwind (conditions) and things are going well there's no reason why we can't compete with that. We (PSP Logistics) recently won an 'ocean sprint' of 300 nm (in longitude) in 18 hours and one minute, for an average boat speed of 12.94 knots over a 24-hour period and we put away 310.5 miles. So if you look at it like that, we could do this race within that two-day time period, or just over two days. If we do that we've got a good show, hopefully top twenty over the line. ⚓
This interview with Chris was conducted in December 2013, just prior to his competing in the Rolex Sydney Hobart Yacht Race. PSP LOGISTICS was 48th over the line of 84 finishing yachts with an elapsed time of 3 days, 23 hours, 31 minutes and 39 seconds. They were 6th in the Clipper Division and 12th in IRC Division 1.



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Despite some prophets of doom among writers for the daily newspapers, the damage to boats and bodies was relatively limited and most boats and crews found their way to Hobart by various methods of transport for yet another great celebration of 'The Great Race South'.

Thousands of Tasmanians and visitors from interstate and overseas strolled Hobart's dockside, enjoying the spectacle of nearly 120 yachts that sailed into the southern capital in ocean races from Sydney, Melbourne and Launceston and other local festivities including the Taste of Tasmania, now bigger and better than ever.

Yachties' favourite waterfront hotels such as the Customs House did a roaring trade, as did Battery Point's famous watering hole, the Shipwrights Arms.

Organising the finish of the Rolex Sydney Hobart Yacht Race is always a major task for the Royal Yacht Club of Tasmania, with some 200 volunteers again involved in tasks ranging from physically finishing the fleet (and also the Launceston to Hobart and Melbourne to Hobart race fleets), guiding them to their berths in Sullivans Cove, staffing the

AS IS THE CUSTOM

EDITOR AT LARGE PETER CAMPBELL
ROAMED THE WATERFRONT AS THE OCEAN
RACING FLEETS SAILED, IN SOME CASES LIMPED,
INTO HOBART AT THE END OF TOUGH BATTLES
AGAINST GALES AND ROUGH SEAS.

information centre at Constitution Dock, and manning the radio room at the club and the race management centre from the start on Boxing Day to when the last boat crossed the line on New Year's Eve.

This summer the team under RSHYR finish co-ordinator 'Biddy' Badenach also had to find special accommodation for the dozen yachts in the Clipper Round the World Race, the brightly painted Clipper 70s certainly adding to the colourful spectacle around Sullivans Cove.

Planning is already underway at

FLYING THE FLAG

Above: Dockside scene in Sullivan's Cove. Opposite page from the top: Grace Kennedy, one of the crew of *Sailors with Disabilities*; David Kellett accepting his 40 Hobart medallion from Tasmanian Premier Lara Giddings; Colourfully dressed crewman from the Clipper 70 *Great Britain* received his trophy from Lara Giddings.

the RYCT for this year's 70th Rolex Sydney Hobart, with expectations of a fleet of 120 boats, including even more supermaxis keen to take on the champion *Wild Oats XI* and celebrate the history of the Great Race South.

With bigger fleets also predicted for the Melbourne to Hobart and Launceston to Hobart races to join in the celebrations, we could see close to 200 yachts berthed in Sullivans Cove on New Year's Eve.

This year's Rolex Sydney Hobart Race marked yet another fine sailing effort by David Pescud and his crew of the Lyons 54 *Sailors with Disabilities*, the 11th Hobart race for the boat and the 22nd race for skipper Pescud.

Among the crew was 19-year-old Grace Kennedy from Sussex Inlet on the NSW South Coast. Grace has Spina Bifida and uses a wheelchair for mobility on shore. During the rugged race south, Grace, like other crew members in the *Faceboat* program had to scurry and 'bum' their way around the deck – the result plenty of bruises but big smiles when they reached Hobart.

RSHYR Finish Co-ordinator 'Biddy' Badenach happened to be in the Liaison Centre at Constitution Dock when Grace's father Phillip asked if it was possible to obtain a large

Rolex flag as a memento for Grace. Overhearing the conversation and the answer 'unfortunately, they are not for sale', Biddy made an executive decision and organised for Grace's parents to pick up one from the Royal Yacht Club of Tasmania.

"We find it difficult to describe our joy at being involved in the race. As parents we were bursting with pride (after chewing our nails for three days)," Phil and his wife, Nicki, wrote from back home at Sussex Inlet. "The whole experience was topped off by your kind gift of a Rolex Sydney Hobart flag, a lasting memento."

Grace has been sailing about four years, starting with the local Hobie class at Vincentia Sailing and then to Sailability at Callala Bay and on to Sydney with Sailability, achieving fourth place in the world championship for the 303 class in 2011.

The inclusion of the 69th Rolex Sydney Hobart as a leg of the Clipper Round the World race not only boosted the fleet by a dozen 70-footers but their start in Sydney and arrival in Hobart gained much attention.

Not only did the brightly painted topsides of the Clipper 70s add colour to the scene in Sullivans Cove, the crew of *Great Britain* even came along to the prize giving at the RYCT dressed in colourful apparel reminiscent of the London's costermongers.

Great Britain finished second in the Clipper 70 division, with *Derry-Londonderry-Doire* the first Clipper 70 to finish.

Another Clipper 70 skipper collected an historic trophy with Victoria Ellis, skipper of *Switzerland*, receiving the Jane Tate Memorial Trophy for the first woman skipper to Hobart in the 2013 race. This trophy commemorates Mrs Jane Tate, the first woman to complete the Sydney Hobart Race back in 1946.

According to the Rolex media team, about 150 women competed in the 69th Rolex Sydney Hobart, among them the CYCA's Crewperson of the Year for 2013, Jenifer Wells, navigator on Roger Hickman's *Wild Rose*, in her fourth Hobart race.

It's been a big season for the crew of *Wild Rose*, a 28-year-old 43 footer designed by Bruce Farr and IMS overall winner of the 1993 Sydney Hobart. Late in the race they looked a chance to win the Tattersalls Trophy, but ended up 11th overall. Nevertheless, *Wild Rose* won IRC Division 4, and also ORCi Division 3.

Wild Rose was also a member, along with *Victoire* and *Patrice*, of the winning CYCA White team in



the revived Southern Cross Cup; and to cap it off, *Wild Rose* won the prestigious CYCA 2013 Blue Water Pointscore, which concluded with 2013 Rolex Sydney Hobart.

One of the most popular awards made at the Rolex Sydney Hobart Race prizegiving was a 40 year medallion presented to David Kellett, whose racing career has included being sailing master on *Sovereign* when it won the double of line and handicap honours in 1987. In recent years, he has done an outstanding job as the CYCA's senior representative aboard the radio relay vessel.

David has made a major contribution to the status of the Rolex Sydney Hobart race across a broad spectrum: as a highly successful competitor, as a past Commodore of the CYCA, as chairman of the world body – the Ocean Racing Council – and in race communications and safety at sea, not just for the Rolex Sydney Hobart, but for ocean racing worldwide. As Australia's past senior representative and an executive member of the International Sailing Federation (ISAF) he considerably lifted this nation's status with the sport's international governing body.

Seven competitors in the 69th race were also awarded medallions for achieving 25 Hobarts, including Noel Drennan, Erik Adriaanse, Peter Messenger, Darren Senogles, Bill Sykes and Grant Wharington. Michael Coxon was also recognised as having sailed 25 Hobarts even though he did not compete in 2013 (he's actually completed 27). It was noted at the prizegiving that Tony Cable had sailed his 48th Hobart Race.

Westerly gales caused a number of disruptions to yacht racing on Hobart's River Derwent this summer, including the iconic *King of the Derwent* on January 2, which was abandoned for the first time in 30 years. Westerlies howled across the river at 50 knots and more and the Derwent Sailing Squadron wisely pulled the plug.

Fortunately, conditions eased late in the afternoon for the start of the Clipper Race leg from Hobart to Brisbane, but Clipper officials did abandon the pre-start sail past and a planned short windward/leeward leg between Castray Esplanade and the John Garrow Light before heading down the river and out to sea.

The inclusion of the Rolex Sydney Hobart as a leg of the Clipper Race proved a great hit with competitors and race organisers and I expect they will be back again in 2015. ⚓



CELESTIAL SAIL
Carlo Borlenghi

Celestial who placed 3rd overall on corrected time making her way through Sydney Heads after the start of the 69th Rolex Sydney Hobart Yacht Race.







MANY HANDS
Carlo Borlenghi

Crew undertaking
last minute
preparations
dockside at the
Cruising Yacht Club
of Australia.



STORM FRONT
Carlo Borlenghi

Giacomo on the 28.12.13 sails into the sunset and the storm front.







DARK DAWN
Daniel Forster

Primitive Cool
approaching storm
on morning of Day
4, 29 December.



**OVER THE
RAINBOW**

Carlo Borlenghi

Right: *Pretty Fly III*
sails off the coast
of Hobart.

**MAMMAL
ACTION**

Carlo Borlenghi

Left: *Brindabella*
led by dolphins on
the 29th Dec 2013.

HOLD TIGHT

Carlo Borlenghi

Left: *Nikata*
cresting the
big seas on the
morning of Day 4.





WILD TIME
Carlo Borlenghi

Wild Oats XI passes the Iron Pot on her way to secure her seventh line honours win.

RAGS TO RACES
Carlo Borlenghi

Ragamuffin 100 approaches Tasman Island on the 28 December, 2013.

ITS OWN TUNE
Daniel Forster

Veloce who placed second overall on corrected time rounds the Tasmanian Peninsula's iconic Organ Pipes on 29 December, 2013.



SOLAS BIG BOAT
CHALLENGE

Raw Oats speed

WILD OATS XI wins the line in SOLAS Big Boat Challenge with SHOGUN V the overall winner of the day. By JIM GALE.

It had been a long time coming – but on December 10 in the annual SOLAS Big Boat Challenge raced on Sydney Harbour, at last we got to see Bob Oatley's (then) six time Rolex Sydney Hobart line honours winner, *Wild Oats XI*, go head to head against *Perpetual LOYAL*, which was widely tipped as the boat most likely to rain on Bob Oatley's parade in 2013.

Perpetual LOYAL owner Anthony Bell did it in 2011 with his former *Loyal*, (now racing as *Ragamuffin 100*), and was optimistic he could do it again in a boat often acclaimed as the fastest 100-foot super maxi in the world.

In a much stronger than forecast nor-westerly *Perpetual LOYAL* and *Wild Oats XI* followed a 'give-no-quarter' start with a neck and neck reach down the first leg past Shark Island, with *Perpetual LOYAL* holding a slight edge.

Nothing changed as they tacked up to Fort Denison. In the strong breeze and flat water they looked very even in boat speed, with *Perpetual LOYAL* looking just so fast, and oh so powerful. However, maybe a bit too powerful, as she surged past the stone fortress a big gust swept across *Perpetual LOYAL* and blew out her huge R1 headsail.

"We carried the R1 in stronger conditions than we should," a rueful Bell remarked post-race.

"In a longer race we would have changed our headsail sooner. But this is a fun day, we were going very fast... we popped it."

While *Perpetual LOYAL* struggled, *Wild Oats XI* slipped past and with a big reef in her mainsail to counter the gusts she just took off. Maintaining her full mainsail a still over-powered *Perpetual LOYAL* struggled and *Wild Oats XI* pulled further and further away.

With her new mast installed only the night before, *Wild Oats XI* finished the race as we have seen her do so often, with an intimidating display of precise crew work and raw boat speed.

Further back in the fleet, the strong

conditions, so problematic for the 100-footers were just what Rob Hanna, at the helm of his TP52 *Shogun V*, wanted. TP 52s revel in a strong breeze and flat water, and *Shogun V* just looked fast all around the racetrack. And the looks were not deceiving.

Shogun V edged out Matt Allen's brand new Carkeek 60 *Ichi Ban* to win the 2013 SOLAS Big Boat Challenge on corrected time by 1 minute, 26 seconds.

Yet second placed Matt Allen was happy with the performance of his latest *Ichi Ban*, in which he had his sights firmly set on winning the Rolex Sydney Hobart and believes that the 60-footer rates better and is more competitive in a wider range of possible race conditions than his previous Volvo 70.

Allen had only had the boat a couple of weeks and there was still some fine tuning to do, and it always takes a while to get to know a new boat, so expect *Ichi Ban* to be faster as the new year progresses.

"We were getting faster and faster as we adjusted the trim today," Allen said after the race. "What we need to do now for Hobart is get all the systems working well and learn how to trim the boat to get the best out of her", he said.

While *Wild Oats XI* and *Perpetual LOYAL* battled it out for line honours, not far astern Peter Harburg's new Volvo 70 *Black Jack* set about stealing the show. Indeed, after a brilliant start the 70-footer powered around Shark Island and round the second mark in the lead, ahead of the Big Three, the 100-foot super maxis *Perpetual LOYAL*, *Wild Oats XI* and *Wild Thing*.

"We were thrilled," Harburg said later. "I couldn't believe we led for the first two marks."

By the first spin around Fort Denison, God was back in his heaven and *Perpetual LOYAL* and *Wild Oats XI* had edged past *Black Jack* to take the lead, but the smaller boat just would not let them go, nipping at their heels as they swept around the course.



Harburg and his sailing master Mark Bradford used the delivery trip from Queensland in a strong southerly as a full race rehearsal, and have been training hard since arriving in Sydney. It showed. *Black Jack* was smoking, holding an early edge over rival New Zealand Volvo 70 *Giacomo* that quickly became a chasm when the Queenslanders put a big slab reef in their mainsail while the Kiwi's struggled in their overpowered boat.



While all the Rolex Sydney Hobart line honours talk was about *Wild Oats XI* and *Perpetual LOYAL*, Harburg said he believes that in the right conditions his smaller, slipperier boat could be faster than the maxis and sees the race as wide open. "There are eight boats this year that have made a huge investment (in winning line honours)" he said.

It was a disappointing day for *Wild Thing*, the other 100-footer in

the SOLAS Big Boat Challenge fleet. Grant Wharrington jumped the start and had to go back to do it all over again. His race was over before it started. At times *Wild Thing* looked very fast, at other times sluggish. In the end she crossed the line fourth, behind *Black Jack*.

One yacht, *Southern Excellence II*, was forced to retire and owner/skipper Andrew Wenham said he would be fully prepared for Boxing Day, and hoped for

a top 10 finish in the ocean classic.

Anthony Bell, too, was confident he would have his torn R1 back from New Zealand in time for the Rolex Sydney Hobart. It's just that "today was a more expensive day than we expected," he mused.

