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W

elcome to the Cruising Yacht Club of Australia's Rolex Sydney Hobart Yacht Race 2017; it is a privilege to present this souvenir edition of *Offshore Yachting*.

We are now at the 73rd running of what is widely acknowledged as an iconic, world-renowned event. And as we build toward our 75th running in 2019, excitement is intensifying both here in Australia and overseas. The global stature of the race is a major drawcard for international entries, and the Notice of Race and Sailing Instructions have again been produced in Mandarin.

Our international entries will join us from New Caledonia, Hong Kong, New Zealand, the USA, China, Germany, Italy, South Korea, Russia and the United Kingdom. This year we welcome a total of 30 international entries – the highest number ever – including the 11 Clipper Round the World Race crews.

It will be boat against boat, against time, and against the elements. There will be the technologically advanced against the traditionally set-up boats, and the chasing of divisional prizes. And with personal challenges to overcome, there will be many races within the one race.

It is pleasing to see the return of the Oatley family's *Wild Oats XI*, with the most successful line honours champion, skipper Mark Richards. There are three other highly competitive 100 footers entered. *Oats'* near sister ship *Black Jack* was first to Hobart in 2009 as *Alfa Romeo*. We will also welcome the 2015 line honours winner *LDV Comanche*, as well as *InfoTrack*, the newly named *Perpetual LOYAL*, who was last year's record-breaking line honours winner. It is set to be an epic battle.

There are many more yachts and famous sailors alongside many Corinthian crews referred to in this program, and I encourage you to read and enjoy the line-up. Some champions are here with new boats, and some are here with classics. There will be plenty to follow with interest. I am looking forward to watching the start and progress of the

wonderfully presented *Dorada*, as well as *Kialoa II*, which took line honours and records in our race in 1971. They are sure to provide a spectacle in the event while remaining true to the values of the sport.

I thank Rolex for the continuation of their sponsorship, and for being incredibly supportive across all facets of the race. They are actively engaged throughout the year, planning and assisting in the execution of the race and supporting events.

The race itself is the result of input from a diverse group of professionals and volunteers, including our own race management team and those from the Royal Yacht Club of Tasmania who play a valuable role in helping us coordinate the finish and presentations.

The race start will again be broadcast live across Australia by Channel 7 and its network, and we will be showing this milestone event on the large outdoor screen at the Sydney Race Village. Regional coverage will be undertaken by ABC International, and a live stream of the start will be available for our international audience via the race website.

The media platform will be in full flight, underpinned by the race website with the ever-popular Yacht Tracker. There will be 24-hour coverage with an expanded media team to upload regular content to Facebook, Twitter and Instagram, in addition to mainstream media.

I hope you and your friends can join me at the CYCA in the preview of the boats, at the Family Day planned for the Sydney Race Village on 26 December, at the start lines, or perhaps at the Hobart Race Village during or after the race.

JOHN MARKOS
Commodore CYCA



ANDREA FRANCOLINI

//

It will be boat against boat, against time, and against the elements. And with personal challenges to overcome, there will be many races within the one race.

//

Wishing the best of luck to all of the entries
in the 2017 Sydney to Hobart Yacht Race.



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Once again, the Royal Yacht Club of Tasmania (RYCT) is looking forward to working with our partners Rolex and the Cruising Yacht Club of Australia to assist in the running of this year's Rolex Sydney Hobart Yacht Race.

We have looked after the Hobart end of the race since its inception, and we pride ourselves on making sure the experience is hassle-free and enjoyable.

Our loyal band of volunteers continues to work well beyond the call of duty to make sure that every yacht arrives safely and is berthed suitably. Most importantly, they ensure each crew experiences a genuine Hobart warm welcome. For that I sincerely thank everyone for their continued support and effort.

The race continues to enjoy strong support from the major stakeholders including the City of Hobart, TasPorts, Tasmania Police and the Government of Tasmania. Premier Will Hodgman is a huge supporter of the event, as he sees the positive strategic effect the race has on tourism. We sincerely appreciate the personal time he gives up.

With 107 confirmed entries (including the Clipper fleet), it is going to be another outstanding event. The list of potential line honours candidates is as competitive as ever with *Wild Oats IX*, *Black Jack*, *Comanche* and *InfoTrack (ex Perpetual Loyal)* leading the charge.

Among the entries vying for the Tattersall Cup (awarded to the overall winner), there is another strong contingent of TP52s. Last year's winner *Giacomo* is back for another crack and as we know, any boat in the fleet has a chance at the title.

This year we have just two Tasmanian entries: *Magic Miles* (Michael Crew) and *Oskana* (Michael Pritchard), who has won all the major Tasmanian lead-up events. While these numbers are down on usual, there is a plethora of Tasmanian sailors scattered throughout the fleet. In recent years, we have seen some positive changes to the format of the event dockside in Hobart, including a fantastic Rolex village up at the Hobart docks.

In addition, the RYCT will be manning and operating the



liaison centre, and will offer an array of RYCT merchandise.

The official prize-giving will be held at the Hotel Grand Chancellor on the evening of 31 December, which is a change from previous years, but I am sure will be welcomed by all the competitors.

The RYCT will continue as normal over this period, including hosting a black-tie dinner on New Year's Eve. The club welcomes anyone who would like to attend this function, or would like to visit the club in Sandy Bay during the Christmas and New Year period.

This is one of the most challenging ocean races in the world, and it generally throws up all sorts of conditions – the teams coming down are always very well drilled and prepared for anything. From all us in Hobart, we wish all the sailors a great race, and look forward to rolling out the hospitality on your arrival.

MATTHEW R JOHNSTON
Commodore RYCT

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Giacomo powering to an historic overall victory in 2016.
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Pole positions

The 180-nautical-mile Cabbage Tree Island Race can provide a good form guide to the main event, the Rolex Sydney Hobart. In mainly light and fickle conditions, *Black Jack* again exploited a speed edge, while *G.O.* got its bluewater campaign off to a fairytale start.

Just months after purchasing the boat, Zoe Taylor's *Cookson 12 G.O.* took the win in Race 4 of the Cruising Yacht Club of Australia's prestigious Blue Water Pointscore, the Cabbage Tree Island Race, topping IRC, ORCI and PHS divisions.

Noel Cornish's Sydney 47 *St Jude* was second on IRC and Howard Piggott's Beneteau First 40 *Flying Cloud* third.

Peter Harburg's 100-foot Reichel/Pugh *Black Jack* was the first across the line after leading from the start and building a healthy advantage over closest rival *Wild Oats XI*, who had to retire while on the return from Cabbage Tree due to time constraints.

The race itself will be remembered as a light wind affair with start mayhem that saw two general recalls due to boats being over the line.

A collision on the second start between *Eve* and *Komatsu Azzurro* resulted in *Komatsu* retiring from the race, thankfully with no injuries reported.

After the third start, the boats were off and out the heads, with *Black Jack* leading from the front ahead of *Wild Oats XI* and *Wild Oats X*.

Before the race, *Black Jack's* skipper Mark Bradford had identified the light forecast as an opportunity for their boat to perform to its strengths, and

for overall winner on IRC, Zoe Taylor's *G.O.*, it was the same.

Taylor commented, "We're pretty happy, as you can imagine. We're on cloud nine, absolutely stoked."

"I definitely wasn't expecting it when we lined up on the start line on Friday night. We rushed out of the yard, rushed to the start line, but it was pretty nice sailing for a lot of it; perfect conditions for us. There were tricky parts as well when we ran out of wind, but our crew were fantastic."

"To get first in all three divisions at the weekend was incredible; I've got some really good hands around me. Coming up the harbour, we were starting to run out of wind and time was against us — *St Jude* was closing in — but thankfully we got there in the end."

"This is our first Blue Water. We've gone from zero to 100 in a matter of months, so it's all coming together in a really nice way."

Applying much of the pressure to the winners were second placed on IRC *St Jude*, owned and skippered by Noel Cornish. Despite finishing runner up, the result propels *St Jude* to the top of the Blue Water Point Score overall standings, ahead of Derek Sheppard's *Black Sheep* and Sam Haynes' *Celestial*.

Speaking after the race Cornish commented, "We're very happy to get a result like we did at the weekend."

"It's very unusual to have two general recalls, and we feel sorry for those involved in the collision. It would have been very disappointing for those guys."



CROWDED HOUR. Some poor time on distance decisions led to collisions and two general recalls. The fleet finally got away clean on the third attempt.

"All in all, it was a slow race. Usually we would be going around Cabbage Tree Island at dawn on Saturday, and we got round at about 9 am. For us, it was especially light getting around the island. It took us a long time to negotiate our way round in a flukey breeze. We had a fairly steady run home though, under a building north-easterly breeze."

Speaking of the recent good form that has seen Cornish and his crew at the top of the overall standings, the CYCA Rear Commodore was typically humble: "There's no one thing but many, many things that have come together over the years. It's an overnight success that has been ten years in the making! We've made some changes to the boat, and we're very happy with them. Fortunately, we have a very committed crew and you can see that coming through in the results."

Meanwhile, *Black Jack* skipper Mark Bradford was delighted to have his boat shining in light conditions — an area they've worked hard to be strong in. He commented, "It was a good race for us. It's nice to have our thinking validated. We saw conditions that we thought we were going to operate in the best, and we've proven that is the case."

It's all going to make for some very interesting racing to come, that's for sure.

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Stars shine

The 2017 Australian Sailing Awards were held in November to recognise the achievements of the sailing community over the past 12 months, and to acknowledge those who have excelled at the highest level.

Rising stars Natasha Bryant and Annie Wilmot were joint winners of Australian Sailing Female Sailor of the Year, and America's Cup winning skipper Glenn Ashby was crowned Australian Sailing Male Sailor of the Year at a glittering ceremony that celebrated the sport's diverse strengths.

Ashby was justly rewarded for his expertise in guiding Emirates Team New Zealand to a comprehensive 7-1 series win over Oracle Team USA in the 35th America's Cup in June. It was the latest and perhaps greatest of Ashby's illustrious achievements, which includes a silver medal at the 2008 Olympic Games and 15 world championships across three multi-hull classes.

"It's been a fantastic evening here in Sydney, and I'm very humbled and honoured to receive the Australian Sailing Male Sailor of the Year," Ashby said on the night.

Bryant and Wilmot were recognised for their outstanding performance in winning the Youth World Sailing Championship in the 29er class in New Zealand last December.

In a remarkable display of dedication to representing Australia at a higher level,



ACHIEVEMENTS UNLOCKED. Annie Wilmot, Glenn Ashby and Natasha Bryant were recognised for their outstanding performances this year.

the duo later declared they would not defend their world title in China this year, moving into the Olympic 4.9er class instead, to focus on securing a coveted place on the Australian Sailing team for the Tokyo 2020 Games.

"We're really honoured to be receiving this award, and we'd like to thank [2016 Olympic silver medallist] Lisa Darmanin for all that she's done for us and all her mentoring," Bryant said upon receiving the award.

The awards were held in conjunction with Australian Sailing's inaugural Australian Sailing Hall of Fame (ASHOF),

established to recognise the greats of Australian sailing.

In its first year, the ASHOF inducted seven of Australia's greatest sailing individuals and teams.

Kay Cottee AO, the first woman to perform a single-handed, non-stop and unassisted circumnavigation of the world, was one of the seven inductees. Cottee has achieved at the highest level in the sport, and inspired generations of female sailors.

Victor "The Medal Maker" Kovalenko was also inducted in recognition of his contributions to the Olympic sailing program.



Eminent yachtsman David Kellett (pictured above right) was also recognised on the night with a Lifetime Achievement Award for his tireless dedication to participation in sailing, improving the sport's competitive infrastructure and service to its administration.

Kellett was vice-president of World Sailing from 1998-2008, and was involved in the management of sailing regattas at four Olympic Games. In 2002 he was conferred the Order of Australia for services to sailing. He has been involved in three America's Cup campaigns for Australia, and has competed in 43 Rolex Sydney Hobart Yacht Races. This year, Kellett will take on the role of chief radio officer for the 16th time, aboard *JBW*, the radio relay ship.

"I celebrate 20 years of life in Australia and the achievements over that period with a lot of Olympic medals brought back to Australia," said Kovalenko.

"But the biggest achievement has been building the incredible machine that is Australian Sailing – the most powerful racing machine in the world."

The Australian Sailing Hall of Fame (ASHOF) inductees



Victor Kovalenko: considered Australia's greatest ever sailing coach.

Jenny Armstrong OAM & Belinda Stowell OAM: the first Australian women to win an Olympic sailing medal.

The team of *Australia II*: winners of the America's Cup in 1983 that broke the USA's 132-year domination of the trophy.

Kay Cottee AO: first woman to sail single-handed, unassisted and non-stop around the world in 1998.

Daniel Fitzgibbon OAM & Liesl Tesch AM: first Australian sailing team to defend a gold medal at the Olympics or Paralympics, during the 2016 Rio Paralympic Games.

Bill Northam CBE, Peter O'donnell & James Sargeant: winners of Australia's first Olympic sailing gold medal at the 1964 Tokyo Olympic Games.

Rolly Tasker AM: Australia's first sailing world champion and first Olympic medallist.

sailing.org.au



Sharp shooters

The Cruising Yacht Club of Australia set the standard, both on and off the water, at the 2017 Sharp Australian Youth Match Racing Championship. This year saw more teams and states represented than ever before, with the CYCA also taking their third consecutive Youth National title in a row.

Having been appointed as host club of the Australian Youth Match Racing Championship for three years, the CYCA Youth Sailing Academy has endeavoured to return the event to its former glory. Two years out, excellent progress has been made with ten teams from six states/territories represented; Northern Territory and Tasmania re-joining after being absent for a number of years.

In the most recent event, the Cruising Yacht Club of Australia's Tom Grimes, Dante Olivieri, Eric Sparkes, Emma Harrison and Jess Grimes were crowned the 2017 Sharp Australian Youth Match Racing Champions, further establishing the CYCA Youth Sailing Academy's position as the country's top sailing academy.

Over the first three days of competition, the participants enjoyed superb Sydney conditions with no impact on the overall regatta schedule, the double round robin, semi-finals and sail-offs all completed before chaos on the final day with a light, variable breeze, unable to deliver in the Finals Series.

With the race committee abandoning the finals due to

extremely light conditions, it was a disappointing end to what had been a fantastic competition. In fact, it was particularly tough for the CYCA's Tom Grimes and Mooloolaba Yacht Club's James Hodgson who were tied 1-1 in the first to three-point finals.

The petit finals were also abandoned, with both teams locked together at one piece. The Royal Prince Alfred Yacht Club's all-female team, led by Clare Costanzo, were awarded the final podium spot after results reverted back to the double

round-robin qualifying stage.

The morning began in a promising westerly breeze, with competition resuming in the semi-finals stage. Overnight, the duo of Tom Grimes and James Hodgson had a 1-0 lead in their first to two-point semi-finals over Finn Tapper (CYCA) and Clare Costanzo respectfully. On the Friday, Grimes picked up where he had left off, and with Tapper called back early from the start, Grimes and co sailed away with their second victory, meaning they advanced into the finals.



FUTURE FORCE. It was a vision of the future as Tom Grimes and co from the CYCA team stayed on top of the competition to take away the championship.

Queensland's Hodgson had a slightly harder run into his finals berth with Costanzo forcing an error from the higher ranked team, penalising them in the pre-start. The early advantage didn't last long however, with Hodgson taking a big lead around the first lap to complete his penalty on the second beat. Despite the challenge, Costanzo kept her composure to close, overtaking on the crucial final spinnaker run to square the semi-finals and take it to a winner-takes-all final race.

It was in the decider that Hodgson controlled the start, and in the 6-12 knots of breeze, and powered away upwind for a comfortable final race win to progress through to the finals.

With the westerly breeze still holding, the race committee started the finals with two very close matches featuring several lead changes. Tom Grimes managed to hold off multiple attacks from the Queensland team in Race 1 to take the early lead, while Costanzo also made better use of the shifting winds to take out Race 1 of the petit finals.

After a two-hour delay as the westerly shut down and an unstable northerly built, the race committee, led by Denis Thompson, completed another race with both Hodgson and Tapper levelling the scores. With the time limit for the day expiring, the race committee shortened the finals to first to two points, and got the final race underway 30 seconds before the deadline. But in an explosive pre-start by all teams, the westerly breeze shifted back and racing had to be abandoned for the day.

This meant both finals were locked together, with results reverting back to the qualifying stage. After finishing the qualifying stage two points clear, Tom Grimes and his team were crowned champions.

At the presentation, Sharp Australia Business Development Manager Joe Psaila acknowledged Sharp's involvement with the Cruising Yacht Club of Australia, and noted that the event came about for one major reason: to support and invest in Australia's future leaders.



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Harbour speed run

The Cruising Yacht Club of Australia's SOLAS Big Boat Challenge on 12 December promises to be one of the most exciting races in years as three of the four maxis entered into the Rolex Sydney Hobart face off alongside other seasoned competitors.

The Cruising Yacht Club of Australia's SOLAS Big Boat Challenge serves a multitude of purposes as crews and boats are tested for the final time before the main event on Boxing Day.

Most important, however, is the rationale behind the race – raising funds to support the CYCA's Safety of Life at Sea (SOLAS) Trusts, which were established following the tragic loss of six lives in the 1998 Sydney Hobart Yacht Race. Since then the club has worked to help the families of those lost at sea during Australian Sailing sanctioned

races, supported search and rescue organisations, and fostered research and training to improve procedures and equipment for use at sea.

Leading the field in 2017 is last year's winner, the holder of eight Rolex Sydney Hobart line honours victories, *Wild Oats XI*, owned by the Oatley family. While *Black Jack* will be a formidable opponent should conditions suit.

"We love the SOLAS Big Boat Challenge; it's the best race of the year. It's a spectacle, and it's about crew work," says skipper Mark 'Squark' Bradford.



ANDREA FRANCOLINI

CLOSING ARGUMENT The annual maxi match-up on Sydney Harbour always draws the crowds.

"With only the biggest boats out there it's fast, it's furious, and you only get one chance."

For this year's race, legal software supremo Christian Beck enters the fray having purchased *Perpetual Loyal* from Anthony Bell earlier in the year. Adding more excitement to the event will be Hong Kong businessman Karl Kwok in his canting Botin 80, *Beau Geste*. While the full list of final entrants was yet to be

confirmed at the time of printing, set to compete in her first SOLAS Big Boat Challenge is *Wild Oats X*. The boat's involvement will see Sandy Oatley's son-in-law, *Oats X* skipper Troy Tindall, pitted against his brother Ian Oatley's son Daniel aboard *Wild Oats XI*.

Set for 12 December, the 2017 SOLAS Big Boat Challenge promises to be one of the most exciting races in years. cyca.com.au

Battle-hardened Clipper fleet prepares to join the race

All eleven Clipper Race teams will have a lot to live up to in this year's edition of the race.

While 24 yachts, including former winners *Wild Oats XI* and *Perpetual Loyal*, were forced to retire in the wild conditions in 2015, all twelve Clipper Race yachts made it to Hobart, with *Da Nang – Viet Nam* and *GREAT Britain* finishing in the top ten in Division 2.

Although each Clipper Race is made up of non-professional sailors, their preparation for the Rolex Sydney Hobart this year is something elite yachtsmen would be proud of. Moreover, since the 2017–18 Clipper Race began in Liverpool in the UK on 20 August, the crew has notched up more than 17,000 nautical miles on the way to Sydney.



BRUCE SUTHERLAND

The fleet will arrive by 17 December after a gruelling crossing of the notorious Southern Ocean, following the loss of *GREAT Britain* crew member Simon Speirs on 18 November.

There are 26 different nationalities among the Clipper Race crew. Australian Skipper and CYCA member Wendy Tuck is returning for her eleventh Rolex Sydney Hobart, her second with the Clipper Race.

Wendy is the reigning champion in the Clipper Class, a win that also saw her awarded the Jane Tate Memorial Trophy. On the upcoming challenge to Hobart, Tuck says, "I'm looking forward to skippering again, it's such a big spectacle; the start and the finish."

She explained, "It's fast, tough racing with every sort of condition over 628 miles, and I am feeling a bit of pressure. I'm also looking forward to seeing all the other skippers there – I don't think they realise just how big the finish is."

After ringing in the New Year in Hobart, the fleet will depart for the final race of the All Australian Leg 4 to the Whitsundays on Friday 5 January. clipperroundtheworld.com



STAGE 1 OF CYCA REFURBISHMENT PROGRAM COMPLETE

Stage 1 of the CYCA's refurbishment program is now complete with members, guests and race competitors able to enjoy the benefits of the new Sailing and Marina Building.

The refurbishment houses all of the club's administrative staff under one roof for the first time, and will also be the main Information Office for the Rolex Sydney Hobart Yacht Race. With an improved design and new facilities, the building will enhance the club's ability to deliver world-class services and sailing competitions for members and guests.

The changes include expanded amenities, with much larger shower and change facilities, the installation of double showers, and the introduction of a laundry on site for the first time.

The Chair of the Redevelopment Committee, CYCA Vice-Commodore Paul Billingham said, "The new building prepares the club for a strong future. CYCA CEO Karen Grega and Operations Manager Michael Neumann have been instrumental in delivering these superb Stage 1 facilities and amenities, while at the same time preparing for the much larger Stage 2 club refurbishment. Importantly, the works were finished on time and on budget."

The new building also sees the Pacific Sailing School move into the street-front position about which Billingham also reported: "We are happy to have the Pacific Sailing School take the street-front space. We hope this will encourage more people to learn about and participate in the sport of sailing, and grow our CYCA membership with sailing enthusiasts."

CYCA SOLAS Trusts dinner

The annual CYCA SOLAS Trusts dinner, held on Friday 20 October 2017, raised \$35,735 – a substantial increase of nearly 20 per cent on last year's function.

The CYCA thanks the 165 members who supported the event and members Kendi and David Kellett in particular, who have played lead roles in making the event bigger and better each year.

The guest speaker on the evening was Tom Slingsby, who enthralled everyone with a behind-the-scenes account of his most recent America's Cup campaign, along with details of his own journey to get to this point in his stellar career at 33 years of age.



1. The CYCA SOLAS Dinner 2017 was a sell-out affair. 2. CYCA SOLAS Chairman David Kellett, Tom Slingsby and CYCA Commodore John Markos. 3. John Walton, Michael Williams and Peter Sheridan. 4. Deborah Wallace and Andrew Wenham. 5. Jack Findlay and Donna Valentine. 6. CYCA Vice Commodore Paul Billingham and President of the CYCA Associates Committee Pam Messenger. 7. Liz Borberg and Louis Blateau.



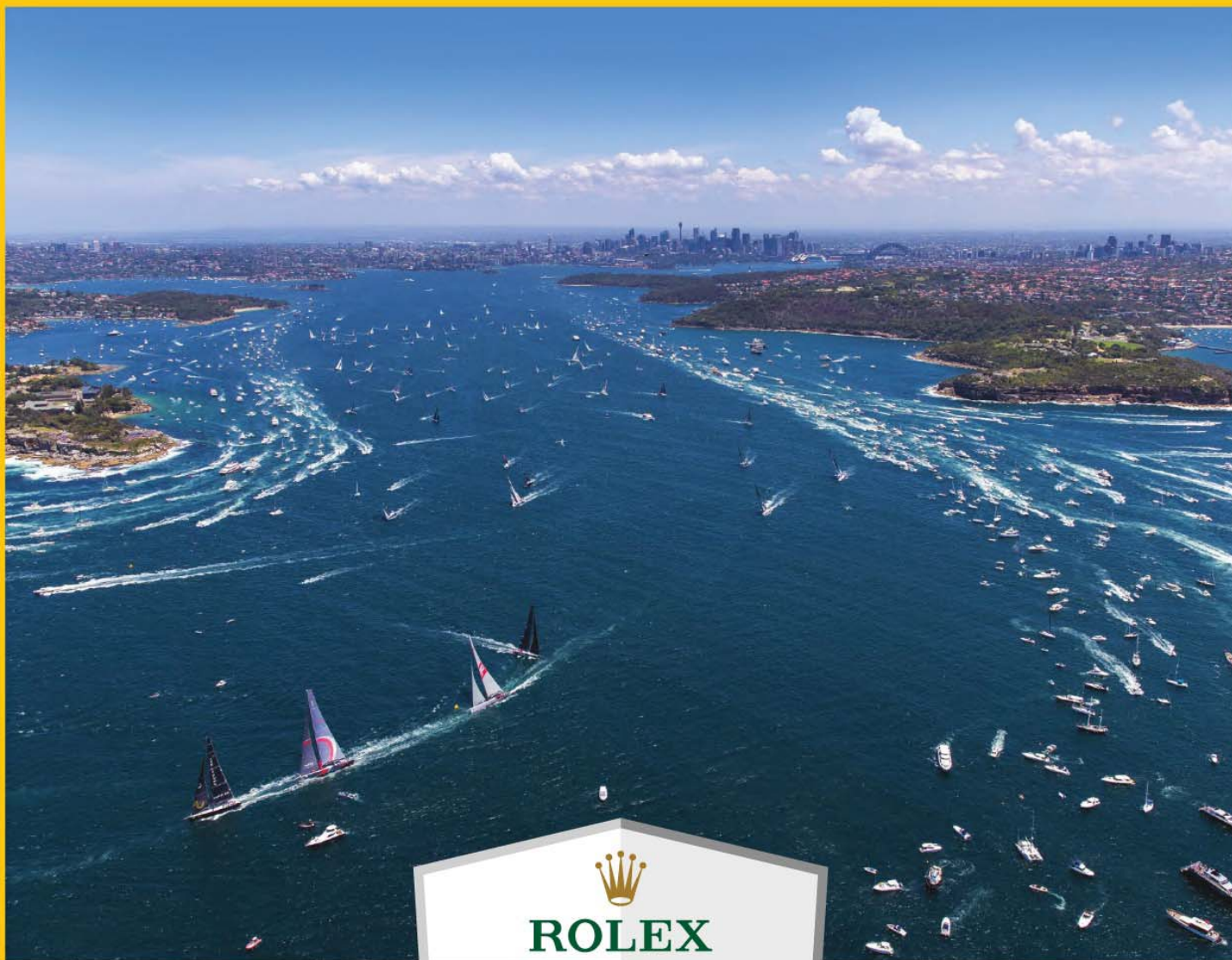
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A rare confluence of weather systems on Boxing Day in 2016 flicked on the turbocharger, resulting in almost five hours being slashed from the Rolex Sydney Hobart race record. Photographers Kurt Arrigo, Daniel Forster, Andrea Francolini and Crosbie Lorimer were on hand to capture the charge south.

SPEED



HIGH-WIRE ACT

KURT ARRIGO

The most famous bowsprit in the business. *Wild Oats XI* in unfamiliar territory – chasing from the pack. After two consecutive disappointments, the Red Army will be completely focused on going the full distance to Hobart.

RUSH



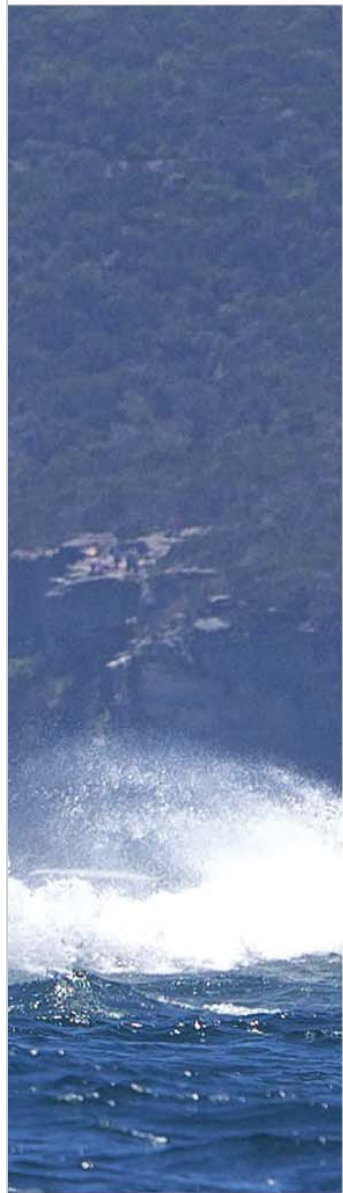


Right:
STEALTH MISSION
Jens Kellinghusen's
Ker 56 *Varuna VI*
performed well,
but missed the final
gate into the Derwent
and couldn't repeat the
German team's fourth
overall in 2013.





Above: **RINSE CYCLE** The bow team on *Giacomo* execute a spray-infused sail change on their way to a memorable overall win and second on line, only two hours behind *Loyal*.



Above:
FIRST OUT
Perpetual Loyal slices into the Tasman. Leading the 88-strong fleet, her massive A2 plugged in, ready to launch.



Above: **HOME STRAIT** *Dark and Stormy* caps off its Rolex Sydney Hobart adventure with a kite run past one of the race's iconic landmarks – the mist-shrouded Organ Pipes.





ANDREA FRANCOLINI





Above: **MIGHTY MINNOW** Despite being consistently the oldest and smallest boat in the fleet, Sean Langman's 85 year-old, nine-metre gaff cutter *Maluka of Kermadie* continues to beat stripped-out carbon racing yachts on handicap – 12th overall on IRC in 2016.



Above: **MARATHON CONTEST** After 600 nautical miles and almost three days, there was nothing between *Simply Fun* and *Elena Nova* – the battle continued all the way to the finish in the Derwent.

DANIEL FORSTER

DANIEL FORSTER



Above:
FAST TRACK

Beau Geste carves up the miles on starboard tack. Rookie skipper Aaron Rowe and crew drove the Botin 80 hard for a fifth across the line.

Left:
RECORD RUN

Perpetual Loyal's jumbos registered a top speed of 30-plus knots as the supermaxi blast reached across Bass Strait to a coveted double; line-honours win and a new race record of 1 day, 13 hours, 31 minutes.



ALL POINTS OF THE COMPASS

The sheer variety of the Rolex Sydney Hobart 2017 fleet will ensure a multi-dimensional race, but also one for the true believers. Nine decades of yachting technology will be represented, and as *Bruce Montgomery* writes, the weather lottery means each yacht and crew could have their chance at glory.



TRAFFIC CONTROL
A big fleet will ensure plenty of close calls at the start.

CROSSBIE LORIMER

ROLEX SYDNEY HOBART YACHT RACE 2017



This year's Rolex Sydney Hobart Yacht Race, the 73rd, will be one out of the box. The line honours winners of 11 of the last 12 races are competing in the Cruising Yacht Club of Australia's 628 nautical mile race, plus last year's overall winner *Giacomo* will be back.

There are a record 30 international entries, including the Clipper fleet of 11 identical 70-footers from the UK that will be halfway around their 40,000 nautical mile route. And there should be a starting fleet of just over 100, including four supermaxis. All of which have taken line honours in the race before, but only the evergreen *Wild Oats XI* will have the same pair of hands on the wheel in Mark Richards.

Neville Crichton took line honours in 2009 with *Alfa Romeo*, effectively a sister ship to *Wild Oats XI*. They are both Reichel/Pugh designs built in 2005. It was Crichton and *Alfa Romeo* that broke the run of line honours victories that *Oats* had enjoyed.

Crichton will be back skippering, but not owning, the US supermaxi *Comanche*, the 2015 line honours winner. *Alfa Romeo* is back this year too, wearing the livery of Queenslanders Peter Harburg's *Black Jack* stable. It is a calculated move. With previous, smaller boats, he has snapped at the heels of the supermaxis, but not overtaken them. In light airs this year, he reckons this version of *Black Jack* can win.

To complete the scene, last year's line honours winner *Perpetual Loyal*, who smashed *Wild Oats XI*'s record for the race, returns to defend rebadged as *InfoTrack*, the company name of new owner Christian Beck. A newcomer to this level of ocean racing, Beck will be doing his first Rolex Sydney Hobart Yacht Race. With a purchase

All four supermaxis have taken line honours in the race before, but only the evergreen *Wild Oats XI* will have the same pair of hands on the wheel in Mark Richards.

price of \$1.6 million, *InfoTrack* looks like a bargain for a boat that last year took nearly five hours off *Oats*' 2012 race record.

Adding to the intrigue of this year's race is the last-minute entry of 2016's overall winner *Giacomo*, now named *Wizard*, owned by Americans David and Peter Askew and skippered by Chris Larson. *Giacomo* stunned the fleet last year when she finished second behind Anthony Bell's *Perpetual Loyal*, also blitzing *Wild Oats XI*'s record.

Giacomo was the former Volvo 70 *Groupama*, which won the 2011/12 Volvo Ocean Race. New Zealand owner Jim Delegat conducted a copybook campaign to win the Rolex Sydney Hobart Yacht Race 2016, and then made good on his promise to sell the boat and return to domestic duties.

In Chris Larson's hands, *Wizard* will again be a force to be reckoned with. Larson's CV is impressive. Rolex Yachtsman of the Year in 1997 after winning the Admiral's Cup, he has competed in the America's Cup as a sailor and coach, and won scores of national, European and world championships in everything from J22s to maxis.

Wild Oats XI, out of the picture in the last two Hobart races because of forced retirements, is back again and with very few changes to last year. There's a new mainsail

said to be 12 percent lighter than the old one, and some tweaking of the angle of attack of the dagger boards and forward canard.

Comanche, in new hands after the race, is playing her cards close to her chest, but her crew will contain mainly regulars.

PERFORMANCE BAND

Black Jack's story is fascinating. Peter Harburg's previous boat of the same name was a Volvo 70, originally named *Telefonica*. She was fifth over the line in 2014, retired in 2015 when Harburg broke his leg, and was fourth last year when the Hobart weather gods shut the gate after the arrival of *Perpetual Loyal*, *Giacomo* and *Scallywag*.

For more than two years, Harburg had been trying to buy *Alfa Romeo*. The Reichel/Pugh built in 2005 is a proven light airs boat and therefore a wise selection for him, given the dominance in heavier weather of *Comanche* and *Perpetual Loyal*, and *Wild Oats XI* in mid-range winds.

"We did make inquiries about *Comanche*, but decided to purchase the Reichel/Pugh design instead, as we believed it would be better in light conditions," Harburg says.

In effect, it is a gamble that *Black Jack* will get the conditions to suit her in this and later Hobart races. He is looking

MOMENTUM EQUATION

Black Jack is well positioned for the great race after a strong build-up including line honours in the Cabbage Tree Island Race.



ANDREA FRANCOLINI




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REDEMPTION STORY *Wild Oats XI* on the charge at 2017 Audi Hamilton Island Race Week. The race regular is back again for this iteration with plenty to prove, after retirements in 2015 and 2016.

at a two- to five-year campaign. "Real-world hedging" is how he describes it.

Black Jack is a yacht suited to windward/leeward work in about 15 knots of breeze, so they're looking to fill the wind range space below where *Wild Oats XI* comes into her own.

While the similarity between *Wild Oats XI* and *Alfa Romeo* is said to have caused some tension between the original owners, *Black Jack* skipper Mark Bradford says the boats are not identical.

"People have always regarded *Alfa Romeo* and *Wild Oats XI* as sister ships, but they have always had their subtle differences," he says.

EYES ON THE PRIZE

Which brings us to *InfoTrack* and the relatively unknown commodity of her new owner, Sydney software developer Christian Beck, the founder of two successful technology companies, LEAP Legal Software and *InfoTrack*. (LEAP is used to manage all aspects of a legal practice, and *InfoTrack* provides legal information on property developments.)

Beck's sailing endeavours to date have been racing the former Tasmanian Ker 11.3 *Dump Truck* on the Lane Cove River, but he says he has had a long-term interest in buying a supermaxi for the Rolex Sydney Hobart.

"I decided that I should buy something in between first, like a TP52, but while I was looking for such a boat, a broker rang me and told me about *LOYAL*. Basically, I couldn't resist the price. I skipped the TP and went straight for the supermaxi."

The deal was completed in September. But why *LOYAL* and not *Comanche* or *Alfa Romeo*? Beck says, "They were all too

expensive for the purpose I had in mind. I am a beginner in supermaxi racing, and didn't want to burn a lot of cash with an expensive boat when I didn't know what I was doing."

Leading up to the race, *InfoTrack* will go onto the hardstand for appraisal, and there will be new sails and extensive maintenance. His aspiration is to win: "The boat clearly has the potential to win in heavy weather conditions. It has also been first out of the heads over the last two years, and has a reasonable chance to do this again."

InfoTrack is a new but integral component of Beck's corporate ethic. He explains, "I am

doing something that I believe to be unique, in that I am integrating the boat more closely into the culture of a company than I am aware has been done with previous sponsors.

"We will have five employees from *InfoTrack* on the boat for this year's Rolex Sydney Hobart. We also intend to use it in a lot of corporate activities next year. The intention is that by bringing a supermaxi into the company, it makes it a more fun and interesting place to be."

He also thinks last year's record is breakable saying, "The boat was built to break records, although perhaps not the Rolex Sydney Hobart. I want to have the boat configured so that if we get conditions like last year again, we are well positioned to break the record. A good objective for the boat is to hold the record for the next decade.

"This will be my first time to Hobart and my first time in an ocean race, so you never really know how much you will like it until you try."

RACE WITHIN THE RACE

Beau Geste returns to the race with Hong Kong businessman Karl Kwok in charge after his personal absence of four years. It is 20 years since he won this race with his Farr 49 of the same name. The Botin 80 was fifth across the line and eighth overall last year when she was sailed by Gavin Brady and Aaron Rowe.

The strong fleet of TP52s is headed by Matt Allen's new Botin-designed *Ichi Ban*. She dominated the recent 200 nautical mile Newcastle Bass Island Race, beating Sam Haynes' TP52 *Celestial* by more than an hour.

Ichi Ban is up against not only *Celestial* but also *Quest*, which won the race under



MAX BOURKE

UPSIZING DECISION *InfoTrack* owner Christian Beck is keen to prove his mettle in his first Rolex Sydney Hobart after purchasing the former *Perpetual Loyal* supermaxi.





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Alex Nolan, Black Jack Racing Team.



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KURT ARRIGO



WELCOME REVIVAL *Kialoa II* reeling-in the competition in the Rolex Fastnet Race. The Broughton brothers hope to return the yawl to its former glory with a strong performance.

that name in 2008 when it was owned by Bob Steel, and then again as *Balance* in 2015 when it was owned by Paul Clitheroe. Now the name is back to *Quest* and Steel and Clitheroe are a team.

Another former *Ichiban* in the fleet is *ENVY Scooters Beach Ball 52*, now sailed by Barry Cuneo of the Royal Queensland Yacht Squadron. She had a memorable 2016, culminating in a six-hour win in the Land Rover Sydney Gold Coast Yacht Race as well as overall leader for much of last year's Rolex Sydney Hobart when owned by Allen.

"We rate a bit higher than the other TP52s," Matt Allen says, "so we've configured the boat to go fast. We haven't seen *Balance* out of late, but that will be the TP52 to beat. They always do exceptionally well.

"*Celestial*, *Koa* and others are sailing at a much higher level after spending more time on the water and making changes."

Apart from the TP52s, competition for overall honours in the race will come from the Cookson 50s and optimised veterans like the 2015 and 2017 Land Rover Sydney Gold Coast Yacht Race winner *Komatsu Azzurro*.

Clearly a boat to watch is the Italian *Mascalzone Latino*, Vincenzo Onorato's Cookson 50 making its first appearance. Onorato has headed two Italian America's Cup challenges, has won six world titles and leads the *Mascalzone Latino* sailing team. *Mascalzone Latino* won the 2017 Volvo Hong Kong to Vietnam Race, covering 770 nautical miles in 53 hours and 26 minutes, with a top speed of 30 knots.

With Chris Larson on *Wizard*, Onorato takes this fleet of skippers to a new level.

RARE VINTAGE

Among the nostalgia fleet this year is *Kialoa II*, the American yawl that won line honours in the Sydney Hobart in 1971. Sparkman and Stephens designed *Kialoa II* for Jim Kilroy, who went on to break the then race record in 1975 in *Kialoa III*.