"Welcome to 100-footers," quipped *Wild Oats XI* skipper Mark Richards, who knew he had a real race on his hands after Christmas, saying: "*Loyal* is an impressive piece of kit." ⚓

ON THE LINE
The duelling super maxis *Wild Oats XI* and *Perpetual LOYAL* with *Black Jack* keeping in touch after an awesome start.



Midnight strikes

New sails help MIDNIGHT RAMBLER win CYCA Trophy Series.

By DI PEARSON.

A set of new sails tested in mid December's CYCA Trophy – Passage Series made all the difference for the three owners of *Midnight Rambler*, with their Ker 40 taking the win in the CYCA Trophy. It was a fulfilling triumph prior to heading south in the Rolex Sydney Hobart with a lot more confidence than they had earlier felt with their two year-old boat.

According to Michael Bencsik, he and co-owners Ed Psaltis and Bob Thomas, had been frustrated by the boat's under-performance in the light airs that had become the norm this season, and that showed in their Cruising Yacht Club of Australia's Blue Water Pointscore Series results leading up to the Hobart race.

It has been a bitter pill for these experienced offshore racers to swallow, but all that changed in the Trophy Series.

"We've seen a big lift in our performance since adding a new sail wardrobe from Quantum," Bencsik said. "The boat's pointing better and we've got better boat speed. Our new main has proved very good downwind too," he added.

To the satisfaction of her owners,

Midnight Rambler won both races to beat Tony Kirby's brand new Ker 46, *Patrice*, for the Division 1 title, with the latter placing second in both races. The two boats share the same designer in Ker and the same builder in McConaghy. Bob Cox's DK46, *Nine Dragons*, finished third and kept the top two honest in the two-race series.

Most of the two-division fleet were Rolex Sydney Hobart entries, and Division 1's starters included *Wild Oats XI* (on the first day only), Jim Delegat's newly purchased VOR winner, *Groupama 4*, now known as *Giacomo*, Matt Allen's new Carkeek 60 *Ichi Ban*, Bruce Taylor from Victoria with *Chutzpah*, Queensland's Rod Jones (*Audi Sunshine Coast*) and Grant Wharington (*Wild Thing*) among other notables.

Sailed over the weekend of 14 and 15 December, with starts off Shark Island, the first day's race took the fleet to Botany Bay and back to the finish at Watson's Bay. It was 25 nautical miles of pure pleasure in beautiful sailing winds of 14-20 knots that oscillated either side of south.

It was a colourful downwind start, in which *Giacomo* out-paced *Wild Oats XI*, until they turned the corner

for Botany Bay, where the Mark Richards skippered *Wild Oats XI* gave *Giacomo* a big enough working over upwind to round the mark first for the downwind leg home and beat the Kiwi-owned boat to the finish by a substantial 18 minutes.

But to put things in perspective, *Giacomo*, loaded to the gunwales with some of New Zealand's finest, finished third overall. And it has been well-documented the VOR 70's are built for hard running and reaching and not noted for their upwind speed or light wind performance.

The following day was a stark contrast, when crews found themselves at the mercy of very light and shifty breezes that took the needle the whole way around the compass and varied in strength from three knots to around six and a half knots. These conditions forced officials to shorten the original 19 nautical mile course at the top mark, set eight miles off North Head.

Picking the shifts was instrumental and no easy task – a tactician and navigator's dilemma. Some got it right and others got it horribly wrong.

Ichi Ban took line honours from *Giacomo*, a shift going her way beating

SYDNEY SAILING
Above: *Midnight Rambler* picked the shifts best.
Right: *Midnight Rambler* led the small boats out of the Heads.
From top down: *Midnight Rambler*, *Celestial*, *Equinox II*, *Chutzpah* and *Nine Dragons*.

up to the mark. However, *Midnight Rambler*, *Patrice* and *Celestial* (Sam Haynes) in particular picked the shifts best, with Psaltis and crew overcoming *Patrice* overall by over three minutes. This, after *Patrice*'s exceptional results in her first three events, inclusive of winning the Sydney Short Ocean Championship two weeks earlier.

"A fantastic result – it's better than you could dream for," Psaltis said as he stepped off his yacht at the CYCA. "The new sails have completely transformed the boat's performance in light airs."

Worries of light air in the upcoming Hobart had gone. Psaltis, who with his partners won the fatal '98 race, said: "We've always been good in the heavier stuff, and now the new sails are helping our light air performance."

Division 2 went to Andy Kearnan's *L'Altra Donna*, which won Race 2 from the Mitchell Miller skippered *Canute* by a mere eight seconds overall. Larki Missiris' *Wild One* was third.

Sydney Gold Coast Yacht Race overall victor, *Brannew*, the Beneteau 40 owned by Chris Bran, won the opening race from *Wild Rose*



(Roger Hickman) and *Balance* (Paul Clitheroe), but unusually for a pre-Hobart event, a couple of Bran's key crew had other commitments for the second day, so Bran was unable to race.

Kearnan finished seventh in Race 1, and with *Brannew* out of the picture, was lucky in some respects that the other performers from Race 1 did not do so well in Race 2. In his defence, though, Kearnan has won his fair share of regattas.

The CYCA Trophy also encompassed Races 2 and 3 of the four-race Southern Cross Cup (Race 1 was the Port Hacking to Bird Island Race). With three races locked away, the Rolex Sydney Hobart Yacht Race would decide the winning team and could not be used as the drop.

The CYCA White team of *Wild Rose* (Roger Hickman), *Victoire* (Darryl Hodgkinson) and *Patrice* led the CYCA Gold team of *Celestial*, *Midnight Rambler* and *Balance* by two points, with Australia (*Ichi Ban*, *Wild Oats XI* and *Audi Sunshine Coast*) third and CYCA Blue (*Black Sheep*, *Brannew* and *Southern Excellence II*) fourth going into the Rolex Sydney Hobart. ⚓

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Ragamuffin tops Coffs

Syd Fischer's TP52 *RAGAMUFFIN* celebrates another triple-crown win in the 2014 Club Marine Pittwater to Coffs race. By DAMIAN DEVINE.

Syd Fischer's TP52 *Ragamuffin*, skippered for the first time by his grandson Brenton, has cleaned out the trophy cabinet at the Royal Prince Alfred Yacht Club's annual ocean race prizegiving by defending their triple handicap crown in IRC, ORCi and PHS divisions, adding to their line honours win in the 2014 Club Marine Pittwater to Coffs Race. In doing so, *Ragamuffin* etched their name in the history books of the club as the first boat to accomplish the back-to-back achievement in the 33-year running of the race.

The younger Fischer took out the coveted IRC handicap crown with a corrected time of 31 hrs, 46 mins, 31 secs to win by a convincing 14 hours from Rob Reynolds DK46 *Exile*, whilst Warwick Sherman's Ker Gts43 *OCL 2* was a further hour back to take the final podium position.

Brenton Fischer, in his first race as skipper was elated with the win. "Yeah, an enormous achievement but I can't take all the credit for it as it was the crew and the boat that did that so on behalf of them it feels great. I have spoken to Syd and in very few words he said he was very happy with the result."



TRIPLE VICTORY
Syd Fischer's TP52 *Ragamuffin* with Syd's grandson Brenton at the helm – the IRC, PHS and ORCi handicap winner once again for the 2014 Pittwater to Coffs Yacht Race.

"The boys sailed the boat really well and the boat performed to its ability. This is something we set out to do so I am really pleased. The wind was certainly on our side and played a huge part in the result, getting us so far ahead of the fleet. To win back-to-back titles and line honours doesn't happen that often, so it's a great result all round and we're all pleased."

On the prospect of defending the title in 2015, Fischer said, "it may be too early to tell but I really don't see why not. We had a great race and it's been a lot of fun. I would like to say thank you to the organisers of the Royal Prince Alfred and Coffs yacht clubs for putting on such a great event and the hospitality in Coffs has been fabulous, I've really enjoyed myself. I'm loving this sport right now."

2012 IRC winner *Exile* was engaged in a mini match race with the Farr 45 *Pretty Woman* and were within shouting distance through much of the final day and night, crossing the line in the early hours of the morning within four minutes of one another around 3:22 am with *Pretty Woman* claiming bragging rights to complete the podium spots for line honours some 15 hours after *Ragamuffin* had crossed to take monohull line honours.

The PHS division announcement was put on hold as there were still boats at sea at the time of the presentation with the Hanse 385 *Out of Sight*, skippered by Mark Gorbатов, still in contention for a podium spot at the time.

In ORCi, *Ragamuffin* took the spoils in a corrected time of 31 hrs, 58 mins, 41 secs with the Hudson/Lockley/Murphy Farr45 *Pretty Woman* 14 hours back in second whilst Roy Leslie's Elan 37 *Koko* was third.

IRC Division 1 was a carbon copy of the overall IRC result whilst in IRC Division 2, it was *Koko* first with Dennis Cooper's Sydney 36CR *Amante* second and race debutant Andrew Butler's Dufour 36 *Astral* in third.

The brand new multihull division measured, under the Offshore multihull rule (OMR), was won by Shaun Carroll's Seacart 30 *Morticia* in a corrected time of 19 hrs, 33 mins, 19 secs, followed by Darren Drew's Grainger 9.5 cat *Indian Chief* with multihull record maker and breaker Sean Langman's Orma 60 *Team Australia* in third on corrected time.

In the shorthanded division there can only be one winner with the retirement of Bruce McKay's Sayer 12 *Wasabi*, with that division won by the Queenslander Laurence Pidgeon's Junston 39 *Sweetheart*. ⚓

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SOUTHERN CROSS CUP

Southern stars

CYCA White wins the Southern Cross Cup.

The CYCA White team of *Wild Rose* (Roger Hickman), *Patrice* (Tony Kirby) and *Victoire* (Darryl Hodgkinson) won the reinvigorated Southern Cross Cup, by two points from CYCA Gold team (*Balance*, *Celestial* and *Midnight Rambler*).

"I was really honoured to be part of the CYCA team with Darryl and Tony, and on a personal note it was great to win it again," Roger Hickman said.

"The team was formed through our interests in supporting the Kids Cancer Project and we weren't too shabby on the race track either. It's great that the team was successful as a whole and individually throughout the series.

"It's only fitting that sailing has a great teams event – golf has the Ryder Cup and tennis has the Davis Cup," Hickman added.

The Southern Cross Cup was re-introduced as a club teams racing series, and consisted of four races: the Port Hacking Bird Island Race, two CYCA Trophy Series races and the Rolex Sydney Hobart. Designed to reignite inter-club competition, camaraderie in the Corinthian spirit, the Southern Cross Cup proved to be

popular with yachties in the lead-up to the Rolex Sydney Hobart Yacht Race.

The 2013 teams were:

- Australia: *Ichi Ban*, *Wild Oats XI* and *Audi Sunshine Coast*.
- CYCA Blue: *Black Sheep*, *Brannew* and *Southern Excellence II*.
- CYCA Gold: *Balance*, *Celestial* and *Midnight Rambler*.
- CYCA White: *Patrice*, *Victoire* and *Wild Rose*.

After Race 1, the Port Hacking Bird Island race, Australia led from CYCA White and CYCA Blue and Gold equal in third position. Conditions for Race 1 saw the fleet exit Sydney Harbour in a transitioning breeze, which caught some including *Ichi Ban*, as the light westerly drizzled to nothing before the north-easterly filled in. Half the race was downhill to Port Hacking and on the way back from Bird Island, competitors reported a 14 knot nor-easter.

Races 2 and 3 were the two CYCA Trophy Series passage races and CYCA White led CYCA Gold by two points, with Australia third and CYCA Blue fourth going into the Sydney Hobart.

The conditions in Race 2 and 3 were in stark contrast to each other. Race 2 saw the fleet sail the 25 nautical

mile course to Botany Bay and back to the finish at Watsons Bay in what competitors described as pure pleasure in beautiful sailing winds of 14-20 knots that oscillated either side of south.

Race 3 was a very different story when competitors found themselves at the mercy of very light and shifty breezes that took the needle the whole way around the compass and varied in strength from 3 knots to around 6.5 knots. These conditions forced officials to shorten the original 19 nautical mile course at the top mark, set eight miles off North Head.

The fourth and final race was the Rolex Sydney Hobart Yacht Race and was non-droppable. Even though *Patrice* was forced to withdraw from the race with minor hull damage, the strong performance of *Victoire* and *Wild Rose* got the team across the line. With the drop applied to their Race 3 results, CYCA White clinched the win by two points from CYCA Gold with Australia third.

Commenting on the conditions that the teams experienced over the four races Hickman said "We had a variety of sailing conditions – from light and fickle to fresh and frightening. This year's Hobart was definitely one for the history books. Each of the four races showcased how tough racing can be off the eastern seaboard.

"I hope that we'll be able to reform the same team for the next edition of the Southern Cross Cup and defend our title," Hickman said in closing. ⚓

Southern Cross Cup Trophies

Southern Cross Cup and Replica
CYCA White

Bill Lawler Memorial Trophy
and replica presented to the navigator of the top scoring yacht – **Phil Eadie, Victoire, CYCA White**

Middle Harbour Yacht Club Trophy
presented to the winning team of Race 1 – **Australia**

Royal Prince Alfred Yacht Club Centenary Bowl
presented to the winning team of Race 2 – **CYCA White**

Royal Sydney Yacht Squadron Cup
presented to the winning team of Race 3 – **CYCA Gold**

CYCA Trophy
presented to the winning team of Race 4 – **CYCA White**

TEAM EVENT
Roger Hickman (*Wild Rose*), Commodore Howard Piggot, Dr. Darryl Hodgkinson (*Victoire*) and Tony Kirby (*Patrice*).



Sydney's celebration of sails

Australia Day honours to GRETTEL II, BRINDABELLA, and ABOUT TIME.

By PETER CAMPBELL.

Gretel II, the famous Australian America's Cup challenger of more than 44 years ago, produced another fine sailing effort in the 178th Australia Day Regatta sailed on Sydney Harbour, taking line and handicap honours in the Classic 1 division.

Gretel II was one of several prominent yachts to score victories on Australia Day with former Sydney Hobart line honours winner *Brindabella* (Jim Cooney) also scoring a double win in the Open Division 1 of the Harbour regatta and Julian Farren-Price's *About Time* winning the Australia Day City of Sydney Cup short ocean race to Botany Bay and return.

On a day of light to moderate breezes, nearly 70 yachts and skiffs contested the Harbour Regatta.

A fleet of 28 yachts contested the Botany Bay return race conducted by the CYCA, retracing the course of the First Fleet from its original anchorage in Botany Bay to Port Jackson in 1778.