Brothers Paddy and Keith Broughton bought *Kialoa II* in 2016 after she had been laid up in Portugal. Their view is to compete in the classic ocean races as *Kialoa II* did under Jim Kilroy, including the Rolex Fastnet, the Rolex Sydney Hobart and the TransPac.

In the Fastnet, they finished in the middle of their class and the middle of

the whole fleet. Australian crew member Lindsay May noted that "considering the short preparation and the age and style of *Kialoa II*, it was a good first hit out."

Paddy Broughton and the delivery crew left Hamble in the UK on 26 August, and they are bound for Sydney. Their goal for the Rolex Sydney Hobart Yacht Race 2017 is to beat the race time she set in her glory days: just under 3 days, 13 hours.

Also on the comeback trail is the Sparkman and Stephens 51-foot yawl *Dorade*. Olin Stephens designed it when he was only 21. Built in 1930, it features a deep keel and very narrow beam. *Dorade* won the 1931 Transatlantic Race from Newport to Plymouth, the Fastnets in 1931 and 1933, and the 1936 TransPac.

Her owners Matt Brooks and Pam Rorke Levy are on a mission: "Just weeks after being launched in 1930, *Dorade* raced in the world's most challenging ocean races. It's what Olin and Rod Stephens designed and built her to do," they say.

"When we bought *Dorade* back in 2010, we made a promise that we would not allow her to become a museum piece sitting at a dock. We wanted to bring her back to fighting form, and get her back out into blue water, competing against the world's best boats and crews in the most difficult ocean races.

"So far, we've been competing mainly in races where *Dorade* was victorious back in the thirties, but now that we've completed that series, we're looking for new challenges, just as Olin and Rod would have. And there's no bigger challenge in the world of sailing than the Rolex Sydney Hobart Yacht Race."

We couldn't agree more, and will be watching with bated breath. ⚓



ANDREA FRANCOLINI

HISTORIC CHALLENGE *Dorade* racing at Audi Hamilton Island Race Week. The crew is determined to keep her legacy alive by setting out on new adventures.



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DANIEL FORSTER

COMANCHE



The Contenders

There are two measures of official success in the Rolex Sydney Hobart. The line honours trophy goes to the boat first over the line in Hobart – most likely one of the supermaxis. But the true test of all-round sailing ability is the Tattersall Cup, awarded to the overall winner. *Di Pearson* provides the intel on the favourites likely to take them home.

THE SUPERMAXIS

Which of the supermaxis will prevail this year? All have taken line honours in the race, and two can claim race records. *Wild Oats XI* has a record eight line honours victories, including winning the treble twice (in 2005, her launch year, and 2012), while *Perpetual Loyal* took the double last year of race record and line honours for Anthony Bell. She has since been sold to software trailblazer Christian Beck, who named her for his company InfoTrack, but the 100-footer revels in stronger conditions so if the race resembles last year, she's in with a chance.

Add to the list Peter Harburg's latest *Black Jack*, the former *Alfa Romeo*. She has only raced to Hobart twice, and boasts the distinction of becoming the first to beat *Wild Oats* for line honours by a little less than two hours in 2009. Then there's the newest kid on the block, the much-touted *LDV Comanche*, who showed us her true colours in 2014 and 2015 when she won line honours the last time she sailed on our shores. Neville Crichton, who sailed his *Alfa Romeo* to line honours victory in 2009, will take the helm for his friend Jim Clark this time – and heaven help us and the other supermaxis if it's a pacey downhill race.

There are major differences between the four, built to perform at their best in certain conditions, so the weather will play a big factor, as will crew and time on the boats. Whatever transpires, this will be a humdinger of a race between the supers.

LDV COMANCHE

Comanche's owners and crew must be kicking themselves they weren't here last year. With ideal conditions for the fast, downwind flyer, who knows what might have happened.

Launched in 2014, this is the most technologically advanced of the four maxis, featuring all the latest materials and gear. She is much wider than the older supers and while her superior downwind speed can't be disputed, she wilted in Bass Strait's soft conditions in 2014.

However, if the wind is moderate to heavy, and it is mainly a reach, there will be no catching *Comanche*. And who knows what she could do to the record, considering she set a blistering new 24-hour monohull speed record in the Transatlantic Race, covering 618.01 nautical miles and averaging 25.75 knots – that's just 10 miles short of the Rolex Sydney Hobart. And she's annihilated other long race records averaging speeds of 21–26 knots.

Neville Crichton, winner of 140-plus international line honours and other victories with *Alfa Romeo* (now racing as *Black Jack*), is taking charge of Jim Clark's *Comanche* this year, with the mainstay of her established crew at his disposal, including James 'Jimmy' Spithill, Stan Honey and a selection of hard-nosed Volvo Ocean Race yachtsies.





WILD OATS XI

WILD OATS XI

Wild Oats XI has undergone many modifications to remain relevant, none more major so than the shock chopping in half of the boat in preparation to meet *Comanche* on equal terms in 2015.

The Oatleys' boat has a proven track record apart from the Rolex Sydney Hobart with line honours victories, records and wins in other races. Even so, the crew knows they can thank unusually light airs in Bass Strait for line honours in 2014 – when *Comanche* emerged from the strait, she found her preferred windier running and reaching conditions, quickly reigning in the miles she had lost on *Oats*, but the runway was too short in the end.

Unusually, *Wild Oats XI* was retired from the last two Rolex Sydney Hobarts early on – a split main in 2015 and hydraulic ram failure last year. Skipper Mark 'Ricko' Richards says they are ready for this year, having given the yacht a thorough once-over and adding a new, lighter main.

Ricko and crew faced Peter Harburg's newly re-launched *Black Jack* for the first time in the 2017 Land Rover Sydney Gold Coast Yacht Race. The outcome was *Wild Oats XI* by 3 mins, 31 secs – the closest finish in the history of the race. The two continued their stoush at Hamilton Island, where it ended 4–2 in *Wild Oats*' favour. Richards observed afterwards: "*Oats* is set up for Rolex Sydney Hobart mode and *Black Jack* is set up for light airs. It's amazing the crossover – it's huge."



BLACK JACK

BLACK JACK

On hearing Richards' comment about *Black Jack* favouring light air, skipper Mark Bradford confirmed, "Our whole model and thinking is to own the light air corner – to operate in that space. At Hamilton Island, we ticked that box."

Bradford says the only way to have a real chance of coming out on top is to offer something the others don't: "The others operate in conditions different to ours."

Constant heavier winds will be her Achilles heel in the race, but her owner and crew know that. Nevertheless, Harburg and his team are very happy with the boat's performance. She is doing the job she was built for, and always has.

Why fix what isn't broken?

Harburg's dictum when purchasing boats is to go for known performers rather than buy a new boat: "We haven't gone out and built any new boats – we're on a budget. We've bought hulls that speak for themselves," he says, adding that "new designs do not always work anyway."

So like her predecessors – a Reichel/Pugh 60 and a VOR70 – his 100-footer, more recently known as *Esimit Europa*, can claim more winning runs than Usain Bolt and the crew to match – a bevy of Olympic, America's Cup and Volvo Ocean Race sailors blended in with the regulars. Life looks rosy.



DANIEL FORSTER



BEAU GESTE

THE CHASERS

These are the boats that traditionally finish behind the supermaxis – but not always. Just ask giant-slayer Jim Delegat who sailed his V70 *Giacomo* up the Derwent into second place on line last year, inside record time and won the race. He finished before nearest rival *Scallywag* (a supermaxi), the V70 *Black Jack*, the Botin 80 *Beau Geste*, Volvo Open 70 *Maserati*, and the remaining supermaxi *CQS*.

The chasers are hoping the weather is geared toward the big boats, but not so much in the early stages. They almost want what was served up last year – just a little less at the front and little more at the end.

BEAU GESTE

Karl Kwok won the race in 1997 with a smaller Farr 49 *Beau Geste*, and is excited by the prospect of repeating that same experience 20 years later. Unable to race last year, he left the boat with his trusted 2IC Gavin Brady.

Kwok has cleared the calendar and is hoping that the Derwent is in a kinder mood than last year when the Botin 80 finished fifth on line and eighth overall. *Beau Geste*'s first tilt at the race was as a brand-new boat

in 2013 when she finished fifth on line in front of *Giacomo* and supermaxi *Wild Thing*.

Kwok's boats are always meticulously prepared by Brady and sailed by a gun crew of mostly Kiwis, including youths who have progressed through The Royal New Zealand Yacht Squadron's Youth Academy, with a couple of Aussies tossed in for good measure.

Beau Geste won the 2016 Groupama Race around New Caledonia after finishing second on line to *Scallywag*. Kwok has

raced regularly on the international circuit for years, both inshore and offshore with a variety of boats, and has won Division 1 in the last four Australian IRC Championships with his TP52s.

Beau Geste only needs the right weather slot to prevail overall – the rest is in place.

WILD OATS X

A newcomer to the race is the Oatley family's smaller *Wild Oats X*, launched one year before their supermaxi. She is a fast, canting-keel Reichel/Pugh 66, and has an impeccable pedigree. Built to contest the cancelled 2005 Admiral's Cup, Mark Richards sailed her to line honours in the 2005 Land Rover Sydney Gold Coast Yacht Race instead. Earlier that year she had taken line honours in the 2005 Pittwater to Coffs Harbour Yacht Race after placing second at the 2004 Rolex Maxi Cup.

Other top results include winning at Audi Hamilton Island Race Week in 2005,

ANDREA FRANCOLINI




WILD OATS X



TRITON

ANDREA FRANCOLINI





At Sydney Heads

At Finders Island

At The Organ Pipes

At The Derwent

At The Line

Photo © Andrea Francolini

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and finishing third there in 2010. With Iain Murray at the helm, she was second over the line and second overall to her big sister in the 2010 Land Rover Sydney Gold Coast Yacht Race after taking line honours in 2007 (for third overall).

Wild Oats X is a near sister ship to the more frequently raced *Alive* (aka *Stark Raving Mad/Black Jack*), which has landed some excellent results, including breaking the 2014 Melbourne Vanuatu Race record and the 16-year-old record in the 2016 Rolex China Sea Race.

There is no telling what *Wild Oats X* could do with the right crew. Adding to the allure, the race will pit brothers Sandy and Ian Oatley's son-in-law and son respectively against each other. Troy Tindall will skipper this boat (not his first Rolex Sydney Hobart, but first as a skipper), while Daniel Oatley will take his place aboard *Wild Oats XI* for a second year in a row.

TRITON

Triton has had her share of teething problems since she was purchased by David Gotze and Michael Cranitch and been adapted for longer ocean races. As *Vanguard*, the Lyons/Cawse 60 was a goer, taking out the CYCA Ocean Pointscore Series (OPS) fresh out of the wrapping paper in 2004. Many other victories later, she also won the 2009/2010 OPS.

Gotze and crew retired with damage from their first two Rolex Sydney Hobart Yacht Races in 2014 and 2015, but last year finished 61st overall. A fed-up Gotze has added a new keel, bulb, rudder and a sail wardrobe to the 60-footer. He tested them in the 2017 Land Rover Sydney Gold Coast yacht Race, and finished third in Division 0.

Revved-up and ready to go, the added incentive is to give crew member Tony 'Ace' Ellis the best 50th Rolex Sydney Hobart he can imagine. Ellis, who sailed 41 Rolex Sydney Hobart Yacht Races with old friend Syd Fischer, will become the second person to reach 50, only beaten by Tony Cable who made it 51 last year.

THE TP52S

This class will have more moves and tactics than a chess game. Sam Haynes' *Celestial* has been the top-performing TP52 this season so far, but Andy Kearnan and Peter Wrigley's *Koa* raised her profile with the record/line/overall treble in September's Flinders Islet Race. Meanwhile, Peter Hickson's *M3* with Brent Fowler at the helm finished the 2017 Gold Coast race fourth overall, best by far of the faction. *Fifty Two Hundred*, the rebadged *Cougar II*, has only had one outing under her new name, so is an unknown quantity.

Unusually, there are three foreign TP52s in the mix – *Ark323* from China (now racing as *Derucci*) and *Sonic* both made it to Hobart last year (South Korea's first foray into the race), while *Rockall* from Germany is a newcomer. Her owner Christopher Opielok did however live in Perth for a time and competed at the 2011 Geelong Week, winning division in the Passage Race with a Corby 36 also named *Rockall*. So, who knows, but you'd have to wager a bet on *Ichi Ban* and *Quest*.

ICHI BAN

Brand new out of the Christmas box, Matt Allen skippered his new Botin TP52 *Ichi Ban* to a decisive double line and overall triumph in the 200-nautical-mile Newcastle Bass Island Race in October. *Ichi Ban* bested nearest rival *Celestial* by an hour, both on the water and overall.

It will be some stoush come Boxing Day, with a record ten in the race for the Tattersall's Cup. Among them is Allen's last TP52, renamed *ENVY Scooters Beach Ball* by new owner Barry Cuneo. Beforehand, Allen cleaned up by almost six hours in the tricky and light 2016 Land Rover Sydney Gold Coast Yacht Race with this boat. The Australian Sailing president came so close to victory in the Rolex Sydney Hobart Yacht Race 2016 with it too, but the fickle finger of fate, namely the Derwent, decided otherwise. In sight of the finish line, they sat for some time and finished fifth overall. *Balance* was fourth, but *Ichi Ban* finished 10th and her nemesis 12th. Allen concedes, "The Newcastle Bass Island Race was really good timing for us to get a tough race under our belts."

Of the competition, he theorises: "We rate a bit higher than the other TP52s, so we've configured the boat to go fast, but we still have to beat the others. We haven't seen *Balance* out of late, but that will be the TP52 to beat. When the going gets tough, their hull is configured to suit."

QUEST

This is some boat. Bob Steel won the Rolex Sydney Hobart in 2008 (after winning in 2002 with an earlier *Quest*), and was crowned NSW IRC champion, winning multiple events along the way. Paul Clitheroe bought and renamed her *Balance* in 2014, and also racked up great results, including finishing runner-up in the 2014 Blue Water Pointscore (BWPS), and winning the Rolex Sydney Hobart in 2015 to be crowned BWPS champion. *Quest/Balance/Quest* finished the Rolex Sydney Hobart in 2016 fourth overall and won Division 1. She's a keeper.

Now the two owners have combined to campaign the boat and should be a major force. Key to the many campaigns this boat has sailed is veteran of 38 Rolex Sydney Hobarts Michael 'Greeny' Green, whom Steel memorably donated his second winner's Rolex to. A strong crew, of which a portion have sailed with both Steel and Clitheroe, will be merged with some of Steel's past crew, with the likes of Neil Newton and Andrew Pearson, while Steel is in the skipper's role. It's a heady combination, and given heavier weather, this is the TP of choice. If you like a flutter, it would be hard to look past *Quest*, but if the weather is moderate to light, *Ichi Ban* is your boat. It may all come down to the Derwent.

DAVID BROGAN



QUEST

ADNDREA FRANCOLINI



DANIEL FORSTER

OSKANA

KIALOA II


THE COOKSONS

There is a trio of Cookson 50s in the race. In the Australian corner is the canting *Oskana*, and in the foreign corner is the canting *Mascalzone Latino 32*, and the non-canter *Triple Lindy*. The two canting boats regularly punch above their weight, while *Triple Lindy* is an unknown quantity as she has just changed hands and not been seen on the offshore race track for a while. But all three will push each other – and the TP52s – all the way to Hobart.

TRIPLE LINDY

Named tongue-in-cheek for Rodney Dangerfield's famous dive in the movie *Back to school*, *Triple Lindy* is the former *Akatea*, purchased by American Joseph Mele from New Zealand. Mele was bitten badly by the Rolex Sydney Hobart bug last year when he sailed his Swan MKII of the same name to 27th overall in their maiden Rolex Sydney Hobart.

This *Triple Lindy* is one of Cookson's fine products, and has scored some impressive results in New Zealand. Brad Kellett, the youngest person to compete in 25 successive Rolex Sydney Hobart Yacht Races, has been making the boat ready, and will race on her as Watch Captain. Many of last year's crew will return and have been limbering up on Mele's Swan, racing in the Rolex Fastnet and Middle Sea races, winning Class 5 in the latter. They have other runs on the board in major races, which is a good thing as they will need to use everything in the arsenal to take down *Oskana* and *Mascalzone Latino 32* (turn to page 43 for more).

OSKANA

In case you're wondering, *Oskana* is the former *Evolution Racing/Jazz/Victoire*. As *Victoire* (Darryl Hodgkinson), she won the Rolex Sydney Hobart Yacht Race in 2013 and has established a reputation of coming up with the goods. Among her best Rolex Sydney Hobart results are second overall and first in ORCi in 2010, followed by fourth overall to win IRC Division 0 in 2011, and

fourth overall and third in division in 2012 – all as *Jazz* (Chris Bull). As *Evolution Racing* (Ray Roberts), she won line and overall double victory in the 2007 Sydney Gold Coast race, and was second in Division 0 behind line honours victor *Alfa Romeo* in the Rolex Sydney Hobart Yacht Race 2009.

Tasmanian lead-foot Michael Pritchard purchased *Oskana* this year, and has been out and about training and racing locally. On the downside is the lack of competition against many of his Rolex Sydney Hobart rivals, many of whom get a dose in Sydney races and events. On the flip side, Pritchard sailed his past yacht *Audere* to a handy eighth overall in the 2014 race. The Hobart surgeon is used to going the distance at high speed – in the last two Targa Tasmania rallies, he placed second with a souped-up *Dodge Viper*. Whether he can translate that to a yachting victory remains to be seen, but he has the right vehicle.

THE CLASSICS

Some the biggest names in the colourful history of ocean racing will be present in the line-up on Boxing Day. Among them one of the famous *Kialoa* maxis, as well as *Checkmate*, a beautiful example of 70s yacht design.

CHECKMATE OF HOLLYWOOD

Built in San Diego to the old IOR rating rule by the famous Carl Eichenlaub in 1978, *Checkmate* is a Doug Peterson designed Peterson 50, one of the last wooden cold-moulded boats built. Featuring a beautifully varnished hull, she was updated in 2000 to make her a fast, comfortable boat, but is a departure from Roberts' usual modern fare.

Checkmate has what the more modern boats of her size lack – a spacious interior with owner's cabin and head aft, large main saloon and galley, forward head and double berth. She smacks of comfort. As Roberts, who in keeping with the theme has added his nickname Hollywood to the boat's name says, "I think we've half a chance with the boat's age allowance going some way to helping us."

The Sydney yachtsman has always enjoyed the challenge of buying a boat, developing it and getting it up to speed. A veteran of 22 Rolex Sydney Hobarts, Roberts also says, "It's a special boat – a showpiece."

Roberts will be well crewed in this race by Michael 'Spiesy' Spies who found the yacht for him, gun tactician David Chapman, and the yacht's American owner Brad Avery who knows *Checkmate* back-to-front. His Rolex Sydney Hobart efforts earned him third overall in 2007 to win Division A, and a divisional second behind *Alfa Romeo* in 2009 at the helm of the yacht he sold and went on to win the race in 2013, *Victoire/Oskana*. He disappeared from the race for a time, instead racing in Asia where he won all before him – some events two and three times over.

This older boat may well be the catalyst to drive Roberts into the overall winner's seat. If he does, this Hollywood star won't be sitting idle for long – Roberts is opening a sail training school and brokerage at the Superyacht Marina at Rozelle where she will be put to good use.

KIALOA II

The 1971 line honours victor when owned by Jim Kilroy is on the comeback trail. From the famous Sparkman & Stephens stable, brothers Paddy and Keith Broughton bought the aluminium boat last year with the view to retracing all the classic races Kilroy contested with her.

Still summing the yacht up, Paddy and some of his old *Brindabella* crew mates finished the Rolex Fastnet Race mid-fleet. He and a small crew then sailed *Kialoa II* all the way to Sydney, with pit stops along the way, giving Broughton the opportunity to find and solve any problems ahead of the Rolex Sydney Hobart. The goal is to beat the 1971 finish time of 3 days, 12 hours, 46 mins and 21 secs. Aboard for the ride is navigator Lindsay May, he of 44 uninterrupted Rolex Sydney Hobarts, including three overall wins and one line honours victory. If it is a rough and tough race, *Kialoa II* will handle herself with aplomb.



THE MIDIS

This category from 40–50 feet is always hotly contested and in the right conditions, these boats can beat more fancied larger rivals. Smaller, lighter sails mean faster sail changes and reaction times, plus more flexibility on the race course.

INDIAN

This West Australian wonder measures in at 47 feet and has attitude to burn. Last here in 2015, Craig Carter sailed her to 11th on line and 35th overall for fourth in Division 1, which is not truly reflective of her other results. However, he may now have the winning formula under control and adding 2008 Olympic 470 gold medallist Nathan Wilmot to the crew won't hurt. Wilmot, an instinctive driver and tactician, is also a multiple world champion in the 470 with Malcolm Page. Combined with regular Paul Eldrid, a champion across state, national and world sailing events, and Bryan Northcote in the navigator's chair, this boat and crew should be lethal.

Last year the Carkeek 47 categorically won the WA Blue Water Championship after setting a new race record, claiming line honours and finishing second overall in the 221-nautical-mile Geraldton Classic. She took line and overall honours this year, and won the treble of race record with line and overall honours in the 169-nautical-mile Bunbury and Return Ocean Race, another treble in the 245-nautical-mile Cape Naturaliste race, and more.

PATRICE

Admittedly *Patrice* has had her ups and downs – well, big highs and big lows really – but after a bit of tinkering over her four-year lifespan, Tony Kirby seems to finally have his Ker 46 just as he wants her. After retiring her from three of her four Rolex Sydney Hobarts, including last year with a broken rudder, *Patrice*, named for his mother, is in the groove this season. In the CYCA's Blue Water Pointscore she placed second in the Flinders Islet Race and fourth in the Newcastle Bass Island Race. Kirby always puts together a solid crew of regulars, including navigator Michael Bellingham who attained his 25th Rolex Sydney Hobart Yacht Race last year, and veteran of 27, Peter Messenger.

CONCUBINE

Like *Patrice*, *Concubine* has been a little shaky since her launch in late 2015, but she has good bones. Since finishing 39th overall in the Rolex Sydney Hobart in 2015, South Australian Jason Ward's Mills 45 has shown glimpses of talent, placing second in the 2016 Port Lincoln Race Week, before being forced out of the subsequent Sydney Gold



Coast race after a collision after the start. It was downhill from there when her mast broke in a local race and unable to replace it in time, there was no Rolex Sydney Hobart for her last year. Back in Sydney, the two-year-old placed fourth overall in September's Flinders Islet Race, but retired from the Newcastle Bass Island Race. *Concubine's* crew is top notch and includes ex America's Cup navigator Steve Kemp (20 Rolex Sydney Hobart Yacht Races) and Julian Freeman (28).

ARIEL

It wouldn't be the first time a Beneteau has won the race. In 2003 Michael Spies skippered a Beneteau 40.7 *First National Real Estate* to victory and in 2009, Andrew Saies' Beneteau 40 *Two True* won from sister ship *Wicked*, after just 22 minutes separated the pair on the water. *Ariel*, a Beneteau 40 owned by Ron Foster and Phil Damp, finished third overall in 2014 to win Division 3. She was missing in action in 2015, but last year placed 21st overall and third in Division 3. Earlier this year the Beneteau 40 placed third overall in both IRC and ORCi in the Land Rover Sydney Gold Coast Yacht Race. She has to be considered a strong possibility if the weather shines on the smallish boats, and there are other Beneteaus and similar size yachts to push her to the limit.

SIZE DOESN'T MATTER

The last time a yacht under 40 feet (12.1 metres) won overall honours was the epic storm-ravaged 1998 race when Ed Psaltis' tough little Hick 35 *AFR Midnight Rambler* battled through horrendous conditions. This year smaller yachts with similar history-making potential include *Komatsu Azzurro*, *TSA Management* and *Maluka*.

TSA MANAGEMENT

I included *TSA Management* last year, but Tony Levett withdrew before the start date, so I'm giving her another chance. The Sydney 38 has raced 12 straight Rolex Sydney Hobart Yacht Races, 628 nautical miles through various weather patterns and only failed to finish once in 2012 with a broken rudder.

There are no creature comforts on a Sydney 38, but tenacious Levett and crew return each year and sail consistently well. They finished 11th overall in 2015, sixth in 2014, and won the Sydney 38 One Design division in 2010 and 2011, with a divisional third in 2008. The yacht has been variously known as *TSA Management*, *Eleni* and *Horwath BRI*. She will have Sydney 38 company in *Calibre* and *Mondo* to keep her honest.

Kearns reckons *Komatsu Azzurro* is the best buy he's ever made – purchasing her on a credit card cheaply. It's like she is repaying him for rescuing her from a near-sinking, and it would complete the dream to see this boat and crew win the race.





YACHTS TO WATCH

KOMATSU AZZURRO

Ask Sean Kearns and his crew of five on the 1981-built *Komatsu Azzurro* if size matters. They will tell you yes, but in a positive way. Dubbed by Kearns as 'the little boat that could', the totally dependable S&S 34, did – she won the Land Rover Sydney Gold Coast Yacht Race not once but twice, in 2015 and again this year.

In the Rolex Sydney Hobart in 2015, sailing in good breeze and with 40 miles to go, she rounded Tasman Island with seven hours up her sleeve for overall victory, but the cruel wind gods robbed her by shutting down. In the end, she finished third to *Balance* and *Courier Leon*, missing second by a little over six minutes.

Kearns reckons this boat is the best buy he's ever made – purchasing her on a credit card cheaply. It's like she is repaying him for rescuing her from a near-sinking, and it would complete the dream to see this boat and crew win the race.

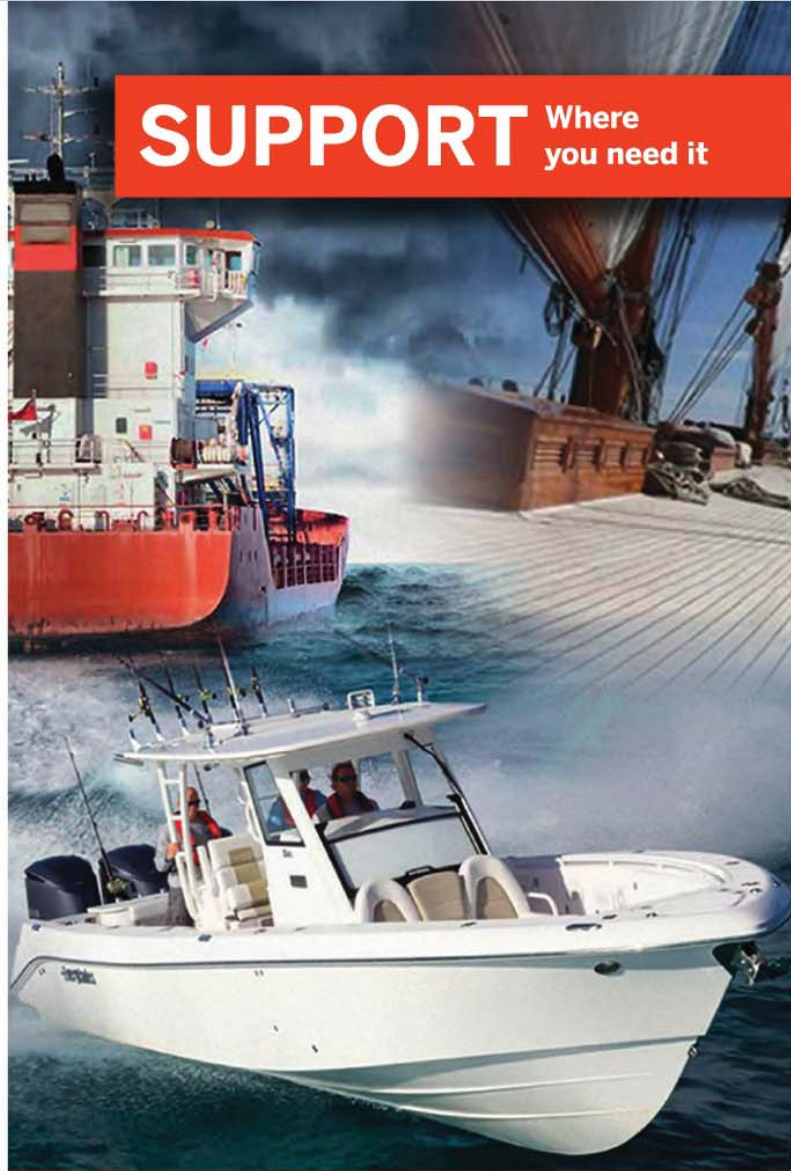


MALUKA

Maluka is Sean Langman's 9-metre gaff-rigged yacht, designed by the renowned Cliff Gale and built in 1932 of Tasmanian Huon pine. She is heavy and forgiving in unforgiving conditions, and approaching her seventh Rolex Sydney Hobart. Langman (of Noakes fame), reached the magic 25th Rolex Sydney Hobart milestone on his little *Maluka*, often the smallest boat in the race, in 2014. Langman is a versatile sailor, running the gamut of supermaxis to 66 footers to *Maluka*. In between times, he's been known to race an 18-foot skiff to keep fit.

Even though last year's fast downwind conditions were not her strong point, *Maluka* nevertheless finished strongly in 12th overall. Looking good in 2014, conditions lightened at the end, so Langman settled for 13th overall and third in Division. In 2006 she was the first boat under 9.5m to finish, placing eighth overall, the same year older yachts *Love & War* and *Bacardi* filled the top two places respectively. ⚓

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ANDREA FRANCOLINI



ROLEX / STEFANO GATTINI



Treasure hunters

A record 30 international boats are in town for the Rolex Sydney Hobart Yacht Race 2017, writes *Di Pearson*. For their skippers and crews, hoisting their colours on Sydney Harbour on Boxing Day will be the realisation of long-held dreams. Are they enticed by the race's reputation, inspired by other internationals' past victories, or is it memories of having almost conquered the 628 nautical mile course in the past? Perhaps it's simply on the bucket list. Let's find out.

WIZARD

American brothers David and Peter Askew are the new owners of last year's overall winner *Giacomo*, one of three yachts to finish inside the 2012 record, incredibly crossing the Castray Esplanade finish in second place behind *Perpetual Loyal*. The Hobart novices renamed her *Wizard*; rather appropriate considering her achievements. The Askews and their other *Wizard*, a Reichel/Pugh 74, are regular newsmakers in the US. A quick snapshot includes breaking the Key West Race monohull record in January; taking line honours in the 811-nautical-mile Pineapple Montego Bay Race in February; and victory in the 109th Chicago Yacht Club Race to Mackinac (333 nautical miles) in July with the fastest monohull corrected time. At the head of these campaigns is highly-decorated skipper Chris Larson, who is also part of the Rolex Sydney Hobart package.

Owner Peter Askew says: "David and I love offshore racing and when you think of what's out there in terms of classic ocean races, the Rolex Sydney Hobart Yacht Race is at the top of the list in my mind. Australia is too far away to just fly in and do the race,

so for me, it was important that my family was on board with the idea of spending Christmas in Australia."

David adds, "Peter and I have always wanted to do the Rolex Sydney Hobart; it was just a matter of timing and finding the right boat. It helped that the boat we wanted was already in Sydney.

"Our method is to identify the racing we want to do, then find the right equipment for the mission. There are so many good boats capable of winning that it didn't make much sense to us to build a boat. This is our first canter keel and we're excited to see what it's all about."

Peter says a thoughtful crew has been put together by Chris Larson. "We have guys like Steve Cotton (12 Rolex Sydney Hobarts), Mitch White (15), Craig McAsey and Dave Miller, all of whom were aboard *Giacomo* in 2016."

They also have the experience of guys like Noel 'Nitro' Drennan (31), who with fellow Australian Mitch White will provide local knowledge.

According to David, "We expect to be competitive. I know our crew expects to win and they will push the boat hard."

BANQUE DE NOUVELLE CALEDONIE

She arrived as Gery Trentesaux's *Courrier Leon* in 2015 and came within three hours of winning overall, but instead finished second and won Division 4 with Michel Quintin in the skipper's role. The petite white boat defeated the similar sized S&S 34 *Komatsu Azzurro* by little more than six minutes, becoming the toast of France and New Caledonia. Now the French designed Valer/JPK 10.80 returns as *Banque de Nouvelle Caledonie*, entered by Quintin.

With a couple of the same crew as aboard in 2015, you can't help but think the race could be theirs if the weather gods are on side. We've not had a French or New Caledonian winner before, so it would be history-making.

DORADE

Classic American yacht *Dorade* and her owners Matt Brooks and Pam Rorke Levy are not going to be caught on the back foot. The legendary 87-year-old, victor of all the other famous major classics in her youth, arrived in Australia in July with her crew to acquaint themselves with our waters ahead of their first Rolex Sydney Hobart Yacht Race. It is the only classic the yacht has yet to do, as *Dorade* pre-dates it. She placed third in IRC Division 2 of the Brisbane to Keppel Tropical Yacht Race and was 14th overall in October's Newcastle Bass Island Race, where her crew found the mixed conditions testing.

"Back in her heyday, *Dorade's* success was unparalleled on the circuit," co-owner Pam Rorke Levy says of the American yawl's remarkable achievements under young brothers Olin, who designed the 52-foot yawl at 21 years of age, and Rod Stephens, who supervised her build as a 20 year-old.

Dorade took second place in the Newport Bermuda and Transatlantic races in 1930, then won the 1931 Transatlantic Race (from Rhode Island to Plymouth); the 1931 Fastnet Race in the UK; double line honours and overall win in the 1932 Newport Bermuda Race; and also won the tough 1933 Fastnet Race. And that's just the majors.



ROLEX / KURT ARRIGO



"For us, it's about preserving *Dorade's* integrity and proving that she can race at the same level as the new grand prix yachts and be competitive," Brooks says.

Since the couple bought the boat in 2010, they have successfully re-trodden the major classics, beating the time of her past performances. Of course, this couldn't happen until the couple undertook the major task of bringing *Dorade* up to the mark for offshore racing – no mean feat in itself.

Both boat and owners are Rolex Sydney Hobart novices but as they say, "We're eager to take it on, despite its reputation."

They have already been tested anyway, in the 2015 Transatlantic Race: "It was one storm system after another for 3000 miles, with winds exceeding 40 knots," Brooks says. Their local knowledge will come from gun navigator Adrienne Cahalan, who last year became the first woman to race 25 Rolex Sydney Hobarts.

MASCALZONE LATINO 32

Recognise the names Vincenzo Onorato and *Mascalzone Latino*? Well, you should. The two have been synonymous with yachting for a long while.

For Onorato, this is another box to tick, using his canting Cookson 50, *Mascalzone Latino 32*. The Italian shipping magnate and past America's Cup challenger has stood the test of time across a variety of classes and while he is new to the race, his name is entwined with the America's Cup, having led two challenges in 2003 and 2007.

Matteo Savelli wears the skipper's cap for Onorato. In their maiden Hong Kong to Vietnam Race this October, they won by over two hours with this Cookson 50, making a top speed of 30 knots. In July they won the ORC World Championship for Class A and in 2016, won the Rolex Middle Sea Race.

Onorato holds six world titles and many European championships across the Mumm 30, Farr 40 and Melges 32 classes. Crew for the Rolex Sydney Hobart includes superstar Flavio Favini, and Tasmania's own Justin 'Juggy' Clougher – perfect local knowledge.

WARRIOR WON

Christopher Sheehan is an X Yachts enthusiast and is bringing his XP 44 *Warrior Won* all the way from New York for their first Hobart: "Our entire crew are Americans – eight of the 11 are from Larchmont Yacht Club," says Sheehan.

"We're all seasoned racers ranging in age from 19-year-old Katherine DeVore to 52 years. I cruised a 36-foot boat for 18 years (1996–2014) with my three young children, then in 2013, I decided I wanted to campaign an ocean-going racer/cruiser."

Sheehan skippered *Warrior Won* to second overall and won IRC Division 2 in the 2015 Marblehead Halifax Race (held every odd year). It was their second-ever ocean race, so a major accomplishment, and this year they won ORR Division 1.

Sheehan said, "We've won or been on the podium in virtually all six or seven ocean races that we've competed in each summer over the last three years.

"Winning the St David's Lighthouse Trophy in the 2016 Newport Bermuda Race was the crowning achievement. It's unheard of for a first-time participant to win this most coveted trophy, awarded to the amateur/driver-only boat in the largest division. It was an exceptional race as *Comanche* set a new elapsed time record and took line honours. And it was an extraordinary feeling to be the third boat to enter Hamilton in Bermuda behind *Comanche* and *High Noon*. We celebrated for 72 hours!"

Of the Rolex Sydney Hobart and Australia in general, Sheehan pronounces: "I have long admired Australian sailors. As a 25 year old in 1990, I spent the last of my 14-month solo global travel in Australia. I fell in love with the country and knew I wanted to return some day to take part in the historic, beautiful Rolex Sydney Hobart.

"We've been racing and training as a team all summer, from April to the present, and are focused on winning our class in this year's Rolex Sydney Hobart – we race to win. We strive to achieve strong crew chemistry, and race with great humility," Sheehan ends. ⚓



ANDREA FRANCOLINI





Tough love

The role of the skipper on any ocean racing yacht carries a heavy weight of responsibility and pressure. Some of this year's skippers speak to *Scott Alle* about their preparation and plans for the great race south.



DANIEL FORSTER



Mark Richards

SKIPPER / *WILD OATS XI*

Despite having lost her mantle as Rolex Sydney Hobart champion, with eight line honours victories and two overall wins, *Wild Oats XI* remains the race's most successful yacht. Mark Richards has been at the helm for all of Oats' victories, and he'll be leading from the front again in 2017.

In 2015, a 40-knot squall zippered your main, and in 2016 your keel ram failed. What's the mood among the *Wild Oats XI* crew given the disappointments of the past two years?

It's been a tough couple of years for us, but we're focusing on the positive. Our main goal is just to get to Hobart this year. After 11 or 12 years of pretty awesome results, we've had two years of not making it, so a lot of the guys are out to prove a point. We have re-designed and re-engineered the part that failed, which hasn't been a cheap exercise, but what we have today is far superior to what we had last year.

Will the new main deliver a significant boost to performance?

Everyone's getting new sails, especially mains, so it's no real advance or advantage.

Anything else new in the sail locker?

We ordered a new headsail after the Cabbage Tree Island Race, and are still in a learning phase with this new configuration of the boat. We're carrying a lot larger headsails. The first generation were probably a little too deep – we're using the sails higher up the [wind] range so they need to be flatter, which means you can go faster. It takes a while to sort these things out, but we'll be going into the Rolex Sydney Hobart with the best sail package we possibly can.

Has *Black Jack's* concentration on its light-air performance forced you guys to look at that too?

We've worked on improving the boat's performance right through the range – there's no question that if it's really



fresh upwind or downwind, we'll be competitive against all the supermaxis. *Black Jack* are definitely going for the lighter air set-up; if it's light they could put a lot of miles on the fleet. It's going to be a very interesting race.

What about you, personally? You have a lot on your plate these days as CEO of Grand Banks and Palm Beach Motor Yachts – where do you find the inspiration to take on the challenges inherent in each Rolex Sydney Hobart?

It's just in your bones. When the game's on, you respond and make it happen. December's going to be our main training month, and we've put aside some good quality time for that.

Once the gun goes and you're trying to get a clear lane out of the harbour, what's going through your mind?

[Laughs.] My track record's usually pretty good on the starting line, but last year I botched the start up a little. With this race, it's critical that you get the boat out in one piece. If you're winning, that's fantastic, but it's more about getting into that first night and concentrating on consolidating your position.

***Wild Oats XI* remains the benchmark, the most famous yacht in the race's long history. How long will you keep racing her?**

It's been an amazing ride. We didn't set out to do it so long, it has just happened naturally. It's still a fantastic boat, a fantastic team, and the Oatley family are fantastic supporters. We'll have to see how much longer it goes for us, but we'll give it our best shot this year.





Nikki Henderson

SKIPPER / VISIT SEATTLE

At just 23, Nikki Henderson is the youngest skipper in the race. Her job is to safely get a crew of amateur sailors around the world, and from Sydney to Hobart, aboard *Visit Seattle*, one of the 11 Clipper entries in the race.

The Sydney to Hobart leg is only a small sprint by Clipper standards, but can be fairly demanding. Are you going to approach it any differently?

I think shorter races mean that making mistakes can impact you a lot more, so we will be aware of not breaking anything or messing anything up. At the same time, you have to go for it from the start line. You have to make miles where you can, so there can be a slightly more aggressive beginning to the race.

What advice have other Clipper sailors or contacts given you about the Rolex Sydney Hobart?

Most Australian competitors like to talk about Bass Straight as one of the worst sections to sail in the entire universe, so I'll have that in the back of my mind! But most people say they enjoy the parties at the start and finish too, so I'll certainly be doing that! I asked Wendy Tuck [the skipper of *Sanya Serenity Coast* who has taken part in the Rolex Sydney Hobart multiple times], for advice before I became a Clipper Race Skipper. She said that I will need to work my crew hard. I'm really excited for the crew to see the spectacular start surrounded by so many boats.

Will there be many crew changes for that leg or the Southern Ocean legs? How many will you be taking, and what's the mix of crew members?

We've got a lot of new crew joining – it will be quite a big changeover. There is a big turnout of sailors and non-sailors in the mix. At the moment, around eight circumnavigators and ten Leggers will be part of my crew, ranging from accountants to teachers to engineers.

How are you handling the added pressure, and duties, of being skipper aboard *Visit Seattle*?

I'm warming into it. Just like any job with a lot of responsibility, it takes a while to find your rhythm. And getting to know the crew always makes it easier. We're now merging as a team, leg by leg. I'm really enjoying it.

You have a very solid sailing resume, and have been described as 'wily'. How do other sailors treat you?

I'm considered to be the underdog because I'm young. Some of the skippers have got double the number of years on the water compared to me. When some people first meet me, they might be sceptical. Sometimes I feel like I have something to prove, but once we get out sailing, they respect me. I try not to think of my age or gender as anything that would make me any different to anyone else when it comes to sailing.

The Clipper 70s are extremely powerful boats, capable of 30-plus knots in the right conditions. How are your amateur crew coping with the extremely physical demands?

With over 10,000 nautical miles under their belt now, a lot of my crew have a lot of sailing experience. They're coping really well. We have a big training ethos on board and everyone is supporting everyone else. Some crew are better at some things than others – for example, we've got some really good light wind helms, and some really good heavy wind helms. It's a really supportive atmosphere.

What do you enjoy most about ocean racing?

It's the beauty of the sea when you're out there, being away from land, and the escape that ocean racing gives you. It's just you against the world. I feel a tremendous sense of freedom.





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Zoe Taylor

SKIPPER / *G.O.*

Zoe Taylor is skippering her own Cookson 12 *G.O.* in this year's race. It will be the realisation of a long-held dream for her, when she takes the wheel and heads out to the Boxing Day start.

You've been away from sailing for a while. What prompted you to come back and start this campaign?

Heartache. That's really why I came back. I stepped out of sailing over a decade ago to pursue my career, and went from one extreme to another (all work and no play). Yet during that time, I never stopped yearning for the sea; every time I saw a boat on the horizon my heart would sink that I wasn't out there.

A couple of years ago I started working with Schneider Electric, the global leader in energy management and automation, and all of a sudden yachting and my professional career started to overlap again. I was inspired to learn that Schneider provides much of the technology that enables automation on many supermaxis that compete in ocean races around the world. Everything from canting keels using programmable logic controls (PLCs) to winch automation and push-button controls, as well as energy management onboard to keep all automation live. Some of the boats in this year's Rolex Sydney Hobart – *Black Jack*, *Wild Oats XI*, and my own *G.O.* to name a few – all have Schneider technology onboard, integrated by Olectric Systems. It has been Schneider's passion for energy management and automation where you live, work and play that has allowed me to come back and combine my

passion and my career. On Boxing Day last year, I said to myself, "Now is the time to press go on *G.O.*!" – and I did.

You have a really good crew in Carl Crafoord, Hugh Brodie and Vanessa Dudley, how did you convince them to come onboard?

The reality is, we're taking a knife to a gun fight. But that doesn't diminish the fact that while *G.O.* is a smaller platform, we still have the capacity to run a good program that can mix it with the fleet. The crew know this, and as *G.O.* stands for Grace O'Malley (the pirate queen), it's not surprising that we have an intense fighting spirit onboard. And The Cabbage Tree Island Race reinforced Grace's warrior within all of us.

The crew are as much of part of the equation as the boat or myself. We've got a great mix of experience and skills that have come together nicely. It's the snowball effect. Essentially, the brief for myself and the crew is the same: build a high-performing team that can operate sustainably in challenging conditions – sign up at will. It's just like having a job. We run a pretty transparent house in that regard.

Two people in particular have been instrumental in bringing the program to life: Carl Crafoord and Hugh Brodie. I've also had some really nice support from the industry, including YOTI, Sydney Rigging and Doyle Australia.

What's your Rolex Sydney Hobart Yacht Race experience like? What's enticed you to tackle it?

Why not! There's nothing I would rather do instead. I believe anything is possible within reason, and I love a challenge.

The first time I did the Rolex Sydney Hobart in 2002 was after I had spent a couple of years cruising two-handed across the Pacific and the Caribbean. My initial thoughts were, "Wow it's only 600-plus miles and we've got all these hands on board for when it hits the fan."

Now I look back and think how beautifully blissful and invincible the naivety of youth is! I quickly learnt that cruising and racing to Hobart were two distinctly different experiences. Today, I couldn't be less innocent than I was then. I'm humbled by the entire experience of bringing my own campaign to the start line, and I'm humbled by the crew and their expertise. Here's hoping for a good one in 2017.

What sort of preparation are you doing?

It's been a very fast ramp-up for us; our first race was Flinders Island in September. It was quite windy, so a good shakedown out of the gates. Pretty much everything we're doing is a shakedown to get the crew and boat gelling together for the Rolex Sydney Hobart. Like everyone else, we're doing the Blue Water Pointscore Series and also some Ocean Pointscore Series races.

I'm a perfectionist, and there are a few of us onboard like that, so we're trying to stay ahead of the curve. I don't know if we're winning yet – will tell you in Hobart!

What are the best and worst things about being a skipper?

The best is the challenge. That's what's enticed me to tackle the Rolex Sydney Hobart on my own boat. I'm a curious person and I love the learning curve. Building the team and the camaraderie is very rewarding too.

As to the worst, I'm probably a bit green in that department because I don't feel I've experienced the worst of it yet (touch wood). Bringing your own boat to the race track is a big commitment on many fronts, but quite frankly, at this point in my life, I don't want to be doing anything else! ⚓





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LISA BLAIR

It's been 16 years since an all-female crew took their place on the start line of the Rolex Sydney Hobart. And there are few more qualified female sailors than Australia's Lisa Blair to take on the role of skipper. Lisa has partnered with The Magenta Project, which creates pathways to close the gender gap in sailing, to repurpose her Hick 50 *Climate Action Now* for a sprint to Hobart.

How did the collaboration with The Magenta Project result in a fully developed Hobart campaign?

I thought it would be great to give more girls the opportunity, given it's generally more difficult for them to get offshore rides. It was also very much a case that our goals were very similar. Joining me will be Libby Greenhalgh (navigator of *Team SCA* in the 2014-15 Volvo Ocean Race), plus two other crew: one from Canada, and one from the UK. We opened up applications globally for the four emerging sailors and had 170 applications from all over – Sweden, Denmark, Germany, Australia.

What did you notice about the applicants and their experiences in sailing?

From what the applicants said, there seemed to be a trend for women, even those competing at a professional level, to be given limited crew roles, for instance pit or trim. There are a lot of girls out there who are trying to get experience in other areas of the boat like bow or helm, or mast. They also mentioned that they work a lot harder than the guys to retain their spots; they have to prove themselves more. There also doesn't seem to be any real pathway program for really good dinghy sailors (Olympic medallists), to transition to ocean racing.

How do you go about changing those attitudes and perceptions?

There is a lot of goodwill out there among boat owners, but it's also a matter of harnessing the power of networking, so we are going to host a night in the week before the race. When we looked at all the applicants, we realised that there was fantastic potential for them to combine and sail together. We're hoping to put on other networking events in the UK and the US so that hopefully next year we could see two all-female boats racing.

You have so many solo miles up now with the Antarctic circumnavigation [104 days at sea], what will it be like to be out there with a crew in racing mode?

Because it's developed into this mentoring program, I'm actually going to try and sit back a bit and let the rest of the girls get really involved. When I'm racing, it's a different dynamic to solo sailing – racing you are making full use of the running backstays, hoisting spinnakers, and you need a crew to do those things. I have done 40,000 nautical miles with a crew (in the 2011-12 Clipper Round the World Race); I can handle it.

How has the boat been reconfigured for the Rolex Sydney Hobart?

We haven't been able to raise enough for a new wardrobe of racing sails so we'll be going with the old ones. I've had to re-run lines so they don't all come back to the cockpit, otherwise it'd be too cramped. We're also taking two of the four safety lines off so people can hike-out, and we have to lighten it for a few days at sea, as opposed to a few months.

Where does the Rolex Sydney Hobart sit for you in terms of sailing challenges?

I love the tactics of ocean racing. I'd much prefer to do a 600 nautical mile race than a 200-nautical-mile race. It's a chance for me to tap into a totally different skill set and give my crew an opportunity to develop as sailors. It's important for them to get that experience in a supportive environment, and hopefully they can carry on to other campaigns. It's really nice for me to be able to offer that now because I never had it when I was coming through.

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CHARLIE FENWICK / ZHUK

Left: **WOMAN OF ACTION** A change of tempo for Lisa Blair as she prepares her crew for the relatively short burst south.



A SAILOR'S ADVANTAGE

It's a fair question: Just what can a motoryacht builder learn under sail?

Consider Mark Richards. In an illustrious career, Richards has sailed in two Americas Cup challenges, has achieved World Match Racing victories, won multiple Sydney to Gold Coast yacht races, Hamilton Island race weeks, the 2003 Admirals Cup, and has taken out both line honours and handicap honours simultaneously in the prestigious Rolex Sydney to Hobart races.

A boy from the Northern Beaches, Richards has always been a salty dog, both on the world stage racing supermaxis, and as the founder and face of his eye-watering line of Palm Beach Motor Yachts. His fine-tuned sailboat racing mindset and in-the-shop boat building expertise have played off one another for more than 20 years. As a result, Palm Beach's reputation has blossomed worldwide, and Richards now finds himself at the helm of one of the most well-known names in the yachting industry, the iconic Grand Banks Yachts.

In 1995, coming off the back of multiple consecutive global regatta tours, and with a young family in tow, Richards turned to a quieter local life and began building custom sailboats on Sydney's Northern Beaches. From humble beginnings, the company began to pick up steam, and organically started to dabble in small motoryachts.

Fast-forward 20 years, and what began as a backsheds operation has boomed into one of Australia's finest luxury motoryacht shipyards. Following its successful entrance into the highly competitive North American yacht market, Palm Beach Motor Yachts has gained admirers globally, catching some big names off guard in the process. Renowned for their classic beauty, Palm Beach yachts, ranging from 42' to 70', have become synonymous with stunning craftsmanship and performance hull shapes that could only come from a sailor's mind.

Only a sailboat racer, that is, who understands that efficiency in design and materials means everything when you're squeezing every last puff of energy out of a finite resource like a breeze. Developing a hull that is as slippery as possible has always been paramount. *"Everything comes into play when the stakes are up," Richards says. "The form, the structure, the materials, controlling the balance and center of mass, it is all key to efficiency and speed."*

In 2014, the fast-moving Palm Beach caught the eye of marine industry titan Grand Banks Yachts. The two companies negotiated an acquisition of the Australian builder, and Richards is now CEO of the combined group, and is guiding the product development and go-to-market strategies of both companies. *"This is the first time since I've been involved that we have had a boat builder as CEO, and a highly passionate one at that,"* notes Hank Compton, General Manager of Grand Banks Yachts Ltd.

Former North Sails President Gary Weisman, a longtime friend and mentor to Richards, echoes Compton's sentiment. *"Mark is a guy with a strong passion about what he's doing in life. Whether it's sailing, whether it's boat building, anything that he's involved in, he jumps in with both feet. He has a level of enthusiasm that's hard to find,"* says Weisman.

Under Richards' guidance, Grand Banks Yachts has entered a new era. The company that introduced the world to both cruising trawlers and Downeast express cruisers—and defined graceful yachting for generations of boaters—now marries their classical aesthetics with incredible performance and fuel economy. Paradigm-shifting models such as the Grand Banks 60 use fully infused carbon fiber construction, which has multiple advantages in strength, rigidity, weight and therefore benefits performance. For example, the GB60's astounding weight reduction and redistribution results in a very low center of gravity, and incredible sea keeping and form stability at all speeds. Throughout the yacht, 100% vinylester resins and cross-linked Corecell™ foam core contribute to an ideal power-to-weight ratio and enhance durability.

The product of its unique hull design, construction and materials, the GB60 uses a highly efficient 29 gal/hr of fuel at 20 knots for a range of about 1,000 nautical miles. It can reach speeds of up to 36 knots, has a range of over 2,500 nautical miles at 10 knots and is probably the most stable 60-foot monohull flybridge in the world, performing confidently and efficiently in even the roughest seas.

This superior level of performance is the direct result of the passion and attention to detail that Richards brings to everything he does. Every layer of cloth has been accounted for, every part measured and weighed. Every element considered, because every element counts. When you observe a Grand Banks or a Palm Beach yacht in motion, you're seeing the mind of a sailor writ large. ■



Palm Beach 65





GRAND BANKS YACHTS



PALM BEACH



*Mark Richards, CEO of
Grand Banks & Palm
Beach Motor Yachts*



Grand Banks 60



Eastbay 44



Blueprint for success

Having raced on fantastic yachts with fabulous crew, funded by equally legendary owners, a number of us have over the years been asked to write articles on the great race. What we know, writes three-time race winner *Lindsay May*, is that referring to the “Gates to Hobart” is code for “How to win the Rolex Sydney Hobart.”

When preparing to race in unfamiliar waters, research is vital. In August, I navigated *Kialoa II* in the Rolex Fastnet Race, and although my previous Fastnet was back in 1983 and my Solent experience was limited to three regattas, on each occasion the area held a few surprises.

In 1983 the library was my sole source of information, and books written by the Cowes legend Uffa Fox yielded a real feel for the area, and I learned a lot from his observations and tips. Today the internet is an invaluable source, and there are many articles similar to this written by any number of notable sailors. Essentially, you should set sail fully briefed.

The late Roger Hickman was a passionate student of the sea with a keen intellectual ability to analyse every facet of sailing. After a Rolex Sydney Hobart win, Roger used to talk about the multi-dimensional aspect of ocean racing – wind, wave and water.

Let’s expand here on another essential four: preparation, research, existence, and positivity.

PREPARATION

This is the keystone of any endeavour. I am convinced that of the 100 plus boats to cross the start line, less than 15 per cent have done the work necessary to earn an overall win. On the other hand, Roger and his crews did the miles, did the drills, did the maintenance, did the research, and hit that start line every time as one of the best prepared boats.

Yachts at sea are exposed to extreme conditions, including storm and shock loading, which can be exacerbated by poor seamanship and handling, plain stupidity or laziness. If you have undertaken the right preparation, you should be ready to take on the conditions and minimise the unavoidable.

Sea sickness is another huge impediment to success. Many boats set-out to sea with world-class helmspeople who are rendered useless for the first night or longer in just a 25-knot southerly. In the first 12–18 hours, the yacht is out of contention. If it doesn’t knock you out completely, the malaise created severely diminishes performance, not to mention the smell and slippery deck.

RESEARCH

Material is available in so many forms that we run the risk of being inundated. My suggestions: gather, assess, filter and discard.

Assess the opposition so you know their strengths and weaknesses, and handicap differences. Assessing the weather and current is a no brainer. A plethora of weather information is available beforehand and in real time, plus pre-race analysis to boot. There’s no excuse not to know what will happen weather-wise all the way to Hobart.

Current is often misunderstood and can be overlooked. A top maxi jockey once said, “We don’t worry about current. When you’re doing 30 knots, current is irrelevant.”

I beg to differ. Remember the 2013 America’s Cup in San Francisco with two foiling catamarans going neck and neck upwind at 45 knots? It was educational to see the lead change almost every time they split tacks with one in adverse, the other in a favourable current of just a knot or so. It was really only for fractions of a minute, but the lead often changed.



If such a profound influence can occur in such a short period of time, what about hour after hour? You need to master the current.

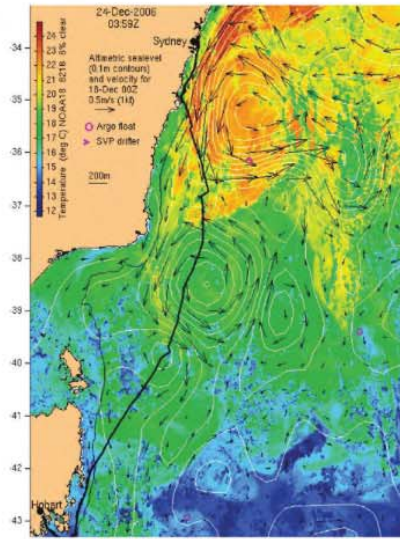
In 2006, *Love and War* hooked into three current eddies of four, two and one knot, and gained over 115 miles for free. For a seven-knot upwind boat, that delivered a two-hour handicap win. Note that second and third overall were also in the same water all the way.

EXISTENCE

I'm not one for cold sandwiches for two to five days. That's a con job introduced by the Kiwis in the 80s. Don't you reckon it was a ploy when they said their "chully buns" were full of sandwiches? They really enjoyed roast lamb while the misled Aussie crews underperformed due to lack of energy and constipation ...

So stay warm, maintain the watches, look after the crew and boat, and pump the bilge – every litre is a kilo.

I also recommend a joker to enthuse the crew and keep everyone on their toes. Don't forget to drink heaps of water and eat hot meals. And last of all, keep to the game plan, your targets, and the sail selection chart.



PLAN OF ATTACK

The black line is *Love and War's* 2006 track. Where would you sail today?

POSITIVITY

Although it might be considered self-fulfilling, keep in mind what can go wrong and have a contingency plan. This usually relates to sails, so should that kite come off and a heavier one goes up, or worse it blows up, then have the correct one ready in the hatch.

As you will gather, there are many gates to Hobart and other correspondents will help you with others like the start, Point Perpendicular and Jervis Bay, Mount Dromedary, Green Cape and Gabo Island, Freycinet, Tasman Island, the Iron Pot and all of the Derwent, but this race isn't over until you cross the finish.

Many of us have lost the race at vital places like Cape Raoul or Sandy Bay. Think *Ragamuffin* and *Rambler 88* in 2015. Off the Tassie east coast, *Rags* was 50 miles astern of *Rambler* on the last night, and the lottery of Storm Bay and the River Derwent saw *Rags* pass *Rambler* in the last mile when to all intents, *Rambler* threw the dice and took the time-honoured tactic of going to the Sandy Bay shore to avoid the ebbing current. Onlookers watched in amazement as *Rags* ghosted toward the finish to take second home.

Never give up. Never stop learning. ⚓



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JOHN ROBERSON



ANDREA FRANCOLINI

Trial by sea

Every year the Rolex Sydney Hobart Yacht Race welcomes debutants ready to experience sailing's Everest, and 2017 is no exception. Once again graduates of the CYCA's Youth Sailing Academy will pit themselves against the ocean as their training is put to the test in one of the sport's toughest challenges. *Ross Macdonald* asked their predecessors what advice they would pass on.

Evan Walker had quite different experiences in his two Rolex Sydney Hobart races: "The first time was a cruise across the straight that got rough at the end, but on *Celestial* for the second race, we had a day and a half of over 30 knots from the south. It was rough during the night and in the morning, it was incredible. When the sun came up and we could see what we were sailing in – I'd never seen anything like it; the waves were just so big. I thought, "I can't believe we've been doing this for the last few hours."

"But to anyone who gets the chance, I'd say do it. The main thing is to make sure you're comfortable with the people who will be looking after you. And pace yourself for a three-day race; try not to tire yourself out in the first three hours. It's not until you do the Rolex Sydney Hobart or the Land Rover Sydney Gold Coast Yacht Race that you realise that after one day, there's another, and another ..."

In 2014, Emma May made her debut in the race, and her experience was somewhat similar. "It was definitely one of the hardest races I'd ever done as I'd not been at sea for

that long before. But it was exactly as I had expected. And I was fortunate that I had a number of mentors who had prepared me.

"The boat and crew I was with were also expertly prepared, so I was in the best possible situation to do my first Rolex Sydney Hobart. Without that attention to detail, it's easy to see

why people who don't have the right gear and are cold for days could end up hating it. But having experienced people around makes you feel safer, and helps you make good decisions. That's the difference."

Charlie Gundy had his first race in 2016, and will be back on Richard Williams' Sydney 38 *Calibre*. He says, "Last year the weather was quite good so it was a bit shorter, but it was still much more physically demanding than I thought it would be.

"My recommendation for debutants is to try and find a minute to stop and look around. Think about where you are and what you're doing, especially at the start. It's a very unique and special experience; it's very humbling."

He also has some practical things he'll do this year: "I'll pack a bit warmer and be a lot smarter with getting sleep!"

Sounds like good advice for anyone in the great race south. ⚓



DAVID BROGAN / SAILPIX

Above: **ON POINT** Emma May prepares for another sail change on the bow of *St Jude*.

Top left: **LONG HAUL** Evan Walker, centre, says it's important to trust your crewmates.

Top right: **MATCH PRACTICE** Charlie Gundy wrestles a kite in – a key skill in offshore racing.



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Hunger games

The gruelling race that is the Rolex Sydney Hobart requires all your strength and stamina – both physically and emotionally.

Here are some top nutrition tips from *Amanda Ford* to help you perform at your best.



SALTED CHOCOLATE BLISS BALLS

HYDRATION IS KEY

The risk of dehydration is high in this race, so staying hydrated is vital for your health and performance, as well as to prevent seasickness. It's essential that you enter the race well hydrated, and try to maintain this throughout the race by consuming small amounts of water regularly, and with each meal. If regular water is not accessible, choose drinks that contain carbohydrates and electrolytes such as milk, sports drinks and electrolyte formulas like Hydralyte, which will hydrate you efficiently.

REFUEL WITH THE RIGHT CARBOHYDRATES

When exercising, your body's main fuel comes from carbohydrates, which are stored in the muscles as glycogen. During this endurance event, those stores need to be replenished throughout in order to maintain energy and stamina.

Not just any carbohydrates will do, though. You want to choose complex carbohydrates, rather than simple. Simple carbohydrates refer to sugar, lollies, sugary drinks, chocolate and biscuits that provide fast-burning energy, but send your

blood sugars sky high, leaving you with an energy slump shortly afterwards. Instead, complex carbohydrates contain more nutrients and make for a slower release of energy, which will sustain you for longer. Due to the nature of this race, you will also want to avoid very high-fibre foods that can cause gastrointestinal upset or frequency, so choose lower-fibre complex carbohydrates such as white rice, white pasta, white bread, banana bread or rice crackers. And instead of refined sweets, use natural sugars such as fresh fruit, honey and dried fruits for a nutrient-dense energy hit.

SUSTAIN YOURSELF WITH PROTEIN

Protein helps maintain muscle and provides energy when carbohydrate stores are being depleted. Include lean protein in each meal and snacks. Think chicken, turkey, beef, lamb, fish, eggs, natural dairy (yoghurt, milk, cheese), raw nuts, seeds and nut butters, as well as protein powders/drinks and bars.

QUICK SNACKS

During the race, refuelling may be difficult, so have some easy-to-

digest nutritious snacks to keep you energised. Beverages and pureed food can come in handy too, such as a protein powder in water, a squeezable pack of natural yoghurt, soup or a pureed meal of meat and vegetables.

MEAL IDEAS

Breakfast

- natural yoghurt, banana, honey and nuts
- protein smoothie using milk, whey protein, fruit and honey
- bread with a natural nut butter and honey or banana*
- frittata muffin (see recipe far right) or boiled eggs

Snacks

- muesli or roasted nut bar
- snack packs of dried fruit and nuts
- piece of fresh fruit (apple or mandarin)
- banana bread
- bliss ball/protein ball (see recipe right)

Mains

- rice or pasta with choice of protein and some veggies (eg stir-fry, bolognese, lasagna, risotto, rice salad)
- sandwich with choice of protein and salad

SALTED CHOCOLATE BLISS BALLS

A natural chocolate treat, this is one of my most popular recipes, especially for anyone following a healthy eating plan. Raw cacao is the richest source of magnesium, an essential nutrient for sports recovery, energy production and stress, and being rich in protein, these bliss balls also aid muscle recovery and keep you fuller for longer. They are a great replacement for store-bought chocolate or sweets, and are perfect for those long, offshore tacks.

MAKES ABOUT 12 BALLS

INGREDIENTS

- 1 cup raw nuts (eg almonds and cashews)
- 2 tablespoons unhulled tahini
- ¼ cup chia seeds
- 3–4 tablespoons raw cacao powder
- 1 ½ tablespoons maple syrup
- ¼ cup coconut flakes
- 1 teaspoon vanilla
- 2 teaspoons ground cinnamon
- 2 pinches of salt, or as salty as you like
- small touch of water, if needed

OPTIONAL

- ¼ cup goji berries (remove for sugar-free option)
- 1–2 serves of natural protein powder for a higher protein snack
- ¼ cup raw cacao nibs (good for extra crunch)

DECORATION

raw cacao powder, desiccated coconut or sesame seeds

METHOD

- 1 Add the bliss ball ingredients (and optional items, if using) to a food processor or blender.
- 2 Blend until well combined, stopping every so often to scrape the mixture down from the sides. Add small touches of water if needed to bring together.
- 3 Once the mixture is well combined, use wet hands to take a large tablespoon out and roll into balls.
- 4 Roll the balls in raw cacao powder, desiccated coconut or sesame seeds.
- 5 Place in an airtight container in the fridge to set, where they will last up to two weeks.



AMANDA FORD



FRITTATA MUFFINS

FRITTATA MUFFINS

Muffins are great because they can be made up ahead of time and stored ready for when you need a snack. These will keep in the fridge for three days, or you can freeze and defrost to eat as you like. The eggs and cheese in these muffins provide protein, which will keep you fuller for longer, plus they're easy to eat, which will come in handy at sea.

MAKES 6 MUFFINS

INGREDIENTS

1 brown onion
 1 tablespoon extra virgin olive oil,
 for cooking
 6 organic eggs
 3 tablespoons milk salt and pepper,
 to taste
 6 ripe cherry tomatoes, quartered
 100 g fresh goat's cheese or
 fetta, handful of rocket and baby
 spinach

METHOD

- 1 Preheat the oven to 180°C.
- 2 Chop and fry the onion in olive oil until browned.
- 3 Beat the eggs and milk together and season.
- 4 Add the cooked onion and remaining ingredients and combine (don't over mix).
- 5 Divide the mixture evenly into a six-hole muffin tray lined with baking paper.
- 5 Bake for 20 minutes and let cool before removing.

About Amanda Ford

Amanda Ford is an experienced nutritionist who empowers people to get their zest for life back with a healthy body and mind. No fads or diets, just real-food nutrition. Her private practice Zest+Zing is located on Sydney's Northern Beaches, and she also offers Skype consultations around the world. zestandzing.com.au

**Bananas are optional in accordance with nautical superstition, ed.*



IMAGE: ROLEX / DANIEL FORSTER



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Race fuel

What's really on the menu come Boxing Day? We asked four different race crews what goes down in the galley during the big race.

PETER INCHBOLD

Crew member

Maluka / CLASSIC GAFF-RIGGER

We eat well and in relative comfort on Maluka. We have a simple two-burner gas stove that enables fast cooking of pre-prepared meals, and a modest but highly effective portable freezer to keep all fresh food at a safe temperature.

Her galley is on the port side of the companionway, and has a huon pine bench seat between the stove and engine box that provides a snug, safe position to cook from regardless of the tack or angle of heel. Her dodger and washboards keep the galley dry, plus we have a policy of no wet gear down below.

Ocean racing is as much about housekeeping as it is about sail trim and helming. Having an efficient cooking process makes for high morale too, which is vital to a successful Rolex Sydney Hobart campaign.

With a small number of crew on a small yacht, cooking and serving at sea is so much more manageable than on a larger vessel. Sean Langman enjoys cooking and probably does most of the galley work, but we're all happy to call out, "Gas on!" and start cooking!

TONY LEVETT

Skipper

TSA Management / SYDNEY 38

This year, for the first time, we'll have a fridge on board so we can carry more perishables. We're thinking pizza, cottage pie or spaghetti bolognese, but it really depends on the conditions. Some years I have to tell the crew, "You do realise that we're not going to eat for the first two days. It's not that I'm not going to let you eat, it's that you're not going to want to eat!"

We have plenty of snacks to keep us going. It's not all that scientific. Snakes go down well as a nice sugar hit that also wakes you up.

SALTY BITES

Crew member

Oliver Smith

showing off freeze-dried fare onboard *Wild Oats XI*. One dry sack of sachets equates to a single serve for the 20-strong crew.

Also popular on the boat are hard-boiled eggs, carrots, and apples rather than bananas of course, and mandarins, which are easier to peel than oranges.

ANDY KEARNAN

Co-owner

Koa / TP52

The modern carbon racing boat is not overly comfortable or forgiving, so the crew are often tired, wet and cold. A tasty, hot meal always lifts spirits, so I ensure the crew eats as well as possible during offshore races. That's not an easy thing to do though as we don't have a fridge on board, and we only have a small gas burner to prepare food.

In the lead-up, we cook up a bunch of meals, hearty stuff like casseroles and curries. We put each meal into individual-serve, vacuum-sealed plastic bags to freeze. During the race, we just drop these bags into a pot of boiling water to heat up. Each crew member gets a bag and a fork and eats directly from the bag. No washing up required. I've even done bacon and cheese omelettes this way, which is quite a treat for breakfast.

We graze on the usual mix of sugary treats as well as fruit and muesli bars. Basically, anything to keep energy levels up and spirits high that doesn't require any preparation.

PAUL MAGEE

Program manager

Wild Oats XI / SUPERMAXI

One crewman from each watch is responsible for preparing and serving the meals. This year it'll be myself and Matt Shillington. We try to cut down on as much time and weight as possible, so freeze-dried food in individual packets is the way to go for meal times. We run a watermaker as needed for fresh water to add, and we have a microwave to heat it up.

Most important though, will be the usual treat – chicken and vegetable pies with a fair helping of Wild Oats chardonnay. Made by Nicky Tindill (née Oatley), they're a tradition.

Wholesome and hearty food is essential to keeping spirits up, but the biggest morale booster on board (apart from Nicky's pies), is our sugar hit: red frogs. We consume heaps of them during the race, passing them down the line.





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ABELLPOINTMARINA.COM.AU



READY to RUMBLE

It's a given when competing in the Rolex Sydney Hobart that you will be wet, cold and miserable at some stage during the journey south. The better prepared you are, the less you'll suffer – here's a selection of essential gear to help you go the distance in comfort.



MIDDLE LAYER SYNDROME

When you need a light middle layer for a little added warmth, try Musto's unisex Middle Layer Jacket. The softshell gives you complete freedom of movement, with four-way stretch and lightweight, stretch underarm panels for added breathability. It is also windproof and coated in a durable water repellent, making it a decent outer layer in light rain and spray. Its short collar and ergonomic fit makes it sit comfortably underneath an outer layer and you can draw in the hem to trap in the warm air. Perfect for active racing in cool weather.

RRP \$269.95
musto.com.au



FROM HAWAII VIA BYRON

Featuring Maui Jim's PolarisedPlus2 technology to eliminate 99.9% of glare and 100% of harmful UV, these Byron Bay sunnies are designed for comfort on the move, with a slight wrap and embedded nose pads to keep them on your face. The lightweight nylon frame has generous width and spring hinges, and is built to withstand any activity level – perfect for protecting your eyesight during long days on the water in the harsh sun.

RRP \$299
au.mauijim.com

SAFE CROSSING

An absolute classic of Dubarry's range of sailing boots, the Crosshaven is designed with minimal seams to reduce wear in critical areas. These waterproof boots have a reinforced toe and heel for extra support and protection. They offer sailors optimal performance in difficult conditions at sea. The non-slip sole will ensure a firm grip on a slippery deck.

RRP \$699.95
dubarry.com.au




SNUG AS A BUG

Made of Arctec fleece for exceptional warmth and comfort, Musto's microfleece balaclava is an essential accessory for sports in cold weather. An elastane-bound neck hem and face opening gives a snug, tailored fit while its stretch fleece construction minimises bulk.

RRP \$69.95
musto.com.au


DRY FEET ARE HAPPY FEET

Keeping your feet warm and dry is key to maximising performance and preventing hypothermia. These mid-length Sealskinz socks are waterproof, windproof and breathable, with a merino wool lining that keeps you warm and dry by wicking moisture away from the skin. Their Hydrostop elastication creates a seal between the sock cuff and skin, stopping water from running down the leg and into the sock. The padded heel, toe and footbed, and elasticated instep, all protect against friction so you can stay active and comfortable.

RRP \$74.50
sealskinz.com


X FACTOR

Zhik's innovative new modular ocean racing gear Isotak X has won a DAME Award for best clothing and crew accessories at METS 2017, the marine industry trade show. It's currently being worn by team AkzoNobel in the Volvo Ocean Race, and will be available for the Rolex Sydney Hobart Yacht Race 2017.

The range features a Hydrovision hood with a transparent visor to protect the face and give a clear field of vision, as well as an Adaptive hood-collar modular unit you can interchange with different balaclavas for different weather conditions, cutting down the amount of gear you need. Its multilayer composite membrane fabric is four times more waterproof than the ePTFE ocean fabric, and the newly enhanced Reziseal system for the neck and cuffs is soft, stretchy and comfortable, outperforming traditional latex seals in keeping water out.

RRP \$1389
zhik.com


HELL FOR LEATHER

Be ready to respond quickly and safely in emergency situations when things get iffy with Leatherman's Skeletool RX, seven tools in one with a one-handed opening. Specialised tools like the 154-cm serrated blade for greater cutting surface on clothing or rope and a carbide glass break bit make the Skeletool RX an essential piece of kit on deck. It also has a built-in carabiner and a pocket clip so you can keep it handy without losing it to the sea.

RRP \$184
leatherman.com.au

GO HARD OR GO HOME

These unisex softshell Middle Layer Salopettes are ideal for layering up when sailing in cool weather. The durable water repellent coating and four-way stretch give you the best of both worlds – unrestricted movement and weather-resistant protection so you can wear them in light rain or spray. The reinforced seat and crotch make them ultra hard-wearing. Ergonomically fitted, with elasticated ankles and back waist, they eliminate bulk beneath your outer layers. Enjoy the race in warmth!

RRP \$349.95
musto.com.au



John 'Messo' Messenger

A fine yachtsman and sailing master, a highly competent and innovative administrator, a successful marine businessman, friend and mentor to many, John 'Messo' Messenger has left a legacy at the CYCA that is truly indelible. *Di Pearson* pays tribute to a good friend.

A well-known figure around the waterfront, John lived and breathed boating and all it encompassed. Born into the famous Messenger family (his grandfather founded Messenger's boatyard in Rushcutters Bay), John was born in the house behind the boatyard in 1943. Like his father Charlie (a first cousin to the late Boy Messenger), John did his time there too.

John, or 'Messo' as he and other Messengers are known, cut his boating teeth as a two-year-old at the tiller of his dad's putt-putt, and spent his entire life on or near the water. There was the family boatshed, the management of the family marine centre in Sylvania, and Marinassess, the company he founded, as well as the sponsorship of regattas, and time spent racing and just enjoying sailing.

Starting out as an assessor in 1975 with Marine Hull Insurance, Messo became an international marine surveyor and salvage expert. This gave him ammo for the many stories that emanated from the out-of-the-ordinary experiences he sometimes found himself in, like dodging Somali pirate bullets.

Leadership and sport run deep in the large Messenger clan. His great uncle Dally was an 18-foot skiff sailor and one of Australia's greatest ever rugby league and union players, while the name Boy Messenger and that of his sons are well-recognised around the waterfront.

Messo was a club man through and through. He wanted the best for the CYCA and its members. His lasting legacy and pride of joy was the club's floating marina, which he oversaw to fruition in 1999 as chairman of the Marina and Site Committee. The party he organised to christen the marina is still a vivid memory for many – drinks flowed aboard after racing, and there was music and gluhwein stands.

During his time as commodore, Messo was also complicit in one of the club's \$15 prawn nights being secretly turned over to

a 20-year America's Cup victory reunion. It was 2003 and Steve 'Shifty' Old was the instigator. A cameraman at the time, he had all the necessary memorabilia and film to put together the show while I invited the special guests. Sworn to secrecy, Messo agreed to us inviting Alan Bond (three years out of jail), over from Perth.

Enjoying the surprise as much as everyone else, Messo and Michael Cranitch were proactive in greeting and sneaking Bondy and

commenting, "We've supported this event since its inception because we believe it is very important to foster the competitive nature of women in sailing."

A softie underneath, Messo could also be prickly, stubborn, straightforward, and honest. He said what he thought, and meant what he said. He could get up on his high horse and become quite grumpy, but was equally quick to smile and laugh when teased about it.

He genuinely enjoyed female company, and knew what makes the fairer sex tick. Perhaps being the father of two gifted daughters set him on that path.

Long-time partner Margot softened some of his harsher traits somewhat, and introduced Messo to the joys of farming and raising Angus cattle after she moved to Orange. He spent very happy times there and at his home in Dover Heights.

A successful sailor and ocean racer, Messo graduated from skiffs and keelboats to yachts before buying a Sydney 38 he named *Utopia* in 2001. He raced it regularly between work, bouts in hospital to treat skin cancer, and time in Orange.

In more recent years, he enjoyed his role as a commentator on board the Rolex Sydney Hobart start vessel – a job he wouldn't relinquish to anyone.

Messo was many things. He was a smart man with an acute business sense, and the generosity to help those in financial distress, something I learned

from those concerned: never from him.

He was also a man who commanded respect. At both his celebration of life at the CYCA and the funeral service at Scots College, Geoff Lavis and ten other past commodores formed a guard of honour outside the chapel – a first. Messo would have been very touched by that gesture. In fact, he would have loved it.

Messo was carried out of the chapel to Coldplay's 'Viva La Vida'. The opening line says it all: 'I used to rule the world; seas would rise when I gave the word.'



SAIL ON John Messenger on *Utopia* with Olympic coach and mate Mike Fletcher.

his wife Diana Bliss into a darkened room where Australia's historic win played on the big screen to Men at Work's 'Down Under'.

A vocal supporter of women in sailing, Messo put his money where his mouth was, sponsoring the Marinassess Women's Match Racing Regatta from 1996. Still going today, the latest regatta was held the weekend before he died.

During one of the regattas, Messo was chuffed to see so many of the women go on to offshore and other sailing successes



Gilbert 'Tig' Thomas

Gilbert (Tig) Thomas, a Middle Harbour Yacht Club (MHYC) life member and previous commodore, passed away on Wednesday 30 August 2017, aged 91. His memorial service was held at the club on Monday 16 October.

Tig started sailing in 1949 in Wagga Wagga, where he was born, in Heavyweight Sharpies and then Gwen 12s. He later became Commodore of the Wagga Wagga Boat Club.