Gretel II, skippered by Michael Maxwell, current 'custodian' of the veteran but beautifully refurbished 12-metre class yacht, outsailed her opposition, which included smaller metre class yachts and former Sydney Hobart racers.

Gretel II took line honours from the 30-square metre yacht *Fagel Grip* (Jerry Lees) and former ocean racer



SYDNEY UNDER SAIL
From the top: *Gretel II* still delivers speed with grace; Tall ship the *James Craig*; IRC racer *Occasional Coarse Language*, and MC38 *Ginger* all savoured the Sydney sail

Mister Christian (David Salter) and on corrected time won from *Gusto* (Phillip Denison) and *Anitra V* (Philip Brown).

Brindabella, back from contesting her 21st Sydney Hobart Race, elected for the colourful atmosphere of the 178th Australia Day Regatta on Sydney Harbour rather than the traditional Australia Day race to Botany Bay and return.

One of Australia's best known maxi yachts won a duel for line honours with Regatta President Charles Curran's 60-foot harbour racer *Sydney* and on corrected time won from RSYS contenders *Huntress* (Philip Grove) and *Braveheart* (Bill Meiklejohn).

Other ADRI4 division winners were *Cherub* (Mark Pearse), *Akela* (Alan Mather), *Miss Pibb* (Hamish Jarrett), *Allegro* (John Taylor) and *Isea II* (Matt Collis) while the Historic Skiff race went to *The Mistake* (Jeremy Sharp).

Line honours in the Australia Day race to Botany Bay and return went to *Vanguard* (Dick Cawse) thus winning the Geoff Lee Trophy, donated by the late longtime chairman of the Australia Day Regatta organising committee, now headed by John Jeremy.

On corrected time, well known CYCA and RSYS member Julian Farren-Price steered *About Time* to first place from *Pazazz* (Rob Drury) and *Outlandish* (Sean Barrett).

In the SOPS Division 1, David Forbes' *Merlin* took line and handicap honours under PHS scoring, winning PHS on corrected time from *Nine Dragons* (Bob Cox) and *Minerva* (Tim Cox). *Merlin* also won the IRC category from *Nine Dragons*, *Brannew* (Chris Bran) placing third.

In SOPS Division 2, *Outlandish* (Sean Barrett) won the PHS category from *Alpha Carinae* (Damian Barker) and *Velocity* (Brian Carrick). Under IRC scoring, *Crosshaven* (Justin Pelly and Sean Rahilly) won from *King Billy* (Philip Bennett).

About Time added wins under IRC and ORCi in Division 1 of the Ocean Pointscore to its City of Sydney Cup victory, winning IRC on corrected time from *Merlin* and *Brannew*.

Under ORCi scoring, *About Time* won from Sydney Hobart competitor *Midnight Rambler*, skippered by Ed Psaltis, and Paul Clitheroe's *Balance* with *Wax Lyrical* (Les Goodridge) taking the PHS win.

In the Grant Thornton Short Haul Pointscore, *Elusive* (Paul Billingham and Pete McGee) took PHS honours from *Great Xpectations* (Rod Wills) and *InCahoots* (Patrick and Roberta Easton). Ian and Shane Guanaria's Beneteau First 35 won the IRC Division from *Great Xpectations* and *Elusive*. ⚓



Sydney dazzler

Middle Harbour Yacht Club (MHYC) has opened entries for its increasingly popular annual Sydney Harbour Regatta, which will be contested over the weekend of Saturday 8th and Sunday 9th March.

The 9th edition of the event is expected to attract a number of yachts that were entered in the 2013 race to Hobart, including the all-new boats Matt Allen's Carkeek 60 'pocket maxi' *Ichiban* and Tony Kirby's Ker 46 *Patrice*.

Patrice made a big impression on being launched in early November, inclusive of winning MHYC's Sydney Short Ocean Racing Championship at the end of November. While settled in the top five and looking certain to podium, Kirby withdrew from the Rolex Sydney Hobart when the hull suffered some delamination off the Tasmanian Coast. However, after repairs to strengthen the new hull, continued on to successfully compete in Geelong's Festival of Sails week.

The latest *Ichiban* was launched only late November and Allen used the CYCA Trophy Passage series as practice for the Hobart in which he finished eighth on line and overall, in a show of great promise.

Locally, Gordon Ketelbey's *Zen* and Tony Levett's *TSA Management* are



expected among the entries after their first and fourth places in the Sydney 38 Division of the Hobart.

Canute, with Mitchell Miller at the helm, was forced out of the Hobart race with rudder bearing problems, but the local Middle Harbour member is expected to also be on the Sydney Harbour Regatta start line, having shown so much promise since debut in 2009.

Stalwarts of MHYC, *Impeccable*, skippered by her 91 year-old owner, John Walker, past commodore Ian Box with his *Toybox*, and resident top performer *Nine Dragons*, owned by Bob Cox, are also expected to compete.

The Sydney Harbour Regatta is NSW's largest regatta and uses the entirety of Sydney Harbour along with offshore courses. At least 10 course areas will be made available for the various classes and the Regatta is open to yachts and keelboats of all designs and sizes.

Last year's Sydney Harbour Regatta attracted 220 entries, well up on the previous year and the only Australian

SYDNEY STALWART
The Sydney Harbour Regatta is NSW's largest regatta and uses the entirety of Sydney Harbour along with offshore courses.



keelboat regatta to show an increase in numbers on the previous year. Middle Harbour Yacht Club Commodore, John McCuaig, is hoping for similar numbers again. "There was increased interest in our signature regatta last year and we're hoping to capitalise via new boats and on those who have upgraded to other yachts," he said.

"It's becoming more popular because it ends the Sydney summer season each year. We're still in daylight saving time and the weather is usually balmy. Everyone's in the mood to race and then come back to the Club and celebrate on the beach with a few drinks, barbecue and good music – it ends the season on a high note."

Middle Harbour Yacht Club officials are thankful for the assistance of the CYCA, MYC, NCYC, RANSA, RPAYC, RPEYC, RSYS, SASC, and SFS in hosting this major sailing event each year. ⚓

To enter the Sydney Harbour Regatta and for further information, go to: www.shr.mhyc.com.au and click on 'Enter Online Now'.

SALTWATER IMAGES



2014 SYDNEY HARBOUR REGATTA

Saturday 8th and Sunday 9th March 2014

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

More than 300 boats, racing in over 24 divisions, on 8 course areas on Sydney Harbour and offshore. All Classes will race over 2 days. Exciting LIVE Entertainment with post race shoreside BBQ & Beach Party at MHYC each afternoon from 4pm, plus Grand Prize Presentations on Sunday.

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

For additional information please contact the MHYC Sailing Office:

Phone: 02 9969 1244

Email: sailing.manager@mhyc.com.au

Website: www.shr.mhyc.com.au

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Silver anniversary

Airlie Beach Race Week's 25th anniversary is set to be celebrated from 8th to 15th August 2014.

By TRACEY JOHNSTONE.

Regatta Director Denis Thompson has confirmed the regatta will again welcome racing and cruising monohulls and multihulls, and Sports Boats.

Whitsunday Sailing Club's Airlie Beach Race Week has long come out of the shadow of previous and existing Whitsunday sailing events to have its own unique identity.

Airlie Race Week was originally devised as a marketing tool to promote the new business in town, Hog's Breath Cafe. It was modelled on the Phuket King's Cup and a lot has changed over the years since it started in 1990. The dates have been moved a few times, the composition of the fleet has certainly changed, but there are other things that haven't changed, nor are they likely to change. The format for the race week is still the same; a number of Pioneer Bay buoy races mixed in with long distance races around the stunning adjacent islands.

"There's a good mixture of courses. Sailing around Pioneer Bay is a lovely place to sail with good breezes in the open bay. You also have the islands, particularly to the north-west, which most sailors don't see much of. When they go to Hamilton Island they see the other islands, but the ones north-west of Airlie Beach are interesting.

"The tides are not quite as severe as some of the other places in the Whitsundays which means we can do more variety of courses without worrying about the huge tidal influences," Thompson said.

The competition is always fierce whether it is the big boats, sports boats or cruising yachts. The fleet structure continues to welcome all types of boats and race management is never compromised with some of the best volunteer international and national race officials from around Australia annually returning to enjoy the chance to work at Race Week.

On shore the cost of enjoying Airlie Beach remains soft on the hip pocket, the atmosphere is relaxed, the choices of where to eat and stay diverse, the parties memorable and the colour of the crew and volunteer shirts a

Double burger

A pot of IRC gold awaits Skippers at the finish of Sail Port Stephens, the fastest growing regatta on Australia's eastern seaboard.

Sail Port Stephens is one of the fastest growing sailing regattas on the Australian eastern seaboard and for the 2014 edition, to be sailed from April 11 to 16, there is a weighty pot of IRC gold waiting at the finish. Skippers can choose the more relaxed option by entering Sail Port Stephens in cruising mode, or limber up at the NSW IRC Championship raced at Port Stephens, then go for the double burger and enter the prestigious 2014 Audi IRC Australian Championship immediately following off Newcastle.

Commodore of the Sail Port Stephens organising club, Corlette Point Sailing Association, Dom Grundy said "We have re-jigged our format and will run the IRC racing from Friday to Sunday to fit in with the Easter break and the Audi IRC nationals being raced at Newcastle the next week.

Sail Port Stephens' Notice of Race was published late November at www.sailportstephens.com.au and entries are open.

Given the limited berthing across three local marinas, Grundy encourages skippers to secure their entry and marina space early, in view of the expected influx of IRC contenders. "Sail Port Stephens has grown every year since its inception in 2008 and come April we expect the biggest IRC fleet yet, given we'll be hosting the perfect lead-in event.

"Unlike past years the series will commence with the more serious IRC and Performance Racing component vying for the Port Stephens Trophy, and wind up with the more relaxed Commodore's Cup for the cruising contingent."

Corlette Point Sailing Association and the Newcastle Cruising Yacht Club have cooperated to deliver two high profile events within close proximity to each other and Sydney, and both family friendly given they comfortably fall within the NSW school term break.

The three-day NSW IRC Championship, starting Friday 11th April will be the Sail Port Stephens icebreaker and is the best opportunity for the grand prix race crews to find their groove prior to the national IRC titles to be raced over the following Easter long weekend, April 17 to 20.

This will be followed on the six-day Sail Port Stephens regatta schedule by the Commodore's Cup for cruising divisions; three days of less hectic, inshore and offshore racing mostly in the expansive bay, which is two-times the size of Sydney Harbour, and using the Port Stephen's Marine Park's magnificent offshore islands as turning marks.

Feeder races will go ahead with the Sydney to Newcastle race on April 4 and Newcastle to Port Stephens on April 5. ⚓

www.sailportstephens.com.au

ISLAND HOPPING
The Sail Port Stephens fleet in Pioneer Bay head out and around the picturesque offshore islands.



subject of amusement and regular competition at what is often referred to as the Tropical Shirt Regatta.

Entries open in March when the Notice of Race is issued on the event website: www.airlieraceweek.com. Thompson said there has already been a lot of dock talk about Airlie Beach Race Week 2014. "I expect there will be a fairly good entry this year."

The first entry in is expected to be Don Algie's *Storm 2*. He started the regatta, he's competed in it every year for 24 years and he wouldn't miss it.

"The original *Storm* was an integral part of Race Week and so has been the new *Storm* for the last 10 years. I am always there, supporting it every year.

"The crew will all be there. The gang all get together and come in from all over the place – Melbourne, Sydney, Brisbane, the Sunshine Coast Cairns – we all come together for Race Week every year."

More boats, more supporters, more parties and more fun for everyone is what host Whitsunday Sailing Club is planning for the 25th Anniversary of Airlie Beach Race Week. ⚓
www.airlieraceweek.com



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AUDI HAMILTON ISLAND RACE WEEK

Hamo 2014

Competition, camaraderie and cheer will be flowing for Audi Hamilton Island Race Week.

Audi Hamilton Island Race Week is one of Australia's favourite yachting events and a firm fixture on the sailing calendar often attracting some 200 yachts and up to 2,000 attendees. This year marks the 31st Race Week, which will be held from the Saturday 16th to Saturday 23rd of August.

Each August there's a pilgrimage of long time 'Hamo enthusiasts, as well as eager first timers, heading north – competitors, family and friends – all coming together to enjoy the convivial atmosphere and unique camaraderie of this famous, fun-filled week of on and off-water festivity played out amidst the coral-hued seas of the Whitsunday Passage.

Traditionally a monohull yachting regatta comprising many cruising and racing divisions for keelboats, a new multihull division was added for



'Hamo's' 30th anniversary event in 2013 designed to broaden the appeal of the week. This new multi division coincided with improvements made to Hamilton Harbour's berthing capacity such that numerous catamaran-capable berths are now available; so expect many more multis lining up to passage race and join in the onshore activities this year too.

Perfectly situated off the north Queensland mainland on the edge of the Great Barrier Reef amongst the 74 Whitsunday Islands, Hamilton Island offers a sailing experience genuinely like no other: glorious weather, azure waters, brilliant beaches, awe-inspiring coral reefs, fine food and wines, and activities and entertainment ashore almost too numerous to mention... apart from sailing in paradise of course!

www.hamiltonislandraceweek.com.au

airlie beach race week 2014



Join us for the 25th
anniversary of the

'Tropical Shirt Regatta'

Divisions for IRC, PHS, Sports
Boats, Cruising, Non-Spinnaker,
OMR & Cruising multihulls.

www.airlieraceweek.com

8-15 AUGUST 2014

CELEBRATING 25 YEARS



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We are fortunate in Australia to have a year long racing scene that's the envy of the world thanks to our modern marinas and sheltered coastal areas. These range from Darwin's picturesque Fanny Bay in the north to Boston Bay at the tip of South Australia. South Australia hosts one of the most enjoyable events I've yet competed in – February's Port Lincoln Race Week – along with the Adelaide to Port Lincoln Blue Water Classic. This event is a possibility

for Rolex Sydney Hobart race boats returning across Bass Strait to race in Victoria's Festival of Sails held late January in Geelong, which also included the Melges Worlds this year.

But kicking off the 2014 year of regattas and race weeks is a popular northern alternative to the Rolex Sydney Hobart Race and the Pittwater Coffs race and regatta, which attracts many sailing families on racing and cruising yachts. Moving into February is the prime time for Western Australia's major annual

ASIAN SEAS
The China Cup draws strong contenders and interest on the Asian circuit.

regatta Geographe Bay Race Week (16-21 Feb) located a day or two's sail south of Perth. Adjoining the beautiful Margaret River wine region, the marina at Busselton has modern facilities purpose-built to host the event, as I found when visiting a couple of months ago; and it's only a short drive from the laid-back Margaret River township and beaches.