On moving to Sydney in 1962, Tig sailed his Gwen 12 at the Lane Cove 12ft Skiff Club until he joined the MHYC in 1966, racing with some success.

In 1971, the idea of hitting the big-time got to him. With the financial support of a favourite client and friend Max Bowen, Tig had Bob Miller (later known as Ben Lexcen) design a half-tonner *Plum Crazy*, which was to become a famous name in local and offshore racing.

Tig represented Australia at the World Half Ton Cup in Denmark in August 1973 in *Plum Crazy*, and again in La Rochelle,



France, with a chartered yacht *Creizic*. However, the greatest challenge of Tig's sailing career was surviving 70-knot winds in the Sydney Hobart Yacht Race in 1975. He skippered the first of the Half Tonners to finish, winning Division 2B, and set a record for a yacht under 9.5m LOA, which stood for 27 years and inspired the Plum Crazy Trophy.

Tig had an enduring love affair with *Plum Crazy*, and though he sold her in 1988, he bought her back in 2005.

In Sydney's yachting scene, he served for six years as Honorary Treasurer of the Australian Yachting Federation, was President of the Half Ton Association of NSW, and inaugural President of the Australian Half Ton Yacht Association.

Elected Commodore of the MHYC from 1976-9 and again from 1995-7, Tig played a pivotal role in ensuring the longevity and vitality of the club, as well as its history by producing the book, *Middle Harbour Yacht Club: The First Sixty Years*. He recently received his fifty-year pin at the Seniors Lunch.

Beside his love of sailing, Tig was an accomplished guitarist and also pilot. For his 90th birthday in 2016, he was given a skydiving experience. Afterwards, all he could say was, "bloody marvellous".

He was a kind and generous man who lived life to the fullest.

We will all miss him greatly.

Julie Hodder, MHYC

Captain Roger G. Martin

An active club member since joining the Royal Yacht Club of Tasmania (RYCT) in 1966, Roger participated in various types of boating activities when time allowed during his career as a ship's captain, and was always prepared to volunteer when leave permitted. Since retirement, Roger made himself available to the club, at times on a near full-time basis, and made his power boat *Maru* available for club use.

Roger's honorary service to the Royal Yacht Club of Tasmania dates back to the 1970s when he helped with berthing the Sydney Hobart fleet. Roger was a valuable member of the Sydney Hobart Yacht Race Committee for 14 years. He was also Principal Race Officer for the club for 15 years, and only stepped down in recent months when his illness prevented him from carrying out this task to his satisfaction. Roger served on all committees involving sailing. He joined

the RYCT Board in 2009 and was elected Vice Commodore in 2010 and 2011.

Apart from the excellent service Roger performed for the club, including positions he held or various committees he was involved in, he also stepped into the Sailing Manager's position for extended periods, and mentored recent occupants of the position.

Roger's service to the club can be best demonstrated by the statement written by the then-Commodore in the club's 131st annual report: "It would be remiss of me if I didn't acknowledge the wonderful contribution Roger Martin has made to this club, not only through his service as Vice Commodore, but his ongoing 'nothing is too much trouble' attitude, his attention to detail and friendly demeanour about the club."

In every respect, Roger was a true gentleman and his voluntary contribution to the administration of yachting in Tasmania will long be admired and remembered.



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Following the Fleet

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Ranked as one of the most challenging and prestigious long ocean races in the world, the Rolex Sydney Hobart Yacht Race covers a distance of 628 nautical miles. As the fleet heads south into the Tasman Sea, the yachts will battle the elements before reaching the finish line between two and five days later, depending on the size of the yacht and sailing conditions. The race record stands at one day 18 day 13 hours 31 minutes 20 seconds, set just last

year by *Perpetual Loyal*. Australia's premier ocean race attracts some of the world's best skippers and most experienced crews.

The maximum length overall for a competing yacht is 100-foot (30.48-metres) and this year it is expected that four super maxis will compete for line honours glory. Approximately 80 per cent of the fleet will be vying for the historic Tattersall Cup, awarded for overall handicap honours. The race attracts competitors from across Australia, and entries from around the world including

China, Hong Kong, Great Britain, Germany, Japan, South Korea, New Zealand, the USA and Russia.

This year, the fleet of up to 107 yachts will start at 1pm across three start lines off Nielsen Park and the biggest boats will start off the front line north of Shark Island. There will be a distance of 0.2 nautical miles between the start lines, with identical starting signals for all three. The start lines will stretch across the Harbour and be identified by the Rolex logo on the inflatable marker buoys.

There will be two sets of rounding marks at Sydney Heads, which will



DANIEL FORSTER



compensate for the distance between the start lines, as the fleet heads out to sea and then south to Hobart. The rounding marks will be large Rolex inflatable buoys. After the start, the fleet must remain within the exclusion zone until they clear the Harbour with all boats leaving Zulu or Yankee marks to starboard before heading south to Hobart.

The Rolex Sydney Hobart fleet can be tracked all the way to Hobart with each yacht's position updated continuously via Yacht Tracker on the official race website, rolexsydneyhobart.com.



ANDREA FRANCOLINI



VILLAGE LIFE

Sydney Port-of-call

The Race Villages in Sydney and Hobart will add another layer of atmosphere and enjoyment to the annual pre- and post-race festivities.

At the second annual Rolex Sydney Hobart Yacht Race Corporate Luncheon on 8 December, the Sydney Race Village will come alive. The 2016 Tattersall Cup winner Jim Delegat will be the guest speaker, and Gordon Bray will appear as MC as the club raises funds for the CYCA Safety of Life at Sea (SOLAS) Trusts.

Following the pre-luncheon drinks, sponsored by Mumm Champagne and CUB, the village will welcome visitors and guests in the run-up to one of the club's biggest December events on 16 December – the Rolex Sydney Hobart Yacht Race Crew Party. Organised by the CYCA Associates Committee, the legendary crew party will boast a DJ and late-night dance floor, and is free to attend for members and Rolex Sydney Hobart crews.

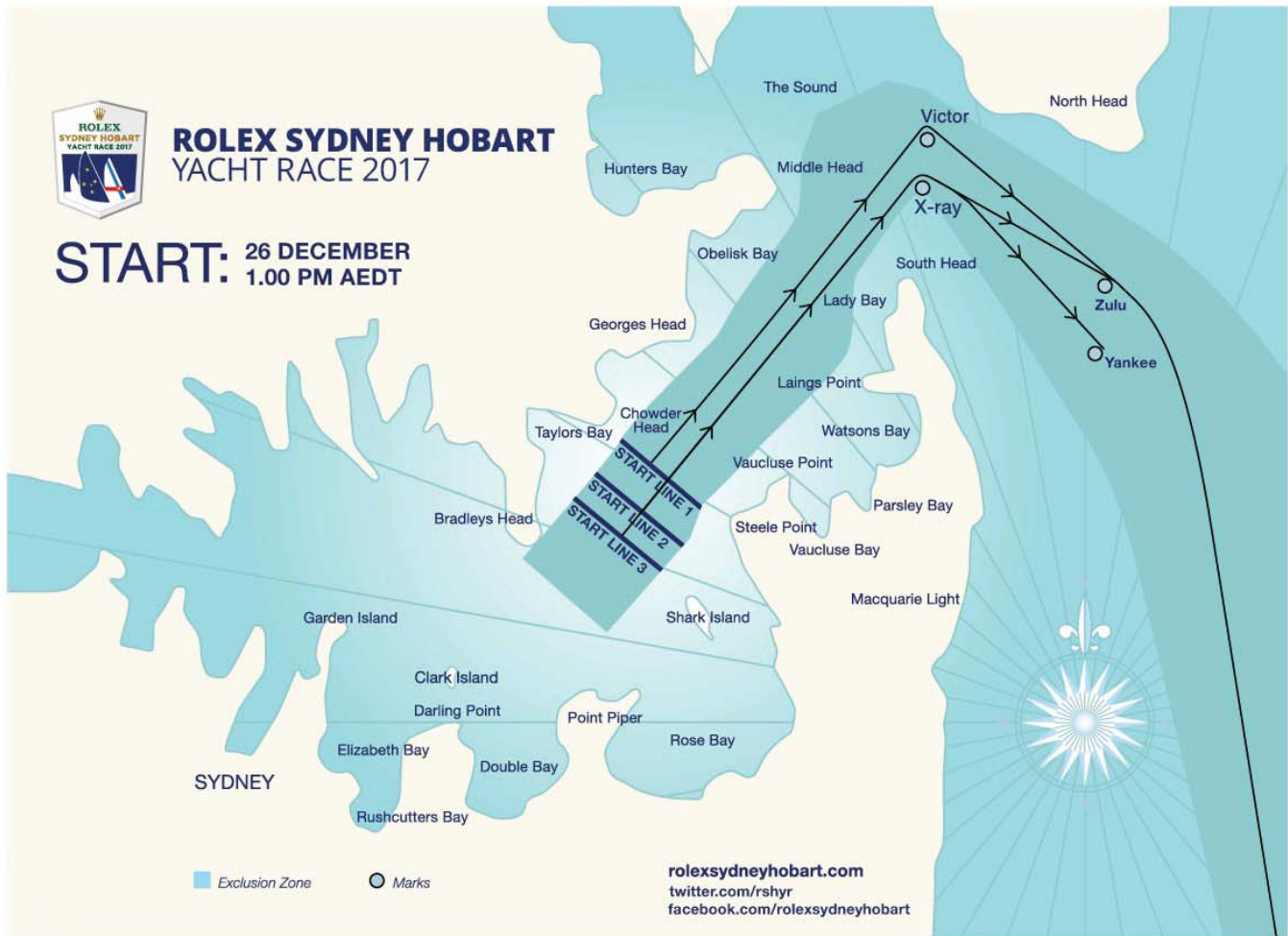
The excitement around the big race will build even more with the Commodore's Stella Artois Beer and Prawn Night on 18 December. All are welcome, but bookings through the CYCA website are essential.

Finally, the Rolex Sydney Hobart Yacht Race on Boxing Day will see the club open its doors for Family Day. The Race Village will be a hub of activity with face painters, games, popcorn and ice-cream stands, and a variety of food and beverage options. There will also be the University of Tasmania's sailing simulator, an exciting new addition that provides a special way for everyone to enjoy the start of the race, which will also be shown live on the big screen. The Musto merchandise shop will again have a wide range of race clothing available, while there will be plenty of dockside fun and Barney the penguin back by popular demand!

Acknowledgements

The CYCA acknowledges the contribution of its major sponsor Rolex. Thanks also go to our other sponsors including JANUS et Cie for their high-quality furniture, Mumm Champagne for their outstanding product, Huon Aquaculture for their exceptional Tasmanian salmon, Smartsheet who supply event and incident management software and Carlton and United Breweries for their premium beer, Stella Artois. Oatley Wines and Roads and Maritime Services (RMS) allow us to deliver exceptional social and sailing events, while John Winning and his business Appliances Online kindly gives the club use of JBW as the radio relay vessel for the race. Our thanks also go to Moreton Hire for their support in the construction of the race village.





The Start Procedure

The start of the Rolex Sydney Hobart is one of the greatest spectacles in yachting. It's a serious test of each skipper and crew's skill to safely manoeuvre their boat through the fleet in the confines of the harbour.

Competitors will cast-off at Rushcutters Bay and other parts of the harbour then head to the exclusion zone at least one hour prior to the starting sequence with their storm sails hoisted, and check in with the race committee vessel.

All competing yachts can be recognised by a distinctive Rolex race flag on their backstay, so please keep well clear of them.

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

be fired aboard the official starting vessel *Eclipse*, to draw attention to the traditional starting flag sequence as follows.

- 12.50 pm: 10 minute warning signal, with Code flag W hoisted and cannon fired
- 12.55 pm: 5 minute preparatory signal, with Code flag P hoisted and cannon fired
- 1 pm: starting signal, with Code flag W and Code flag P dropped and cannon fired

If the wind is from the south, south-east or south-west, the fleet will have a spinnaker run to the heads. An easterly breeze will see a close reach under headsails down the harbour, and if the wind is from the north or north-east, the fleet will have to tack, or beat to windward, up the harbour to the turning marks at the heads. This could see some close encounters between competing yachts as they cross tacks, some sailing right up to the edge of the exclusion zone to gain a tactical advantage.





Guardian of the Fleet

RADIO RELAY VESSEL

Prominent CYCA member John Winning has once again generously donated his 20-metre motor yacht *JBW* for the 13th consecutive year as the radio relay vessel. John has provided *JBW* to the CYCA for this purpose in the Rolex Sydney Hobart Yacht Race and other major offshore races, assuring that the safety reputation of these races is maintained.

This year there will be eight people aboard. The boat crew will be led by Andrew Copley as the Captain (27 Rolex Sydney Hobarts) with David Ellis (27), Doug Cameron and Donald Graham, and they will be joined by the official radio team leader David Kellett (43), and team John Woodford (30), Colin Tipney (31) and Colin Wildman (48).

The radio relay vessel team will be on call 24 hours a day covering the fleet by conducting the position and safety skeds and the Green Cape check with yachts, relaying the positions back to race control at the Royal Yacht Club of Tasmania, as well as providing weather updates and other information from the race organisation.

Should an emergency arise, the radio relay team control the search and rescue operations from sea, coordinating race yachts close by to render assistance if possible, and to keep the rescue services informed as to the status of the vessel in trouble.

The team also liaises with the media team about the conditions at sea, providing competitors with handicap and sporting results where possible. They also keep the vessel running smoothly and positioned in the middle of the fleet.

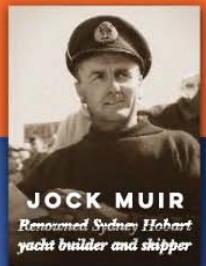
JBW is a long-range displacement motor yacht, which is named after John's father, the well-known John Berry Winning. ('Choko' to all who knew him.) She was conceived by John and master craftsman Ian Perdriau, with the lines drawn by Faustman. The resulting trawler-type hull makes for a very seaworthy vessel 20 metres in length, 5.5-metres beam and 2.5-metres draft, displacing 60 tonnes.

JBW is powered by twin Gardner 8LX diesel engines with stabilisers and two diesel generators. She has a cruising speed of 10 knots and a range of 3,000 nautical miles. The wheelhouse is fitted with state-of-the-art electrics with sat phone, two single sideband radios, two VHF radios, radar, chart plotter, internet access and autopilot. *JBW* has the latest HF radio equipment, so the fleet can be assured of a clear signal all the way to Hobart.

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

JBW is also available for corporate charter. Visit the website for more information: jw.com.au.

THE MUIR FAMILY'S MARITIME LEGACY

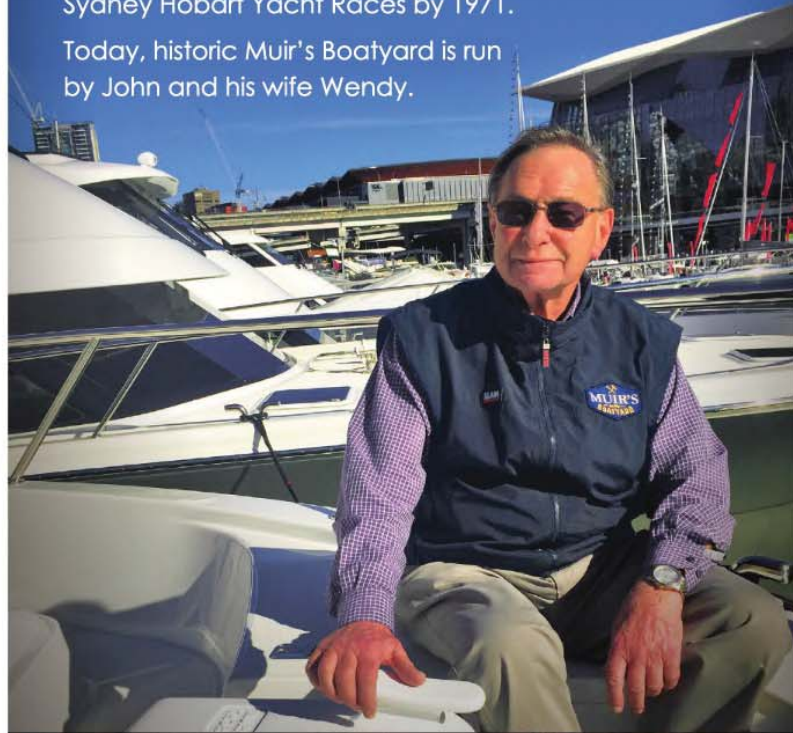


JOCK MUIR
Renowned Sydney Hobart yacht builder and skipper

John Muir, founder of the renowned Muir winches brand and son of Jock Muir, will be offering commentary along with Phil Brasington and Gordon Bray at the Rolex Sydney Hobart Yacht Race finish line.

The Muir name is synonymous with the Sydney Hobart Yacht Race. John's father, Ernest Jack 'Jock' Muir, built and skippered many race winning yachts at his Battery Point boat yard, and Jock himself competed in 19 Sydney Hobart Yacht Races by 1971.

Today, historic Muir's Boatyard is run by John and his wife Wendy.



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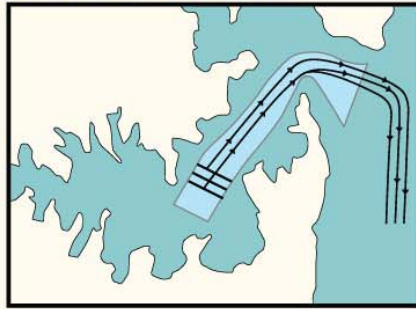


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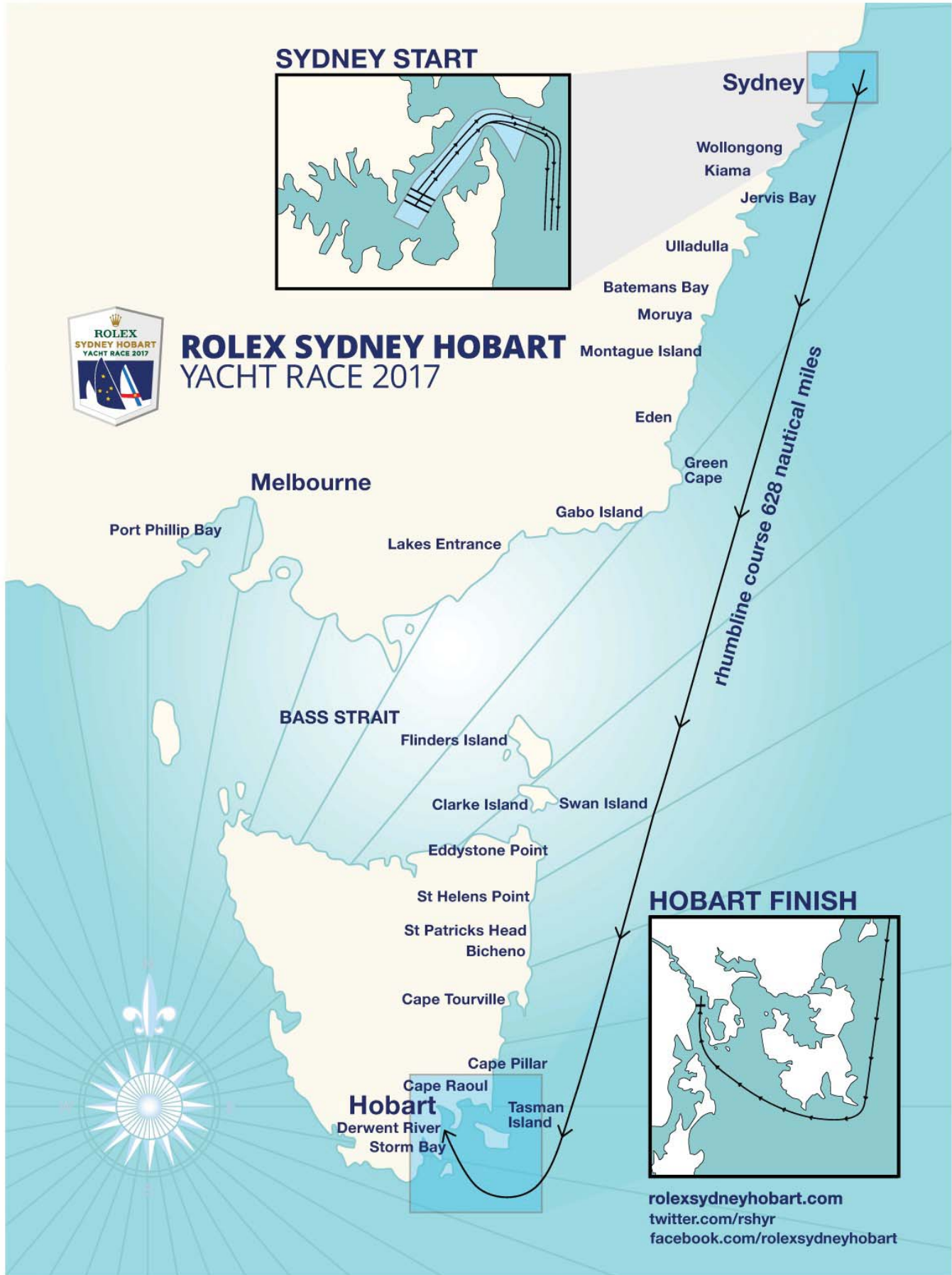
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Spectator vantage points

In what has been a Boxing Day tradition in Sydney since 1945, thousands take to the water and the foreshores to watch the start of this iconic race.

Most years it is a beat to windward with the yachts crossing tacks as they sprint toward the open sea, although there are some times where it is a colourful spinnaker start.

On the water, spectators who position their vessels in the eastern channel can watch the race start and follow the fleet down the harbour to the heads and out to sea.

To watch the fleet sail through the heads, it is advisable to move well down the harbour (toward Watsons

Bay and South Head), before the starting cannon fires at 1 pm.

On-water spectators who intend to watch the race start, but not follow the fleet after the start should position their vessels on the western side of the harbour. There are vantage points either side of the start line, Steele Point on the east and Taylors Bay on the west. Boaters can position themselves in the western channel at Chowder Bay, Obelisk Bay and waters to North Head or in the eastern channel, Watsons Bay, Camp Cove and around South Head.

HEAD START

The Hornby Lighthouse Keeper's Cottage on South Head is a top spot to see the contenders set off.

For those who don't have access to a spectator boat to watch the Rolex Sydney Hobart Yacht Race, the CYCA offers tickets on the *John Cadman III* official spectator vessel. It departs from McKell Park Public Wharf in Darling point at 11:30 am and returns at 2:30 pm. Tickets are \$140 for adults and \$70 for children aged five to 12, with children under five free of charge. The ticket includes finger food and lunch, beer, wine, champagne and soft drink, and a dessert buffet with tea and coffee. To purchase tickets for the CYCA spectator boat, visit rolexsydneyhobart.com/spectators/spectator-vessels.

If you aren't able get out on the water to watch the race, other premium viewing points on land on the western shore of the harbour include Bradley's Head, Chowder Bay, Georges Heights as well as Middle Head. On the eastern shore you can best see the race from Shark Island, Steele Point, Vacluse Point, South Head and The Gap. North Head offers a magnificent panoramic view down the harbour and out to sea, enabling you to watch as the yachts sail down the coast.

The Seven Network will broadcast the start of the Rolex Sydney Hobart Yacht Race live from 12.30 pm. You will also be able to watch it on the Plus 7 app, and live on the website, rolexsydneyhobart.com



CARLO BORLENGHI

Advice for Spectator Craft

The exclusion zone will be marked with yellow buoys and some fixed navigation markers. All spectator craft must remain outside the exclusion zone and cannot anchor within 100 metres of the boundary.

To watch the fleet sail through Sydney Heads and accompany them offshore, spectator craft are best positioned toward South Head before the race start at 1 pm.

Competitors will sail out of Rushcutters Bay and other parts of the harbour into the exclusion zone at least one hour prior to the starting sequence with their storm sails (usually orange) hoisted, before

checking in with the race committee vessel. All competing yachts can be recognised by a distinctive Rolex race flag on their backstay and Rolex logo on the bow.

Spectator craft are not permitted to operate under sail near the exclusion zone from midday until the fleet clears the heads.

Non-powered (passive) craft such as kayaks, canoes and surfboats are prohibited within 100 metres of the exclusion zone. This area is unsafe for non-powered craft because of the large number of bigger boats and their wash, as well as the potential difficulty in seeing and avoiding passive craft.

EXCLUSION ZONE: active between 12–2.20 pm

6 KNOTS MINIMUM WASH: between 11.30 am–2 pm

NO ANCHORING: within 100 m of the exclusion zone or where indicated between 11.30 am–2.20 pm

PORT CLOSURE: between 8 am–4 pm

SAFETY MESSAGES

Marine radio band 27.88

VHF Channel 17 (Roads and Maritime Services control network)

VHF Channel 13 (Sydney Ports)





ROLEX SYDNEY HOBART YACHT RACE 2017



rolexsydneyhobart.com
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Yacht tracking

It's easy to find out how your favourites are going with the latest website news and social media updates from the race course.

Whatever the results of the Rolex Sydney Hobart Yacht Race 2017, one thing is certain: when the race starts at 1 pm on Boxing Day, it will capture the imagination of sailors and spectators worldwide. Some 700,000 people will converge on Sydney Harbour foreshore and millions more will tune in to the action on TV and online.

On television, The Seven Network will once again broadcast the start of the race live around Australia at 12:30 pm AEDT.

Seven Sport and Sunrise presenter Mark Beretta will be anchoring the commentary team for the 90-minute coverage of the race start. Mark has covered every Summer and Winter Olympic Games since Atlanta in 1996, and was also a host of the Sydney 2000 Olympic broadcast. 'Beretts' will again be joined by Peter Shipway, who will act as the technical expert in the commentary team.

Seven Sport's commentary team will be based at their outside broadcast headquarters at North Head, which is a prime location offering an expansive view from the start lines off Nielsen Park to along the coastline down to Bondi.

Over 80 production and technical personnel are involved in putting together the race start coverage. Covering the race is tricky, and relies on numerous specialty cameras that are linked back to the main production facility using digital radio links.

Four helicopters and four chase boats track alongside the fleet. Two of these helicopters supply aerial footage while the third and fourth acts as a link platform, relaying close-up, onboard footage from two of the yachts as the crew undertake pre-race manoeuvres and begin their race south. In addition, two land-based cabled cameras located at vantage points on North Head and South Head are incorporated into the production.

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

Seven's coverage will also be streamed live via the PLUS 7 app, giving Australians access to the start of the race anywhere, any time and on any device.

ON THE WEB

The official race website rolexsydneyhobart.com is one of the most popular Australian sporting websites during the Christmas/New Year holiday period, and is your information portal for everything there is to know

about the 628 nautical mile blue water classic. Since 2002, the Cruising Yacht Club of Australia has led the way in bringing our remote sport to a worldwide audience with features including the yacht tracker and the standings engine.

After its major redevelopment in 2012, the website has continued to evolve over the past 12 months with new map features being added to the Yacht Tracker and a restructure of the mobile/tablet platform to further improve user experience on mobile or tablet devices. The race website will also webcast the Seven Network's live broadcast of the start.

Included on the website is the complete list of yachts entered, along with a photograph and description of each boat, a rundown on the crew, and the boat's past racing record.

There's also archival data including results of the past 72 races since the first in 1945; the weather they encountered; a summary of line and overall handicap winners of those races; historical reports and statistical information; designers of those 71 line and overall winners; and profiles of some of the race luminaries over the years.

You'll also be able to follow the event on Twitter, Facebook and Instagram.

YACHT TRACKER

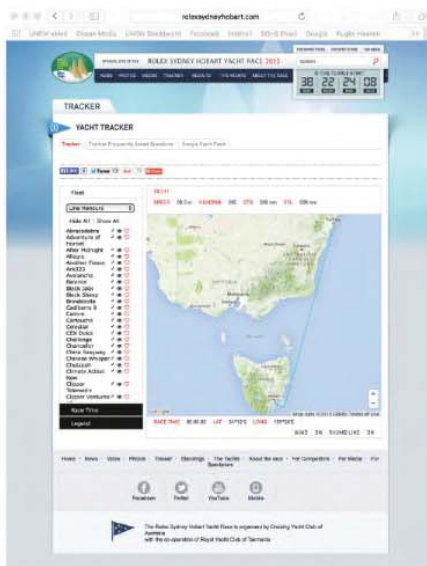
By far the most visited page of the website is the Yacht Tracker page, which allows viewers to track the entire fleet or a particular boat from start to finish. Yacht Tracker uses a specifically designed tool that calculates the predicted results for each and every boat in the fleet, so you can see how each boat is performing.

Each yacht will be fitted with a Yellowbrick tracker that will obtain a position using the GPS satellite network, and then transmit that position back to Yellowbrick HQ using the Iridium satellite network. The tracker

automatically updates the yacht's latitude, longitude, course over ground and speed over ground – and transmits that information via satellite to a land earth station. From there, the data will be transferred to the website, which shows in text and graphics each yacht's position in the fleet, its place relative to other boats and known geographic features, and the speed currently being achieved through the water, as well as the direction in which the boat is sailing.

Each yacht's position is then visualised on the race yacht tracker map. In addition, the yacht tracker system also shows distance to the finish line and progressive corrected time positions under the IRC, ORCi and PHS handicap divisions.

Line honours and progressive corrected times under the IRC, ORCi and PHS handicap categories are updated every 10 minutes.



Follow the Rolex Sydney Hobart Yacht Race 2017





VILLAGE LIFE

Hobart hub

Hobart lights up for the race finish with great dockside entertainment, and outstanding food and wine festivals.

The Hobart Race Village on Constitution Dock continues to cement its position as the ultimate celebration venue for the conclusion of the Rolex Sydney Hobart Yacht Race.

The village will be open from midday to 10 pm on 27 December, and from 10 am to midnight until the end of the race. The village will then remain open until 1.30 am on New Year's Eve so visitors can watch the fireworks and bring in the new year: 2018.

For an even more enjoyable visitor experience, this year there will be a Carlton & United Breweries activation, and a wide variety of food and beverage options to cater for every taste.

As has been the case in previous years, live performances on the race village stage will keep the crowds entertained in between official race presentations. Meanwhile, Hobart's 7HO FM will be broadcasting live to keep the party atmosphere. Look out for the special highlight: the Tassie's Got Talent competition!

Children's face painters, games and activities in the village will keep the younger attendees busy, while Tommy Choo Choo will be providing transport to and from the Taste of Tasmania festival taking place nearby.

CYCA supporter Musto will be selling race merchandise, while celebrated Tasmanian yachting photographer Richard Bennett will be displaying his stunning imagery taken over 50 years of Sydney Hobart races at the nearby Maritime Museum of Tasmania, as well as having a stand in the race village.

Acknowledgements

The Hobart Race Village would not be possible without the support of major sponsor Rolex and many other sponsors including: Mumm Champagne and Carlton & United Breweries. Our local supporters TasPorts, Tourism Tasmania and Hobart City Council continue to build on previous successes, and without their hard work the events around the race's conclusion would not be possible. Our very own 7HO FM continues to play a valuable role as the official broadcaster from the race village, while Piper's Brook Vineyard supply their fantastic products. With a strong alignment to the race, this year we welcome the University of Tasmania as a new and valued sponsor, alongside Smartsheet who supply incident and event management software.





2017 Fleet

BOAT NAME	SAIL NO.	DESIGN	LOA	BEAM	DRAFT	OWNER
<i>Abracadabra</i>	5612	Tripp 47	14.3	4.3	2.7	James Murchison
<i>Allegro</i>	6723	Warwick 67	20.3	5.1	3.0	Adrian Lewis
<i>Another Painkiller</i>	7447	Beneteau First 44.7	13.4	3.8	2.7	Rod West
<i>Arch Rival</i>	415	Jones 39	12.0	3.8	2.7	Steven Connors
<i>Ariel</i>	A140	Beneteau First 40	12.6	3.9	2.5	Ron Forster & Phil Damp
<i>Banque de Nouvelle-Caledonie</i>	FRA39337	JPK 1080	10.8	3.7	2.2	Michel Quintin
<i>Beau Geste</i>	HKG1997	Botin 80	24.0	6.3	5.5	Karl Kwok
<i>Black Jack</i>	525100	Reichel Pugh 100	30.0	5.2	5.2	Peter Harburg
<i>Black Sheep</i>	33345	Beneteau First 45	13.7	4.2	2.7	Derek & Martin Sheppard
<i>Blink</i>	NZ110011	Shaw 12	12.0	4.0	3.0	Tony Wells
<i>Blunderbuss</i>	H4000	Beneteau First 40	12.0	3.9	2.5	Eric Marsh
<i>Calibre</i>	7777	Sydney 38	11.8	3.8	2.7	Richard Williams
<i>Celestial</i>	6952	TP52	15.9	4.4	3.2	Sam Haynes
<i>Chancellor</i>	8824	Beneteau 47.7	14.8	4.5	2.8	Edward Tooher
<i>Charlie's Dream</i>	RQ1920	Bluewater 450	13.6	4.1	1.7	Peter Lewis
<i>Checkmate of Hollywood</i>	US57961	Peterson	15.2	4.6	2.7	Ray Roberts
<i>China Easyway</i>	4527	Jarkan 12.5	12.7	4.0	2.2	Travis Read & Wayne Pan
<i>Christopher Dragon</i>	USA4304	Sydney 43 Mod	13.1	4.2	3.0	Andrew & Linda Weiss
<i>Chutzpah</i>	R33	Caprice 40	12.0	3.2	3.0	Bruce Taylor
<i>Climate Action Now</i>	N11	Hick 50	15.3	3.9	3.4	Lisa Blair
<i>Clipper Ventures 10</i>	9359T	Clipper 68	20.8	5.9	3.0	Clipper Ventures
<i>Clipper Ventures 5</i>	9354T	Clipper 68	20.7	5.7	3.0	Clipper Ventures
<i>Comanche</i>	12358	Guillaume Verdier & VPLP	30.5	7.8	6.8	Jim Clark
<i>Concubine</i>	YC45	Mills 45	16.3	4.5	3.3	James Paterson
<i>Dare Devil</i>	RF5095	Farr/Cookson 47	14.3	3.9	3.0	Sibby Ilzhofer
<i>Dare to Lead</i>	GBR725X	Clipper 70	23.0	5.6	3.0	Clipper Ventures
<i>Dark and Stormy</i>	SM69	Ian Murray Custom 37	11.4	3.5	2.8	S. Mellington & T. Kourtis
<i>Derucci</i>	2382	TP52	15.8	4.3	3.2	Ting Lees
<i>Dorade</i>	16	S & S 52 Yawl	16.0	3.1	2.5	Matt Brooks
<i>Duende</i>	ESP6100	Judel Vrolijk 52	15.4	3.9	3.9	Damien Parkes
<i>Enchantress</i>	SA346	Muirhead 11	11.0	3.2	2.3	John Willoughby
<i>Enigma</i>	GBR5790R	Beneteau First 47.7	14.5	4.5	2.8	Jason Bond
<i>Envy Scooters Beach Ball 52</i>	RQ0052	TP52	15.9	4.4	3.6	Barry Curneo
<i>Euphoria II</i>	E2	Beneteau First 42	12.9	3.9	2.2	Marc Stuart
<i>Eve</i>	8565	Swan 65	19.8	5.0	2.9	Steven Capell
<i>Extasea</i>	G4646R	DK 46	14.0	4.3	3.0	Paul Buchholz
<i>Fifty Two Hundred</i>	5200	TP52	18.0	4.4	3.3	Mathew Short & Michael Spies
<i>Flying Fish Arctos</i>	7551	Radford 50	15.2	3.7	2.7	Flying Fish Online
<i>Freyja</i>	N10	Atkins Ingrid	11.4	3.5	1.7	Richard Lees
<i>G.O.</i>	99	Cookson 12	11.9	3.8	2.8	Zoe Taylor
<i>Garmin</i>	GBR722X	Clipper 70	23.0	5.6	3.0	Clipper Ventures
<i>GBP Yeah Baby</i>	A5	Welbourn 50	15.2	4.6	3.0	Marc & Louis Ryckmanns
<i>Great Britain</i>	GBR730X	Clipper 70	23.0	5.6	3.0	Clipper Ventures
<i>Gun Runner</i>	3867	Jarkan 925	9.2	2.4	1.2	Army Sailing Club
<i>Hartbreaker</i>	B330	Reichel Pugh 46	14.2	3.6	3.3	Tony Walton
<i>Helsal 3</i>	262	Adams 20	20.0	4.6	3.5	Helsal 3 Syndicate
<i>Hollywood Boulevard</i>	AUS8899	Farr 55	16.8	4.6	3.7	Raymond Roberts
<i>Hotelpanner.com</i>	GBR723X	Clipper 70	23.0	5.6	3.0	Clipper Ventures
<i>Ichi Ban</i>	AUS001	Botin 52	15.9	4.5	3.6	Matt Allen
<i>Ichi Ban</i>	AUS01	Carkeek 60	18.3	5.0	4.2	Matt Allen
<i>Imalizard</i>	6893	Welbourn 12 m	12.2	3.8	3.2	Bruce Watson
<i>Indian</i>	AUS47	Carkeek 47	14.3	4.3	3.4	Craig Carter
<i>InfoTrack</i>	SYD1000	Juan K 100 Custom	30.5	7.4	6.2	Christian Beck
<i>Jazz Player</i>	SM390	Bakewell-White Z39	11.9	3.7	3.0	Matt Lawrence
<i>Khaleesi</i>	46	DK 46	14.1	4.1	3.0	Andrew & Pauline Dally
<i>Kialoa II</i>	AUS7742	S & S Yawl	23.0	4.5	3.6	Patrick Broughton
<i>Koa</i>	52152	TP 52	15.8	4.3	3.1	A. Kearnan & P. Wrigley





<i>Komatsu Azzurro</i>	3430	S & S 34	10.1	3.1	1.9	Shane Kearns
<i>Liverpool 2018</i>	GBR720X	Clipper 70	23.0	5.6	3.0	Clipper Ventures
<i>M3</i>	AUS52	TP 52	15.8	4.5	3.2	Peter Hickson
<i>Magic Miles</i>	5296	Dynamique 62	18.7	5.0	2.9	Michael Crew
<i>Mahligai</i>	NZL1	Sydney 46	14.3	4.0	2.7	Murray Owen & Jenny Kings
<i>Maluka</i>	A19	Ranger	9.0	3.2	1.7	Sean Langman
<i>Mascalzone Latino 32</i>	ITA14909	Cookson 50	15.2	4.3	3.3	Vincenzo Onorato
<i>Maserati</i>	ITA70	Volvo Open 70	21.5	5.7	5.2	Jim Cooney
<i>Mayfair</i>	W1424	Beneteau First 40	12.2	3.9	2.5	James Irvine
<i>Merlin</i>	93	Kaiko 52	15.6	4.0	3.1	David Forbes
<i>Merlion</i>	H8118	Beneteau 40.7	11.9	3.8	2.4	Eddie Mackevicius
<i>Mister Lucky</i>	RQ3600	Jeanneau Sun Fast 3600	11.3	3.6	2.1	Mark Hipgrave
<i>Mondo</i>	5656	Sydney 38	11.7	3.7	2.6	Ray Sweeney
<i>Nasdaq</i>	GBR731X	Clipper 70	23.0	5.6	3.0	Clipper Ventures
<i>Ocean Affinity</i>	RQ64	Marten 49	15.0	4.2	3.6	Stewart Lewis
<i>Ocean Gem</i>	8810	Beneteau 445	13.5	4.1	1.8	David Hows
<i>Opt2go Scamp</i>	B45	Beneteau First 45	13.7	4.2	2.4	Mike Mollison
<i>Oskana</i>	AUS5299	Cookson 50	15.2	4.3	3.5	Michael Pritchard
<i>Patrice</i>	360	Ker 46	13.9	4.3	3.4	Tony Kirby
<i>Pekljus</i>	6419	Radford 50	15.3	3.7	3.2	David Suttie
<i>PSP Logistics</i>	GBR728X	Clipper 70	23.0	5.6	3.0	Clipper Ventures
<i>Pyr Woteva</i>	6953	TP52	15.9	4.2	3.2	Sailors with disAbilities
<i>Qingdao</i>	GBR729X	Clipper 70	23.0	5.6	3.0	Clipper Ventures
<i>Quest</i>	7771	TP52	15.9	4.3	3.7	Bob Steel & Paul Clitheroe
<i>Ran Tan II</i>	NZL8977	Fast52 / Elliott 50	15.2	3.8	3.4	Brian Petersen
<i>Reve</i>	5930	Beneteau 45 F5	14.0	3.5	2.3	Kevin Whelan
<i>Rockall</i>	GER7600	TP52	15.0	3.0	3.0	Christopher Opielok
<i>SailDNA</i>	AUS70	Farr 50	15.0	4.5	2.9	Emir Ruzdic
<i>Sanya Serenity Coast</i>	GBR727X	Clipper 70	23.0	5.6	3.0	Clipper Ventures
<i>She</i>	4924	Olson 40	12.0	3.9	2.4	Philip Bell
<i>She's the Culprit</i>	370	Inglis-Jones/Hart 39	12.0	3.8	2.5	The Culprit Syndicate
<i>Smuggler</i>	421	Rogers 46	14.0	4.0	2.9	Sebastian Bohm
<i>Snowdome Occasional Coarse Language Too</i>	8008	Ker GTS 43	13.1	4.1	2.8	Warwick Sherman
<i>Sonic</i>	KOR-5555	TP52	15.9	4.2	3.3	Kwangmin Rho
<i>St Jude</i>	6686	Sydney 47	14.2	4.1	3.2	Noel Cornish
<i>Takani</i>	6981	Hanse 495	15.4	4.8	2.4	James Whittle
<i>Triple Lindy</i>	USA61333	Cookson 50	15.2	4.3	3.8	Joseph Mele
<i>Triton</i>	6377	Lyons 60	18.3	4.4	4.0	David Gotze
<i>TSA Management</i>	MH60	Sydney 38	11.8	3.7	2.6	Tony Levett
<i>Unicef</i>	GBR721X	Clipper 70	23.0	5.6	3.0	Clipper Ventures
<i>Vanishing Point</i>	22000	Beneteau 57	17.6	5.0	2.6	Bill Wheeler
<i>Visit Seattle</i>	GBR726X	Clipper 70	23.0	5.6	3.0	Clipper Ventures
<i>Warrior Won</i>	USA60564	Xp 44	13.3	4.1	2.7	Christopher Sheehan
<i>Wax Lyrical</i>	248	X 50	15.2	4.2	3.0	Les Goodridge
<i>Weddell</i>	ITA3956	Grand Mistral 80	24.0	6.0	4.0	Przemyslaw Tamacki
<i>Wild Oats X</i>	AUS7001	Reichel Pugh 66	20.0	4.4	4.5	The Oatley Family
<i>Wild Oats XI</i>	AUS10001	Reichel Pugh 100	30.5	5.1	5.9	The Oatley Family
<i>Wizard</i>	USA70000	Juan K Volvo 70	21.5	5.7	4.5	Peter & Dave Askew
<i>Wots Next</i>	6559	Sydney 47	12.4	4.0	2.9	Charles Cupit
<i>XS Moment</i>	11744	Xp 44	13.3	4.1	2.7	Ray Hudson

MAJOR PRIZES
Winners' trophies

Each year the Rolex Sydney Hobart produces two major winners from the fleet: line honours (first across the finish line) and overall winner (first on corrected time).



GEORGE ADAMS TATTERSALL CUP

This trophy is awarded to the overall winner, which is determined by the application of a time correction handicap system to the IRC fleet. Boats sailing in PHS cannot win the Tattersall Cup. The race's naming rights sponsor Rolex also awards a superb Yacht-Master timepiece to the overall winning skipper.



J. H. ILLINGWORTH TROPHY

This trophy is awarded to the line honours winner – the first boat to cross the line in Hobart. It is generally won by one of the larger maxi boats in the fleet, which have a speed advantage over yachts with shorter hull lengths. The race's naming rights sponsor Rolex also awards a superb Yacht-Master timepiece to the line honours winning skipper.



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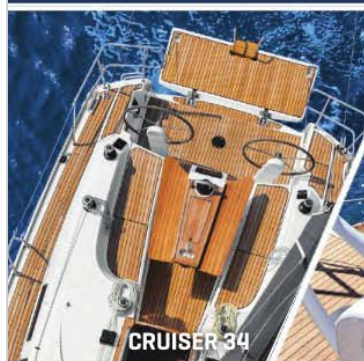


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 **BAVARIA**
YACHTS

The Class of 2017



ABRACADABRA

SAIL NO: 5612
 LOA: 14.3m
 CLASS: PHS/Corinthian
 DESIGNER: Bill Tripp (USA)
 YEAR BUILT: 1991
 TYPE: Tripp 47
 NUMBER OF RSHYR: 8
 OWNER: James Murchison
 CLUB: Royal Sydney Yacht Squadron, NSW
 CREW: J Murchison (10) – Skipper/Navigator, M Formosa (23), J Francis (8), P Loxton (4), P Craig (3), B Paton (2), A Beasley (1), C Greenhalgh (1), M Croak (1), D Garnett (1), S Darx (5)

Finished PHS eighth overall and sixth in Division 2 of last year's RSHYR, but *Abacadabra* scored her best result in 2015 when James Murchison skippered his PHS Division 2 boat to overall PHS victory, defeating all Division 1 boats in the process. The Tripp 47 finished seventh overall in 1996, and all her other RSHYR were sailed under PHS for 13th in 2006, 18th in 2008, 14th in 2010, seventh in 2012 and 10th in 2014. Recently finished PHS sixth overall in the 2017 Sydney Gold Coast race. *Abacadabra* has also contested the Melbourne to Osaka Double-Handed Yacht Race among others.



ALLEGRO

SAIL NO: 6723
 LOA: 20.3m
 CLASS: PHS
 DESIGNER: Warwick Yacht Design (NZL)
 YEAR BUILT: 2006
 TYPE: Warwick 67
 NUMBER OF RSHYR: 3
 OWNER: Adrian Lewis
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: Adrian Lewis (7) – Skipper, P Whybird (5), M Shepherd (2), S Lewis (2), T Humphris (7), G Scheen (4), P Young, G Carr

Adrian Lewis' *Allegro* finished 13th PHS overall for fourth in Division 1 last year, moving up from PHS 14th in 2015. As *Geomatic Allegro*, this boat limped over the 2014 finish with sail and rig damage, finishing PHS 19th. Recently finished PHS 12th in the Sydney Gold Coast race and was PHS ninth in the 2016 Auckland Fiji race and won PHS in the 2015 Melbourne to King Island race. Lewis and Glenn Scheen are

gearing up for the two-handed Osaka Cup, a 5500nm race from Melbourne to Japan. *Allegro* is a combination of luxury and carbon fibre, a comfortable boat for the longstanding crew of family and friends. With his previous *Geomatic*, a Hanse 495, Lewis was PHS sixth overall in the RSHYR 2013 after finishing PHS 10th in 2012. Sarah Lewis will be sailing again this year.



ANOTHER PAINKILLER

SAIL NO: 7447
 LOA: 13.4m
 CLASS: IRC
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 2004
 TYPE: Beneteau First 44.7
 NUMBER OF RSHYR: 5
 OWNER: Rod West
 CLUB: Southport Yacht Club, QLD
 CREW: R West (5) – Skipper, C Mazur (2), G Costello, G Hellwig, R Pratt, C Jones, B Berg, P Coupe, R Brooks, N West

Another Painkiller is a sneaky Beneteau 44.7 sailed by a bunch of scurvy misfits from Southport Yacht Club who may need a few painkillers on celebrating finishing a race. Best known as *Alacrity*, the boat last went to Hobart in 2011 with Matt Percy at the helm, but retired with rig damage. Previous RSHYR results with Percy include 20th overall for third in Division D in 2007 and 16th overall for third in Division D in 2006. Before that, the boat was *Prime Time*, launched for David Mason in 2004 and scored good results but ran aground before Percy bought and rebuilt it. Mason retired it from the tough RSHYR 2004, but skippered it to 31st overall in 2005.



ARCH RIVAL

SAIL NO: 415
 LOA: 12.0m
 CLASS: ORCi
 DESIGNER: Inglis/Jones (AUS)
 YEAR BUILT: 1995
 TYPE: Inglis/Jones 39
 NUMBER OF RSHYR: 0
 OWNER: Steve Connors
 CLUB: Drummoyne Sailing Club, NSW
 CREW: S Connors – Skipper, L Connors – Navigator, S Matthews, M Paton, J Low, A King, D King, B Matthews, A Byrne (6),

T Laing-Peach, M. Tilden (4), WR King, M McKenzie

Arch Rival is one from the last century, a 1994 design by Inglis and optimised by Don Jones. Was last seen here in 2005 when she contested the Land Rover Sydney Gold Coast Yacht Race as *Rouseabout III* with original owner, Victorian John Rouse, finishing 18th overall. Now owned by Steve Connors, *Arch Rival* regularly competes out of Drummoyne Sailing Club and does the CYCA's Land Rover Winter Series. Also ventures north to Sail Port Stephens on occasions. Sailing in ORCi, finished 22nd overall in the Sydney Gold Coast race, 13th in the Flinders Islet race, but retired from the Newcastle Bass Island Yacht Race in October.



ARIEL

SAIL NO: A140
 LOA: 12.6m
 CLASS: IRC/ORCi
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 2010
 TYPE: Beneteau First 40
 NUMBER OF RSHYR: 4
 OWNER: Ron Forster
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: R Forster (5) – Skipper/Navigator, P Damp (4), C Dagger, E Kerin, J Naylor (8), J Forster, J Buis

Ariel finished 21st overall and third in Division 3 last year and went on to finish third overall, second in Division 3 and third overall in ORCi in the 2017 Sydney Gold Coast race. She missed the RSHYR 2015, making this her fifth race south. Ron Forster and Phil Damp were thrilled to finish third overall in the RSHYR 2014 after finishing 29th in 2013 and 28th in 2012. Forster sailed his first RSHYR 36 years ago, and is currently doing the Blue Water Pointscore Series in preparation. *Ariel* will be a strong contender if the weather favours the smaller boats.



BANQUE DE NOUVELLE-CALEDONIE

SAIL NO: FRA39337
 LOA: 10.8m
 CLASS: IRC/ORCi
 DESIGNER: Jacques Valer (FRA)
 YEAR BUILT: 2014
 TYPE: Valer/JPK 10.80
 NUMBER OF RSHYR: 1
 OWNER: Michel Quintin
 CLUB: Cercle Nautique Calédonien, NEW CALEDONIA
 CREW: M Quintin (1) – Skipper, A Loison (1) – Navigator, J-C Fossey, C Bouchet, J-M Dauris, J Picot, Y Rigal, M Landrieu

Michel Quintin skippered this two-year-old to second overall to win Division 4 in the RSHYR 2015 as *Courrier Leon* for owner Gery Trentesaux, who was aboard. They pipped the S&S 34 *Komatsu Azzurro* to second by a tad over six minutes. Led by New Caledonia's Michel Quintin, it also finished first in ORCi in the 2016 Groupama Race around New Caledonia. Quintin, the 1987 and 1990 Windsurfer world champ, campaigned for the Olympics in the Mistral sailboard until 1996 with some winning results and is Head of the Territorial Olympic and Sports Committee. If it's a small boat race, no doubt Banque De Nouvelle-Calédonie would have to be a hot favourite.



BEAU GESTE

SAIL NO: HKG1997
 LOA: 24.0m
 CLASS: IRC
 DESIGNER: Botin Partners (ESP)
 YEAR BUILT: 2013
 TYPE: Botin 80
 NUMBER OF RSHYR: 2
 OWNER: Karl Kwok
 CLUB: Royal Hong Kong Yacht Club, HK
 CREW: K Kwok (2) – Skipper, C Ward (9) – Navigator, G Brady (12), W Endean, R Houston, M Chan, W Mackenzie (1), D Petersen, S Dodson, D Brooke (3), S Loxton (1), D Swete (1), M Kelway (3), M Humphries (1), R Salthouse (12), W Lo, M Cheung

This year will be 20 years since Karl Kwok won the RSHYR 1997 with his new Farr 49 *Beau Geste*. The Hong Kong businessman is keen to repeat the experience, especially after missing last year when he left this



Beau Geste in Gavin Brady's hands. They finished fifth on line and eighth overall. Kwok last raced to Hobart in 2013 after buying this canting Botin 80 for the classic offshore races, and finished fifth on line behind three supermaxis and a V70, leaving a fourth supermaxi and the rest in his wake.

The retail giant has won many of the major offshore events around the world with various *Beau Geste*'s. With this latest, he won the 2016 Groupama Race around New Caledonia after finishing second on line to *Scallywag*. An all-carbon canting yacht, it has similar foils to a V70, with daggerboards, and features a distinctive black hull and dragon on the mainsail. *Team Beau Geste*, Karl Kwok's TP52, won the Australian IRC Championship for a fourth consecutive time (2014–17). Kwok's recently bought MOD70 *Mod Beau Geste* was second on line in the Coastal Classic from Auckland to the Bay of Islands, speaking volumes about the polished crew.



BLACK JACK

SAIL NO: 525100
LOA: 30.0m
CLASS: IRC
DESIGNER: Reichel/Pugh (USA)
YEAR BUILT: 2005
TYPE: 100-ft supermaxi
NUMBER OF RSHYR: 2
OWNER: Peter Harburg
SKIPPER: Mark Bradford
CLUB: Royal Queensland Yacht Squadron, QLD
CREW: M Bradford (10) – Skipper, T Addis (5) – Navigator, P Harburg (6), B Butterworth (1), M Chew (2), V Prentice (9), D Hutchison (10), B Clark (25), B Hillier (6), A Nossiter (16), S Dunne, A Nolan (6), J Flannery (14), S Daubney, D Phipps, C Anderson (6), L Woulfe (3), S Beavis (7)

This year Peter Harburg purchased the RSHYR 2009 line honours winner, *Alfa Romeo*, which was next raced as *Esimit Europa*. Following modifications, she was relaunched as *Black Jack* just in time for the light-air Sydney Gold Coast race and gave *Wild Oats XI* a run for her money, finishing just 3 mins 31 secs behind – the closest finish in 15 years. It was on again in the 180nm Cabbage Tree Island Race that *Black Jack* led out of the heads in light breeze and took line honours – both *Wild Oats* retired. This 100-footer claimed 145-plus line honours wins in Australia, the US and Europe, including breaking the 2009 Transpac Race record when owned by Neville Crichton, one of the most successful yachts in the sport. Led by skipper Mark 'Squark' Bradford, she will be a formidable opponent should conditions suit.

This will be one of the most watched supermaxi battles for years. All four have taken line honours and two broke the race record. Interestingly, crew Bruce Clark was aboard the yacht in 2005 and 2009, while Bradford was aboard in 2005 with Tom Addis and Anthony 'Nocka' Nossiter in 2009.

With his VOR 70 of the same name, Peter Harburg was fourth on line and 11th

overall last year, after leading sister ship and eventual overall winner *Giacomo* for two thirds of the race. Took its fourth consecutive line honours in the 2017 Brisbane Gladstone race for second overall. Before 2013, Harburg enjoyed considerable success with his RP 66 now sailing as *Alive*.



BLACK SHEEP

SAIL NO: 33345
LOA: 13.7m
CLASS: IRC/ORCi
DESIGNER: Philippe Briand (FRA)
YEAR BUILT: 2008
TYPE: Beneteau 45
NUMBER OF RSHYR: 4
OWNER: Derek and Martin Sheppard
CLUB: Cruising Yacht Club of Australia, NSW
CREW: D Sheppard (10) – Skipper, M Sheppard (9), Y Heritage (2), M Ivaneza (7), K Bennett (2), D Morris (16), J White (6), A Scott (12), S Garrie (2), L Noye (11), E Noye, M Jones, M Bakewell, T Curry

Black Sheep placed 19th overall, second in Division 3 and second in ORCi Division 3 in last year's Rolex Sydney Hobart and carried on to finish fifth overall in the 2017 Sydney Gold Coast race and third overall in October's Newcastle Bass Island Race, which she won last year. Kept up good results with fifth in the Cabbage Tree Island Race to be second by two points in the BWPS. The Beneteau 45 was 15th overall and third in Division 3 in the RSHYR 2015, after her 40th overall the previous year, not reflective of the good results Derek and Martin Sheppard otherwise enjoy. Had success in the 2016 Blue Water Pointscore Series, including second in the Cabbage Tree Island Race. The Sheppards bought the former *Honeysuckle* specifically for ocean racing.



BLINK

SAIL NO: NZ110011
LOA: 12.0m
CLASS: IRC/ORCi
DESIGNER: Robert Shaw (NZL)
YEAR BUILT: 2013
TYPE: Shaw 12
NUMBER OF RSHYR: 0
OWNER: Tony Wells
CLUB: Royal Port Nicholson Yacht Club, NZL
CREW: T Wells – Skipper, C Shearer (1) – Navigator, M Stechmann, L O'Connell, V Wells, K Gottard, M Gottard, G McDougall

Tony Wells' Shaw 12 is 40 foot of fast, fully carbon offshore boat that has the capacity to sleep a full crew. It is a versatile boat set up for high-performance racing either short-

handed or fully crewed, in and offshore. *Blink* was built with the infamous Cook Strait in mind, with robust construction and systems, foam core, and options chosen with the wisdom that 'to win you must first finish' in mind. She has twin rudders, twin hydraulic rams, and dual hydraulic canting keel power sources – both electric and engine pumps. *Blink* comes from the design board of Rob Shaw, best known for high-performance sports boats and smaller keelboats.



BLUNDERBUSS

SAIL NO: H4000
LOA: 12.0m
CLASS: IRC
DESIGNER: Farr Yacht Design, USA
YEAR BUILT: 2011
TYPE: Beneteau First 40
NO. OF RSHYR: 1
OWNER: Eric Marsh
CLUB: Hobsons Bay Yacht Club, VIC
CREW: E Marsh – Skipper, J Owens – Navigator, D Hutcheson, K Girdler (1), A Weekes, B Tyrell, K Pascoe, S Czapp

Blunderbuss competed in the RSHYR 2012, finishing 27th overall and sixth from 16 in Division 3 against a hot field of seven other Beneteau 40s, including the 2009 overall winner and runner-up, *True Blue* and *Wicked*. And that was in a race that favoured the big boats – *Wild Oats XI* took her second treble. Previously owned by Tony Kinsman of Queensland, who sailed *Blunderbuss* with his three sons who campaigned her offshore, including the 2012 Brisbane Noumea race. According to Kinsman, her name represents what she is – a short-barrelled, large-bored gun with a flared muzzle used at short range! Now Victorian Eric Marsh will fire her up.



CALIBRE

SAIL NO: 7777
LOA: 11.8m
CLASS: IRC/ORCi
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 2001
TYPE: Sydney 38
NUMBER OF RSHYR: 1
OWNER: Richard Williams
CLUB: Cruising Yacht Club of Australia, NSW
CREW: R Williams (2) – Skipper, B Bennison (1) – Navigator, K Stroinovskiy (1), A Brady, G Richmond-Coggan, B Robertson (2), C Gundy (1), N Black (1), S Addison (2)

Richard Williams sailed *Calibre* in the RSHYR 2015, finishing 16th overall. Before that, she sailed in three Sydney Gold Coast races, finishing sixth overall and third in

Division 3 in 2015, 39th overall and third in Division 3 in 2016 and seventh overall, fourth in Division 3 in 2017. The Sydney 38 recently finished 12th overall in the Flinders Islet and Newcastle Bass Island races, both of which were dominated by the bigger boats. *Calibre* was previously campaigned by Williams and former co-owner Geoff Bonus, who concentrated on Sydney 38 One-Design events for seven seasons and also competed in the CYCA Trophy and the SSORC. Was chartered by a Noumea crew for the inaugural Sydney 38 OD International Regatta in March, finishing second overall.



CELESTIAL

SAIL NO: 6952
LOA: 15.9m
CLASS: IRC/ORCi
DESIGNER: Judel/Vrolijk (GER)
YEAR BUILT: 2007
TYPE: TP52
NUMBER OF RSHYR: 6
OWNER: Sam Haynes
CLUB: Cruising Yacht Club of Australia, NSW
CREW: S Haynes (7) – Skipper, D Rutherford (5) – Navigator, S Kirkjian (20), J Smith, T Grafton (17), W Howard (1), C Cecil (1), W Haynes (1), S Francis (1), K Groves (1), C James (13), L Hornsby, N Holder (6), D Meincke (9), L Easey

Sam Haynes' *Celestial* (formerly *Wot Now*/*Shogun IV/Foma*) placed 16th overall and third in Division 1 last year, then was third overall in the 2017 Adelaide Port Lincoln race, 12th overall for second in Division 1 in the Sydney Gold Coast race, and won the Brisbane Keppel race. She placed third overall in the Flinders Islet race, finishing inside record time, then second overall to the new *Ichi Ban* in the Newcastle Bass Island Race. Was the BWPS leader going into the Cabbage Tree Island Race, but it was dominated by the 40 footers, so dropped to third place, but there was little in it. Up to the RSHYR, has been skippered by Sean Kirkjian as Haynes recovered from a cycling accident. In the RSHYR 2015, *Celestial* was 29th overall and third in Division 1 (her first RSHYR with Haynes). As *Wot Now*, she was third overall in the RSHYR 2008, then as *Shogun IV*, was third in 2010, 15th in 2011, and ninth in 2012.

With his previous *Celestial*, a Rogers 46 that has since raced as *The Goat* and *Smuggler*, Haynes was second in the 2012 BWPS and took the trifecta of IRC, ORCi and PHS crowns in the 2014 BWPS – one of the closest on record, including winning the 2014 Sydney Gold Coast race and ending with 11th overall and second in Division 2 of the RSHYR 2014, following on from third overall in the 2013 race.




CHANCELLOR

SAIL NO: 8824
 LOA: 14.8m
 CLASS: IRC/ORC
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 2004
 TYPE: Beneteau First 47.7
 NUMBER OF RSHYR: 7
 OWNER: Edward Toohar
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: E Toohar (9) – Skipper/Navigator, M Ward (8), B Eagle (1), S Dawson (3), G Smith (1), M Karaca, S Lipman (3), R Theedam (2), M Kahugu, E Gatios, A Toohar, B Sweeney

Ted Toohar's fourth Beneteau named *Chancellor* (former *Pretty Fly II*) was 62nd overall and 17th in the Corinthian division last year, falling down on her RSHYR 2015 result of 42nd overall. She retired from the 2014 race due to a rule infraction, but finished the previous RSHYR 57th overall. Recently placed 19th overall in the Sydney Gold Coast race and 17th in the Flinders Islet Race. As *Pretty Fly II*, retired from RSHYR 2004, was 42nd in 2005 and 26th in 2007. Toohar says his motto remains "Never dare; never do."


CHARLIE'S DREAM

SAIL NO: RQ1920
 LOA: 13.6m
 CLASS: Cruising
 DESIGNER: Holland/Cole/Lowe (IRE)
 YEAR BUILT: 2008
 TYPE: Bluewater 450
 NO. OF RSHYR: 5
 OWNER: Peter Lewis
 CLUB: Royal Queensland Yacht Squadron,
 CREW: P Lewis (5) – Skipper, G Boyd (3) – Skipper, K Kaiser (3) – Navigator, R Dawson (4), N Everson (3), P Kirby, Y Beard

Following a hiatus, *Charlie's Dream* returns having finished the RSHYR 2014 13th overall in PHS. Designed for comfortable cruising, the Bluewater 450 was named in memory of Peter Lewis' father-in-law, and is mainly used for cruising. Lewis has contested four other RSHYR, finishing second in Cruising Division in 2008, PHS ninth in 2009, 48th overall in 2010, and PHS 15th in 2012. He has also contested two each of the Gosford Lord Howe Island, Brisbane Gladstone and Brisbane Keppel Island races. He circumnavigated Australia in 2011–2012, undertook a passage from Brisbane to New Zealand in 2016, and circumnavigated Van Diemen's Land in 2017. The late Peter Luke's (co-founder of the CYCA) son-in-law Graeme Boyd is aboard again, while wife Lindy (Luke's daughter) stays ashore.


CHECKMATE OF HOLLYWOOD

SAIL NO: US57961
 LOA: 15.5m
 CLASS: IRC/ORC
 DESIGNER: Doug Peterson (USA)
 YEAR BUILT: 1978
 TYPE: Peterson 50
 NUMBER OF RSHYR: 0
 OWNER: Brad Avery
 SKIPPER: Ray Roberts
 CLUB: Orange Coast College Sailing Association, USA
 CREW: R Roberts (22) – Skipper, B Avery, M Spies (40), N Davis, D Hawkins (2), P Sheldrick (25), D McPhee, D Chapman (2)

It will be a change of pace for Ray "Hollywood" Roberts, who is bringing this Peterson 50 *Checkmate* to Sydney. Built in San Diego by the famous Carl Eichenlaub but updated in 2000, she is a fast, comfortable boat. Roberts sailed *Hollywood Boulevard*, his Farr 55, to 36th overall for fifth in Division 1 in the RSHYR last year, then placed fourth overall in the Brisbane Gladstone race. In July he won seven from eight races to claim IRC 1 honours at Cape Panwa Hotel Phuket Raceweek, and has won every major regatta in Asia in the past few years. In October, he sailed a Beneteau 40.7 to fourth in a hot fleet of 24 at the China Cup in Shenzhen.

Roberts says *Checkmate* is a special, one of the last cold-moulded wooden boats. "It's a showpiece, and with her age allowance, we could be in with half a chance." He has booked space for a brokerage and sail training school at the Superyacht Marina at Rozelle, where *Checkmate* will feature after the race. Michael Spies, a 40-RSHYR veteran, joins Roberts again. American owner Brad Avery has skippered OCCA's boats on long voyages through Europe, the Caribbean, Mexico, and others for 30 years, but this is his first Rolex Sydney Hobart Yacht Race.


CHINA EASYWAY

SAIL NO: 4527
 LOA: 12.7m
 CLASS: IRC/ORC
 DESIGNER: John King (AUS)
 YEAR BUILT: 1988
 TYPE: Jarkan 12.5
 NUMBER OF RSHYR: 8
 OWNER: Travis Read/Tim Wilson
 CLUB: Port Hacking Open Sailing Club, NSW
 CREW: T Read (7) – Skipper, A Lawrence (12) – Navigator, J Whitfield (17), S Grellis (26), J Linnegar (2), W H Pan (2), J Liu (1), G Gleeson (1), XZ Huang, F Read

China Easyway was 22nd overall and fifth in Division 4 last year. She is the former *She's Apples II*, which original owner David Strong won the 1991 race overall under IMS (in conjunction with IOR winner, *Atara*), then finished 26th overall in 1992, but retired in 1993. In 1994, rebadged *AFS Freight*, Strong finished 71st overall. The boat was sold to Max Prentice who retired from the 1997 race, but was one of the few finishers of the tragic 1998 race in 21st overall. Travis Read and Tim Wilson purchased and renamed the boat *China Easyway*, and retained the original sail number. They retired from the RSHYR 2015 with sail damage. Read's previously campaigned *Illusion* (which won the 1988 race under original owner, Gino Knezic) finished 23rd overall and fourth in Division 4 with co-owner Kim Jagger in the RSHYR 2012, then placed 21st overall and second in Division 2 in 2013.


CHRISTOPHER DRAGON

SAIL NO: USA4304
 LOA: 13.1m
 CLASS: IRC/ORC
 DESIGNER: Jason Ker (UK)
 YEAR BUILT: 2014
 TYPE: Sydney 43 Modified
 NUMBER OF RSHYR: 0
 OWNER: Andrew and Linda Weiss
 CLUB: Storm Trysail Club/Larchmont Yacht Club, USA
 CREW: A Weiss – Skipper, L Fox – Navigator, C Weiss, R Lyall, J McShane, D Lynn, L Cutler, A Loory, G Girst, B LaMotte III

Andrew and Linda Weiss's Sydney 43 *Christopher Dragon* enjoyed a stand-out 2015 season on the USA's east coast. She won two distance races, finishing first in her IRC class at the NYYC's annual regatta (she won all four races and led at every mark in all), second in IRC 1 in the Marblehead to Halifax Ocean Race and first in IRC 2 at Block Island Race Week, with five wins and six seconds – only supermaxi *Comanche* toppled her for the overall win. Now Weiss is coming to tackle the Rolex Sydney Hobart for the first time, where they will face *Comanche* again. Weiss is an experienced yachtsman and can count 22 Block Island Race Weeks among his other races, but all aboard are Rolex Sydney Hobart Yacht Race novices.


CHUTZPAH

SAIL NO: R33
 LOA: 12.3m
 CLASS: IRC/ORC
 DESIGNER: Reichel/Pugh (USA)
 YEAR BUILT: 2007
 TYPE: Caprice 40
 NUMBER OF RSHYR: 10
 OWNER: Bruce Taylor
 CLUB: Royal Yacht Club of Victoria, VIC
 CREW: B Taylor (36) – Skipper, K Piesse (34) – Navigator, G Gourley (30), P Fletcher (30), A Taylor (25), B Anderson (6), I Taylor (16), P Sandles (16), J Permezel (24), O Boote

Bruce Taylor sailed *Chutzpah* to 24th overall and second in Division 2 in 2016 after placing 18th overall, fifth in Division 3 and third in ORC Division 2 in the RSHYR 2015 after a heartbreaking second overall to *Wild Rose* by a little under 39 minutes in 2014 – but he did win Division 2. The Caprice 40's other best RSHYR results were fourth in 2007 and fifth in 2013. With previous *Chutzpahs*, Taylor's best results were: second in IMS Division 3 in 1994 (371 boats raced); sixth overall in 2001; fifth in 2002; third IRC and fourth IMS in 2003; plus a host of divisional wins and places.

From 1980 to 1984, the Victorian sailed the RSHYR as crew for other owners. He missed 1985, but from 1986 has owned six yachts named *Chutzpah*, and has not missed a single Rolex Sydney Hobart since – that's 31 straight. Taylor and son Drew are the only father/son pair in history to sail 25 RSHYR together, and the relatively small crew can boast over 200 RSHYR between them! Sailing on Drew and Joachim Isler's *Ambush*, the Taylors finished second to *Mascalzone Latino* in October's Hong Kong Vietnam race. We'd love to see *Chutzpah* win.


CLIMATE ACTION NOW

SAIL NO: N11
 LOA: 15.3m
 CLASS: IRC/ORC
 DESIGNER: Robert Hick (AUS)
 YEAR BUILT: 2003
 TYPE: Hick Open 50
 NUMBER OF RSHYR: 2
 OWNER: Lisa Blair
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: L Blair (1) – Skipper, L Greenhalgh – Navigator, E Shaw, E Draper

Lisa Blair sailed in the 2011–12 Clipper Round the World, then took on the ITL Solo Tasman Challenge from New Zealand to Australia. She placed PHS 13th overall in her first RSHYR in 2015. At the time, her next goal was to be the first woman to



circumnavigate Antarctica, solo, non-stop and unassisted, but Climate Action's mast broke in April, forcing her into Cape Town to repair. But she finished the task, achieving first woman to circumnavigate Antarctica solo, crossing the Albany, WA, finish at the end of July. She embarked on her epic journey as the recipient of the 2017 Australian Geographic Society Nancy Bird Walton Sponsorship, which supports groundbreaking projects led by women. She will race to Hobart with an all-female crew, including well-regarded British meteorologist Libby Greenhalgh who navigated SCA in the last edition of the VOR.

Blair named her boat *Climate Action Now* to raise awareness of the environmental climate. It is the former *Funnel-Web*, originally owned by Ivan MacFadyen and Sibby Ilzhofer who contested the tough RSHYR 2004 with it and finished 48th overall in a race where 59 finished and 57 retired. Blair purchased it in September 2015.



CLIPPER VENTURES 10

SAIL NO: GBR9359T
LOA: 20.7m
CLASS: IRC
DESIGNER: Ed Dubois (UK)
YEAR BUILT: 2005
TYPE: Clipper 68
NUMBER OF RSHYR: 3
OWNER: Clipper Ventures
CLUB: Portsmouth Yacht Club, UK
CREW: No crew list supplied.

The former *Derry-Londonderry* last ventured south in 2015 as *CV 10*, finishing 37th overall and sixth in Division 2 after placing 79th overall when she represented the UK under the guidance of Clipper skipper, Piers Dudin, who also skippered her in 2015. The previous year she was skippered by James Dobie (also a Clipper skipper) to 49th overall. With four circumnavigations and more than 140,000 miles under her hull, *Clipper Ventures 10* is a tried and tested yacht.



CLIPPER VENTURES 5

SAIL NO: GBR9354T
LOA: 20.7m
CLASS: IRC
DESIGNER: Ed Dubois (UK)
YEAR BUILT: 2005
TYPE: Clipper 68
NUMBER OF RSHYR: 3
OWNER: Clipper Ventures
SKIPPER:
CLUB: Portsmouth Yacht Club, UK
CREW: No crew list supplied.

In last year's RSHYR, *Clipper Ventures 5* finished 64th overall and 13th in Division 2. It is the former *Gold Coast Australia*, winner of 12 from 15 legs in the 2011-12 Clipper Round the World Race under Tasmanian skipper Richard Hewson. Prior to that, she competed in the previous three Clipper races as *Team Finland* (second), *Jamaica* (10th) and *Jersey* (ninth). Drew Hulton-Smith, a watch captain on *Clipper Ventures 10* in the RSHYR 2014, skippered this boat to 40th overall in the RSHYR 2015. Before him, Piers Dudin skippered her to 56th in 2013. This and other 68s are utilised for Clipper race crew training and development for participation in local sailing events.



LDV COMANCHE

SAIL NO: 12358
LOA: 30.0m
CLASS: IRC
DESIGNER: Verdier Yacht Design and VPLP (FRA)
YEAR BUILT: 2014
TYPE: 100ft Super Maxi
NO OF HOBARTS: 2
OWNER: Jim Clark/Neville Crichton
SKIPPER: Neville Crichton
CLUB: New York Yacht Club, USA
CREW: N Crichton (2) – Skipper, S Honey (5) – Navigator, J Spithill (3), D De Ridder (1), J von Schwarz (2), K Harrap (2), L Sinclair (2), N Burrridge (2), R Godfrey (11), S Falcone (1), W Fleury (2), T Rae (1), J Slattery (1), K Keeley (2), J Cressant (1), C Smith (11), D Rolfe (13)

Jim Clark and Neville Crichton have joined forces, with Crichton skippering *LDV Comanche* in this year's race. He will be crewed by familiar faces from the 2014 and 2015 campaigns. Will face *Wild Oats XI* and *Black Jack* (former *Alfa Romeo*), the yacht Crichton sailed to line honours from *WOXI* in the 2009 race. He also took line honours in 2002 with a 90ft *Alfa Romeo*. *Comanche* contested the Hobart brand new in 2014, finishing 49 mins behind *WOXI*, and 2015 when she took line honours from *Ragamuffin 100* - *WOXI* had retired. Now the downwind flyer is back – heaven help us if it is a downhill race – we've witnessed what she is capable of. In July 2017, with the Ken Read/Stan Honey combo, the yacht smashed the 2225 Transpac monohull record, half a day faster than the 2009 record of Crichton's ex *Alfa Romeo*. This after taking 24 hours off *Marie Cha IV's* Transatlantic record, sailing 2880nm at an average of 21.44 knots.

In May 2015, she took the record/line/overall treble in the Block Island Race, then on July 12, 2015, set a new 24 hour monohull speed record in the Transatlantic Race, covering 618.01 nautical miles (25.75 knot average). To put it in perspective, that's just 10nm less than the Sydney Hobart. In August she won line honours in the fluky, light Rolex Fastnet Race by four and a half minutes after a race-long battle, with *Rambler 88*, then took line honours in all four races at the Maxi Yacht Rolex Cup.



CONCUBINE

SAIL NO: YC45
LOA: 13.7m
CLASS: IRC/ORCi
DESIGNER: Mark Mills (IRE)
YEAR BUILT: 2015
TYPE: Mills 45
NO OF RSHYR: 1
OWNER: Jason Ward
CLUB: Cruising Yacht Club of South Australia
CREW: Jason Ward (3) – Skipper, S Kemp (20) – Navigator, J Clark (6), S Nolan (15), N Partridge (20), J Freeman (28), J Paterson (8), A Mitton (7), J Mitton (3), L Stephens (2), M Pernini (2), A Cole

Launched late in 2015, *Concubine* finished the RSHYR 39th overall, following with second to *Secret Men's Business* at 2016 Port Lincoln Race Week, but retired from the 2016 Sydney Gold Coast race after a collision after the start. Bad luck continued when the Mills 45's rig broke in an Adelaide race, forcing Jason Ward to withdraw her from last year's RSHYR. Back on track, *Concubine* finished 33rd overall in the 2017 Sydney Gold Coast race and fourth overall in the Flinders Islet Race, retiring from the Newcastle Bass Island Race. In 2014, following many years of one-design racing, Ward contested his first Rolex Sydney Hobart with wife Shevaun Bruland aboard their former *Concubine*, a Beneteau First 40 (now racing as *Bravo*) and finished 43rd overall.



DARE DEVIL

SAIL NO: RF5095
LOA: 14.3m
CLASS: IRC/ORCi
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2000
TYPE: Farr/Cookson 47
NUMBER OF RSHYR: 3
OWNER: Sibby Ilzhofer
CLUB: Newcastle Cruising Yacht Club, NSW
CREW: S Ilzhofer (4) – Skipper, R Smith – Navigator, S Tallis, M Read, D Elliott, R Browne, K Foster, N Hunt, G Parker

Sibby Ilzhofer was disappointed having to retire *Dare Devil* from the past two RSHYR with rudder damage, this after having especially checked the rudder last year. She suffered an injury on the way home, but returns undaunted. Ilzhofer won the Jane Tate Memorial Trophy as the top placed female skipper in 2014 after finishing 52nd overall. She finished 34th overall in the Land Rover Sydney Gold Coast Yacht Race 2017 and has also entered her yacht in the 2018 Melbourne to Osaka Double-Handed Yacht Race. Launched as *Sea Hawk* for the

2000/2001 Kenwood Cup and campaigned by Naohiko Sera and Roy Davies, with two team mates they won the cup. WA yachteer Tony Mitchell bought and re-christened her *Sled* before Ilzhofer bought and renamed her.



DARE TO LEAD

SAIL NO: GBR725X
LOA: 21.3m
CLASS: IRC/CLIPPER
DESIGNER: Tony Castro (UK)
YEAR BUILT: 2013
TYPE: Clipper 70
NUMBER OF RSHYR: 2
OWNER: Clipper Ventures
SKIPPER: Dale Smyth
CLUB: Royal Ocean Racing Club, UK
CREW: D Smyth – Skipper, L Baker, E Bultje, S Carter, D Clifton, S Davies, D Davis, C Domscheit, D Ferguson, C Garratt, S Harper, N Harvey, J Heiner, M Husband, C Palmer, M Shepherd, I Taylor, A Williams, H Xu, P Hayes (2)

As *Da Nang – Viet Nam*, and skippered by CYCA member and veteran of 10 RSHYR Wendy Tuck, it was the top-placed Clipper 70 in the 2015 Rolex Sydney Hobart and finished 44th overall and ninth in Division 2. In 2013, the boat was *Invest Africa* and finished 69th overall, 17th in Division 1, and 11th in the Clipper division. Dale Smyth from South Africa is skippering the rebadged *Dare To Lead* and aboard are two Australians, including Queensland's Daniel Clifton. Joining him is South African Shona Davies who is promoting awareness of mental health. Brit Patrick Hayes is also aboard after taking part in the 2015 edition aboard *PSP Logistics*. Smyth skippered her to second in Leg 2.