Early March is the time when many of Sydney's yacht clubs cooperate for the harbour city's largest annual sailing event, the Sydney Harbour

THE 2014 ASIA-PACIFIC REGATTA CIRCUIT HAS A TANTALISING SELECTION OF EVENTS AGAIN THIS YEAR SO START PLANNING YOUR SEASON NOW, ADVISES KEVIN GREEN.

SAILING THE CIRCUIT



Regatta (8-9 March), run by the Middle Harbour Yacht Club with the assistance of its neighbouring Sydney clubs. This event allows everyone to see many of the top Grand Prix boats battle in closely confined waters.

Come April, barely a day's sail north of Sydney takes you to one of the fastest growing, family-friendly regatta events Sail Port Stephens (11-16 April). This year, many racing yachts and their crews will sharpen their skills there in preparation for the Audi IRC Australian Championships

hosted by Newcastle Yacht Club (17 to 20 April) where racing will take place off Stockton Bight.

Meantime back in Sydney the Cruising Yacht Club's popular 11-week Winter Series keeps yachts engaged until July's Sydney Gold Coast Yacht Race prepares yachts and crews heading north for the tropical Queensland sailing season. This year the 'people's regatta' of Airlie Beach Race Week is set for a big one as it celebrates its 25th anniversary (8-15 August), prior to Audi Hamilton

International regattas

There's no shortage of world-class racing events to participate in 2014.

AUSTRALIA

Geographe Bay Race Week

Western Australia
16-21 Feb 2014
www.gbyc.com.au

Adelaide and Port Lincoln Race Week

21-27 February 2014
www.lincolnweek.com.au

Sydney Harbour Regatta

8-9 March, 2014
www.shr.mhyc.com.au

Sail Port Stephens

11-16 April 2014
www.sailportstephens.com.au

Audi IRC Australian Championships

Newcastle 16-20 April 2014
www.ncyc.net.au

Sail Brisbane

17-21 April 2014
www.sailbrisbane.com.au

CYCA Winter Series

27 April - 13 July 2014
www.cyca.com.au

Sydney Gold Coast Yacht Race

26 July 2014
<http://goldcoast.cyca.com.au>

Sail Indonesia 2014

Darwin depart 26 July 2014
www.sailindonesia.net

Airlie Beach Race Week

8-15 August 2014
www.airlieraceweek.com

Audi Hamilton Island Race Week

17-23 August 2014
www.hamiltonislandraceweek.com.au

Darwin to Ambon Yacht Race & Rally

23 August 2014
www.darwinambonrace.com.au

Sealink Magnetic Island Race Week

28 August - 2 September 2014
www.magneticislandraceweek.com.au

CYCA Trophy Series

13-14 December 2014
www.cyca.com.au

Rolex Sydney Hobart Yacht Race

26 December 2014
www.rolexsydneyhobart.com



Island Race Week (16-23 August). Then follows the even more relaxing 'Maggie' Magnetic Island Race Week (28 August – 2 September) sailed around the azure waters of Townsville.

For the remainder of the year, the Sydney-based CYCA's most prestigious series – the Blue Water Pointscore (BWPS) – preoccupies racing sailors as it consists of a series of six ocean races that commences with the Sydney Gold Coast Yacht Race and finishes with the 70th anniversary Rolex Sydney Hobart Yacht Race on 26 December 2014.

ASIAN ACTION

The Asian regatta circuit stretches thousands of sea miles from China in the east to Thailand's warm waters in the Indian Ocean. International sailors flock to the region annually to compete in major events such as Thailand's King's Cup, Malaysia's racing odyssey known as the Raja Muda and further east, the China Cup which has the largest one-design fleet of Beneteaus in the southern hemisphere. Most of these locations are less than ten hours' flight time from Australia and there are enough charter options available to cater for everybody, from the Corinthian family group to the die-hard buoy racers. Chartering for cruising is the major option with international operators Sunsail, Dream Charter and

many locally owned yacht fleets across the region, including the China Cup where quality race boats are available. The other traditional way north is to join in July's Sail Indonesia sailed from Darwin or August's Darwin-Ambon Race, which takes you north into the Asian regatta circuit while combining cruising as well.

WHEN TO GO

Asian weather is divided into wet and dry seasons but both have wind, kicking off with NE Monsoon winds in January that produces good racing in the Singapore Straits and Langkawi Regattas. Further east, spectacular weather can sometimes be found in the biannual Audi Hong Kong to Vietnam ocean race – with typhoons occasionally encountered – but the recent October 2013 event had no major weather – and attracted notable Australian sailors including Syd Fischer whose *Ragamuffin 90* broke the 42 hour race record in the 656-mile event.

Beautiful Vietnam has as yet only a limited sailing scene, around Nha Trang in the middle of its long coastline a few hours north of Hoi Chi Minh City. It is isolated but you only need to go offshore 800 miles to the yachting hub of the Philippines for plenty of services. The archipelago's main event is the 200-mile Subic Bay to Boracay Race and

Cup, which is part of the Asian Grand Prix Circuit and annually attracts many top race boats including Hong Kong's Reichel-Pugh 76 *Jelik* owned by Frank Pong. For the adventurous cat racer, the Philippines 210-mile Hobie Challenge is the notable short-handed event that island hops during its weeks running mid-March.

Hong Kong is the major yachting hub of the Far East, with prestigious clubs such as the Royal Hong Kong Yacht Club, a personal favourite of mine serving the best curries this side of India. Hong Kong is also the starting point for the passage race to one of the fastest growing regattas in Asia, the China Cup, which allows sailors to race in the Peoples' Republic of China. As followers of the current 2013-2014 Clipper Round the World yacht race will have seen in the Rolex Sydney Hobart, China has an entrant once again in the 70-foot Clipper *Qingdao*, which will call into its home port of that name during the global event;



**SPINNAKERS
ABLAZE**
Above: The Phuket King Cup attracts seasoned sailors.

reflecting the growing popularity of sailing in this vast region.

Aiding the general growth of Asian sailing, there are greater numbers of world class marinas such as Singapore's prestigious ONE15 Marina on Sentosa Island, which has been the impetus for the nearby Neptune Rally allowing racing sailors an equator-crossing experience past towering volcanic peaks in the Batam region of Indonesia. In Thailand's west, Phuket has hundreds of berths available, ranging from superyachts to the smallest cruisers, while Malaysia's Langkawi Island to the south is a popular wintering destination along with the chain of facilities dotted along the Malacca Straits to Kuala Lumpur, Singapore and into the vast Gulf of Thailand where the beautiful Koh Samui islands hosts a major Grand Prix regatta. Across the Thai Gulf to the east is the country's most prestigious sailing venue, the Royal Varuna Yacht

Club at Pattaya near Bangkok, which hosts the Top of the Gulf Regatta.

For the really committed racer, there is the Asian Grand Prix Circuit Trophy, which Aussies such as multiple Asian regatta winner Ray Roberts, Yachting Australia president (and former CYCA Commodore) Matt Allen, and many others regularly compete in. The 12-event Asian Grand Prix Circuit now covers most of the region so is a worthwhile series for skippers during a season.

Elsewhere in our Oceania region interesting regattas take place from as far east as the exotic Tahiti Pearl Regatta in French Polynesia to much closer to home with New Zealand's picturesque Bay of Islands Sailing Week each January. For Bluewater sailors the Category 1 Transpac race (Pacific Cup) is perhaps the ultimate test of ocean racing prowess in our part of the world, and runs from San Francisco to Honolulu, Hawaii in early July 2014. ⚓

TAHITIAN TIDES

The Tahiti Pearl Regatta (below) in French Polynesia is readily accessible for Australian and New Zealand crews.

Asia-Pacific regattas

International sailors flock to the region annually to compete in these major events.

Bay Regatta

Phuket, Thailand
12-17 February 2014
www.bay-regatta.com

Subic Bay to Boracay Race & Cup

Philippines 1-7 March 2014
www.phinsailing.ph

Rolex China Sea Race

(biannual), Hong Kong
16 April 2014
www.rhkyc.org.hk

Neptune Regatta

Indonesia 2-8 Feb 2014
www.neptune-regatta.com

Tahiti Pearl Regatta

French Polynesia
30 April - 4 May 2014
www.tahitipearlregatta.org.pf

Top of the Gulf Regatta

Thailand 1-5 May 2014
www.topofthegulfregatta.com

Koh Samui Regatta

Gulf of Thailand
24-31 May 2014
www.samuiyachtclubregatta.com

Cape Panwa Hotel

Phuket Raceweek
16-20 July 2014
www.phuketraceweek.com

Transpac - Pacific Cup

San Francisco to Hawaii
6 July 2014
www.pacificcup.org

Sail Indonesia 2014

Darwin depart 26 July 2014
www.sailindonesia.net

Darwin to Ambon Yacht Race & Rally

23 August 2014
www.darwinambonrace.com.au

China Cup

24th-27 October 2014
www.chncup.com

Raja Muda Selangor International Regatta

Malaysia
14th-22 November 2014
www.rmsir.com

King's Cup

Phuket Thailand
30 Nov-6 Dec 2014
www.kingscup.com





The cruiser market is a lively yachting segment right now, with all the major European brands especially jostling for your sailing dollar. Major differentiators have traditionally been price and quality but more recently major brands such as Beneteau have sought to differentiate themselves by innovation. With Beneteau's latest Oceanis 38 for instance, the French yard have launched a new yacht design featuring a wide choice of interior arrangements and fit-out options. Of the large production builders, Bavaria gets my vote for 'most improved', as it continues to shy away from solely building to a price, instead providing an enhanced finish and better options. Despite its mass market appeal, Bavaria pushes innovation as well with its Trim Control Package. It's a Lewmar joint venture that is intended to manage all sails from a button panel that runs the Lewmar self-tailing winches in both directions. The ever-popular Hanse brand also continues to refine their already well-designed and constructed range of cruising boats with the latest Hanse 505 luxury cruiser arriving in Australia this month.

Moving up a notch in the performance stakes, there's a couple of hot, new cruiser-racers on the

READY TO LAUNCH

THERE'S AN ENTICING NEW MODEL TO SUIT ANY SAILOR'S DREAM IN OUR 2014 SHOWCASE OF YACHTS TO WATCH. HERE'S OUR TOP TEN PICK FOR THE YEAR. BY KEVIN GREEN.

near horizon with the launch of the long-awaited Jeanneau Sunfast 3600 and the Elan 360 performance yachts; a couple of boats I'd love to sail head-to-head on the water. Another new performance-cruiser offering luxury and performance is the Premier 45 from Premier Composite Technologies, featuring a lifting keel and futuristic design, and only the first of a new line of luxury cruiser/racers we should expect to see from the Dubai-based yard.

Multihulls are becoming increasingly popular with sailors, especially for cruising because you get a lot of boat for your money. A contemporary fifty-foot design, such

as the upcoming Fountaine Pajot Saba selected here, is probably equivalent to a 65-70 foot monohull in terms of deck space and volume aboard. These days modern catamaran designs can sail much better to windward, while retaining the versatility of taking you right into the beach, with many new models designed to 'dry-out' on their keels as well. Alternatively, you may prefer to relive the excitement of America's Cup racing for a fraction of the cost with an Australian-made Box Boat 8.5. I sailed against one of these fast catamarans at Airlie Beach Race Week last year and it looked a very exciting concept.

For comfortable serious voyaging it's hard to argue against having plenty of waterline, so adding to the array of value-packed, large luxury cruisers that have recently entered the market, such as Hanse's 575, this year we await Jeanneau's largest cruiser due to splash in June – the Jeanneau 64. Already launched is another long-legged French beauty, the 'pocket superyacht' CNB 76 that oozes understated class with a layout built for those exotic destinations where you can be truly self-contained; while its lifting keel allows entry to some favourite cruising places of mine such as the Tobago Keys or nearer to home the inner reefs of New Caledonia.

ALMOST HERE
Futuristic design and the latest technologies will see an impressive selection of new boating options arrive on our shores in 2014, such as the Bavaria Cruiser 51 (above).

A large comfortable cruiser with flexible interior, the biggest swim platform and a Farr designed hull.

BAVARIA CRUISER 51

Launching at its home event – January’s Dusseldorf Boat Show – the Bavaria 51 is the latest yacht in the German company’s Cruiser range and the good news is that one is on its way to Australia via local distributor Ensign Ship Brokers. Bavaria’s extensive Cruiser range now has six models from which to choose – and all continue to have Farr design.

Interiors also continue to improve with the collaboration of specialist company Design Unlimited.

Having sailed a late model Bavaria recently I can vouch for the much improved quality and general finish throughout. The Farr-designed hulls sail well, even with a modest sail area, and a mast furling mainsail makes for user-friendly family sailing. There’s a small bowsprit to fly a cruising chute and the overlapping genoa should give plenty of pulling power upwind. For when it’s not blowing there’s a sizable 75hp saildrive as auxiliary.

Accommodation comprises of three or four cabins and the owner’s forecabin can have a removable partition to create a separate room. There are three bathrooms and the owner’s cabin has a separate shower forward as well. Despite its mass-market appeal Bavaria push innovation in sailing as well, with a good example being their Trim Control Package – a Lewmar joint venture that is intended to control all sails from a button control panel that runs the Lewmar Evo self-tailing winches in both directions. Deep coamings should keep the cockpit dry when underway, while a huge electric swim platform unfolds when at anchor. The twin steering binnacles control twin rudders, which is intended to improve tracking when the beamy hull is heeled.

www.bavariasail.com.au

MODEL	Bavaria Cruiser 51
LOA	14.99 m / 48'9"
LWL	13.86 m
BEAM	4.67 m
DRAFT	2.25 m / 1.85 m shallow
ENGINE	Volvo Penta D2-75HP saildrive
SAIL AREA	Mainsail and Genoa 131m ²
DISPLACEMENT	14,100 kg
BALLAST	4,600 kg
PRICE	\$512,000.00

BENETEAU OCEANIS 38

Beneteau’s Oceanis range continues being remodelled and the new Oceanis 38 encapsulates many of their latest design ideas including hard chines, full bows, twin rudders and that signature mainsheet arch. But the interior holds the biggest surprise with three very different layouts. There’s a stripped-out, open plan Daysailor, a Weekender with up to three cabins, and the fully fitted-out traditional Cruiser version. Apart from cost savings, weight is also a significantly varying factor in this new Oceanis 38.