DARK AND STORMY

SAIL NO: SM69
LOA: 11.4m
CLASS: IRC/ORCi
DESIGNER: Iain Murray (AUS)
YEAR BUILT: 1993
TYPE: Iain Murray Custom 37
NUMBER OF RSHYR: 1
OWNER: Terry Kourtis/Stuart Mellington
CLUB: Sandringham Yacht Club, VIC
CREW: S Mellington (1) – Skipper, T Kourtis (1) – Navigator, F Foote (1), M Mellington (2), T Buxton, R Tatti, B Waters, P Moore (1)

Terry Kourtis and Stuart Mellington sailed *Dark and Stormy* to 60th overall and 16th in Division 3 in their first Rolex Sydney Hobart together last year, so the crew have set their sights on another challenge by doing the race again. A custom-built Iain Murray 37,





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she was bought from Bruce Staples in late 2011 and raced out of Sandringham Yacht Club for the last six years with success, winning the Winter, Summer and Around the Stick series. She also finished on the podium in the 2016 Melbourne to Stanley race. Her owners say she is a fast yacht and always throws the crew a challenge. Stuart Mellington's son Michael joins them for their second RSHYR together, while son-in-law to be Tom Buxton gets his first dose. Wise Warriors Environmental has helped put *Dark and Stormy* to sea again this year.



DERUCCI

SAIL NO: 2382
LOA: 15.2m
CLASS: IRC/ORCi
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2006
TYPE: TP52
NUMBER OF RSHYR: 2
OWNER: Noahs Group
SKIPPER: Dong Qing
CLUB: Noahs Sailing Club, CHINA
CREW: D Qing (2) – Skipper, Z Hong (1), Y Xiaobin (1), L Songmin (1), Z Minhang (1), C Zhongqiu (1), Y Longshen (1), S Fenghai (1), Z Bao (1), Y Shuai (1), X Xiao (1), C Fulin (1)

This is the yacht we know as *Ark323*, which became mainland China's first ever entry in the Rolex Sydney Hobart in 2015. Among the earliest entries, it comes with a name change to reflect Chinese bedding company, Derucci. The dream of finishing the race in 2015 was shattered when the boat's transom was badly damaged by *Ragamuffin 52* soon after the start. Last year she placed 65th overall, despite suffering mainsail damage at sea. The crew carried on under reduced sail, and still beat boats to the finish. Let's hope this year will be a case of third time lucky. Best known as *Sled* and *Warpath*, Derucci and her keen crew arrived in town early and contested November's 180nm Cabbage Tree Island Race, finishing 21st overall.



DORADE

SAIL NO: 16
LOA: 16.0m
CLASS: IRC/ORCi
DESIGNER: Sparkman & Stephens (USA)
YEAR BUILT: 1930
TYPE: S&S 52 Yawl
NUMBER OF RSHYR: 0
OWNER: Matt Brooks
CLUB: Newport Yacht Club, USA
CREW: K Miller – Skipper, A Cahalan (25) – Navigator, M Wachowicz – Navigator, M Brooks, M Giles, J Hayes, E Chownoski

Famous American classic wooden boat *Dorada* is a revolutionary S&S, designed by the then 21-year-old Olin Stephens and built under younger brother Rod's (20) supervision. Features a deep keel with external ballast, very narrow beam and a generous sail plan. The yawl took the yachting world by storm and made headlines around the world after scoring an upset victory in the 1931 Transatlantic Race, competing against much larger boats. In the next 10 years, *Dorada* scored overall victories in the 1931 and 1933 Fastnet races and the 1936 TransPac race. Adrienne Cahalan, the first woman to sail 25 Rolex Sydney Hobart Yacht Races, is navigating.

Matt Brooks and his partner Pam Rorke Levy purchased *Dorada* in 2010 and spent a year restoring her with the aim of competing in all the major races she had won. She has since beaten her Transatlantic, Newport Bermuda, Fastnet and TransPac times of the 1930s and made the podium of all, winning the 2013 TransPac overall into the bargain. Arriving in Australia this year, she placed third overall in the Brisbane Keppel race and 14th in the recent Newcastle Bass Island Race. The oldest boat in the fleet at 87, this is her and Brooks' first Hobart.



DUENDE

SAIL NO: ESP6100
LOA: 15.4m
CLASS: PHS
DESIGNER: Judel/Vrolijk (GER)
YEAR BUILT: 2003
TYPE: Judel/Vrolijk 52
NUMBER OF RSHYR: 6
OWNER: Damien Parkes
CLUB: Cruising Yacht Club of Australia, NSW
CREW: D Parkes (29) – Skipper, C Dagger (7) – Navigator, V Song Kun (1), R MacMillan (4), B McMaster (1), SF Yen, Y Hsu (1), M Cassidy (7), J Pealing, V Nordberg, T Beaver, R Midya

Duende was PHS 12th overall and third in Division 1 in the RSHYR 2016. This will be her seventh consecutive race, while Parkes will notch up his 30th. Missing in action is Rolex Sydney Hobart record holder Tony Cable, who will be away. *Duende* finished PHS seventh overall and third in Division 1 in the RSHYR 2015, PHS 11th overall and fourth in Division 1 in 2014, PHS ninth in 2013, 54th overall in IRC in 2012, and retired in 2011 with engine problems heading into Bass Strait. On board is Vicky Song Kun, who in 2014 became the first Chinese woman to sail around the world – via the Clipper Race. Yun Hsu is a Taiwanese woman who sailed her first RSHYR with Parkes last year. Fu Yen joins the crew for the first time after being awarded the best sailing instructor in Taiwan in 2016. *Duende* is the former *Tau Ceramics/Lacoste*, and raced in Europe before Parkes bought and adapted her.



ENCHANTRESS

SAIL NO: SA346
LOA: 11.0m
CLASS: IRC
DESIGNER: John Muirhead (AUS)
YEAR BUILT: 1983
TYPE: Muirhead 11
NUMBER OF RSHYR: 4
OWNER: John Muirhead
CLUB: Royal South Australian Yacht Squadron, SA
CREW: J Willoughby (5) – Skipper, N Swan (5), R Large (1), A Berlot, I Sebban, M Mead, M Hinter, P Craig

Each time she competes, *Enchantress'* crew sail her from South Australia to Sydney before heading to Hobart – a great way to test the boat and put some ocean miles away. In 2016 she finished 20th overall, scoring fourth in Division 4 and in the Corinthian division. In 2015 she was 23rd overall, and in 2014, 19th overall for fourth in Division 4, third in the Veterans 30 Year and fourth in the Veterans 20 Year. In 2012, her first Rolex Sydney Hobart, she was 19th for third in Division 4 and has also done 21 Adelaide Port Lincoln races, placing 11th overall this year. The Muirhead 11 has also won the 2010 Melbourne to Hobart under IRC, PHS and AMS. John Muirhead designed and built the red timber hulled *Enchantress* to be fast downwind.



ENIGMA

SAIL NO: GBR5790
LOA: 14.9m
CLASS: IRC/ORCi
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2004
TYPE: Beneteau First 47.7
NUMBER OF RSHYR: 1
OWNER: Jason Bond
CLUB: Manly Yacht Club, NSW
CREW: J Bond (1) – Skipper, R Barnham (1), S McKeogh, V Deskov, N Farquharson, G Evans, T Kilman, K Bromwich

Jason Bond suffered huge disappointment in 2016. Forced to withdraw *Enigma* from the Rolex Sydney Hobart on Boxing Day when the Beneteau 47.7 suffered engine problems. He is hoping for better luck this time. The boat was formerly known as *Just Do It 3* and sailed to Australia from Glasgow in Scotland via Antigua. Under Ian Darby's ownership, the distinctive dark blue yacht finished the 2008 Rolex Sydney Hobart 50th overall.



ENVY SCOOTERS BEACH BALL 52

SAIL NO: RQ0052
LOA: 15.9m
CLASS: IRC/ORCi
DESIGNER: Judel/Vrolijk (GER)
YEAR BUILT: 2011
TYPE: TP52
NUMBER OF RSHYR: 1
OWNER: Barry Cuneo
CLUB: Royal Queensland Yacht Squadron
CREW: B Cuneo (2) – Skipper, P Elkington (12) – Navigator, I Barr (3), T Anderson (3), C Skinner (5), T Rowell (1), S Dunne (1), G Van Lunteren (5), J Chilman (2), J Warlow (2), P Hermann (7), R O'Sullivan, A Deeks, B Moloney, R Trujillo (2)

Barry Cuneo purchased the former *Audi Azzura/Shogun V/Ichi Ban* from Matt Allen in October and renamed it *Envy Scooters Beach Ball 52*. Allen added a new keel fin and mast and dominated Division 1 at 2015 Airlie Beach Race Week, won every race in Division 1 at the 2016 Sydney Harbour Regatta, and ditto for the 2016 NSW IRC Championship. Further mods for offshore racing and the TP52 notably won the 2016 Sydney Gold Coast race by nearly six hours, then finished second to *Beau Geste* at the 2016 Australian IRC Championship. Sat in the winner's seat of the RSHYR 2016 for the best part, but ultimately placed fifth overall, second in Division 1, after a classic Derwent shutdown, ahead of winning the 2017 Brisbane Gladstone race.

While this will be his first Rolex Sydney Hobart as a boat owner, Cuneo has a solid sailing background, including with a Beneteau 40.7 that finished eighth overall in the 2017 Brisbane Keppel race. With a 50% youth crew from RQYS (he is Vice Commodore), they were crowned 2015 Melges 32 Australian champions after contesting the Worlds earlier in Miami. Cuneo competes regularly and has travelled to Sydney for Farr 40 events, finishing with podium places. The former sea pilot also has a penchant for fast cars, contesting the Targa High Country 2016, the same event that he spectacularly crashed out of this year. Has imported 'Big Raffa' Trujillo, the Spanish four-time Finn Olympian with Silver from Athens and VOR crew in last edition.



EUPHORIA II

SAIL NO: E2
LOA: 12.9m
CLASS: IRC/ORCi
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 1982
TYPE: Beneteau First 42
NUMBER OF RSHYR: 0

OWNER: Marc Stuart
CLUB: Moreton Bay Boat Club, QLD
CREW: M Stuart (4) – Skipper, J Jarvis, K Appleton (1), L Linton (1), C Salter (1), G Doolan, C Baker, R Combrink (3)

Purchased in Mexico in 2009, this classic cruising yacht was sailed across the Pacific to her new home in Brisbane and has since competed in several Brisbane to Gladstone races, a club championship at MBBC. She has won the 2014 Kingfisher Night Series, won the 2015 MBBC Fairway Challenge, and is a previous PHS winner and Short-Handed winner in the Brisbane to Noumea race. She has “lots of go-fast gear,” says her owner tongue in cheek, including a wind generator, bimini, windvane steering, gas BBQ and headsail furler. If the going gets tough, the crew will be comfortable.



EVE

SAIL NO: 8565
LOA: 20.0m
CLASS: IRC/ORCI
DESIGNER: Sparkman & Stephens (USA)
YEAR BUILT: 1981
TYPE: Swan 65
NUMBER OF RSHYR: 1
OWNER: Steve Capell
CLUB: Cruising Yacht Club of Australia, NSW
CREW: S Capell (1) – Skipper, R Buchanan (7) – Navigator, O Hirstwood, I McDonald, L Hobba, B Gross, M Skaalum, T Brooke, J Stariwat (1), B Feeney, D Elliott (4), H Sexton, S Bartle, J Smith (4)

Pretty as a picture, Steve Capell raced this Swan 65 in the RSHYR 2015 as *Ugg Australia* and finished 31st overall. She is a classic S&S Swan 65; the 35th of 40 yachts built by Nautor in the 1970s and early 1980s. Originally launched in 1981 as UK-registered *Cheetah of Hamble*, and then as Italian-registered *Kenta* from 2000, she was imported to Australia and has taken up residence in Sydney as *Eve* and enjoys northern regattas.



EXTASEA

SAIL NO: G4646R
LOA: 14.0m
CLASS: IRC/ORCI
DESIGNER: Mark Mills (IRE)
YEAR BUILT: 2004
TYPE: DK46
NUMBER OF RSHYR: 3
OWNER: Paul Buchholz
CLUB: Royal Geelong Yacht Club, VIC
CREW: P Buchholz (6) – Skipper, G Durrant (7), T Holzer (1), B Mann (1), S Hunter (2),

J Tozer, B Miethke (3), A Burggraaf (2), P Hardiman (1), P Kirman, A Marlow (1), I Johnson (17), B Nelson (1)

In 2016 *Extasea* finished 47th overall and eighth in Division 2, skippered by Bryan Kennett in Paul Buchholz's absence. Prior to that, she last headed south in 2014, finishing 29th overall and 17th in 2010. The DK46 made her Sydney Gold Coast debut in late July and finished 38th overall. These seasoned yachties have won every local offshore race over the past 12 years, culminating in winning the ORCV Offshore Championship four times. In 2015, *Extasea* took line honours in the Melbourne Hobart race for the fourth time (between 2011 and 2015), excluding 2014, when Buchholz contested the Rolex Sydney Hobart and finished 29th overall.



FIFTY TWO HUNDRED

SAIL NO: 5200
LOA: 15.9m
CLASS: IRC/ORCI
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2005
TYPE: TP52
NUMBER OF RSHYR: 7
OWNER: Michael Spies
CLUB: Southport Yacht Club, QLD
CREW: M Short – Skipper (9), J Penny, I Short, A Guy, J Craddock, G Cooper, J Broom, E Markey

Michael Spies purchased Tony Lyall's *Cougar II* this year, renaming her *Fifty Two Hundred* (also her sail number), and repaired the damage done at the start of the RSHYR 2015. His first race was the Sydney Gold Coast race and he finished 36th overall. Spies, who took line honours and broke the race record with *Nokia* in the 1999 Hobart, also won it overall in 2003 with *First National Real Estate*, and has 40 RSHYR under the belt. Also a skiff sailor, Spies has left the boat with Matt Short as he will sail with old mate Ray Roberts again.

In the 2015 Rolex Sydney Hobart, when owned by Tasmanian Tony Lyall, this TP52 retired after a collision with *Lupa of London* just after the start. Her transom smashed on the starboard side, *Cougar II* was subsequently protested and lost. In 2013, she was 46th after placing 33rd overall in 2012. The boat's best Rolex Sydney Hobart result was second overall in 2008 under her previous owner, Alan Whiteley. In 2014, Lyall took line honours and broke the Maria Island race record with her and took line honours again the following year, finishing second overall.



FLYING FISH ARCTOS

SAIL NO: 7551
LOA: 15.2m
CLASS: PHS
DESIGNER: Graham Radford (AUS)
YEAR BUILT: 2001
TYPE: McIntyre 55
NUMBER OF RSHYR: 11
OWNER: Flying Fish Online
SKIPPER: Alex Martin
CLUB: Middle Harbour Yacht Club, NSW
CREW: A Martin (4) – Skipper, G Martin – Navigator (2), A Martin, A Sinclair, P Clark, L Johnson (1), T Mackinnon, D Myers, M Field (1), R Miller, A Jones, E White, M Gerrard

Flying Fish Arctos placed PHS sixth overall for fourth in Division 2 in the 2016 Rolex Sydney Hobart after placing PHS 10th in 2015. Her best results, all PHS, have been winning in 2010, second in 2009, and third in 2012. Led by Gregor McGowan in the 2014 Rolex Sydney Hobart, this McIntyre 55 finished PHS 18th overall after finishing 10th in 2013. Her other RSHYR results, all under PHS, comprise 16th in 2009, seventh in 2007 and 2008, and sixth in 2011. The crew is typically a mix of local experience and international trainees, all graduates of the Flying Fish sailing school. The yacht has raced to Hobart variously as *Arctos* and *Flying Fish Arctos* with a variety of skippers.



FREYJA

SAIL NO: N10
LOA: 11.4m
CLASS: PHS
DESIGNER: William Atkins
YEAR BUILT: 1945
TYPE: Atkins Ingrid
NUMBER OF RSHYR: 0
OWNER: Richard Lees
CLUB: Newcastle Cruising Yacht Club, NSW
CREW: R Lees – Skipper/Navigator, O O'Donovan, K Hancock, L Costello, A Miller, S Macks, E Thirkell, P Flanagan

In her first Rolex Sydney Hobart attempt last year, *Freyja* only made it halfway up the harbour, retiring after blowing out a headsail while at the back of the fleet. Dr Richard Lees will be better prepared this time. Launched in San Francisco Bay, his daughter and son-in-law purchased *Freyja*, which required major repairs, so Lees and his wife became partners to help. Since relaunching, she has been to three Australian Wooden Boat Festivals in Tassie. The two families are keen to tick the Rolex Sydney Hobart off their bucket list and have otherwise used *Freyja* for family holidays and club racing.



G.O.

SAIL NO: 099
LOA: 11.9m
CLASS: IRC/ORCI
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2001
TYPE: Cookson 12
NUMBER OF RSHYR: 3
OWNER: Zoe Taylor
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Z Taylor (1) – Skipper, C Crafoord (31) – Navigator, D Williams (7), T Powell (17), V Dudley (21), J Crockett, M Bassett (5), T Hogan, H Brodie (26)

Zoe Taylor recently purchased the Cookson 12 *Pazazz* and renamed it with the initials of the 1500s trail-blazing pirate, Grace O'Malley. Her strength appealed to Taylor, whose only Rolex Sydney Hobart was aboard *Strewth* in 2002. *G.O.* is contesting the CYCA's BWPS, placing ninth and eighth in the Flinders Islet and 200nm Newcastle Bass Island races, then won IRC, ORCI and PHS in the light-air 180-mile Cabbage Tree Island Race. A gun crew includes 31-time RSHYR navigator Carl Crafoord and driver Vanessa Dudley, who will contest her 22nd Hobart. Taylor disappeared from sailing for 10 years to pursue her career and returns as the owner of her own yacht. Last owner Rob Drury bought the boat in August 2012 and finished 22nd overall in the RSHYR 2014, retired from the 2015 race with main damage, but finished 23rd overall to win Division 2 in 2016.



GARMIN

SAIL NO: GBR722X
LOA: 21.3m
CLASS: IRC/CLIPPER
DESIGNER: Tony Castro (UK)
YEAR BUILT: 2013
TYPE: Clipper 70
NUMBER OF RSHYR: 2
OWNER: Clipper Ventures
SKIPPER: Gaëtan Thomas
CLUB: Royal Ocean Racing Club, UK
CREW: G Thomas – Skipper, J Allison, A Bonett, M Brien, R Collins, S Elles, S Geddes, E Hellstrom, G Injoque, D Loe, B Lyons, M Pattini, T Rubenstein, M Showell-Woodsmith, H Shragge, S Sinclair, D Smith, N Smith, S Talfourd, R Verity, D West, N Wyatt, J Zbontar Skraba

Belgium's Gaëtan Thomas skippers *Garmin*, the boat that previously competed in the Rolex Sydney Hobart under the names *Qingdao* in 2013 when it finished 65th overall, and *PSP Logistics* in 2015 under skipper Max Stunell, when it improved to



57th overall, 21st in Division 2 and 11th in the Clipper division. Crew this year includes Australian triathlete coach Dr Darren Smith, who helped two athletes to top-four finishes at the London Olympic Games. Dave West from Devon, UK, is also aboard. As Garmin's Ambassador, he is using Garmin cameras to document his 40,000nm race around the world, including Garmin winning the inaugural Ocean Sprint and finishing third on Leg 2.



GBP YEAH BABY

SAIL NO: A5
 LOA: 15.2m
 CLASS: IRC
 DESIGNER: Hugh Welbourn (UK)
 YEAR BUILT: 2000
 TYPE: Welbourn 50
 NUMBER OF RSHYR: 3
 OWNER: Louis and Marc Ryckmans
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: M Ryckmans (8) – Skipper/Navigator, L Ryckmans (8), L Stead, M Dorling, J Burman, T Fortier, C Geeves, M Muth, J Turner, E May (3), C Vroom

GBP Yeah Baby last sailed to Hobart in 2015, placing 36th overall and fifth in Division 2,

with a predominantly Russian crew. Back in the Ryckmans' hands, she finished 24th overall in the 2017 Sydney Gold Coast race. Twin brothers Louis and Marc Ryckmans bought the former *Audi Sunshine Coast* and renamed it *PMA Yeah Baby* – this time there is a *GBP* at the front. Previous owner Rod Jones won IRC Division 1 in the 2013 Sydney Gold Coast race and retired shortly after the start of the 2013 Rolex Sydney Hobart with rig damage. The Ryckmans consequently raced her to 34th overall and fourth in Division 1 in the RSHYR 2014. Aboard this time is past Laser Olympic campaigner James Burman and Emma May, who switches bows for her fourth Rolex Sydney Hobart Yacht Race.



GREAT BRITAIN

SAIL NO: GBR730X
 LOA: 21.3m
 CLASS: IRC/CLIPPER
 DESIGNER: Tony Castro (UK)
 YEAR BUILT: 2013
 TYPE: Clipper 70
 NUMBER OF RSHYR: 2
 OWNER: Clipper Ventures
 SKIPPER: Andy Burns
 CLUB: Royal Ocean Racing Club, UK
 CREW: A Burns – Skipper, L Birgelen,

N Comstedt, N Davies, R Gibson, P Gunn, T Hicks, J Leyland, H Macleod, I Maclugash, J Milne, A Mitchell, P O'Sullivan, K Patel, C Stafford, N Thurlow, M Tucker

Andy Burns is skipper of *GREAT Britain*, which as *Derry-Londonderry-Doire* in 2013 was the best placed of the Clipper fleet, placing 54th overall and seventh in Division 1. Named *Unicef* in the RSHYR 2015, she was 53rd overall, 17th in Division 2, and ninth in Clipper division. Among Burns' crew is Hannah Macleod, who won Gold for Great Britain in the Women's Hockey at the Rio Olympics. Macleod had not sailed before joining the Clipper Race, but wanted a new challenge after retiring from hockey. The *GREAT Britain* team has raced a very tactical race so far in the Clipper race, and crossed the line in third place in the opening race to Uruguay.



GUN RUNNER

SAIL NO: 3867
 LOA: 9.2m
 CLASS: IRC
 DESIGNER: John King (AUS)
 YEAR BUILT: 1988
 TYPE: Jarkan 925

NUMBER OF RSHYR: 0
 OWNER: Army Sailing Club
 SKIPPER: Maurice Young
 CLUB: Army Sailing Club, NSW
 CREW: M Young – Skipper, K O'Rourke – Navigator, A McDonell, M Stewart, S Young, C Cushway

Gun Runner, the second smallest boat in the fleet this year, is owned by the Army Sailing Club. She was raced at the 2017 Sydney Harbour Regatta as part of the ADFSA Inter-Service Yachting Championship, finishing eighth in Non-Spinnaker PHS. The Jarkan 925 also finished PHS seventh overall in the 2017 Land Rover Sydney Gold Coast Yacht Race. *Gun Runner* exists to promote sailing within the army, and teaches the army values of courage, initiative, respect and teamwork. This will be her first Rolex Sydney Hobart.



HARTBREAKER

SAIL NO: B330
 LOA: 14.2m
 CLASS: IRC/ORCi
 DESIGNER: Reichel/Pugh (USA)
 YEAR BUILT: 2004
 TYPE: Reichel Pugh 46
 NUMBER OF RSHYR: 8



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OWNER: Antony Walton/Alan Breidahl
CLUB: Royal Brighton Yacht Club, VIC
CREW: A Walton (4) – Skipper, G Buchan – Navigator (3), M Morris, J Macdonald, S DePoi (1), L Irving (2), C Stott (1), P King (1), J Dagge, R Pollock

Hartbreaker finished the 2016 Rolex Sydney Hobart 67th overall after suffering engine problems. The RP46 placed 41st overall in 2015, 66th in 2014, and 49th in 2013 – the year cardiologist Tony Walton and Alan Breidahl purchased and renamed the boat previously known as *Hardys Secret Mens Business 2* and *Shamrock*. Built by Hart Marine, and under original owner Geoff Boettcher, the boat was badly damaged at the start of Hamilton Island Race Week in 2007 and subsequently fell off a truck on the way to be repaired. Past Laser Olympic campaigner James Dagge joins the crew this year.

Walton and Breidahl's best results include first PHS Div 1 at the 2016 Port Lincoln regatta and in March this year, took line honours in the King Island race ahead of finishing 11th overall in the Cabbage Tree Island Race. As *Shamrock*, she won line honours, IRC and PHS in the 2008 Melbourne Hobart race and two years later, retired from the 2010 Rolex Sydney Hobart with rudder damage. As *HSMB*, she finished 20th overall in the RSHYR 2004, eighth overall in 2005 and 18th overall in 2006.



HELSEAL 3

SAIL NO: 262
LOA: 20.0m
CLASS: PHS
DESIGNER: Joe Adams/Fred Barrett (AUS)
YEAR BUILT: 1984
TYPE: Adams 20
NUMBER OF RSHYR: 13
OWNER: Paul Mara
CLUB: Royal Yacht Club of Tasmania, TAS
CREW: P Mara (2) – Skipper/Navigator, D Stephenson (16), P Grady, S Schroeder, K Ukena, M Flynn (1), A van der Rijt (1), S Richardson, C Tate (2), J Wood (1), A Goode (8)

Finished PHS fourth overall to win Division 1 in the 2016 Rolex Sydney Hobart. One of only two Tassie entries in 2015, Rob Fisher took *Helsal 3* to PHS second and won Division 1. Fisher was not aboard for the RSHYR 2014 and 2013 when she finished PHS 15th and 11th respectively. The Adams 20 was originally Arthur Bloore's *The Office* and retired from the 1984 race, then dismasted heading to the 1985 start. Badly fire damaged in 1986, the Fisher family bought and restored her to place eighth on line in the 1987 race and fifth in the 1988 race. Broke her own record in a Gosford Lord Howe Island race, and scored Sydney Mooloolaba line and handicap wins. John Wertheimer purchased her, finishing seventh on line in the RSHYR 1990. Chartered in 1991, she was seventh on line. Fisher repurchased her in 2007 after finding her in decline, and she has missed only the 2011 race since 2008.



HOLLYWOOD BOULEVARD

SAIL NO: AUS8899
LOA: 16.8m
CLASS: IRC
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2008
TYPE: Farr 55
NUMBER OF RSHYR: 7
OWNER: Ray Roberts
CLUB: Cruising Yacht Club of Australia, NSW
CREW: R Roberts (22) – Skipper, M Spies (40), D Hawkins (2), P Sheldrick (25), D McPhee, D Chapman (2)

Ray 'Hollywood' Roberts' *Hollywood Boulevard* was 36th overall in the RSHYR 2016 and fourth overall in the 2017 Brisbane Gladstone race. In the 2015 Rolex Sydney Hobart, she sustained hull damage and retired. As *OneSails Racing*, she finished 49th overall in the RSHYR 2014 after a sunfish claimed the port rudder. In July, with his TP52, Roberts resoundingly won IRC 1 honours at 2017 Phuket Raceweek. Other top results include taking *Quantum Racing* (next known as *Jazz*, *Victoire* and now *Oskana*) to line and overall honours in the 2008 Sydney Gold Coast race then, as *Evolution Racing*, placed second in Division D of the 2009 Hobart, after winning Brisbane Gladstone line honours for a second year running. As Michael Hiatt's *Living Doll*, this Farr 55 placed second overall in the RSHYR 2011.



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SAIL NO: GBR723X
LOA: 21.3m
CLASS: IRC/CLIPPER
DESIGNER: Tony Castro (UK)
YEAR BUILT: 2013
TYPE: Clipper 70
NUMBER OF RSHYR: 2
OWNER: Clipper Ventures
SKIPPER: Conall Morrison
CLUB: Royal Ocean Racing Club, UK
CREW: C Morrison – Skipper, G Adams, C Busk, P Flintoft, C Fox, M Frawley, G Glover, L Gruzelier, A Hemmes, G Hill, L Ho, R Ingram, A Johnston, C Maeting, R Mc Glinchey, P Nordin, S Powlesland, A Rellis, R Saunders, N Schellenberg

Skipper of *HotelPlanner.com* is Conall Morrison, who is from a Northern Ireland sporting family. His sister Aileen Reed represented as a triathlete at the 2012 London and 2016 Rio Olympics. Among Morrison's crew is a New Zealand dairy farmer Greg Glover, who also spent years working on container ships. Commercial pilot Graham Hill is also aboard to fulfil

a childhood dream of racing around the world. As *Visit Seattle*, this boat was 49th overall, 14th in Division 2, sixth in the Clipper division in the 2015 Rolex Sydney Hobart, and in 2013 as *Mission Performance*, was 66th overall, 15th in Division 1 and ninth in Clipper Division.



ICHI BAN

SAIL NO: AUS001
LOA: 15.9m
CLASS: IRC/ORCI
DESIGNER: Botin Partners (ESP)
YEAR BUILT: 2017
TYPE: TP52
NUMBER OF RSHYR: 0
OWNER: Matt Allen
CLUB: Cruising Yacht Club of Australia, NSW
CREW: M Allen (27) – Skipper, W Oxley (15) – Navigator, G Maguire (16), A Merrington (9), P Merrington (20), C Kosecki (1), C Garnett (14), S Ciszek (1), J Rae (23), D Conigrave (6), T Sellars (10), S Nolan, W Morgan

Brand new TP52 for Matt Allen who off the bat took the double line and overall win in October's Newcastle Bass Island Race, beating nearest rival *Celestial* (a TP52) over the line and overall by an hour. Was 15th in the Cabbage Tree Island Race, in which the 40-footers excelled. Allen, President of Australian Sailing, sailed his previous TP52 *Ichi Ban* (formerly *Shogun V*, which he revamped), to fifth overall, second in Division and ORCI third overall in 1 in the RSHYR 2016 after winning the 2016 Sydney Gold Coast race overall by nearly six hours, resulting in second overall for *Ichi Ban* in the Blue Water Pointscore and won the 2017 Brisbane Gladstone race, also racking up wins and places with his Carkeek 60, also named *Ichi Ban*. This new *Ichi Ban* should be the stand-out in the current crop of TP52s in this year's race, Allen having come so close victory in last year's race.



ICHI BAN

SAIL NO: AUS01
LOA: 18.3m
CLASS: IRC/ORCI
DESIGNER: Carkeek Design Partners (RSA)
YEAR BUILT: 2013
TYPE: Carkeek 60
NUMBER OF RSHYR: 3
OWNER: Matt Allen
CLUB: Cruising Yacht Club of Australia, NSW
CREW: M Allen (27) – Skipper, W Oxley (15) – Navigator, G Maguire (16), A Merrington (9), P Merrington (20), C Kosecki (1), C Garnett (14), S Ciszek (1), J Rae (23), D Conigrave (6), T Sellars (10), S Nolan, W Morgan

At the last moment, Matt Allen chose this Carkeek 60 over his TP52 of the same name for the RSHYR 2015 and finished sixth on line, eighth overall and second in Division 0. In 2016, *Ichi Ban* placed third overall in Groupama Race around Noumea. In 2014, she was fourth overall for third in Division in the Sydney Gold Coast race, took line and overall honours in the inaugural Newcastle Bass Island Race, creating the record that still holds: a new rudder made the difference. Next placed third overall in the CYCA Trophy and eighth on line for 63rd overall in Division 0 of the 2014 Hobart.

In 2015, took the line and overall win in the Cabbage Tree Island Race, breaking the record for a conventionally ballasted yacht, within little over an hour of *Wild Oats X's* record. Since 2013, has also held the conventional ballast record in the Port Hacking Bird Islet Race. Australian Sailing President Matt Allen launched this boat a month before the RSHYR 2013 and finished eighth online and eighth overall. In the RSHYR 2016 he sailed his TP52 of the same name to fifth overall, second in Division 1 after winning the 2016 Sydney Gold Coast race by nearly six hours, resulting in second overall in the 2016 Blue Water Point Score.



IMALIZARD

SAIL NO: 6893
LOA: 12.2m
CLASS: PHS
DESIGNER: Hugh Welbourn (UK)
YEAR BUILT: 2007
TYPE: Welbourn 12
NUMBER OF RSHYR: 1
OWNER: Bruce Watson
CLUB: Royal Sydney Yacht Squadron, NSW
CREW: B Watson – Skipper, M Gilfoyle – Navigator, V Adillon, S Garrett, G Tomlins

Bruce Watson won PHS overall and Division 2, when he skippered *Imalizard* in her first Rolex Sydney Hobart last year, so has returned to defend. The water-ballasted Welbourn 12 was purpose-built for the double-handed Melbourne Osaka race and is quick downwind. Under previous ownership, was sailed single-handed around Australia. Watson, a Shorthanded Sailing Association of Australia (SSAA) committee member, has raced it in SSAA competitions and two-handed in the 2016 Coffs Harbour race. Retired from both the Flinders Islet and Newcastle Bass Island races, and is an entry in the CYCA's PONANT Sydney Noumea Yacht Race. Watson and navigator Michelle Gilfoyle usually sail the boat two-handed.




INDIAN

SAIL NO: AUS47
LOA: 14.3m
CLASS: IRC/ORC
DESIGNER: Shaun Carkeek (RSA)
YEAR BUILT: 2014
TYPE: Carkeek 47
NUMBER OF RSHYR: 2
OWNER: Craig Carter
CLUB: Royal Freshwater Bay Yacht Club, WA
CREW: C Carter (3) – Skipper, B Northcote (8) – Navigator, P Eldrid (5), A Little, R Howell (2), N Wilmot, D Rooke, D Grover, M Rodoreda, T Barton (1), D Palmer (1), R Senior

This quick Carkeek 47 finished 11th on line for 35th overall and fourth in Division 1 in the 2015 Rolex Sydney Hobart after finishing 38th overall in 2014. In 2016 *Indian* was the resounding winner of the WA Blue Water Championship after setting a new race record and finishing second overall in the 221nm Geraldton Classic (she took line and overall honours again in 2017), taking the treble of line honours, record and IRC overall in the 169nm Bunbury return ocean race and another treble in the 245nm Cape Naturalist race, plus line honours in the West Coaster Race. If conditions suit, there is no reason why Craig Carter and crew shouldn't be up amongst it. They have brought in the big guns with 2008 Olympic 470 gold medallist Nathan Wilmot and local Paul Eldrid.


INFOTRACK

SAIL NO: SYD1000
LOA: 30.0m
CLASS: IRC
DESIGNER: Juan Kouyoumdjian (ARG)
YEAR BUILT: 2008
TYPE: 100-ft supermaxi
NUMBER OF RSHYR: 4
OWNER: Christian Beck
CLUB: Greenwich Flying Squadron, NSW
CREW: C Beck – Skipper, G Simmer (19), M Coxon (28), T Oxley (13), M Spence (17), C Macted (4), A Pratt (20), A Wing, T Lavers, I McKillop (1), F O'leary (5), D Ryding, S Runow (26), B Lamb (7), J Tilse (2), A Menzies (1), D Blanchfield (27), D Wills, C Champion, D Beck, I Jensen, T Braidwood (22), A McLean

Legal software supremo Christian Beck has purchased *Perpetual Loyal* from Anthony Bell. The former *Speedboat/Rambler* finally lived up to its tag of 'the fastest supermaxi in the world' last year when after receiving major surgery, broke the Rolex Sydney Hobart Yacht Race record *Wild Oats XI* set in 2012 by 4 hours 51 mins and 52 secs, in

the time of 1 day 13 hrs 31 mins 20 secs, culminating in second overall and second in Division 0. This, after retiring from the 2014 and 2015 RSHYR (damage after hitting an object and rudder damage respectively), but finishing second on line in 2013. Also took line honours in the 2015 Sydney Gold Coast race. A star crew includes multiple America's Cup winner Grant Simmer and Iain 'Goobs' Jensen, Olympic gold (2012) and silver (2016) 49er medallist.

Beck, who was named Ernst & Young Entrepreneur of the Year 2017, races a smaller yacht at Greenwich Flying Squadron. He is the founder of LEAP Legal Software and InfoTrack (for which the boat is named), a technology company that provides smart search tools for people and businesses. The crew will include five staff from InfoTrack, along with Beck's brother Darren; the two will sail their first Rolex Sydney Hobart Yacht Race together.


JAZZ PLAYER

SAIL NO: SM390
LOA: 11.9m
CLASS: IRC/ORC
DESIGNER: Brett Bakewell-White (NZL)
YEAR BUILT: 2004
TYPE: Bakewell-White 39
NUMBER OF RSHYR: 5
OWNER: Matthew Lawrence
CLUB: Royal Melbourne Yacht Squadron, VIC
CREW: M Lawrence (5) – Skipper, M Setton (7) – Navigator, S Duncan, T Kenner, N Fellowes-Freem, S Powell-Hughes, C Warren, D Richards, C Webster, M Batson

In 2013, her last Rolex Sydney Hobart, *Jazz Player* partnered with the Think Pink Foundation to raise awareness for breast cancer support and finished 31st overall. She placed 67th in 2008, retired with a damaged main in 2010, but placed 41st for third in Division 2 in 2011 – her best result to date. A comfortable and quick Bakewell cruiser/racer, she finished 12th in division in 2012 after the wind shut the gate on the smaller yachts and then threw a hard southerly at them. Owner Andrew Lawrence is a doctor in medical imaging who fits sailing in around work. His finest hour was taking line and overall IRC double in the 2009 Melbourne to Hobart Ocean Yacht Race.


KHALEESI

SAIL NO: 46
LOA: 14.1m
CLASS: IRC/ORC
DESIGNER: Mark Mills (IRE)
YEAR BUILT: 2005
TYPE: DK46
NUMBER OF RSHYR: 3
OWNER: Andrew and Pauline Dally
CLUB: Middle Harbour Yacht Club, NSW
CREW: A Dally (6) – Skipper, P Dally (3), M Scott (1), D Dalziel (1), L Ratcliff (10), D Bridges (3), A Chauvel (10), S Williams (12), M Scott (4), L Pryor (1), A Slocombe (2), S Estella (1)

Andrew and Pauline Dally sailed *Khaleesi* to 24th overall and seventh in Division 2 in the 2014 Rolex Sydney Hobart shortly after purchasing the DK46 originally known as *Shogun* then *Exile*. They renamed her *Khaleesi*, meaning 'Tamer of Dragons', in the spirit of the friendly rivalry with sister ship *Nine Dragons*. In 2016, scored a trio of IRC second places in the CYCA's SOPS, the MHYC's IRC Open Point Score and Division 1 in Sydney Harbour Regatta, as well as 12th in the Pittwater Coffs race. In November this year, placed a good fourth overall in the light Cabbage Tree Island Race.


KIALOA II

SAIL NO: AUS7742
LOA: 23.0m
CLASS: IRC
DESIGNER: Sparkman & Stephens (USA)
YEAR BUILT: 1964
TYPE: S&S Yawl
NUMBER OF RSHYR: 1
OWNER: Patrick and Keith Broughton
CLUB: Cruising Yacht Club of Australia, NSW
CREW: P Broughton (9) – Skipper, L May – Navigator (44), T Hearder (31), G Chessells (11), G Jackson, I Goldsworthy (2), L Ratcliff, M Souter (23), S Major (1), A Cutler (11), D Sawdon, J Beaton (8), G White (5), J Hastie (7), K Broughton (2), D Kilponen (7)

This famous aluminium boat converted to a yawl in 1968 came from the USA to the race just once – in 1971 – and under her famous owner Jim Kilroy took line honours in just over three and a half days. Also took line honours in the 1966 Newport Bermuda and 1966 San Diego Acapulco races, won the 1969 Transatlantic Race from Newport to Cork, finished second on line in the 1969 Fastnet Race and took the double in the 1972 Trans-Tasman Race from Hobart to Auckland. Won and placed in many other races. Sydneysider Paddy Broughton bought

the yacht in 2016 with his brother Keith, who resides in the UK.

Ahead of retracing the classic races the yacht had previously done, the Broughtons replaced the standing and running rigging, added new sails and tested all in the Rolex Fastnet Race. They finished 134th overall from over 300 entries, and 37th in a division of 60. *Kialoa II* was crewed by some of Broughton's old *Brindabella* crew mates, including navigator Lindsay May and Tony Hearder – all booked for the RSHYR, as is pro photographer Dallas Kilponen, son of Kilroy's abiding navigator, the late David 'Fang' Kilponen. Broughton was sailing *Kialoa II* from the UK to Sydney at the time of writing, joining an elite band to have competed in both the Fastnet and the RSHYR in the same year, delivering to the venues under sail. The crew is supporting Movember and rocking the 70s theme by growing moustaches and wearing terry-towelling hats on Boxing Day.


KOA

SAIL NO: 52152
LOA: 15.9m
CLASS: IRC/ORC
DESIGNER: Bruce Farr (USA)
YEAR BUILT: 2004
TYPE: TP52
NUMBER OF RSHYR: 2
OWNER: Peter Wrigley/Andy Kearnan
CLUB: Cruising Yacht Club of Australia, NSW
CREW: A Kearnan (2) – Skipper, R Grimes (27) – Navigator, P Wrigley (3), A Green, D McPhee, D Wrigley, G Van Dijk, G Telford, M Hewitt-Park, P Williams, R Howard, R Bridge, W Miller, T May

Koa, Hawaiian for 'strong warrior', retired with a broken starter motor last year – her second retirement in a row; not living up to her original name of *Lucky*. She was 21st overall and fifth in Division 1 in the 2017 Land Rover Sydney Gold Coast Yacht Race and lifted to remarkably take the treble in the Flinders Islet Race, breaking Loki's seven-year-old record. In October she finished seventh in the Newcastle Bass Island Race and then 13th in the Cabbage Tree Island Race, best of the TP52s. Peter Wrigley and Andy Kearnan bought the boat in 2015. She had won the 2010 Rolex Middle Sea Race and was second in the 2014 Rolex China Sea Race. They finished second to *Ichi Ban* in the 2016 Sydney Gold Coast race.



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KOMATSU AZZURRO

SAIL NO: 3430
 LOA: 10.1m
 CLASS: IRC/ORCi
 DESIGNER: Sparkman & Stephens (USA)
 YEAR BUILT: 1981
 TYPE: S&S 34
 NUMBER OF RSHYR: 4
 OWNER: Shane Kearns
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: S Kearns (13) – Skipper, A Seja (15) – Navigator (15), D McRae (14), J Nixon (23), F Nelson (22), M Doherty (1)

This small crew of six have notched up over 100 Rolex Sydney Hobart Yacht Races. In last year's race, they sailed *Komatsu Azzurro*, 'the little boat that could', to 13th overall for second in Division 4; won ORCi Division 4; and was third in the Corinthian Division in downhill conditions not suited to the S&S 34. The year before, almost snatched RSHYR victory from *Balance*, but lack of breeze on rounding Tasman Island pushed them back to third overall (just six minutes shy of second place), second in Division 4, first in ORCi and Corinthian divisions. Kearns' first Rolex Sydney Hobart with her was in 2014, with a 33rd overall finish. Retired from the Cabbage Tree Island Race in November after a dust-up off the start with the sizeable *Eve* left her with badly bent stanchions.

They won the 2015 and 2017 Land Rover Sydney Gold Coast Races and won Division 4 in 2016. This little miracle rocket, formerly known as *Shenandoah II*, was found by Kearns near sinking in 2014. Buying her cheaply on his credit card, he restored her, adding a Code Zero and a new staysail. The boat was built for Ron White, a past SYC commodore who won Division H of the 50th RSHYR (boat was renamed *Commonwealth Bank Shenandoah II*), with a faster finishing time than the winners of Divisions F and G.


LIVERPOOL 2018

CLIPPER ROUND THE WORLD YACHT
 SAIL NO: GBR720X
 LOA: 21.3m
 CLASS: IRC/CLIPPER
 DESIGNER: Tony Castro (UK)
 YEAR BUILT: 2013
 TYPE: Clipper 70
 NUMBER OF RSHYR: 2
 OWNER: Clipper Ventures
 SKIPPER: Lance Shepherd
 CLUB: Royal Ocean Racing Club, UK
 CREW: L Shepherd – Skipper, P Almond, F Antia, G Dodge, S Finn, J Fretton, C Fulton, R Hubbard, M Kidwell, H Lane, J Macfee, M Mueller, R Peters, C Rich, S Schoultz,

N Sheridan, N Stafford, M Vantrease, J Vearncombe

Former Royal Marines Commando Lance Shepherd is skippering *Liverpool 2018*, previously known as *One DLL* (finished 61st overall, 10th in Division 1, fourth in Clipper division) and *Garmin* (finished 48th overall, 13th in Division 2, fifth Clipper Division) respectively in the 2013 and 2015 Rolex Sydney Hobart Yacht Races. This year's crew on *Liverpool 18* includes Fernando 'Nano' Antia, the first Uruguayan to do the full Clipper Race circumnavigation, and Australian Mike Kidwell, who has already raced 19,000nm on *Liverpool 2018*. They claimed fifth on Leg 2 of the Clipper Race.


M3

SAIL NO: AUS52
 LOA: 15.8m
 CLASS: IRC/ORCi
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 2006
 TYPE: TP52
 NUMBER OF RSHYR: 6
 OWNER: Peter Hickson/Geoff Hill
 SKIPPER: Brent Fowler
 CLUB: Royal Freshwater Bay Yacht Club, WA
 CREW: B Fowler (1) – Skipper, C McKenzie – Navigator, P Hickson (1), R Cox, M Pearce, P Marshall, S Schafer
 Peter Hickson purchased the former *Stay Calm/Calm* in September 2015, and took line honours in the George Law Memorial Foundation Race. M3 was 42nd overall and sixth in Division 1 in the RSHYR 2016, after finishing third overall in the tricky 2016 Sydney Gold Coast race. She shredded her forestay just after the start of the 2015 Rolex Sydney Hobart and retired. Brent Fowler skippered her to fourth overall in the 2017 Sydney Gold Coast race, and eighth overall in the Flinders Islet race. Hong Kong based Geoff Hill, the former owner of the TP52 *Strewth*, which is doing this year's RSHYR as *Sonic*, returns as co-owner of M3. Under Victorian ownership from 2009 as *Calm*, the boat contested the Rolex Sydney Hobart in 2012 and was best placed TP52 in fifth overall, finishing fifth again in 2013. WA's Tony Mitchell was her next owner until Peter Hickson bought the boat.


MAGIC MILES

SAIL NO: 5296
 LOA: 18.7m
 CLASS: PHS
 DESIGNER: Philippe Briand (FRA)
 YEAR BUILT: 1985
 TYPE: Dynamique 62
 NUMBER OF RSHYR: 2
 OWNER: Michael Crew
 CLUB: Bellerive Yacht Club, TAS
 CREW: M Crew (2) – Skipper/Navigator, G Wood, P Maguire (2), T Finocchiaro, M Vanderslink, S Cliff, P Arnold, M Osborne, R Geisser (2), B Bruce (2), T Munro (1), J Cowmeadow

Michael Crew and *Magic Miles* last graced the Rolex Sydney Hobart in 2014, finishing PHS 17th overall. The previous year they were PHS 13th overall. The Dynamique 62 is a beautifully crafted and impeccably maintained luxury cruiser/racer that underwent a major refit in 2007–08. She is primarily used for corporate match racing on the Derwent River and for private charters in the southern waters of Tasmania. Crew is a Qantas captain who owns the Theatre Royal Hotel in Hobart.


MAHLIGAI

SAIL NO: NZL1
 LOA: 14.3m
 CLASS: PHS
 DESIGNER: Murray Burns Dovell (AUS)
 YEAR BUILT: 1998
 TYPE: Sydney 46
 NUMBER OF RSHYR: 8
 OWNER: Murray Owen/Jenny Kings
 CLUB: Royal Port Nicholson Yacht Club, NZL
 CREW: M Owen (9) – Skipper/Navigator, D Peigin, X Li, X Xu, GJ Lan, S Lee, A Chen, B Wang, A Li, S Wang, D Sun, Y Ye

As *Simple sail Mahligai*, with an all-Russian crew bar owner Murray Owen, finished the 2016 Rolex Sydney Hobart PHS fifth overall and second in Division 1. This year, the crew are mainly Chinese from Shenzhen and Beijing, including female 470 Olympic campaigner Xiaomei Xu (ranked 51st in the world). *Mahligai* placed PHS fourth overall and second in Division 1 in the RSHYR 2015. The previous Rolex Sydney Hobart, crewed mainly by Russians and racing as *Art Equity Mahligai*, they finished PHS sixth and won Division 1. In 2013, she moved up from PHS ninth overall of 2011 to sixth, winning Division 1. The Kiwi owners live in Sydney and race out of the CYCA, but are representing New Zealand this time. *Mahligai* has finished each of her eight Rolex Sydney Hobart Yacht Races with this Sydney 46; a good track record.


MALUKA

SAIL NO: A19
 LOA: 9.0m
 CLASS: IRC
 DESIGNER: Cliff Gale (AUS)
 YEAR BUILT: 1932
 TYPE: Ranger
 NUMBER OF RSHYR: 6
 OWNER: Sean Langman
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: S Langman (26) – Skipper, S McKnight (9) – Navigator, P Inchbold (30)

Because of the fast downwind conditions, *Maluka* finished well inside her usual time last year, stopping the clock at 08:38:07 on 30 December, more than a day ahead of her usual New Year's finishes, placing 76th on line from 83 finishers. Sean Langman was pleased with his 12th overall, which translated to winning Division 4 from another golden oldie and three-time Rolex Sydney Hobart winner, *Love & War*. The Ranger-designed *Maluka* was looking good in the RSHYR 2014, but conditions lightened and she placed 13th and third in Division 4. She contested her first RSHYR in 2006 and placed eighth overall, the first boat under 9.5 metres to finish (the same year *Love & War* and *Bacardi* finished first and second).

Maluka was last on line in 2011 and 2012 – the irony being that Langman was listening to the radio when his former yacht *Loyal* sailed to line honours victory in 2011. *Maluka* was built in 1932 from Tasmanian Huon pine. She is the smallest in the fleet and is usually the oldest, but the two-year older *Dorade* wears that mantle in 2017. Gaff-rigged, she was rebuilt by Noakes head, Langman, also known for racing his high-octane former yachts, *AAPT* and *Loyal*. This year he will sail in competition to his son Peter, who is racing on *Patrice*.


MASCALZONE LATINO 32

SAIL NO: ITA14909
 LOA: 15.2m
 CLASS: IRC/ORCi
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 2005
 TYPE: Cookson 50
 NUMBER OF RSHYR: 0
 OWNER: Vincenzo Onorato
 SKIPPER: Matteo Savelli
 CLUB: Yacht Club Monaco, MONACO
 CREW: M Savelli – Skipper, I Moore (3) – Navigator, V Onorato, L Bressani, P Manunta, A Stead, D Scarpa, F Favini, J Clougher, S Ciampalini, G Figlia di Gran, L Chiarugi

Mascalzone Latino 32 and Vincenzo Onorato



are new to the race, but both names are famous in yachting, primarily because the Italian ship owner headed two America's Cup challenges in 2003 and 2007. Sailing this canting Cookson 50, he was crowned overall winner of the 2016 Rolex Middle Sea Race, won the ORC World Championship for Class A in July, and in October, won the Hong Kong to Vietnam Race by over two hours, clocking a top speed of 30 knots. Onorato founded the Mascalzone Sailing Team in 1993 and has won six world titles and many European championships with his Mumm 30, Farr 40 (three Worlds wins) and Melges 32 boats. As expected, will be crewed by some heavies, including long-time skipper Matteo Savelli, Flavio Favini and Juggy Clougher.



MASERATI

SAIL NO: ITA70
LOA: 21.5m
CLASS: IRC/ORC
DESIGNER: Juan Kouyoumdjian (ARG)
YEAR BUILT: 2007
TYPE: Volvo Open 70
NUMBER OF RSHYR: 2
OWNER: Jim Cooney
CLUB: Cruising Yacht Club of Australia, NSW
CREW: J Cooney (5) – Skipper

Jim Cooney bought *Maserati* (the ex *Ericsson 3*) after feted Italian single-handed sailor, Giovanni Soldini took her to fourth on line in the RSHYR 2015. The Sydney yachtsman added some big names to the crew and finished sixth on line and seventh overall last year, and was the last boat to finish before the breeze shut down on the Derwent. He added more names, including navigator Adrienne Cahalan, and finished third on line to *Wild Oats XI* and *Black Jack* in the 2017 Sydney Gold Coast race. The V070 also took line honours in the 2016 Botany Bay, Port Hacking and Cabbage Tree Island races. Cooney is best known for his ownership of the celebrated maxi *Brindabella* for seven years, before purchasing *Maserati*.



MAYFAIR

SAIL NO: W1424
LOA: 12.2m
CLASS: IRC/ORC
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2011
TYPE: Beneteau First 40
NUMBER OF RSHYR: 1
OWNER: James Irvine
CLUB: Royal Queensland Yacht Squadron
CREW: J Irvine (1) – Skipper, B Davis – Navigator, J Cook, P Webster, I Davis (12), S Butt, M Carter, S Hart

In Mayfair and James Irvine's first RSHYR in 2015 they finished ninth overall and fourth in Division 4 and third in ORC Division 3. Started the slow 2016 Sydney Gold Coast race, but joining a few others, retired citing time constraints. Finished sixth overall in Division 2 of the 2017 Brisbane Gladstone race and 10th overall in the subsequent Brisbane Keppel race. *Mayfair* is the former *Take Flight*, purchased by Irvine, who has again put together an experienced, but colourful crew of local characters, who obviously know their stuff. The Beneteau First 40 finished 12th overall in the 2014 Brisbane to Keppel Yacht Race, her first blue outing under Irvine's leadership. Will have sister ships *Ariel*, and *Blunderbuss* to spar with.



MERLIN

SAIL NO: 93
LOA: 15.6m
CLASS: IRC
DESIGNER: Kaiko/Forbes (AUS)
YEAR BUILT: 2000
TYPE: Kaiko 52
NUMBER OF RSHYR: 5
OWNER: David Forbes
SKIPPER: Joseph Earl
CLUB: Royal Sydney Yacht Squadron, NSW
CREW: J Earl (3) – Skipper, R Brooks (7) – Navigator, C Heenan (1), A Briscoe, D Ryan, C Casey, P Smith, M Heenan (17), A Cameron, C Thornton, P Corben (12)

Well sailed by Joseph Earl on behalf of Olympian owner Dave Forbes *Merlin*, sporting new sails, finished 25th overall and second in Division 2 in last year's race. The sails proved a boon from the outset in earlier races. *Merlin* finished 16th overall and fourth in Division 2 of the RSHYR 2015 and was the best overall performed boat over 50 feet. In her other three RSHYR, she finished 17th overall and eighth in Division A in 2003, retired (along with nearly half the fleet) from the difficult 2004 race, and finished 14th overall and second in Division C in 2006. *Merlin* placed sixth in November's Cabbage Tree Island Race.



MERLION

SAIL NO: H118
LOA: 11.9m
CLASS: IRC
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 1999
TYPE: Beneteau 40.7
NUMBER OF RSHYR: 0
OWNER: Eddy Mackevicius
CLUB: Hobsons Bay Yacht Club, VIC
CREW: E Mackevicius – Skipper, S Hobbs,

M King, C Smith, R Cernobrivce, L Brayton, B Rich, P Mackevicius, B Adams

Merlion, Eddy Mackevicius' Beneteau 40.7, represents her club regularly at most of Melbourne's major and local events with mixed results. She has been a regular at Geelong Week and has contested both the Melbourne Launceston and Melbourne Hobart races, including winning PHS overall and the Salamanca Series in the latter race. This year, *Merlion* placed 10th overall in the ORC's Offshore Championship and was fourth overall in the Apollo Bay Race. This is her first Rolex Sydney Hobart Yacht Race.



MISTER LUCKY

SAIL NO: RQ3600
LOA: 11.3m
CLASS: IRC/ORC
DESIGNER: Andrieu Yacht Design (FRA)
YEAR BUILT: 2016
TYPE: Jeanneau Sun Fast 3600
NUMBER OF RSHYR: 0
OWNER: Mark Hipgrave
CLUB: Solo Offshore Racing Club, UK
CREW: M Hipgrave (5) – Skipper, I Huddle, N Colley, A Hipgrave, R Craigie, P Brant, D Fish

A near-new boat, this will be *Mister Lucky's* first Rolex Sydney Hobart experience. Mark Hipgrave, a keen short-handed sailor, purchased the yacht in the UK specifically for that purpose after competing in the 2014 Solo Trans-Tasman race (from New Plymouth, New Zealand to Mooloolaba, Queensland). It gave him the confidence to consider the greater challenge of the 2018 Melbourne to Osaka Double-Handed Yacht Race, which he has entered, along with other competitors in this year's Rolex Sydney Hobart. Hipgrave finished 13th overall in the inaugural Round the (Fastnet) Rock Race in 2016, from which more than half the fleet retired. For solo Corinthian sailors only, the course takes participants from Central Solent to Plymouth via Fastnet Lighthouse.



MONDO

SAIL NO: 6305
LOA: 11.7m
CLASS: IRC
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 2003
TYPE: Sydney 38
NUMBER OF RSHYR: 3
OWNER: Ray Sweeney
CLUB: Royal Queensland Yacht Squadron
CREW: R Sweeney (4) – Skipper/Navigator
Ray Sweeney's Sydney 38 was launched as

Easy Tiger and rebranded in 2009 as *Mondo* and has sailed the east coast of Australia relentlessly over the last five years. From its home base at RQYS, Sweeney has campaigned the boat from Hamilton Island to Geelong and most of the ocean races and local regattas in between, including Rolex Sydney Hobart Yacht Races in 2009 (retired to Eden with rig damage), 2011 (finished 42nd overall and sixth in the S38 division), and 2013 (38th overall and third in the Sydney 38 division). Sweeney and his boat are waiting for the right weather window in the 628nm race.



NASDAQ

SAIL NO: GBR731X
LOA: 21.3m
CLASS: IRC/CLIPPER
DESIGNER: Tony Castro (UK)
YEAR BUILT: 2013
TYPE: Clipper 70
NUMBER OF RSHYR: 2
OWNER: Clipper Ventures
SKIPPER: Rob Graham
CLUB: Royal Ocean Racing Club, UK
CREW: R Graham – Skipper, T Billbe, T Boys, J Cole, K Cordiner, P Dark, D Egan, H Grainge, A Greenough, D Harries, J Patton, P Phair, K Schatz, P Speight, J Talbot, I Van Der Weijden, M Waters, A Weaver, J Wedgwood, P Wilkinson, T Wood

Rob Graham skippers *Nasdaq*, the boat Greg Miller skippered to 50th overall, 15th in Division 2 and seventh in the Clipper division as Mission Performance in the Rolex Sydney Hobart Yacht Race 2015. In 2013 as *Jamaica Get All Right*, she placed 64th overall, 13th in Division 1 and seventh in the Clipper Division. Joining Graham this time is Damien Egan from Darwin, who is undertaking the full 40,000nm circumnavigation with the Clipper Race. Mark Waters, a retired teacher, is also aboard. He might find his time in the Rolex Sydney Hobart and Clipper races easy compared to his years raising five children as a single parent. This is the first edition of the Clipper Race to feature a Nasdaq yacht.



OCEAN AFFINITY

SAIL NO: R064
LOA: 15.0m
CLASS: IRC
DESIGNER: Reichel/Pugh (USA)
YEAR BUILT: 2009
TYPE: Marten 49
NUMBER OF RSHYR: 6
OWNER: Stewart Lewis
CLUB: Royal Queensland Yacht Squadron,
CREW: S Lewis (11) – Skipper



Queensland's Steward Lewis sailed his Marten 49 to PHS eighth overall for fourth in Division 1 in the Rolex Sydney Hobart Yacht Race 2015. The previous year, *Ocean Affinity* was PHS seventh overall and second in Division 1. *Ocean Affinity* has competed in successive Rolex Sydney Hobart Yacht Races since 2010, finishing 14th overall in 2013, 45th overall in 2012, 57th overall in 2011 and 30th overall in 2010. Notable results include back-to-back line honours victories in the Gosford Lord Howe Island race (2009 and 2010) and second overall in 2011.



OCEAN GEM

SAIL NO: 8810
LOA: 13.5m
CLASS: IRC/ORCI
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 1992
TYPE: Beneteau 445
NUMBER OF RSHYR: 0
OWNER: David Hows
CLUB: Southport Yacht Club, QLD
CREW: D Hows – Skipper, K Hook, T Wolff, K Schroder, S Jones, G Tomlins, E van Coeverden, A Ivory, R Durham, A Lomakin

Ocean Gem was purchased by David Hows in 2011 and berthed in Auckland until late 2013 when extensive cruising was undertaken around the top half of New Zealand's North Island. In November 2013, he sailed the Beneteau 445 across the Tasman via Norfolk Island to the Gold Coast. Competed in more than 250 SYC races since January 2014, with successes in the Sail Paradise Regatta, Coffs to Paradise Race and have won multiple SYC club championship titles. Ventured out of local waters to contest the 2016 Sydney Gold Coast race and finished 51st overall.



OPT2GO SCAMP

SAIL NO: B45
LOA: 14.1m
CLASS: ORCI
DESIGNER: Philippe Briand (FRA)
YEAR BUILT: 2014
TYPE: Beneteau First 45
NUMBER OF RSHYR: 1
OWNER: Mike and Angela Mollison
CLUB: Moreton Bay Trailer Boat Club, QLD
CREW: M Mollison (1) – Skipper, L Palmer (1) – Navigator, C Michell, J Whiting (1), A Michell (1), P Dunn (1), M Hennesy, R Whiting (1), P McLatchie (1), D Diamond (1)

Launched in 2014, this Beneteau F45 is the second boat owned by Angela and Mike Mollison to bear the name *Scamp* and it is usually sailed by family and friends. Name is

derived from the initials of the first names of the Mollison family, appealing to the sense of fun and humour of her owners and crew. *Scamp* has mostly been racing on Moreton Bay, but has also contested the Brisbane Gladstone, Brisbane Keppel and the Rolex Sydney Hobart Yacht Race 2015 – her first – and finished 17th overall under ORCI. More recently, she placed 19th overall in ORCI in the 2017 Sydney Gold Coast race.



OSKANA

SAIL NO: AUS5299
LOA: 15.2m
CLASS: IRC/ORCI
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2006
TYPE: Cookson 50
NUMBER OF RSHYR: 11
OWNER: Michael Pritchard
CLUB: Derwent Sailing Squadron/Royal Yacht Club of Tasmania, TAS
CREW: M Pritchard (1) – Skipper, J Wilkie – Navigator, C Langham, S Beltz, M Clougher (3), J McCullum, M Hutchinson (4), S Tiedemann, P Copeland (3)

This is Rolex Sydney Hobart Yacht Race 2013 winner *Victoire*, renamed *Oskana* by new Tasmanian owner Michael Pritchard, who sailed his Beneteau First 45 *Audere* to eighth overall in the RSHYR 2014. He sailed *Oskana* from Sydney to Tasmania in April to prepare for the race. Brian McMaster chartered *Victoire* for last year's RSHYR and finished 10th overall, while then owner, Darryl Hodgkinson retired her from the RSHYR 2015 after breaking his ribs in big seas. In 2014, he finished 45th overall for second in Division 0 after winning the 2014 Gosford Lord Howe race.

Ray Roberts originally owned the yacht he named Evolution Racing, taking the line and overall double in the 2007 Sydney Gold Coast race and placed 17th overall for second in Division 0 behind line honours victor *Alfa Romeo* in the RSHYR 2009. Chris Bull bought and renamed her *Jazz*, and finished second overall and won ORCI in the RSHYR 2010, fourth overall for first in IRC Division 0 in 2011 and fourth overall for divisional third in 2012. This is a productive boat, which is why orthopaedic surgeon Pritchard bought it.



PATRICE

SAIL NO: 360
LOA: 13.9m
CLASS: IRC/ORCI
DESIGNER: Ker Yacht Design (UK)
YEAR BUILT: 2013
TYPE: Ker 46

NUMBER OF RSHYR: 4

OWNER: Tony Kirby
CLUB: Cruising Yacht Club of Australia, NSW
CREW: T Kirby (32) – Skipper, M Bellingham (25) – Navigator, P Messenger (27), B Sinton, P Langman (4), M Brown, J Rowed (4), A Barnes, S Gajic (2), N Beaudoin (7), J Mulkearns (6), G Bauchop (21)

In 2016 Tony Kirby retired *Patrice* for the third time in four Rolex Sydney Hobart Yacht Races, this time early on with a broken rudder just after the Ker 46 had undergone more major modifications. In 2017 she was 28th overall in the Land Rover Sydney Gold Coast Race, second in the Flinders Islet Race, fourth in the Newcastle Bass Island Race and 10th in the Cabbage Tree Island Race. In the RSHYR 2015 she suffered extensive mainsail damage. In 2013, her first RSHYR, the hull delaminated. In 2014, *Patrice* finished ninth overall and won Division 1, then dominated to win at 2014 Airrie Beach Race Week. Kirby will again take the bears to Hobart, raising funds for The Kids' Cancer Project.



PEKLJUS

SAIL NO: 6419
LOA: 15.24m
CLASS: PHS
DESIGNER: Graham Radford (AUS)
YEAR BUILT: 2001
TYPE: Radford 50
NUMBER OF RSHYR: 1
OWNER: David Suttie
CLUB: Royal Prince Alfred Yacht Club, NSW
CREW: D Suttie – Skipper, C Watson (18), R Suttie, R Davies, D Reducka (3), M Gregory, B Anson (20), A Ebbott, R Palmer (2), J Suriano (3)

David Ferrall started building *Pekljus* in 2001 for Don McIntyre's solo around the world race, but when that event was cancelled, he put the project on hold, instead launching her in 2004, in time for the Rolex Sydney Hobart that year, but the Radford 50 was one of 57 retirees from the 116 starters. David Suttie has the yacht now and was PHS second in the 2017 Pittwater to Southport race. This bullet-proof boat has been set up for easy handling and for fast passage to destinations and will hold up well in a blow.



PSP LOGISTICS

SAIL NO: GBR728X
LOA: 21.3m
CLASS: IRC/CLIPPER
DESIGNER: Tony Castro (UK)
YEAR BUILT: 2013
TYPE: Clipper 70

NUMBER OF RSHYR: 2

OWNER: Clipper Ventures
SKIPPER: Matt Mitchell
CLUB: Royal Ocean Racing Club, UK
CREW: R Taylor – Skipper, D Andary, M Duffy, M Grassi, D Greer, J Hallam, J Hetherington, N Holcombe, D Kemp, D Lawson, M Lubecka, C McAdam, B Pickett, F Robertson, N Smith, T Taylor, S Tonnesen, C Watson, D Wilson

The helm of *PSP Logistics* has been taken over by Matt Mitchell who previously skippered *Mission Performance* in the 2013 race and *Clipper Telemet+* in 2015. With her previous skipper Roy Taylor, this boat began the Clipper Race strongly, finishing third overall in Leg 1. On Leg 2 she collided with a whale, damaging the starboard rudder. Crew are looking to improve on the RSHYR 2015 results, when as *Qingdao*, the boat finished 10th in the Clipper Division and 54th overall. Also raced as *PSP Logistics* in the RSHYR 2013, placing 63rd overall for sixth in the Clipper division. Crew includes retired air traffic controller David Wilson from Seattle, who is racing around the world in memory of his wife. A pilot, Wilson taught himself sailing using his flying knowledge. David Greer is also aboard, having recovered from a brain injury in 2012 that left him learning to speak and walk again.



PYR Wot Eva

SAIL NO: 6953
LOA: 15.9m
CLASS: PHS
DESIGNER: Nelson/Marek (USA)
YEAR BUILT: 2001
TYPE: TP52
NUMBER OF RSHYR: 8
OWNER: Sailors With DisAbilities
SKIPPER: Christian Reynolds
CLUB: Cruising Yacht Club of Australia, NSW
CREW: C Reynolds (1) – Skipper, P Falle (1) – Navigator, H Frenzel, E Coates, P Shaw (1), K Savul, F Hammond, M Gentilin, P Katz, S Jones, J Harayda, D Senti, R Arnold (1), A Foulds

UK-based race charter business Performance Yacht Racing headed by Andy Middleton has chartered the TP52 *Wot Eva* for the third year in a row to compete in the Rolex Sydney Hobart. Skippered by Christian Reynolds this time, the crew consists of keen paying amateurs with a varied mix of ability from around the world. The company offers individuals the chance to race in fantastic international events, believing that with the right training and motivation, 'anyone can do it.' In the RSHYR 2016 they placed PHS 14th overall and fifth in Division 1 and as *GYR Wot Eva*, retired from the 2015 race.

Sailors With DisAbilities has raced and trained on this TP52, (the former *Yassou/ Glory/Wot Yot*), generously donated to SWD by wotif.com co-founder Graeme Wood, who contested three Rolex Sydney Hobart Yacht Races (2006, 2007, 2008) since 2010, when SWD head David Pescud retired her from the 2010 race, but finished 47th overall in 2014 with a PHS 16th in the 2012 race.




QINGDAO

CLIPPER ROUND THE WORLD YACHT
SAIL NO: GBR729X
LOA: 21.3m
CLASS: IRC/CLIPPER
DESIGNER: Tony Castro (UK)
YEAR BUILT: 2013
TYPE: Clipper 70
NUMBER OF RSHYR: 2
OWNER: Clipper Ventures
SKIPPER: Chris Kobusch
CLUB: Royal Ocean Racing Club, UK
CREW: C Kobusch (1) – Skipper, J Barton, J Carey-Harris, C Chatzikomis, C Fedida, C Grant, A Jay, A Krapf, A Maciá (1), R Rhind, A Salsman, G Schey, M Sweet, R Todd, S Tu, J Walsh, B Weigell, T Winkler, H Xu

Qingdao skipper Chris Kobusch returns for a second Rolex Sydney Hobart after navigating *Clipper Ventures 5* in 2015. *Qingdao* earned the first points of the Clipper 2017–18 Race after crossing the inaugural Scoring Gate in first place, and crossed the line fourth for fifth overall in the opening race to Punta del Este. On crew for the Rolex Sydney Hobart is Amancio Maciá, who raced to Hobart on *Visit Seattle* in 2015. Huan Xu and Shan Tu are aboard as ambassadors for Qingdao, China's Sailing City. *Qingdao* was named *Derry-Londonderry-Doire* in the RSHYR 2015, and finished 51st overall, 16th in Division 2, and eighth in the Clipper Division. As *Old Pulteney* in 2013, she placed 60th and ninth in Division 1.


QUEST

SAIL NO: 7771
LOA: 15.9m
CLASS: IRC/ORC
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2005
TYPE: TP52
NUMBER OF RSHYR: 6
OWNER: Paul Clitheroe/Bob Steel
SKIPPER: Bob Steel
CLUB: Cruising Yacht Club of Australia, NSW
CREW: B Steel – Skipper (20), N Scott Perry (8) – Navigator, M Green (38), S Moran, N Newton (2), J Dock (15), A Pearson (15), C Evans (5), A Cribb (10), N Mrdjen (2), M de Montgolfier (4), A Brown (30)

Yes, you are reading right. Former owner of this TP52 Bob Steel is back. Paul Clitheroe purchased Steel's *Quest* in 2014 and renamed her *Balance*. The two have come to an agreement to share the yacht, so she will race with Clitheroe as *Balance* up until just before the RSHYR when she will undergo a *Quest* paint job. It works well, as both are frequently absent from home. Each owner

has won the Rolex Sydney Hobart with this boat (Steel in 2008, Clitheroe in 2015), but Steel also won it with his previous *Quest* (2002) and says he is hoping to win a third Rolex timepiece – Clitheroe thinks that would be great. Steel entered *Quest* in the 2017 Sydney Gold Coast race, but retired with mainsail track damage.

Clitheroe skippered the boat to fourth overall to win Division 1 and was second overall under ORC in the RSHYR 2016, showing what a thoroughbred boat and crew this is. Winning the race in 2015 converted to Clitheroe winning the Blue Water Pointscore on countback to *Chinese Whisper* after *Balance* set a new race record in the Sydney to Newcastle race as well as winning IRC and ORC. In the 2016 Sydney Gold Coast race, with Mike Green in charge (Clitheroe was away), finished fifth overall. This is a great offshore boat.


RAN TAN II

SAIL NO: NZL8977
LOA: 15.2m
CLASS: IRC
DESIGNER: Greg Elliott (NZL)
YEAR BUILT: 2006
TYPE: Elliott 50
NUMBER OF RSHYR: 0
OWNER: Brian Petersen
CLUB: Royal New Zealand Yacht Squadron, NZL
CREW: B Petersen (4) – Skipper, B Kent – Navigator, R Bicknell (7), T Peyton, K Hogan, D Sturge (3), H McGill, Z Campbell, J Horner (1)

Ran Tan II was launched for John Meade, competing out of Wellington, also competing in the Auckland–Russell and Auckland–Tauranga races. Her forte is offshore races where she can utilise the hull form and canting keel. Whangarei to Port Vila was a highlight, followed by a spell in Australia, then several Auckland to Fiji races, an Around NZ fully crewed race and around again in a Two-Handed race, showing her versatility. Brian Petersen purchased the Elliott 50 in 2015 and contested the 2016 Auckland Fiji, and 2016 Groupama Race, then the Round North Island two-handed in 2017, taking line honours in all four legs. Won the Auckland Jack Tar Regatta on PHRF. Petersen also competed in the 2003 and 2007 Melbourne Osaka races with *Maverick II*, taking line honours in the earlier race.


REVE

SAIL NO: 5930
LOA: 14.0m
CLASS: PHS
DESIGNER: Philippe Briand (FRA)
YEAR BUILT: 1991
TYPE: Beneteau 45 F5
NUMBER OF RSHYR: 1
OWNER: Kevin Whelan
CLUB: Cruising Yacht Club of Australia, NSW
CREW: K Whelan – Skipper, D Ryan, S Ford, S Barrington (1), J Whelan (2), M Cameron, M Varlet, F Stuhlmann (1)

Reve placed PHS 11th overall and ninth in Division 2 in her maiden Rolex Sydney Hobart last year. Kevin and Jayne Whelan had just completed a circumnavigation with their son James (13) and daughter Alexis (5), leaving Sydney in 2011, taking in the Barrier Reef, Indonesia, Christmas Island, Cocos (Keeling) Islands, Mauritius, La Reunion, Africa, St Helena, Spain and more, through the Panama Canal across the Pacific and back to Sydney. After that, 628 nautical miles must have been a comparative picnic, because they are back with the Beneteau 45 F5 after winning PHS in the 2017 Sydney Gold Coast race.


ROCKALL

SAIL NO: GER7600
LOA: 15.9m
CLASS: IRC
DESIGNER: Judel/Vrolijk (GER)
YEAR BUILT: 2007
TYPE: TP52
NUMBER OF RSHYR: 0
OWNER: Christopher Opielok
CLUB: Norddeutscher Regatta Verein, GERMANY
CREW: C Opielok – Skipper, G Gregor, M Boyd, B Gladwell, M Elkington, M Klawon, J Wong, S Gilmour, P Ahern, D Smith, A Negri, S Pearson

Rockall was originally *Briban* before sailing newcomer Aaron Rowe purchased her out of the US and renamed her *RKD*. She is now owned by Christopher Opielok and is from the same design board and same year build as *Celestial*. Her German owner may be new to the Rolex Sydney Hobart, but he is a seasoned sailor who contested the 2011 Geelong Week where he won Division 2 in the Passage Race with a Corby 36 also named *Rockall* and later that year raced that boat in the Middle Sea Race, finishing second overall. Opielok and his family relocated from Hamburg to Perth in 2011 for a time, courtesy of his shipping business in the oil and gas industry. Crew includes

pro American skipper/tactician Dee Smith who sailed two RSHYR with Ray Roberts during the late nineties and Australian 49er sailor Sam Gilmour, who like his famous father Peter and brother David, is a gun match-racer.


SAILDNA

SAIL NO: AUS70
LOA: TBA
CLASS: IRC
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 1989
TYPE: Farr 50
NUMBER OF RSHYR: 5
OWNER: Emir Ruzdic
CLUB: Sydney Flying Squadron, NSW
CREW: E Ruzdic – Skipper, A Dunphy (16) – Skipper, A Hattersley, M Enghardt, S Alle (13), C Gardener, P Bremner (16), R Walton (20), T Middleton (2), N Maitland, J Stariwat (1), T McGillvray (9)

This Farr 50 has a long and successful history. Was originally *Will* and owned by Japanese yachtsman Ryoji Oda. Syd Fischer spied it at the Kenwood Cup, purchased it and chartered it overseas, before bringing the latest *Ragamuffin* home in 1992. Celebrating his 25th RSHYR (with a gun crew, including Farr's Geoff Stagg), by winning the race under IOR (in conjunction with an IMS overall winner) from 110 entries. He retired in 1993, and rebuilt the yacht he took to 21st overall in a fleet of 371 for the 50th anniversary race. Then Fischer totally rebuilt the boat, and finished the 1995 race seventh overall. He kept campaigning it up to and including the RSHYR 2006, with best results of second, third, fourth, fifth, third, from 1997 to 2001. He also contested the 1991 and 1993 Admiral's Cups with it, finishing top point scorer in 1993 when Australia lost the cup by one quarter of a point to Germany.

Emir Ruzdic recently made what could be a great buy, although the boat has been sitting on the hardstand at Sydney City Marine for a few years. Ruzdic sailed the Rolex Sydney Hobart Yacht Race 2013 with Adrian Dunphy on the TP52 *Dodo* and now he returns the favour, as Dunphy is aboard to help steer his friend in the right direction.




SANYA SERENITY COAST

SAIL NO: GBR727X
 LOA: 21.3m
 CLASS: IRC/CLIPPER
 DESIGNER: Tony Castro (UK)
 YEAR BUILT: 2013
 TYPE: Clipper 70
 NUMBER OF RSHYR: 2
 OWNER: Clipper Ventures
 SKIPPER: Wendy Tuck
 CLUB: Royal Ocean Racing Club, UK
 CREW: W Tuck (10) – Skipper, C Allard, B Ansart, E Carotti, S Chang, K Cox, M Davis, J Gough, X Han, T Hilton, B Luengen, F Maggs, G Manchett, M Miller, C North, D Papulin, N Pemberton, J Riley, K Skillett, T Stanley, J Wrightson, G Yang, M Zhang

Wendy 'Wendo' Tuck returns home and to the race as reigning Clipper Division champion from 2015 when she also won the Jane Tate Memorial Trophy as first female skipper to cross the Hobart finish line. *Sanya Serenity Coast* took line honours and finished second overall in the opening leg of the Clipper 2017–18 Race. Crew includes Victorian, Catherine North, who grew up in landlocked Idaho, USA. She is joined by Chinese ambassadors representing Sanya; Han Xiaojiang and Chang Shuo. As *Garmín* in 2013, this boat finished the RSHYR 67th overall, 16th in Division 1, and 10th in the Clipper Division, then as *GREAT Britain* in 2015 was 45th overall, 10th in Division 2 and second in the Clipper division.