Interestingly, upgrades to a Oceanis 38 are available as Beneteau’s modular build concept will allow the addition of, say, a full stove/oven to the Daysailor version or a cabin conversion to the Weekender, so these versatile boats can continue to change as your family needs evolve.

Known for his many performance boats, including the race winning *Pogo*, designer Pascal Conq has produced a ‘turbocharged’ family cruiser in the Oceanis 38, with stability coming from a wide beam and modest sail plan, yet in a reasonably lightweight hull for fast coastal cruising. The hull maximises the waterline with a T-keel to keep things upright. On deck the cockpit

has the primary winches near the helm while a GRP arch ensures the main track is out of harms way for those family day sails; and there’s a drop-down swim platform. For the newbie sailor, Beneteau’s Dock&Go pod drive can be fitted to the 30HP motor, giving plenty of confidence when manoeuvring in tight marina berths.

NSW Beneteau distributor Vicsail report many early bookings to see the first Oceanis 38 that arrives for late January’s Melbourne Boat Show. The attraction, says marketing manager Cheryl Stanton, is the extensive option list.

“We already have some of our cruising owners asking about the Beneteau swimming pool and slide for their own yachts!” says Cheryl. www.beneteau.com.au

MODEL	Beneteau Oceanis 38
LOA	11.50 m / 37'9"
LWL	10.72 m
BEAM	3.99 m
DRAFT	2.05 m / 1.6m shallow
ENGINE	30HP (with Dock&Go option)
SAIL AREA	Mainsail 32.70 m ² (Furling 30 m ²), Genoa (103%) 33 m ² , Asymmetric 114 m ² , Code Zero 65 m ² , Self tacking jib 25 m ²
DISPLACEMENT	6,430 kg
BALLAST	1,790 kg
PRICE	\$280,000 (Weekender model)

ROOM TO GROW
The beauty of Beneteau’s Oceanis 38 modular build option is that the boat can change to suit your changing family needs.



An exciting off-the-beach lightweight catamaran that is Australian made

BOXBOAT 8.5

These exciting new, Australian-made racing catamarans have competed in several East Coast events last year including Airlie Beach Race Week where I watched one provide strong competition to the larger overall winner of the multi division, the Seacart 30. The Boxboat 8.5 One Design is a Queensland designed and built racing catamaran that is available in kit form or as a complete boat. The hulls are resin infused, carbon/e-glass hybrid construction with foam core and are held together with carbon crossbeams, and for upwind performance daggerboards are used. Usefully, the kit includes jigs to ease the build process.

A two-piece carbon mast along with the rest of Boxboat fits into a 4.0-foot shipping container – in fact three cats can fit into the same container allowing cheap international shipping. It's the kind of boat I'd love to take to the Asian regatta season in Thailand where I've enjoyed racing the older design Firefly 850s. The design concept called for a manageable yet exciting sailing experience to reach high speeds without requiring a crew of professionals to keep it under control, says company manager Matt Johns. The Boxboat 8.5 is designed for four crew weighing 260kg to 280kg in one-design mode and up to 300kg for mixed fleet racing. The boat carries much of its buoyancy

forward and the beam aft to reduce the risk of pitch polling in bear-away manoeuvres; the so called 'death zone' that the big AC72 cats even had difficulties with. Wanting to promote one-design racing of the Boxboat 8.5, the company is offering some discounts right now to encourage initial numbers. A price of \$90,000 for the complete boat includes a road and launch trailer and only requires sails to be added. Johns will have competed with the Boxboat 8.5 at the Melbourne Festival of Sails. www.boxboat.com.au

OUTSIDE THE BOX
Available in kit form or as a complete boat, the Boxboat 8.5 is capable of reaching high speeds.

MODEL	Boxboat 8.5
LOA	8.8m (bow pole and rudders included)
LWL	8.5m
BEAM	4.5m
DRAFT	1.5m
ENGINE	outboard 10HP
SAIL AREA	Mainsail 35m ² , Jib 13.9m ² , Screecher: 45m ²
DISPLACEMENT	550kg (650kg total)
BALLAST	–
PRICE	\$68,000 for kit; \$90,000 complete





A pocket superyacht from a yard with a pedigree in semi-custom building with a lifting keel to maximise sailing performance.

CNB 76

Construction Navale Bordeaux has been building a wide range of luxury yachts from their old naval yards in Bordeaux since 1987. For maritime tragics like myself it's a fascinating place to visit as it's steeped in wartime history that goes right back to the commercial days of sail when the yard famously built the five masted *France* in 1911. More recently CNB established its production yacht credentials with the Bordeaux 60, which became a popular seller for the Beneteau-owned company. But CNB is probably most well known for their sailing superyachts with expertise in the 100-foot range of alloy and composite yachts that began with the launch of the beautiful Frers-designed *Mari Cha II* in 1989. Which brings us to the recent Cannes Boat Show world premiere of the CNB 76 – a yacht with some similarities to the new Jeanneau 64 – unsurprising as both are designed by the prolific Philippe Briand. The CNB 76 has put a lot of Briand's know-how from the popular Bordeaux 60 into this

elegant pocket superyacht.

The CNB 76 is built around the owner's family with separate crew-galley quarters and a main deck that is similarly segregated – which affords a safe working area for both crewed or sailing families. The key attraction of the below decks is the spacious deck saloon that is elevated above the engine room – but with plenty of sound proofing of the 180-hp Volvo D4 – while the owner's family rooms are forward with the master suite in the bow. Separately accessed from the aft deck is the futuristic styled galley, another double cabin and bathroom. Yet more crew bunks are in the forepeak with ablutions, which means the layout is very much of superyacht styling, yet in a manageable 76-foot hull.

Returning to the deck saloon, the area has been custom designed by Jean-Marc Piaton to create an ambience that is opulent but practical – such as a sofa that converts into a cosy cocktail area with armchairs, opposite a large dinette area. Cleverly the table converts into two coffee tables. There's an aft facing

navigation station but the saloon is all about relaxation with elongated portlights and hatches to create plenty of natural light.

Leading off the forward corridor is the owner's cabin in the bow. It has panelled walls with generous bookshelf space around the island bed, however despite all the hatches, a panoramic portlight would really enhance the owner's sea views. The portside guest cabin has a large double bed which can be separated into singles while to starboard there's a guest cabin for children; fitted with bunk beds and the lower converts into a double bed.

On deck the layout is deliberately minimalist yet hides plenty of useful features such as a retractable sprayhood and the large offset main hatch means there's space for a private alfresco dining area in the cockpit, which also has a drop-down table that transforms into a large sunbed.

Sail controls are all led aft with a centralised mainsheet Harken winch and a pair of other winches on the coamings adjacent the outboard located helms which have stylish gunwale seating that opens up lots of deck space for access to the transom. The conventional Bermudan rig has a staysail and asymmetric spinnaker and there's a carbon mast option to aid the performance of this slippery hull if choosing to race in regattas. The wide stern houses a tender garage for a 3.85m dinghy, launched by an electric hoist while the large hydraulic swimming platform serves as a launching ramp.

The GRP hull is fairly upright with hard chines and a plumb bow. Yet another superyacht appendage is the lifting keel, which is intended to give the CNB plenty of upwind performance and stability while also allowing this bluewater capable cruiser to enter shallow lagoons and harbours. Twin rudders further reduce the draft while giving lateral control when heeled, which all goes to make this a very practical and desirable global cruising yacht.

<http://en.cnb-yachts.com/CNB-Yachts>

MODEL	CNB 76
LOA	23.14 m / 76'
LWL	21.98 m
BEAM	6.10 m
DRAFT	3.00 m / 9'8"
ENGINE	Volvo D4 180HP shaft drive
SAIL AREA	Mainsail 60 m ² , Genoa 144 m ² , Staysail 79 m ² , Asymmetrical 440 m ²
DISPLACEMENT	45,000kg
BALLAST	15,000 kg
PRICE	\$2,070,000 (ex factory, ex tax)

SUPERYACHT PERFORMANCE
The CNB 76 has many superyacht attributes but in a manageable 76-foot hull.

The Elan 360 is a lively performance-cruiser that has evolved from a successful predecessor with the credentials to do well.



ELAN 360

It has always surprised me that there's not many more of Elan's performance-cruisers in our waters, as there are increasingly in Europe. Having raced Elan yachts in regattas and sail tested others I have found these well built and lively boats handle both sides of the performance-cruiser equation very well. However the good news is that the new Elan dealer, US Yachts based in Sydney, is making a concerted effort to bring more of these beauties downunder from their Slovenian yard in Eastern Europe. Top of their model list, according to Ed Penn who recently visited the yard and sailed the boat, is the latest Elan 360. This Rob Humphreys-designed, open-transomed 35-footer comes with all the modern performance features – twin rudders to track the beamy hard chined hull and a bowsprit to fly big assymetrics - while below, a deep T-keel ensures good stability.

As an evolution of the Elan 350, which won European Boat of the Year in 2011, the new 360 comes with plenty of proven ideas – such as a fairly lightweight hull but with enough ballast for windward work.

Also, there's two versions of the boat, with the 'S' model a useful six per cent lighter than the standard GRP model, with both built using foam-cored infusion to ensure the best integrity of build.

Good design points include outboard twin helms with Harken winches close at hand and a main track far aft to maximise twist on the mainsail. Angled bench seating is intended to give crew comfort when heeled. Running rigging is low stretch Dyneema and is led back to the cockpit. The sail plan has a fully battened 3DL mainsail and 107 per cent furling jib on a keel stepped alloy rig with a pulley adjustable backstay and there's barber haulers to tuck in the headsail. In cruising mode there's a foldable cockpit table, drop-down swim platform and large main hatch for easy entry to the saloon.

The saloon is dominated by the keel-stepped rig that is positioned far back in the boat to balance the centre of effort while conventional bench seats lie both sides. An L-shaped galley is to port with a double GRP sink, deep fridge and twin burner stove with oven. Storage around the galley looks good with deep cabinets.

A wooden handrail that wraps around the galley sinks provides a secure handhold when moving forward and importantly all surfaces are rounded. The only niggles look to be the rather small portlights and the glass splashback in the galley but on the plus side, LED lighting is used.

Accommodation can be two or three cabins. A wide V-berth houses a large sail locker underneath and the angled deck hatch gives forward vision. Headroom at 6'2" is good for a 35-footer. The aft cabins benefit from having good volume and transom mounted portlights. Initial sailing reports say the Elan 360 is a stiff boat in a breeze while the twin helms nicely control the lively hull.

www.elan-yachts.com

MODEL	Elan 360
LOA	10.60 m 34'9"
LWL	10.10 m
BEAM	3.50 m
DRAFT	2.35 m / shallow 2.15 m
ENGINE	30HP saildrive
SAIL AREA	Mainsail 35.91 m ² , Genoa 29.68 m ² , Asymmetric 110 m ²
DISPLACEMENT	5,350 kg
BALLAST	1,385 kg / 1300 kg
PRICE	\$239,000 (\$323,000 for S model)

SLOVENIAN BEAUTY
More Elan yachts from Slovenia are set to appear in our waters, with Sydney-based dealers US Yachts making efforts to bring more to Australian shores.

A voluminous modern catamaran with ease of sailing and comfort inbuilt from a pedigreed company.

FOUNTAIN PAJOT SABA 50 CATAMARAN

Fountaine Pajot is one of the top three catamaran builders in the world (along with Lagoon and Robertson & Caine) who produce voluminous cruising boats with a mass-market appeal. The new Saba 50 is the latest from the famed design board of Berret-Racoupeau.

Accommodating large families or extended charter groups is the territory of the big cats for which the Saba 50 is built to do this exceptionally well. With six cabins, plus singles, giving in excess of 12 berths, capable of all being seated around the wide dining table aboard, this is one spacious cat. Deck space is the next major surprise aboard the Saba 50, with a large aft cockpit, flat foredeck for lounging, plus

an elongated flybridge deck. The flybridge provides the skipper 360 degree views also shared by family and friends who may choose to lounge on any of the multiple sunpads - including a chaise lounge nearby the skipper. All the sailing controls on the Saba 50 are close to the mast, so halyard runs are short. The sailplan is simple with large, roached fully battened mainsail and large genoa. As catamaran mainsails generally aren't roller furlled, the mainsail can often be a challenge for short-handed sailors, but on the plus side it's a very stable platform to work on. Just add a cruising chute for the bowsprit to get the 16-ton hull moving in light airs and your cruising wardrobe is complete aboard the Saba 50.

On the main deck the vast aft

SWING A CAT
With six cabins giving more than 12 berths and a wide dining table, there's plenty of room to move and relax on this new catamaran.

cockpit is sheltered by the long flybridge above, making alfresco dining a shaded and sheltered experience, while behind - and an improvement on previous models - is a tall set of davits to elevate the dinghy well above the waves. Walking through high sliding doors to the main saloon bears a strong similarity to the company's flagship catamaran, the Sanya 57 (and more recent Helia 44 model) that I sailed last year - featuring an open plan layout with bow-facing navigation station forward. If anything, the Saba 50 has created an even more space efficient layout. A large L-shaped galley hugs the portside, creating plenty of worktop space and allowing several people to prepare food at once, while the island bench lends support and further storage in the middle of the saloon nicely segregating the starboard side lounge area.

Catamaran design varies widely when it comes to the shape and window angles of the main saloon. The Saba 50 design has wisely chosen an angle that is fairly upright so minimising sun incursion while providing some streamlining to the tall exterior lines. The interior is available in two layouts: an owner's (Maestro) version and standard. The Maestro has a large master suite on the portside, plus three guest cabins that each has their own private ensuite. The standard version has five guest cabins, plus a skipper's cabin, all with ensuites. Each version also has the option to fit-out both forepeaks to create additional crew or single guest accommodation.

According to distributor Mark Ellington of Multihull Solutions, our region has only been allocated four of these boats for 2014, so demand is expected to be strong for what he describes as the "perfect catamaran for the cruising grounds of the Asia Pacific". Of course you could start your ownership with a foreign voyage by picking the boat up from the yard in La Rochelle, from where the price drops to \$875,000.

www.multihullsolutions.com.au



MODEL	Saba 50
LOA	14.98 m / 49'15"
LWL	-
BEAM	7.98 m
DRAFT	1.15 m
ENGINE	2 x 50HP / 55HP / 75HP saildrive
SAIL AREA	Mainsail 74.05m ² , Genoa 52.60 m ²
DISPLACEMENT	15,700kg
BALLAST	-
PRICE	\$1,175,000 with basic electronics for the first 8 orders.

HANSE 505

The German built Hanse Group continues to produce stylish, well built cruisers that seek to give a level of refinement, but at a production boat price; and the 505 is the latest in this prolific range. It replaces the popular 495, which I enjoyed test sailing back in 2010. The 505 continues Hanse's signature low-profile topside silhouette and flush decks with useful bulwark all round. There are plenty of large hatches to ensure natural light – including forward viewing ones – and ventilation in a cavernous interior that offers a staggering 1,200 combinations of owner choice – from wood veneers for the furniture and floors, upholstery and much more – so you can truly say the new yacht really is your own concept.

Up to six cabins are available, with a maximum of 11 berths, plus saloon benches and three heads. Layout variations include the choice of replacing the port bathroom with bunk beds, or a utility room that can house whitegoods such as washer/dryer. Great features include a large navigation station with ample

bulkhead space for plotters and other electronics, with quality B&G electronics offered. An island bench complements the longitudinal galley while also succeeding in supporting crew moving around at sea. In addition to the large hatches, huge portlights allow near-water level views and for night there's remote mood lighting controls as well.

The deck layout is based on the Hanse 575 which comes with plenty of practicalities – such as all winches being located adjacent the twin helms while the main track is clear of the teak clad cockpit.

Similar to the earlier Hanse 495 I tested, the layout looks extremely functional for both short-handed and fully crewed sailing (or twilight racing). Hanse continues to offer their simple sail plan option of self-tacking headsail, as well as more powerful genoa option, whilst either in-mast furling or slab reefing for the Elvestrom mainsail are options. On board comfort looks to be good as well with the flat cabin roof even converting to a sunpad.

The GRP hull has minimum

overhangs, modest topside flare and snub nosed bow with volume carried aft. Underwater, a large spade rudder is nearly as deep as the cast iron keel with T-bulb, while hull construction is foam-cored with isophtalic gelcoat and vinylester laminate. Handling a fifty footer is best done with thrusters and Hanse offer a joystick-controlled system. Local Australian distributor Windcraft tells me they expect the first 505 to arrive by late February at their Sydney / Pittwater base so I look forward to getting aboard. There's also a shared ownership option on the first Hanse 505 available through Smart Boating.

www.windcraft.com.au

MODEL	Hanse 505
LOA	15.40 m / 50' 5"
LWL	13.54 m
BEAM	4.75 m
DRAFT	2.38 m / 1.98 m shallow
ENGINE	72 HP sail drive
SAIL AREA	Mainsail 67.5 m ² Self-tacking jib 51.5 m ²
DISPLACEMENT	14,000kg
BALLAST	4,000 kg
PRICE	\$516,800.00

CUSTOMER INPUT
With 1200 combinations of owner choice in features, the Hanse 505 truly is your own concept.



The layout of the Hanse 505 is functional for both short-handed and fully crewed sailing.



The Premier 45 is a stylish performance-cruiser with race rig and deep lifting keel that comes with a fully furnished interior.

PREMIER 45

The Dubai-based yard of Premier Composites has been prolific in recent years with a variety of grand prix yachts launched including the Farr 400 one-design and a Carkeek 60 for Sydney yachtsman Matt Allen. As such, we can expect plenty of performance to come from their new flagship cruiser model, the

Premier 45. Early reports from fellow European journalists say that the boat is sprightly and as the picture shows, it doesn't look like the average performance-cruiser.

Designed by Botin-Carkeek, the partnership that penned Team New Zealand's TP52, the Premier 45 is built with a carbon fibre, foam cored hull and deck designed to give high

FORM AND FUNCTION
The lifting keel of the Premier 45 is designed to integrate without dominating the boat's interior.

stability and light displacement. The foils are also interesting with a deep draft of nine foot reduced to six-foot by a lifting keel, while there's a large spade rudder for upwind bite. "As many northern European marinas have only around 2.2m draft, which is not good enough for sailing performance, a lifting keel becomes a good solution for our Premier 45," explained Premier boss Max Weimar.

The lifting keel is designed to integrate without dominating the interior and adjoins the keel-stepped rig. According to the company, the rounded hull design has been developed to excel in downwind conditions and maintain stable handling offshore. Also included in the Premier 45 package is a Southern Spars carbon mast and boom, retractable bowsprit and Harken deck gear, while standing rigging is Nitronic rod.

A composite interior structure is infusion moulded using 5-axis CNC milled tooling and is styled by Snohetta from Norway. The interior fit-out includes Corian kitchen worktops with a three-burner stove and smoked oak floorboards lit by LED. Accommodation will house a race crew of seven in three double cabins – including an ensuite owner's berth forward – while the main saloon has a low profile top (which looks good but is perhaps exposed to weather in heavy seas) with narrow portlights that unusually also face forward.

The Premier 45's cruising credentials should appeal thanks to a teak clad cockpit that has sufficient mouldings to lounge on and there's even a swim platform nicely positioned between the twin steering wheels; while an extensive options list includes generators, customised anchor arm and a myriad selection of other goodies. Stylish touches include throttle controls with B&G instrumentation cleverly hidden behind sliding teak doors, which all goes to make the Premier 45 an outstanding looking yacht.

www.pct.ae and www.vicsail.com

MODEL	Premier 45
LOA	13.72 m
LWL	12.94 m
BEAM	4.15 m
DRAFT	2.75m keel down & 1.83m retracted
ENGINE	Volvo Penta 55 HP
SAIL AREA	Mainsail: 69.8 m ² , Jib: 50.6 m ² , Spinnaker: 190 m ²
DISPLACEMENT	8,034 kg
BALLAST	3,340 kg
PRICE	Euro 423,381 ex factory



SLEEK STYLE
The Mediterranean style layout of the Jeanneau 64 will help make for a spectacular cruising yacht.

JEANNEAU

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

JEANNEAU 64

Jeanneau is moving into the traditional territory of the semi-custom yachting market with the introduction of its largest ever yacht, the Jeanneau 64, this June. Another new experience for the French builder is engaging the superyacht stylist Andrew Winch to collaborate with regular designer Philippe Briand for what should be a spectacular cruising yacht. Artist's impressions show a voluminous hull with topsides dominated by a huge cockpit, allowing both lounging and sunbathing space around twin tables plus grill/wet bar.

This Mediterranean style layout should suit our warm waters. What's been kept in the new boat is Jeanneau's signature teardrop 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 sundeck 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.

Some images also show a GRP arch, as used by sister company Beneteau, for the main track. But what looks certain is all sail controls will be well

aft for crew operation while forward is free for relaxation. These include two sets of winches for main and primaries and the twin binnacles can contain a bank of electronics and twin thruster controls.

Returning to the semi-custom theme, Jeanneau is offering 'several thousand' possible combinations of fabrics, woods, leathers and interior and exterior layouts to give that unique stamp for owners. The saloon has a fairly conventional layout but with subtle design flare such as a custom designed lounge (rather than a mere bench) and the portside galley has a sunken cooking area to mask it from the adjoining lounge area. To starboard a sizeable navigation station will be ideal for undertaking bluewater adventures. For the accommodation spaces, superyacht interior designer Andrew Winch looks to have created a large area totally 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 180-hp Volvo diesel with centralised access to pumps, electrical systems, engine, filters and domestic systems.

The sail plan options include a self-tacking jib and genoa, with in-mast furling advisable on this size of rig despite the reduction of available sail area from 107 to 90m². The alloy rig will be well supported with twin backstays and outboard shrouds. Given the accomplished standard attained by the company's current flagship 57 that showed itself to handle well in heavy breezes when I test sailed her, I'd say the Jeanneau 64 will be a most exciting prospect for the serious bluewater cruiser.

www.jeanneauaustralia.com

MODEL	Jeanneau 64
LOA	20.10 m / 65' 11"
LWL	18 m
BEAM	5.40 m
DRAFT	2.95 m / 2.2m shallow
ENGINE	Volvo D180 HP
SAIL AREA	Mainsail 107m ² (Furling 90m ²), Genoa 102 m ² , Spinnaker: 300m ²
DISPLACEMENT	31,000 kg
BALLAST	9,350 kg
PRICE	POA

NEW VERSATILITY

The Jeanneau Sunfast 3600 has been designed to be more competitive in crewed IRC events but remains a good short-handed racer.



JEANNEAU SUNFAST 3600

A larger sibling to join the innovative Sunfast 3200, the Sunfast 3600 should successfully meet the growing Euro demand for short-handed cruiser-racers that the brand hopes to also promote here in Australia.

Jeanneau's Sunfast 3200 has been a prolific regatta yacht in Europe and a popular double-handed race boat so the recent launching of the larger 3600 model has been much anticipated. In Australia NSW dealer Performance Boating has successfully campaigned the original SunFast – which incidentally has just won the Melbourne to Launceston Race – and they are anticipating the new model will popularise the brand in our waters. “The Sunfast 3600 has been designed to be more competitive in crewed IRC events as well as remaining a good short-handed racer,” says Lee Condell from Performance Boating.

Affordable one-design racing for two crew has been popular in Europe for decades – as seen by growing fleets of Class40 and the Sunfast 3200 – so this new design, also from Daniel Andrieu, looks to carry on the same formula in a longer waterline. As with the 3200, the hull of the 3600 has twin rudders and a lead bulb keel with a fairly high ballast ratio to

hold plenty of sail aloft. The infused hull comes with similarly constructed decks and bulkheads to maximise the power-to-weight ratio but with longer hard chines to aid tracking and minimise heel. Deck gear is from Harken, including Quattro winches – twin drum, two speed – positioned on the coachroof for fast halyard hoists. The cockpit can have either tillers or twin wheels fitted and the mainsheet track is just in front for easy control from the helms. The high aspect rig has swept back spreaders with mechanical backstay and there's a carbon option too. Other options include short (IRC optimised) or long bowsprit for bigger asymmetric kites.

Below decks the layout is understandably Spartan for weight reduction with twin cabins aft with head forward alongside the sail locker. A keel-stepped mast anchors the folding table mid-saloon while the starboard navigation station has ample bulkhead space for the factory fitted B&G or NKE electronics favoured by short-handed racing boats. Opposite is a two-burner

cooker and stainless sinks with 60l icebox. Good features include the inward facing seating either side of the companionway allowing comfortable watch keeping on both tacks. Aft is always the best place to sleep on a bouncy boat so the twin double cabins should do the job and the saloon benches with pipecotts fitted can be used when fully crewed. Another useful feature for sail handling is the forward bathroom hatch and double doors.

The balsa cored GRP hull carries volume throughout its length with minimised overhangs and relatively upright topsides to curry favour with IRC ratings (TCC 1.044) in a similar way to its competitor the Elan 360. I've talked to both distributors about doing a match-up on Sydney Harbour so watch this space as both these boats are guaranteed to inject the fun factor into your sailing.

www.jeanneauaustralia.com.

MODEL	Jeanneau Sun Fast 3600
LOA	11.25 m / 36' 10"
LWL	9.50 m
BEAM	3.55 m
DRAFT	2.13 m
ENGINE	Yanmar 21 Hp saildrive
SAIL AREA	Mainsail 36.0m ² , Genoa (106%) 33.0m ² , Spinnaker 100m ²
DISPLACEMENT	4,700 kg
BALLAST	2,000 kg
PRICE	\$291,416.00 (base boat minus sails)

A development of the original 2009 Ker 46 *Tonnerre* that has delivered winning results in Europe and America, *Patrice*, the latest Ker 46 by McConaghy Boats, was delivered early this summer to Sydney owner/skipper Tony Kirby. Continuing his family heritage with the *Patrice* name, the retro painted hull #2 of the McConaghy Ker 46 series has already brought Kirby early success winning the Sydney Short Ocean Racing Championship (SSORC) in Sydney. Kirby and crew went on to sail a tantalising Sydney Hobart race where they led on handicap for some time until the cracking of two bow ring-frames in big seas forced Kirby's decision to retire short of Hobart.

Remarkably, McConaghy had replacement ring-frames crafted of carbon and flown directly to Hobart in time for the boat to be repaired and ready to compete in Victoria's Festival of Sails raced at Geelong in late January. I caught up with *Patrice* for a crew training day whilst there and spent some time sailing aboard *Patrice* with Kirby, who told me all about his decision to buy the Ker 46.

"I chose the 46-footer as it's a manageable size – not much bigger than my previous X-41 – and the campaign costs are also more manageable than, say, a TP52 which keeps my accountant happy," laughed Kirby as we walked down the Williamstown quay. Later that week Kirby's team would again make the podium with a second place in the strongly contested IRC1 Division at the Festival of Sails.

PLENTY OF FLARE

The Ker 46 hull shape is rounded with generous flat sections aft to enable easy and quick planing and with flared topsides that provide plenty of beam and thus stability at sea. Full bows are perhaps the most noticeable feature on the Ker 46, designed to create buoyancy going downhill while also creating lift while beating. "We found the motion strange at first as she sort of bounces through the waves on a beat, which keeps up our momentum," explained Kirby. The other interesting feature is the relative lack of longitudinals inside the 6.25 tonne hull, which is lighter than the original *Tonnerre*, especially compared with a GRP Ker 40 I have previously sailed.

Rods running from the cabin sole to the roof support key load points – such as the jib track – and the starboard ones have carbon rollers for speedy headsail handling.



ROLEX / DANIEL FORSTER

INTO THE BLUE
The Ker 46 *Patrice* on her first Rolex Sydney Hobart took the lead on handicap late in the race before retiring.



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THE POWER OF EXPRESSION

JASON KER'S LATEST CARBON ROCKETSHIP, THE KER 46, IS ONE LEAN, MEAN, RACING MACHINE, AS KEVIN GREEN DISCOVERED SAILING ON A BALMY PORT PHILLIP BAY.

.....



KEVIN GREEN

Carbon's inherent rigidity allows this minimum structure of course but it caused some angst pre-Hobart for Kirby who fell foul of conflicting requirements stipulated by Germanischer Lloyd and the ISO standard that the boat had been built to, which meant that it didn't comply to ISAF requirements. Large areas of unstructured carbon required more thickness to comply, so McConaghy laid a 5mm layer of carbon with close cell foam through the hull bilge area, much to Kirby's relief. "I couldn't believe the news but they did an amazing job turning it around for us."

Keeping everything upright is a high aspect keel with optimised lead bulb and deep carbon spade rudder, which felt fully in charge of the hull when I took a trick on the helm.

CLEAN DECKS

Patrice's cockpit remains fairly similar to the first Ker 46 *Tonnere* with one major difference in the aft location of the Harken pedestal. It sits behind the Harken Pro Trim

mainsheet track, which allows the mostly aft-seated crew to trim without moving far from the hiking position. "We considered both options and decided that the time you get most benefit from the pedestal is downwind in big breeze, so positioning it aft makes the most sense," commented Jason Ker. At sea I found plenty of space behind the grinding crew to trim the running backstays and Kirby has been happy with the layout. "I wanted to keep all systems as simple as possible so everything is mechanical and the only hydraulics are the mast jack," he explained. Primary winches are Harken 65.3s with H55.5 mainsheet winches just ahead of the binnacles and the sheets run aft to the track via blocks. After a few outings there is little Kirby would alter in the new boat. "It's a great setup but I'd prefer to change the link to connect both Harken mainsheet winches to the pedestal, rather than the single setup we (currently) have."

Moving forward in the wide and

relatively deep cockpit, all Spinlock jammers are on the starboard coachroof with halyard lock strings set below and all lines run neatly through the saloon in gutters and tubes. The twin binnacles are unadorned so a compass would be useful, while four B&G mast jumbos plus an H3000 screen guide the helmsman.

Under foot, the grippy, sky blue non-slip does its job well when moving between the helms and also when going forward on the side decks where carbon tubing on the forward guard rails nicely protects the kites. An offset electric pneumatic bow hatch allows the spinnaker retrieval line to drag the doused sail through the starboard side of the saloon, aided by carbon rollers. Other control lines are run through an open trough inside the saloon with more halyards in covered gutters along the top of the bilges; and all worked a treat during our sail on Port Phillip Bay. Yet another smart on *Patrice* is sail stack organisation, with Velcro bulkhead stickers denoting which sail is being stored.

ALL HANDS ON DECK

Above left: *Patrice* owner Tony Kirby has a full 2014 campaign schedule including Sail Port Stephens race week, the Audi IRC Championships at Newcastle and Audi Hamilton Island. Above right: Running with everyone well aft was the best trim for the Ker 46.

The carbon rig was supplied by Hall Spars from New Zealand, fitted with stainless rod stays and a carbon forestay, a setup chosen as the optimum for IRC ratings. Kirby continued his relationship with Hood Sails in Sydney for the sail wardrobe for *Patrice* having D4 laminates mostly, with Dimension sailcloth used in their two furling Code Zeros, which run off a UBI bowsprit furler. So far *Patrice's* program development has involved fitting a larger (squared topped) mainsail and new headsails for regattas. "This has cost us a higher IRC TCC of 1.285, rather than the 1.280 we had in our standard offshore trim," revealed Kirby.

CREW COMFORT BELOW

The relative liveability below deck reflects the fact that *Patrice* is both an inshore and offshore race boat, so there's 12 pipe-cots for the off-watch crew, an enclosed head forward and even a sizeable chest fridge. "I had McConaghy specially build it as there's no point in a boat where you can't have a cold beer!" smiled Kirby. Crew welfare is important as well so the fridge stores frozen cryo-vaced meals for the offshore diet of the 12 crew. Twin Jetboil gas burners on top of the moulded sink make for a simple but effective galley in the open plan layout, which also allowed standing room for Kirby, who revealed some of his plans for campaigning the Ker 46. "But if we do a Transpac we'd have to put watertight doors on the fore and aft sections though, as per race requirements." Other comfort features include floorboards with six automatic electric pumps in foot-deep bilges. "Which means we've got a pretty dry boat for the off-watch crew to rest in," added Kirby.

The 40HP Yanmar auxiliary is accessed from both sides of the companionway steps. In a clever change from hull #1 – *Cape Fling's* saildrive – *Patrice* has a lifting shaft drive. *Patrice* has a flexible gearbox joint allowing the shaft driven four-bladed propeller to be wound into a housing inside the hull, behind a sliding door to give a smooth underside profile under sail. A perspex inspection window let's you check it easily as well; all very neat.

The GRP nav-station is one of few non-carbon parts of the Ker 46 and is built directly under the cockpit with enough headroom for the navigator to sit comfortably. Electronics are mostly B&G, including a B&G Hercules 3000 processor safely located in the enclosed forward head

while the B&G fluxgate is also kept nice and dry on its roof attachment below the cockpit sole. Race software used is Deckman on the B&G T8 plotter and Expedition on a Panasonic Toughbook, but Tony also uses Ventus (linked to Expedition) on a 7-inch iPad for race starts on deck.

Carbon of course hampers radio waves so all antennas have been centralised in an above-deck cockpit dome, including the Wifi and twin HF antennas that are on the running backstays. Also on deck are four B&G H3000 readouts, with load cell information displayed on the key areas including the forestay and running backstays.

CARVING UP PORT PHILLIP BAY

Patrice's training day on Port Phillip delivered light to moderate conditions that allowed the crew to go through their paces for the windward/leeward races on the following race days. Professional sailor Darren 'Twirler' Jones had been brought in to fine-tune the development phase of the new boat, so we all benefited from his expertise as we went through a series of tacks to adjust the recently up-sized sails. On the uphill legs the backstay pressure was upped to 5.3-ton loads, as the centre of effort was moved back in the hull. With the number #2 jib up we pointed at 43 degrees clipping along at 7.8 knots in the light 9.4 knots of breeze, and after some more tuning and car repositioning we edged up to 41 degrees. Off the wind things got lively as the A2 spinnaker was hoisted. On the wheel I watched as the numbers crept up quickly as we accelerated towards Melbourne's CBD. Going into a series of gybes the big sail was pulled round easily as we set off back to St Kilda, with *Patrice* responding instantly to every twitch of my fingers on the McConaghy carbon wheel. The B&G jumbos showed 15.5 knots of boat speed as the wind came in behind the beam at 145 degrees, quickly accelerating the sleek hull onto the plane.

Nearing the Williamstown jetty the spinnaker was dropped without drama or getting wet by clicking a mast button to release the pneumatic deck hatch while the retrieval line pulled the sail quickly aft through the saloon. Neatly done, like everything else on the Ker 46. It all brought a big smile to Tony Kirby's tanned face. "Above all, our sailing has got to be fun for me and that's what I'm enjoying with the Ker 46." ⚓

www.mcconaghyboats.com



MODEL	McConaghy Ker 46
DESIGN	Ker Design, Valencia, Spain
BUILDER	McConaghy Boats (China yard)
LENGTH OVERALL	13.9 m
DISPLACEMENT	6,250 kg
BEAM	4.5 m
DRAFT	3.35 m
BALLAST	TBC
SAIL PLAN	P 19.30m ² , E 6.00m ² , I 17.72m ² , J 5.10m ² , Spinnaker 235 m ² , Staysail: 7.5m ²
ENGINE	40HP Yanmar shaft drive
FUEL CAPACITY	70 litres
WATER CAPACITY	100 litres
CERTIFICATION	ISO Structural Cat. A / ISAF OSR Cat. 1
PRICE	US\$585,000 base boat, plus NZ\$104,000 for Hall Spars carbon rig.



THE MILL POND
The Historic Nant Estate in Tasmania's central Highlands has been restored brick by brick and is operational again.

Historic Nant Estate, in Tasmania's Central Highlands, is a long way from Constitution Dock. But then again, Constitution Dock is a long way from London, New York and all the other cultural capitals that over the next few years will have their own Nant Whisky Bar.

"It's our goal to open around 70 Nant Whisky Bars across the globe over the next five to ten years, and what better way to pay respects to the history of the estate, and the epic journey that started it all, than to sail the first barrel of Nant Single Malt Whisky from Constitution Dock to each and every new bar," says Keith Batt, founder of the Nant Distilling Company.

The epic journey that Keith refers to is the journey made by Edward Nicholas, the original settler of Nant Estate, from Cardiff to Van Diemen's Land in 1821. In fact, it very quickly becomes obvious to anyone that Keith's passion for history is a big driver in almost everything he does. "We spent three years rebuilding the estate to the point where the mill was operational again", he relates. "We excavated the millpond, and in fact, the distinctive shape of the Nant Whisky bottle is based on a 19th century clay pot we found at the bottom of it. On the wing that used to be the miller's quarters, we had a stonemason remove and number every stone, then we re-laid the foundations and put them all back together exactly

as they were laid in 1856."

You get the feeling that story is very much an integral part of the success of the Nant Whisky Brand. "Very much so," says Keith. "There's a majesty, a certain spirit to Nant Estate that is far bigger than me. I was just lucky enough to be in the right place at the right time; to recognise that there was still that flicker of a flame there to be nurtured and rekindled." And the rest, as they say, is history. In 2012, just four years after beginning commercial production, Nant Single Malt Whisky was catapulted to global renown when Jim Murray, author of the *Jim Murray's Whisky Bible*, scored the Nant Single Malt (American Oak Wood) 95.5 out of 100. This 'Liquid Gold' status saw Nant rated in the top 50 whiskies in the world for that year, and in this year's *Whisky Bible*, Nant has again achieved Liquid Gold status.

It's this same grand tale of rejuvenation, the same appreciation for history, that got Keith so excited at the prospect of owning *Maxi Ragamuffin*. "Literally the same day I decided to start looking, there she was (having been operating as a charter yacht for many years in North Queensland) and fortunately for us a contract on her had just fallen through." Once again, right place, right time.

Though looking a little worse for wear and in need of a few running repairs, in just a matter of days she'd been slipped, cleaned, crewed and

was making good time from the Whitsundays to Sydney. "Yes, we could have bought another boat," says Keith, "but another boat hasn't the same history, the same story behind it – winning Sydney to Hobart line honours three times, first racing as *Bumblebee* in 1979 and then as *Ragamuffin* for line honours in 1988 and 1990. The boat also won Sydney to Mooloolaba line honours – she's a thoroughbred, and there's a richness of history there that is simply incomparable."

Speaking of racing, the question begs, 'will the venerable *Maxi Ragamuffin* compete in the Rolex Sydney to Hobart again?' "Definitely", says Keith. "We actually left Sydney the day after Boxing Day and followed the fleet down to Hobart – she felt just wonderful underfoot – 16.6 knots. It's like she knows she's back."

In the meantime *Maxi Ragamuffin* will transport a barrel of the Nant Single Malt, along with whisky scribe, Jim Murray, from Constitution Dock to the new Nant Whisky Bar in Melbourne. From there she'll be refitted, ready to begin racing again. And what of her chances in the next year's Sydney to Hobart?

"I know Sharky (*Rags*' new skipper) wants to surprise a few people," Keith smiles. "For me though, it's about beginning this next chapter for *Rags* – bringing her back to where she ought to be. It's about keeping history alive. Because when you do that", he says, "Magic happens." ⚓

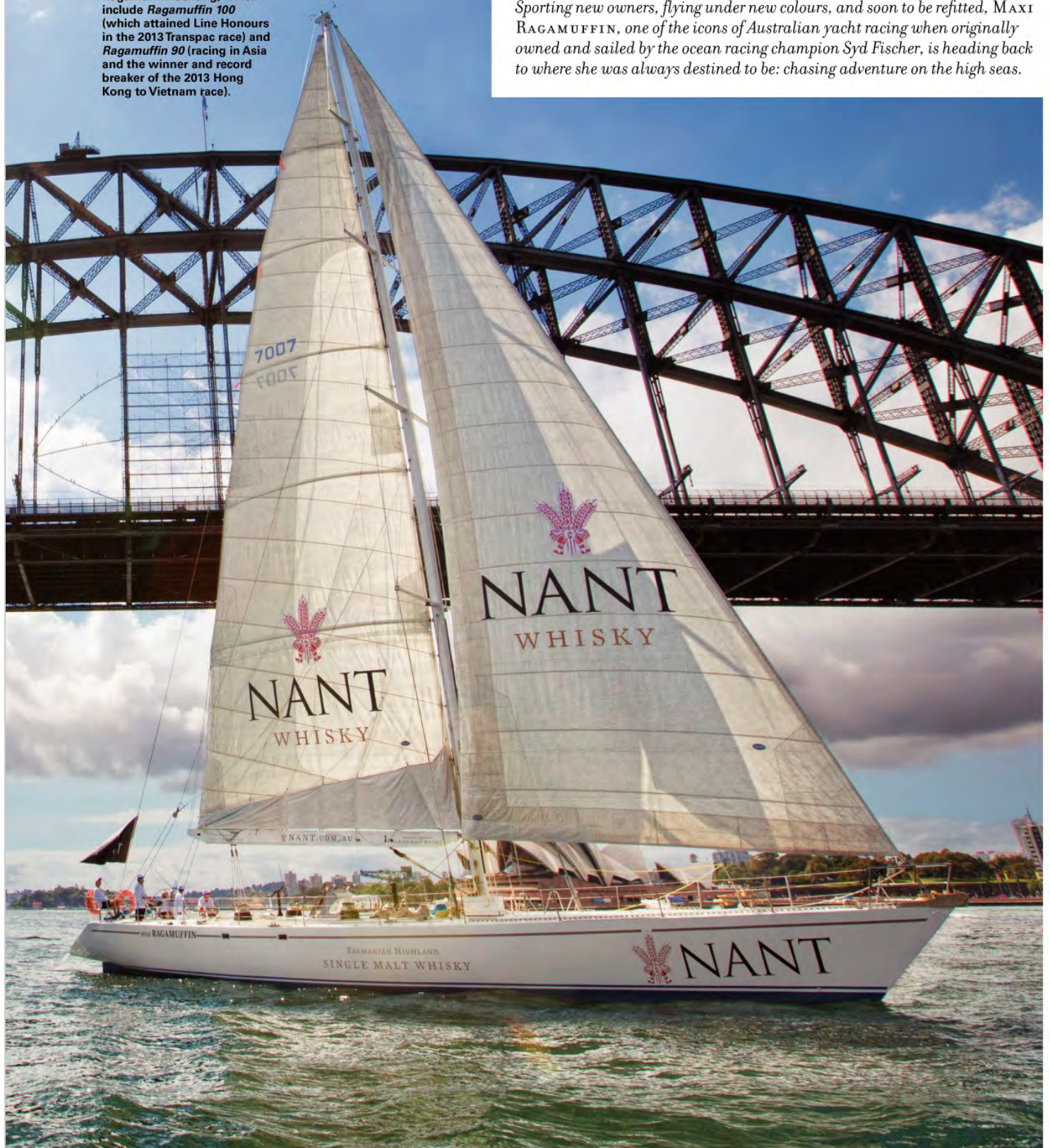


THE MALT WHISKY SAIL

The *Maxi Ragamuffin* should not be confused with Syd Fischer's *Ragamuffin* yachts currently racing with Ragamuffin Yachting, which include *Ragamuffin 100* (which attained Line Honours in the 2013 Transpac race) and *Ragamuffin 90* (racing in Asia and the winner and record breaker of the 2013 Hong Kong to Vietnam race).

Rags to richness

Sporting new owners, flying under new colours, and soon to be refitted, MAXI RAGAMUFFIN, one of the icons of Australian yacht racing when originally owned and sailed by the ocean racing champion Syd Fischer, is heading back to where she was always destined to be: chasing adventure on the high seas.





Westerly gales provided conditions for some of the toughest races to Hobart in recent years, with the bulk of each fleet from Sydney, Melbourne and Launceston receiving a battering in Bass Strait, down the East Coast of Tasmania and, in particular, south of Tasman Island. Storm Bay also lived up its reputation.

Only the bigger boats in the Rolex Sydney Hobart escaped the fury of wind and sea, yet only ten boats retired with damage or injured crew. CYCA Commodore Howard Piggott praised crews for “the diligent preparation of their yachts and seamanship.”

Prudent seamanship came to fore in the Launceston to Hobart with all but two of the 26 boat fleet seeking shelter from the worst of the westerly blast. In the end only seven of the 26 starters finished the race down Tasmania’s East Coast.

The small Melbourne to Hobart West Coaster fleet was exposed to some big winds and seas, but came through without any major problems as did the Melbourne to Hobart East Coaster fleet.

Among everyone at sea during the Rolex Sydney Hobart, the crew of the Tasmania Police’s launch *Van*

WATER RATS

ANYONE WHO FINISHED, OR TRIED HARD TO FINISH THE FOUR OCEAN RACES THAT ENDED UP IN HOBART AT THE END OF DECEMBER, DESERVED A MEDAL AND CREW OF THE POLICE VESSEL *VAN DIEMEN* CERTAINLY EARNED THE RANI TROPHY, REPORTS PETER CAMPBELL

Diemen showed their professional efficiency and seamanship in going to the rescue of *Luna Sea*, which had lost its rudder, and then its jury rigged steering in heavy seas in Bass Strait.

After assessing the performance of racing yachts in the 69th annual race, the Race Committee selected *Van Diemen* and its crew as the most worthy recipients of the Rani Trophy, the trophy named after the first winner of the Sydney Hobart.

Van Diemen put to sea in heavy weather to locate *Luna Sea* in

WATER AID
The crew of Tasmania Police’s launch *Van Diemen* received the prestigious Rani Trophy, named after the first ever winner of the Sydney Hobart.

difficulties the westerly gale battering the fleet in Bass Strait. The yacht’s ordeal started, as described by owner James Cameron, when *Luna Sea* snapped a spinnaker pole and then, a short time later, the rudder blade completely snapped off.

“This all occurred in the middle of Bass Strait... with no steering and no emergency steering (our spinnaker pole formed an integral part of this) we had little choice but to lay off a sea anchor and convey our situation to the race authorities. We requested a tow,” Cameron recalled.

“With the efficiency of a well-oiled machine, the situation was assessed by the race committee, emergency contact advised, and the *Van Diemen* despatched to tow us in,” the skipper said. “After about 10 hours the *Van Diemen* arrived and within 15 to 20 minutes we were under tow to St Helens. The efficiency and seamanship of the police crew was commendable.”

The Rani Trophy was presented to the *Van Diemen* crew at the Rolex Sydney Hobart prizegiving at the Royal Yacht Club of Tasmania on January 1, and within four day the Police vessel and her crew were again putting to sea on yet another courageous rescue mission.

This time *Van Diemen* headed to Tasmania’s far southern waters to rescue three men, including a father and son, from their fishing boat abandoned near Maatsuyker Island.

The boat’s engine had broken down in eight metre seas and was in danger of crashing into rocky Walker Island in the Maatsuyker Group. Efforts to locate the vessel by helicopter were thwarted by bad weather but the Australian Maritime Safety Authority’s Dornier search and rescue aircraft, based at Essendon, located the drifting boat and guided the *Van Diemen* to its position.

In the final rescue operation, the crew of *Van Diemen* launched its inflatable off the stern, with a line attached, and the three men on the fishing boat were ordered to jump in the water and swim to the inflatable. In the heavy seas the *Van Diemen* had to tow the inflatable into the lee of Maatsuyker Island to calmer water to get the men on board.

Both incidents highlight the significant role Tasmania water police play in search and rescue operations, not only during the Rolex Sydney Hobart and other ocean races, but throughout the year in this often gale buffeted island state. ⚓

The 2013 Rolex Sydney Hobart marked an extraordinary anniversary – fifty years ago Trygve and Magnus Halvorsen sailed their 39-foot timber, double ended *Freya* to victory in the 1963 race – then they did it again, in 1964, and again in 1965. *Freya* had won overall an unprecedented three Hobarts in a row. No other yacht has ever done that.



sleep when you're off watch. We'd get to Hobart fitter than when we left. The race is won at night."

Curiously, Trygve's association with the Cruising Yacht Club of Australia, the home of the Rolex Sydney Hobart, came about because the Sydney Amateur Sailing Club banned him as a professional. He is still not sure why.

"My father was a member, so were my older brothers, but they wouldn't have me."

Whatever the reason, the marriage of Trygve Halvorsen and the CYCA was made in heaven. He won the first trophy the Club ever presented, and helped ready the fleet for the first Hobart race.

"The boat we had, *Entreprise*, didn't have a self-draining cockpit, so didn't qualify. Our first race was in 1946," he recalls. Yachtsmen didn't have much money in those days so we never charged the visiting boats we worked on when they arrived, only for what we had to buy in for them."

Halvorsen was involved in organising the first Australian team to compete in the Admiral's Cup in Britain, and *Gretel*, Australia's first America's Cup challenger, was built in the Halvorsen yard. "I was one of *Gretel*'s three helmsmen," he says proudly.

"Sir Frank Packer would only allow Jock Sturrock, Archie Robertson and myself to drive her. I was given a few hats in that campaign. I was House Captain and in charge of maintenance too."

The one thing he didn't do, though, was much cruising in *Freya*. After three wins in three outings, Trygve retired the boat from the Hobart race when rival yachtsmen complained that she was too good.

"After the third win, a few owners asked us to drop out. One of them said 'You've had your whack'. And anyway, I wanted to spend a bit more time with my daughters," Trygve says.

Magnus sailed *Freya* to America, where she was eventually sold. "*Freya* is still afloat in the West Indies," Trygve says.

"She was wrecked and underwater for 10 days, but the then owner bought her back from the insurance company and flew a boat builder out from America to rebuild her. She's still racing under her latest owner. He's going to keep her in the West Indies for another two years and then she goes to Spain."

A half-century on, *Anitra* is still sailing in Sydney and you can find *Solveig* in Hawaii.

These boats, and the history they created, were built to last. ⚓

BUILT TO LAST

HONOURING ROLEX SYDNEY HOBART GREAT TRYGVE HALVORSEN AND *FREYA*. BY JIM GALE.

From the outset it was clear that *Freya* was a boat that could be driven hard. "She was a boat you could push," Trygve says proudly. She was a two finger job to steer in any weather; beautifully balanced."

And push her they did. *Freya* averaged over eight knots for the whole length of the race, which theoretically a 39-foot displacement boat could not do. They drove her down waves as fast as they could when others might ease up.

She was always under control, she never broached, and her crew never let up, never relaxed. "We were fit and very determined. We always changed sails when required, at any time day or night.

"We took Joe Pearce, a sail maker with us on the third trip, and he couldn't believe we would change headsails within sight of the finish line to save a couple of minutes."

They were famous for driving *Freya* as hard at night as during the day. Other boats would be close as they sailed into the evening, only to find the next morning that *Freya* was out of sight.

"I loved night sailing," Halvorsen says. "There's no glare; you just watch the boat go through the waves. A lot of crews, they'd stay up on deck and enjoy the sun after their watch but the sun takes your energy out of you.

"Our rule was you go below and

"After the third win, a few owners asked us to drop out. One of them said 'You've had your whack'. And anyway, I wanted to spend a bit more time with my daughters."

Trygve Halvorsen

HOBART LEGEND
Trygve Halvorsen at the helm of *Freya* half a century ago.

Freya became a household name across the country, and remains so across the ocean racing world even today for that matter.

Trygve Halvorsen is 93 now. To honour *Freya*'s achievements a half century ago, Halvorsen fired the starting gun for the 2013 race. When he speaks of *Freya*, you can hear the pride and love he holds for that old timber boat in his voice.

"*Freya* was designed as a fast cruising boat. All boats were in those days," he says. "She just happened to be very fast.

"She was a development of *Solveig* and *Anitra*," with which he and brother Magnus had won the Hobart in 1954 and 1957.

"*Anitra* should have won two races," Halvorsen says, "but a mistake was made in the handicap calculations. It should have been two wins and two second places from four starts."

Two things really stand out when you look at drawings of *Freya*: her long flat keel with a vertical rudder hanging at the end, and her bow shaped stern where a transom would normally be.

"*Solveig* and *Anitra* were the first two boats to have spade rudders," Halvorsen recalls, "and *Freya* was originally designed the same way, but when Magnus got back from the America's Cup he had had enough racing and wanted to go cruising so he asked me to put a long keel on her.

"As for being double ended, one reason was our Scandinavian origins and the second was that I was always told you could never get a double ended to sail fast and I wanted the challenge.

"Our boats were never designed to a rule. Our only thought was to build a sea kindly boat that sailed well. No measurements were done until the official measurer calculated our handicap. We just took the rules as they came."

RACE & REGATTA DATES

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

AUSTRALIA			INTERNATIONAL		
	DATE	CLUB		DATE	COUNTRY
FEBRUARY			FEBRUARY		
Ocean Pointscore Race – Port Hacking	1 Feb	CYCA	Oceanbridge Sail Auckland	1 Feb	NZ
Strata Management Services Regatta	7 Feb	MHYC	17th Bay Regatta – Phuket, Phang Nga, Krabi	Early Feb	Thailand
Grant Thornton Short Ocean Race – Milson Memorial Cup	8 Feb	RSYS	Neptune Regatta (Equator Race)	2-8 Feb	Singapore
Spurious Challenge Regatta	14 Feb	MHYC	RORC Caribbean 600	24 Feb	Antigua
Ocean Pointscore Race – Sydney Newcastle Race	15 Feb	CYCA			
Grant Thornton Short Haul Race Sydney to Pittwater	15 Feb	CYCA	MARCH		
Grant Thornton Short Haul Race Pittwater to Sydney	16 Feb	CYCA	34th St. Maarten Heineken Regatta	6-9 Mar	St. Maarten
Ocean Pointscore – Newcastle Sydney (Non-Pointscore)	16 Feb	CYCA	41st International Rolex Regatta, St Thomas	21-23 Mar	US Virgin Islands
Farr 40 Australian Championship	19-22 Feb	RYCT	St Barths Bucket Regatta	27-30 Mar	St. Barths
Institute of Chartered Accountants (ICAA) Regatta	21 Feb	CYCA	International Rolex Regatta	28-30 Mar	St. Thomas
Grant Thornton Short Ocean Race	22 Feb	MHYC	BVI Spring Regatta	31 Mar – 6 Apr	BVI
RANSA Regatta	23 Feb	RANSA			
MARCH			APRIL		
Grant Thornton Short Ocean Race	1 Mar	CYCA	Sail Malaysia Langkawi to Sabah	Apr	Philippines
Marinassess Womens Match Racing Regatta	8-9 Mar	CYCA	Biennial Rolex China Sea Race	16 Apr	Hong Kong
Sydney Harbour Regatta	8-9 Mar	MHYC	Oyster 2014 Caribbean Regatta	7-12 Apr	Antigua
Stepping Stone House Charity Regatta	13 Mar	RSYS	Charleston Race Week	10-13 Apr	BVI
Sail Paradise, Gold Coast	14-16 Mar	SYC	Les Voiles de St. Barth	14-19 Apr	USA
Ocean Pointscore Race – Lion Island	15 Mar	CYCA	Rolex China Sea race	16 Apr	RHKYC
Property Industry Regatta	21 Mar	MHYC	Antigua Classic Yacht Regatta	17-22 Apr	St. Barths
Grant Thornton Short Ocean Race	22 Mar	MHYC	7th Commodore's Cup	22-26 Apr	UK
Grant Thornton Short Ocean Race	29 Mar	CYCA	Antigua Sailing Week	26 Apr – 2 May	Antigua
Mount Gay Rum Top Jocks Regatta	30 Mar	CYCA	Tahiti Pearl Regatta	30 Apr – May 4	
APRIL			MAY		
Gosford Lord Howe Island Race	5 Apr	GSC	10th Top of the Gulf Regatta & Coronation Cup	1-5 May	Gulf of Thailand Rolex
Sail Port Stephens & NSW IRC Championships	11-16 Apr	CPSC	Capri Sailing Week	18-24 May	Capri, Italy
Audi Australian IRC Championships	16-20 Apr	NCYC	13th Samui Regatta	24-31 May	Gulf of Thailand
Brisbane to Gladstone Yacht Race	18 Apr	QCYC			
Melbourne to Port Fairy Race	18 Apr	ORCV	JUNE		
CYCA Winter Series – comm. (Each Sun through to July)	Sun 27 Apr	CYCA	Loro Piana Superyacht Regatta	3-7 June	Porto Cervo
MAY			Audi TP52 World Championship	10-14 Jun	Porto Cervo
CYCA Summer Season Prizegiving	2 May	CYCA	Rolex Giraglia Race	13-21 Jun	St Tropez to Genoa
Sanctuary Cove Boat Show	22-25 May		JP Morgan Round the Island Race (UK)	21 Jun	ISC
JUNE			JULY		
CYCA Winter Series (Each Sun through to July)		CYCA	Phuket Race Week	16-20 Jul	Thailand
JULY			AUGUST		
Sydney Gold Coast Race	26 Jul	CYCA	Newport Bucket Regatta	22-24 Aug	Newport, USA
Sydney Boat Show	31 Jul – 4 Aug		Maxi Yacht Rolex Cup	31 Aug – 6 Sep	Porto Cervo
AUGUST			SEPTEMBER		
Brisbane to Keppel Yacht Race	2 Aug	ROYS	Le Voiles St. Tropez	27 Sep	France
25th Airlie Beach Race Week	8-15 Aug	WSC	OCTOBER		
Audi Hamilton Island Race Week	16-23 Aug	HIYC	Volvo Ocean Race 2014-2015	From 4 Oct	Alicante, Spain
			Farr 40 World Championship	15-18 Oct	San Francisco USA

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