SHE

SAIL NO: 4924
 LOA: 12.2m
 CLASS: PHS
 DESIGNER: Gary Mull (USA)
 YEAR BUILT: 1981
 TYPE: Olsen 40 Mod
 NUMBER OF RSHYR: 18
 OWNER: Philip Bell
 CLUB: Southport Yacht Club, QLD
 CREW: P Bell (1) – Skipper, A Ozols (9), P Brown, R Heatley, C Lynch (2), M Hollingsworth (1), C Gray (6), D Sims (1)

This Olsen 40 is a stayer and with newish owner Philip Bell, she placed 10th PHS overall in the RSHYR 2016 after scoring PHS fifth in her first ever Sydney Gold Coast race and third overall in her local offshore series. Formerly owned by Peter Rodgers through 17 RSHYR, she has undergone a few mods in her time. Prior to 2016, her last Rolex Sydney Hobart was 2013 when as a Division 2 entry she won PHS overall. She also won PHS in

the 2009 and 2012 races and was PHS fourth in the tough 2004 race. She did 12 Sydney Lord Howe Island races, winning some divisional places. Other RSHYR results are (PHS unless otherwise stated): fourth (2011); seventh (2010); 14th (2008); fifth (2007); fourth (2006); 12th (2005); eighth (2002); seventh (2001); second (2000); retired from fatal race with broken gear (1998); 12th IMS Division E (1995); 20th IMS Division F (1994); 20th IMS overall (1993).


SHE'S THE CULPRIT

SAIL NO: 370
 LOA: 12.0m
 CLASS: PHS
 DESIGNER: Inglis/Jones (AUS)
 YEAR BUILT: 1994
 TYPE: Inglis/Jones 39 Mod
 NUMBER OF RSHYR: 6
 OWNER: The Culprit Syndicate
 SKIPPER: Glenn Bulmer
 CLUB: Newcastle Cruising Yacht Club/Lake Macquarie Yacht Club, NSW
 CREW: G Bulmer (6) – Skipper, R Jarvie (1) – Navigator, G Picasso (10), D O'Dowd (5), K Anderson (1), T Butler (1), K Hall (1), T Hough (1), S Robinson (1), R Hooper (1), M Graham, G Benson

Owned by a syndicate of three who were hoping to successfully defend their PHS and Corinthian titles (they were the inaugural winners of the latter trophy) of 2014, *She's the Culprit* placed fifth overall in PHS, third in Division 2 and 11th in the Corinthian division in the 2015 race. In 2013, owners Glenn Bulmer, Glen Picasso and David O'Dowd sailed the Inglis/Jones 39 to PHS fourth overall in the RSHYR for third in division. *The Culprits* appear to be in good form, finishing PHS third overall in the 2017 Sydney Gold Coast race. Launched as *Top Cat* for the Melbourne Osaka race, she relocated to Tasmania under the name *42 South*. Todd Leary bought and renamed her *She's The Culprit*, campaigning her in three Rolex Sydney Hobart Yacht Races from 2008 to 2010, before these culprits took possession.


SMUGGLER

SAIL NO: 421
 LOA: 14.0m
 CLASS: IRC/ORCi
 DESIGNER: Rogers (UK)
 YEAR BUILT: 2007
 TYPE: Rogers 46
 NUMBER OF RSHYR: 8
 OWNER: Sebastian Bohm
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: S Bohm (4) – Skipper, D Van Der

Wende (6) – Navigator, S Price (11), S McConaghy, B DeCoster (13), P Tarimo (11), A Major (7), B Wentlandt, B Gardiner, J Rowe, T Munns, N Armstrong

Bought by Bruce Foye and Sebastian Bohm in 2015 and renamed *The Goat*, Bohm has renamed her *Smuggler*. She finished 34th overall for fourth in Division 2 in the 2015 RSHYR, then 43rd overall in 2016. The same year, placed fourth in Division 1 of the Sydney Harbour Regatta, second in the NSW IRC Championship and fourth in the 2016 Brisbane Keppel race. In 2017 finished 25th in the Sydney Gold Coast race, seventh in the Brisbane Keppel race and eighth in the Cabbage Tree Island Race. Bohm has certainly put in the miles with this Rogers 46, which could pay dividends in the upcoming Rolex Sydney Hobart.

Sam Haynes previously owned the boat he named *Celestial*. Retired from the 2010 and 2011 RSHYR (as *Pirelli Celestial* in 2010), but from 2012–14 did well, including finishing runner-up in the 2012 BWPS after placing 22nd overall for third in IRC Division 2 of the RSHYR. Was third overall the following year, then in 2014, as *ADA Celestial*, placed 11th for second in Division 2 to win the BWPS in both IRC and ORCi, inclusive of overall victory in the Sydney Gold Coast race. As *Shogun*, placed 12th overall for third in Division C in 2007.


SNOWDOME OCCASIONAL COARSE LANGUAGE TOO

SAIL NO: 8008
 LOA: 13.1m
 CLASS: IRC
 DESIGNER: Jason Ker (UK)
 YEAR BUILT: 2011
 TYPE: Ker GTS 43
 NUMBER OF RSHYR: 2
 OWNER: Warwick Sherman
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: W Sherman (2) – Skipper

Occasional Coarse Language Too's Rolex Sydney Hobart debut was 2012 and she won IRC Division 2. Warwick Sherman raced the Ker GTS 43 again in 2014, but retired with steering damage, a let-down for Sherman, who had written the race into his bucket list after a bout with non-Hodgkin's lymphoma cancer and out of respect for fellow yachtsman Ed Psaltis, who is now sailing with him. With Phil Eadie navigating and Ed Psaltis (driving) accompanied by a few ex *Midnight Rambler* crew, *OCCL Too* finished 23rd overall and fourth in Division 2 in the 2017 Sydney Gold Coast race, fifth in the Flinders Islet Race, sixth in the Newcastle Bass Island Race and seventh in the Cabbage Tree Island Race – consistent results.


SONIC

SAIL NO: KOR-5555
 LOA: 15.9m
 CLASS: IRC/ORCi
 DESIGNER: James Donovan (USA)
 YEAR BUILT: 2004
 TYPE: TP52
 NUMBER OF RSHYR: 6
 OWNER: Michael Martin
 SKIPPER: Kwangmin Rho
 CLUB: Korea Ocean Racing Club, SOUTH KOREA
 CREW: K Rho (2) – Skipper, Han Y Kim (1), S Hwang (1), Hyeongwan Kim, Hyeongdo Kim (1), H Yoon (1), G An (1), J Shim, S Jung, Y Kim, Seongmin Kim, Sungwok Kim, J Kwon, Y Na, T Kim

In 2016, this TP52 known as *Frantic* became the first South Korean entry when she was chartered from Mick Martin, and renamed *Sonic*, to finish 56th overall with help from renowned Aussie navigator Phil Eadie, who stepped into the breach at the eleventh hour to help the mainly non-English speaking crew. Skipper, Kwangmin 'Andrew' Rho, raced his first RSHYR in 2015 on *Flying Fish Arcos*, the same year Martin retired *Frantic* from the race due to a torn mainsail, but finished 48th overall in the RSHYR 2014 after finishing 24th in 2013, the same year winning the Gosford–Lord Howe Island race. Finished the RSHYR 2012 in 41st overall. Originally Geoff Hill's *Strewth*, it finished 41st overall in the RSHYR 2011.


ST JUDE

SAIL NO: 6686
 LOA: 14.2m
 CLASS: IRC/ORCi
 DESIGNER: Murray Burns Dovell (AUS)
 YEAR BUILT: 2007
 TYPE: Sydney 47
 NUMBER OF RSHYR: 9
 OWNER: Noel Cornish
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: N Cornish (10) – Skipper, S Kidson (4) – Navigator, R Jacobs (19), G Cropley (16)

Since finishing 34th overall and fourth in Division 2 of the 2016 Rolex Sydney Hobart, *St Jude* has been having a fabulous season. Finished ninth to win Division 2 and won ORCi Division 2 in the 2017 Land Rover Sydney Gold Coast Yacht Race, placed fifth in the Flinders Islet and the Newcastle Bass Island races, winning ORCi in the former, and was second in the Cabbage Tree Island Race to take a two-point lead in the Blue Water Pointscore, with two races remaining, ending with the Rolex Sydney Hobart. Noel Cornish and his Sydney 47 have done every RSHYR

since 2008. Retired in 2015 with rudder damage and finished 51st overall in 2014. Her best result was 16th in 2009. Adding Ron Jacobs and Geoff Cropley to a well-rounded crew last season is paying dividends.


TAKANI

SAIL NO: 6981
LOA: 15.4m
CLASS: PHS
DESIGNER: Judel/Vrolijk (GER)
YEAR BUILT: 2012
TYPE: Hanse 495
NUMBER OF RSHYR: 3
OWNER: James Whittle
CLUB: Royal Prince Alfred Yacht Club, NSW
CREW: J Whittle (3) – Skipper, B Ratcliff (48) – Navigator, K Ratcliff (1), M Ryan (1), D Salter (10), R Moore, P Townend, S Prince

Takani finished PHS seventh overall in the RSHYR 2016. Making it special was two daughters racing with their dads; owner James Whittle with his 20-year-old daughter Taylah after she contested her first in 2014. Navigator, Bill Ratcliff, contested his 48th with daughter Katrina aboard for her first race south. The two are together again this year and plan to do Bill's 50th together

in 2018. The Hanse 495 finished the 2017 Sydney Gold Coast race PHS second overall. In her maiden Rolex Sydney Hobart in 2014, *Takani* was PHS 12th, but retired in 2015 with rudder damage. She came into Debbie and Jim Whittle's lives in 2012 and was named after their children: Taylah, Kasey and Nicholas. Jim celebrates his 53rd birthday on Boxing Day. A blow won't hurt this boat.


TRIPLE LINDY

SAIL NO: USA61333
LOA: 15.2m
CLASS: IRC/ORCI
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2010
TYPE: Cookson 50
NUMBER OF RSHYR: 1
OWNER: Joseph Mele
CLUB: New York Yacht Club, USA
CREW: J Mele (1) – Skipper, J O'Brien (1) – Navigator, B Kellett (25), E Cesare, P Ramsdale (1), IK Paisley (1), W Mackay (1), P LaRoche (1), R MacDonald (1), S Hunt, A McMillan, J McKay (1), R Trainor (1), S McDermott (1)

Not to be confused with the *Swan MKII* of the same name that Joe Mele contested

his first Rolex Sydney Hobart with last year and finished 27th overall for sixth in Division 4. The American reappears with latest *Triple Lindy*, the ex *Akatea*, which finished 38th overall in the RSHYR 2012 as a Kiwi entry. After purchasing the yacht this year, Mele replaced the bowsprit, mast, rigging and sails and sailed her across the Tasman to prepare for the RSHYR. She will then be shipped to USA to compete in major ocean races around the world. Will be great competition for the other Cookson 50s in the race. In the meantime, Mele took his *Swan MKII* in the 2017 Rolex Fastnet Race, finishing 113th overall and the Rolex Middle Sea Race where he placed 13th overall and won Class 5. He has previously placed second in both the Marblehead to Halifax Race and Key West Race Week. He has also contested four Newport Bermuda and Marion Bermuda races. Brad Kellett has overseen the boat's renovation and will race with the bulk of last year's crew.


TRITON

SAIL NO: 6377
LOA: 18.3m
CLASS: IRC/ORCI
DESIGNER: David Lyons/Richard Cawse

(AUS)
YEAR BUILT: 2004
TYPE: LC60
NUMBER OF RSHYR: 3
OWNER: Michael Cranitch/David Gotze
CLUB: Cruising Yacht Club of Australia, NSW
CREW: D Gotze (6) – Skipper, M Wenke (9) – Navigator, T Ellis (49), M Hayes (17), J Goluzd (33), A Simpson (6), R Bott (7), K Swinney (9), G Torpy (8), C Wade-Lehmann (1), P Morish, D Herlihy, I Douglas, J Woods, L Blateau

Triton finished 61st overall last year – a vast improvement on her first two RSHYR in 2014 and 2015 when she retired with various ailments. A new keel, bulb, rudder and sail wardrobe have been added and tested in the 2017 Sydney Gold Coast race when the LC60 placed 32nd overall and third in Division O. This year, crew Tony 'Ace' Ellis will become only the second person to sail a Rolex Sydney Hobart for the 50th time, joining Tony Cable in this elite group. An excellent yacht, she is the former *Vanguard*, purchased by David Gotze and Michael Cranitch in August 2014. As *Vanguard*, she proved to be a weapon, winning line, overall and PHS honours in the CYCA Ocean Pointscore (OPS) when brand new. She also wrapped up the 2009/2010 OPS.




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TSA MANAGEMENT

SAIL NO: MH60
 LOA: 11.8m
 CLASS: IRC
 DESIGNER: Murray Burns Dovell (AUS)
 YEAR BUILT: 2003
 TYPE: Sydney 38
 NUMBER OF RSHYR: 12
 OWNER: Tony Levett
 CLUB: Middle Harbour Yacht Club, NSW
 CREW: T Levett (13) – Skipper, A Buckland (6), A Pamflett

This is a very well-sailed Sydney 38 which, along with Tony Levett, has contested every RSHYR since 2004, except last year when forced to withdraw entry due to time issues. Finished 11th overall and fifth in Division 4 in 2015, and sixth overall for fourth in Division 3 in 2014. In the RSHYR 2013, the boat known variously as *TSA Management*, *Eleni* and *Horwath BRI* finished 39th overall, retiring in 2012 when the rudder broke. Won the Sydney 38 OD division of the RSHYR in 2010 and 2011 and was third in the Sydney 38 OD Division in 2008. Will be pushed along by *Calibre* and *Mondo*, the two other Sydney 38s in the race. Former six-time 18ft skiff champ and gun yachting Andrew 'Bucko' Buckland joins the crew.


UNICEF

SAIL NO: GBR721X
 LOA: 21.3m
 CLASS: IRC/CLIPPER
 DESIGNER: Tony Castro (UK)
 YEAR BUILT: 2013
 TYPE: Clipper 70
 NUMBER OF RSHYR: 2
 OWNER: Clipper Ventures
 CLUB: Royal Ocean Racing Club, UK
 CREW: B Beggs (1) – Skipper, A Barczyk, P Bidwell, P Comyn, T Fisher (1), J Gartside, J Gervais, E Gildea, S Godquin, N Harrow, S Kellock, E Masson, C McCracken, A Minato, H Morris, A Ryan, M Schierscher, N Trinder, R Van Der Pas, S Wilson, S Winkler, J Young

This is a second Rolex Sydney Hobart for Unicef skipper Bob Beggs, who led *Qingdao* (now *PSP Logistics*) to 10th in the Clipper Division in 2015. Eight different nations are in the Unicef crew, including three Australians. Thom Fisher is returning for a second RSHYR after racing on *Unicef* (current *GREAT Britain*), in 2015. *Unicef* is out to achieve a strong result this year after retiring from the RSHYR 2013 with rudder damage, and then placed last overall in 2015. This is the second time *Unicef* has joined forces

with the Clipper Race to help make a safer world for children. It is the world's leading children's organisation, ensuring more children are fed, vaccinated, educated and protected than any other organisation.


VANISHING POINT

SAIL NO: 22000
 LOA: 17.6m
 CLASS: IRC
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 2005
 TYPE: Beneteau 57
 NUMBER OF RSHYR: 0
 OWNER: Bill Wheeler
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: B Wheeler – Skipper, N Bedgood (2), R Palazzi, R Bunter (7), A Mills

Vanishing Point, a Beneteau 57, is set up for cruising but has competed in the past two Land Rover Sydney Gold Coast Yacht Races, finishing PHS ninth overall both years. This will be a first Rolex Sydney Hobart for Bill Wheeler's boat, but come what may, the crew should have a comfortable ride to Hobart. She is sailed by family and part-time crew who are always looking to do the best with the boat, which enjoys a good ocean race and favours heavier weather to keep her 23 tonnes steaming along. Wheeler says, "Nothing beats getting out there amongst it to improve your sailing skills and teamwork."


VISIT SEATTLE

SAIL NO: GBR726X
 LOA: 21.3m
 CLASS: IRC/CLIPPER
 DESIGNER: Tony Castro (UK)
 YEAR BUILT: 2013
 TYPE: Clipper 70
 NUMBER OF RSHYR: 2
 OWNER: Clipper Ventures
 CLUB: Royal Ocean Racing Club, UK
 CREW: N Henderson – Skipper, S Bailey, D Benz, A Brouwer, G Chappelaine, I Coke, S Crapnell, S Dean, S Dubois, E Elias, J Greenhalgh, E Howe, J Mathieu, B Mcallister, L Mygind, M Omilian, R Penny, L Rodman, P Whittaker, T Whittemore, E Woodason

Visit Seattle is skippered by 24-year-old Brit Nikki Henderson, the youngest skipper in the 21-year history of the Clipper race. She was second fastest in the opening Ocean Sprint of the race and claimed fourth in Leg 2. She has also skippered in three ARC races across the Atlantic. *Visit Seattle* raced as *GREAT Britain* in the RSHYR 2013 (59th overall/eighth in Division 1), and as

Clipper Telemet+ in 2015, finishing 47th overall, 12th in Division 2, and fourth in the Clipper Division. Crew for 2017 includes Simon Dubois, who is aiming to be the first Quebecois to race competitively around the world and Texan Dr Tony Whittemore, who turned 70 on the first Clipper stopover in Punta del Este.


WARRIOR WON

SAIL NO: USA60564
 LOA: 13.3m
 CLASS: IRC/ORCi
 DESIGNER: Niels Jeppesen (DEN)
 YEAR BUILT: 2014
 TYPE: Xp 44
 NUMBER OF RSHYR: 0
 OWNER: Christopher Sheehan
 CLUB: Larchmont Yacht Club, USA
 CREW: C Sheehan – Skipper, R Zupon, C Simon, P Carpenter, B Holby, C Coming, J Slattery, HL DeVore, K DeVore, R Holliday Jr, P Bauer

Seasoned offshore yachtsman Christopher Sheehan purchased *Warrior Won* in 2014 to compete in the 635nm 2016 Newport Bermuda Race and won the St. David's Lighthouse Trophy awarded to the overall winner of the largest division with 110 entries. In 2015, the Xp 44 won ORR Division II in the Marblehead to Halifax Ocean Race and PHRF Division 7 in the Long Island Regatta. Now Sheehan and his entirely American crew of seasoned racers are headed Down Under with this modified racer/cruiser to tackle their first Rolex Sydney Hobart. At 19, Katherine De Vore is the youngest crew member. Her dad, HL De Vore, is also aboard with a crew mainly from Larchmont, with one each from Rhode Island and Connecticut.


WAX LYRICAL

SAIL NO: 248
 LOA: 15.2m
 CLASS: PHS
 DESIGNER: Niels Jeppesen (DEN)
 YEAR BUILT: 2011
 TYPE: X-50
 NUMBER OF RSHYR: 3
 OWNER: Les Goodridge
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: L Goodridge (8) – Skipper/Navigator, D Eagle (9), J Owens (5), L Stevenson (11), F Etter (7), C Blogg (4), B Smith (19), E Griffith, L Galloway (1), B Dixon (1), E Howard

Wax Lyrical was ninth overall in PHS in last year's Rolex Sydney Hobart and went on to place PHS eighth overall in the 2017

Land Rover Sydney Gold Coast Yacht Race. She finished PHS third overall and second in Division 2 of the RSHYR 2015, and PHS fifth overall in 2014 – her first Rolex Sydney Hobart. Les Goodridge and his X-50 design won PHS in the 2015 Sydney Gold Coast race and placed PHS third overall in the CYCA's 2014/2015 Ocean Pointscore. *Wax Lyrical* is currently PHS sixth overall in the Blue Water Pointscore. Second in charge, Dinah Eagle will tick off her 10th RSHYR with this race.


WEDDELL

SAIL NO: ITA3956
 LOA: 24.0m
 CLASS: IRC
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 1996
 TYPE: Grand Mistral
 NUMBER OF RSHYR: 0
 OWNER: Afanasy Isaev
 SKIPPER: Przemyslaw Tarnacki
 CLUB: TBA
 CREW: P Tarnacki – Skipper, A Isaev – Navigator, M Potekha.

Weddell, originally built for racing in a one-design fleet around the world, is a luxury Grand Mistral owned by Afanasy Isaev, from Krasnoyarsk in Russia. It is often used for charter work and boasts every creature comfort. The Farr-designed Grand Mistral has sailed all the oceans, including taking part in the 2015 Rolex Middle Sea Race (finished 33rd overall from 99 entries), and the ARC. *Weddell* contested the 2017 Cape to Rio race in January, finishing 17th overall, and the Transpac Race in July, placing ninth from nine in Division 1, after sailing almost around the world to start. She can apparently generate speeds of up to 30 knots, and has certainly put in the ocean miles – adding many more with her first Rolex Sydney Hobart.


WILD OATS X

SAIL NO: 7001
 LOA: 19.7m
 CLASS: IRC
 DESIGNER: Reichel/Pugh (USA)
 YEAR BUILT: 2004
 TYPE: Reichel/Pugh 66
 NUMBER OF RSHYR: 0
 OWNER: The Oatley family
 SKIPPER: Troy Tindill
 CLUB: Hamilton Island Yacht Club, QLD
 CREW: T Tindill (4) – Skipper, T Spithill, E Smythe, S Mason.

This is her first Rolex Sydney Hobart, but *Wild Oats X* has no shortage of mileage on her. This race will pit Sandy Oatley's son-in-



law Troy Tindall against Ian Oatley's (Sandy's brother) son Daniel aboard *Wild Oats XI*. The canting *Wild Oats Xs* results include third at Hamilton Island Race Week in 2010 after winning in 2005, and with Iain Murray at the helm, second overall and second on line to *Wild Oats XI* in the 2010 Sydney Gold Coast race after taking line honours in 2007 (for third overall), and again in 2005 with Mark Richards at the helm. Took line honours 2005 Pittwater to Coffs, and finished second at the Rolex Maxi Cup 2004. Is a near sister ship to the more frequently raced *Alive* (previous *Black Jack*, *Stark Raving Mad*), which has pulled off a couple of records in her time. Tom Spithill, younger brother of James, joins the crew.



WILD OATS XI

SAIL NO: AUS 10001
LOA: 30.0m
CLASS: IRC/ORC
DESIGNER: Reichel/Pugh (USA)
YEAR BUILT: 2005
TYPE: 100-ft supermaxi
NUMBER OF RSHYR: 12
OWNER: The Oatley family
SKIPPER: Mark Richards
CLUB: Hamilton Island Yacht Club, QLD
CREW: M Richards (15) – Skipper, I Burns – Navigator, I Murray (23), R Naismith (19), D Oatley (1), B Marsh (4), P Magee (6), M Shillington (19), J Whittaker (15), C Links (5), A Henderson (10), R Daniel (14), M Mason (9), J Hildebrand (8), G Taylor (20), C Harmsen (7)

Unusually, *Wild Oats XI* retired from the past two Rolex Sydney Hobarts when early on, her main split in half in 2015, leaving the gate open for *Comanche*. In 2016, hydraulic-ram failure on the morning of December 27 was her downfall. After taking line honours in the 2015 Transpac Race, radical modifications were made to the yacht – she was virtually cut in half and re-emerged with a longer bow and shorter stern. Further tweaks were made after the RSHYR and the supermaxi took line honours in the 2016 Sydney Gold Coast race, then wiped over seven hours off her 2011 record in the Brisbane Keppel race. Pipped the newly re-christened 100ft *Black Jack* to the post (by 3 mins 31 secs) in the closest finish in 15 years in the 2017 Sydney Gold Coast race. Little has been done to the boat since, except her keel and its mechanism have been given a thorough going over and a new North 3Di RAW mainsail has been added.

In 2014, abnormally light airs in Bass Strait provided *Wild Oats XI* with her getaway card from a new *Comanche*, and she sailed to a record eighth RSHYR line honours victory, outdoing *Kurrewa IV/Morna's* record seven, held since 1960. Other achievements include triple victories of line/race record/overall win in the RSHYR in 2005 and 2012. She holds records in the Sydney Gold Coast (Open record set in 2012), Cabbage Tree Island (2012) and Port Hacking Bird Islet races (2013). Daniel Oatley, a Master Mariner and Bob's grandson, joins the mostly tried and tested crew for a second time.



WIZARD

SAIL NO: USA 70000
LOA: 21.5m
CLASS: IRC
DESIGNER: Juan Kouyoumdjian (ARG)
YEAR BUILT: 2011
TYPE: Volvo 70
NUMBER OF RSHYR: 3
OWNER: David and Peter Askew
CLUB: New York YC/Annapolis YC/Bayview YC, USA
CREW: D Askew – Skipper, P Askew – Skipper, C Larson (1), A Means – Navigator, R Clarke (4), R Keenan (18), N Drennan (31), D Miller (1), M Parker (5), P Trinter, B Jenkins (1), C McAsey (1), R Stietz (3), R Bearda (11), R McGarvie (11), M White (14)

Wizard is the newly rebadged *Giacomo* – winner of the Rolex Sydney Hobart Yacht Race 2016 after finishing an incredible second on line to *Perpetual Loyal*, one of three boats to finish inside *Wild Oats XI's* 2012 record, leaving two supermaxis in her wake when owned by winemaker Jim Deleat. The New Zealander also raced her in the 2013 (finished sixth on line and 22nd overall) and 2014 (dismasted off Tasmania) RSHYR. While in Sydney in 2016, she took line honours in the Flinders Islet, Bird Island and Newcastle Bass Island races, a portent of things to come. Just after purchasing Groupama 4, winner of the 2011–12 VOR, Deleat took monohull line honours and won overall the 2015 Coastal Classic, and won line, IRC and PHS in the 2016 Sail Fiji Race.

With their Reichel/Pugh 74 of the same name, the Askews broke the Key West Race monohull record in January, took line

honours in the Pineapple Montego Bay Race in February and scored victory in the 109th Chicago Yacht Club Race to Mackinac in July. *Wizard's* sailing master is Chris Larson, a champion across America's Cup (including coaching the *Mascalzone Latino* crew), VOR, Admiral's Cup, one-design, match-racing and offshore events, counting world titles in a variety of classes, and was named 1997 Rolex Yachtsman of the Year.



WOTS NEXT

SAIL NO: 6559
LOA: 14.2m
CLASS: IRC/ORC
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 2005
TYPE: Sydney 47
NUMBER OF RSHYR: 3
OWNER: Charles Cupit
CLUB: Cruising Yacht Club of Australia, NSW
CREW: C Cupit – Skipper, B Sykes (28), J Allatt (3), S Hosking, M Dilweg, J Cane (3), S James (2), J Burke, G Wallace, T Dillon (1), O Court (2)

Wots Next has recently been purchased by Charles Cupit and returned to Sydney from Tasmania. The Sydney 47 has a strong offshore history and Cupit raced her in the Flinders Islet Race to finish 20th under ORC, then retired from the Newcastle Bass Island race, but bounced back to place ninth in the Cabbage Tree Island Race in November. He has been around the traps for a while with his Bavaria 45 *Bedfordca Three Cs*, last seen at Airlie Beach Race Week this year.

As *Wots Next*, the boat last went to Hobart in 2007 when owned by Graeme Wood, but was skippered by Bill Sykes

(Wood raced his updated yacht), who took a crew of mainly CYCA Youth Academy sailors and finished 34th overall. Sykes took a similar crew to Hobart the previous year, placing 37th overall. In 2005 Wood, with Mike 'Greeny' Green as sailing master, sailed the boat to 10th overall to win Division D.



XS MOMENT

SAIL NO: 11744
LOA: 13.3m
CLASS: IRC/ORC
DESIGNER: Niels Jeppesen (DEN)
YEAR BUILT: 2011
TYPE: Xp 44
NUMBER OF RSHYR: 0
OWNER: Ray Hudson
CLUB: Royal Prince Alfred Yacht Club, NSW
CREW: R Hudson – Skipper, F Walker (13) – Navigator, T Baillie, M Williams (9), C Flanagan (3), T Harvey, I Westlake, D Bonallo (1), B Newton, G Holder (2), C Zonca

XS Moment from Pittwater is new to the race and so is her owner Ray Hudson, but he has done plenty of offshore races with her, including numerous Sydney Gold Coasts, in which they finished 20th overall and third in IRC Division 2 this year and 33rd overall the previous year. Locally, the pair finished 10th overall in the 2016 Pittwater Coffs, then finished third overall in the Production X Yachts class at the Sydney Harbour Regatta that March. This November, they were 12th overall in the Cabbage Tree Island Race, a qualifier for the Rolex Sydney Hobart. *XS Moment* is a luxury 44-foot racer/cruiser constructed in Denmark, the first of a new series for X Yachts.



SHORT RUNWAY The Rolex Sydney Hobart start is one of the biggest tests of a sailor's skills - it involves safely threading your way through dozens of converging competitors.



Crowning achievement

Winning the Rolex Sydney Hobart is often regarded as the pinnacle of an offshore sailor's career. The Rolex watch that comes with it is as highly prized as the trophy, and for good reason – it is an unrivalled personal reminder of an exceptional triumph.

THE REWARD FOR EXCELLENCE

There is no prize money for the winners of most yacht racing events. Sailors compete for relatively humble reasons – passion for the sport of sailing, the camaraderie that comes from teamwork, or the opportunity to pit themselves against the challenges presented by the wind, weather and sea.

For those who win, there is the recognition from their peers, featuring in the event annals and receiving a well-deserved trophy, often one with many years of history and an allure beyond its physical value. At an event like the Rolex Sydney Hobart partnered by Rolex, the reward for excellence is even more distinct.

The 628-nautical-mile offshore race, organised by the Cruising Yacht Club of Australia (CYCA), has a fearsome reputation as the world's toughest offshore race. Fiercely demanding and frequently subject to extreme conditions, the race is considered iconic. It attracts a large and varied fleet, bringing together professional sailing talent and Corinthians, all of whom share a commitment to the challenge. Simply participating can be regarded as a triumph; winning outright, the fulfilment of a lifelong dream.

Rolex has been Title Sponsor since the early 2000s. The CYCA is a leader in its field, and a long-term Rolex partner.

SYMBOL OF SUCCESS

On the prize-giving table at the end of the race is a green presentation box containing a Rolex Oyster Perpetual timepiece. Engraved on the back is the race name, the year, and the words Overall Winner. This particular prize has attained legendary notoriety in the sailing world – and beyond.

The reason is straightforward, according to John Markos, Commodore of the CYCA: "The engraving on the back means everything. It stamps the timepiece with a unique feature that cannot be purchased. While a trophy like the Tattersall Cup is awarded each year, the Rolex watch is personal, owned and carried by the winner. It's become a recognised symbol of success and achievement."

For Andrew Saies, winning the Rolex Sydney Hobart Yacht Race 2009 with *Two True* was a lifelong ambition: "I've been dreaming of winning this since I was 12 years old," he explained. "It is an iconic yacht race, and every yachting enthusiast wants to win it. I feel proud to have achieved this once-in-a-lifetime goal."

Years later, the pleasure has not dwindled. Competing at the 2016 event, Saies points to the watch he won and the engraving as a continuing source of pride and inspiration: "I wear it mostly to yachting events, but also to non-yachting occasions when I know that there will be people interested in the race. People love to ask me the time, just to see it. The engraving on the back makes it special – Rolex Sydney Hobart Overall Winner 2009 – you can't buy that."

Paul Clitheroe, winner of the race in 2015, confirms the sentiments the timepiece confers and the interest it attracts: "There is a big piece of silverware for this event, but the watch is something I can wear. I'm often asked to take it off just to see the engraving on the back. It's unique."

SIGNIFICANT FOUNDATIONS

Rolex's direct involvement in yachting stretches back to the 1950s, but from the brand's earliest days, there has been a natural affinity with the sea. Hans Wilsdorf laid the foundations in the 1920s when he developed the world's first waterproof wristwatch and the cornerstone of the company's success – the Rolex Oyster. It became the wristwatch that defied the elements; an essential feature for those engaged in exploration or sports, with Sir Francis Chichester wearing one on his ground-breaking solo navigation of the globe from 1966–67.

Over the years, Rolex has accompanied many of humanity's greatest feats as men and women have broken long-standing records, defied the elements, and explored the globe's most forbidding frontiers.

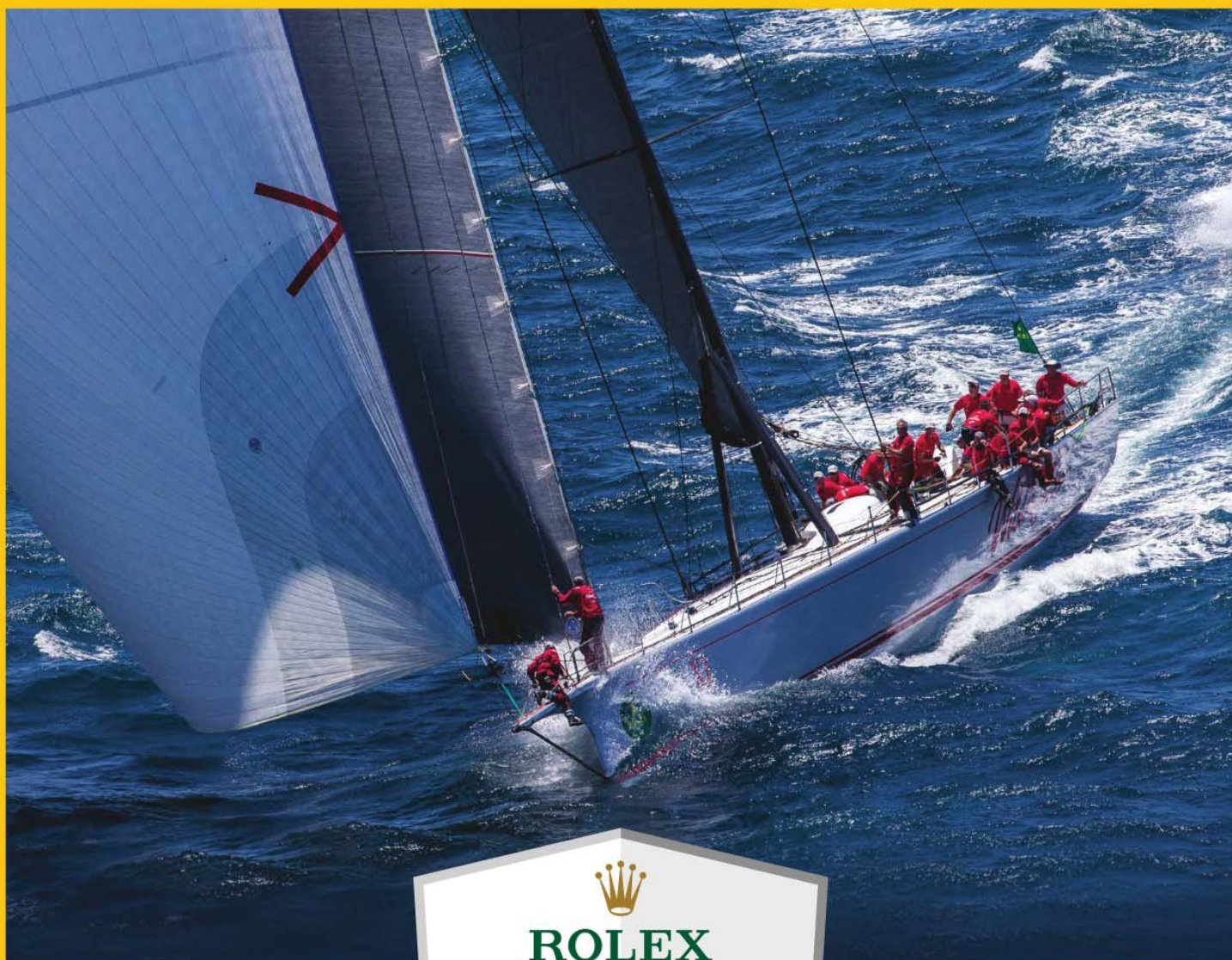
Awarding Rolex watches to the winners of the Rolex Sydney Hobart has helped created an aura around the race. It's not simply from the watches awarded: the clear respect for Rolex as a sponsor in the sport of sailing is significant too. It is consistent in its support for events that represent the highest standards of sportsmanship, and demand the highest levels of skill, commitment and preparation. In rewarding the winners of the regattas and races it sponsors with one of its timepieces, Rolex provides those who have excelled with a lasting symbol of their achievement. ⚓

DANIEL FORSTER



SWEET TASTE OF SUCCESS 2016 overall winner Jim Delegat says his Rolex represents a shared achievement by the entire *Giacomo* crew which gives it special significance.





Race Statistics and Facts

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



Number of Rolex Sydney Hobart races conducted by the Cruising Yacht Club of Australia since 1945:
72 – 2017 will be the 73rd

Number of yachts to have competed:
5916 (4895 completed the race, 1021 retired or were disqualified)

Estimated total crew to have competed:
55,915

Average size of fleets:
81,203 (or 81 boats per race)

Largest fleets:
371 starters in the 50th race in 1994 (309 finished); 179 starters in 1985 (145 finished); 151 starters in 1984 (46 finished); 117 in 2014 (103 finished).

Smallest fleet:
There were nine starters in the inaugural Sydney Hobart Yacht Race in 1945.

Largest number of international entries:
At time of print, the 2017 fleet includes 30 internationals. In 2015 there were 27 (including 12 Clipper yachts); 24 in 1994.

Last year's fleet (2016):
88 starters, 83 finishers (5 retirements)

First race winner:
Rani; Captain John Illingworth RN (UK); Barber 35' cutter; line and handicap winner.



ANDREA FRANCOLINI

FINE TUNING 2016 IRC overall winner *Giacomo* surfs the Tasman swell on its way to a memorable victory.

Last year's winner – IRC Overall:
Giacomo, a Volvo 70 owned by Jim Delegat, Royal Akarana Yacht Club, New Zealand. Finished second on line and was one of three yachts to finish inside the 2012 race record with *Perpetual Loyal* and *Scallywag*.

Last year's line honours winner:
Perpetual Loyal, a Juan Yacht Design (Argentina) 100 owned by Anthony Bell, in the record time of 1 day, 13 hours, 31 minutes, 20 seconds.

Race record:
1 day, 13 hours, 31 minutes and 20 seconds, set by *Perpetual Loyal* (AUS) in 2016.

Race records and years in which they were set or broken:

- 1945:** *Rani* (UK) – 6 days, 14 hours, 22 minutes (first race)
- 1946:** *Morna* (NSW) – 5 days, 2 hours, 53 minutes, 33 seconds (first yacht to break six days for the 628-nautical-mile course)
- 1948:** *Morna* (NSW) – 4 days, 5 hours, 1 minute, 21 seconds (third consecutive line honours win and first yacht to break five days)
- 1951:** *Margaret Rintoul* (NSW) – 4 days, 2 hours, 29 minutes, 1 second
- 1957:** *Kurrewa IV* (NSW/Vic) formerly *Morna* – 3 days, 18 hours, 30 minutes, 39 seconds (first yacht to break four days)
- 1962:** *Ondine* (USA) – 3 days, 3 hours, 46 minutes, 16 seconds (in breaking *Kurrewa IV*'s record, set a time that stood until broken by *Helsal* in 1973)
- 1973:** *Helsal* (NSW) – 3 days, 1 hour, 32 minutes, 9 seconds
- 1975:** *Kialoa III* (USA) – 2 days, 14 hours, 36 minutes, 56 seconds (first yacht to break three days)
- 1996:** *Morning Glory* (Germany) – 2 days, 14 hours, 7 minutes, 10 seconds (race record broken after 21 years; longest standing race record)
- 1999:** *Nokia* (Denmark/Australia) – 1 day, 19 hours, 48 minutes, 2 seconds (for an open race record, water ballast allowed, and first yacht to break two days)
- 1999:** *Brindabella* (Australia) – 1 day, 20 hours, 46 minutes, 33 seconds (set a record for a conventional yacht)
- 2005:** *Wild Oats XI* (Australia) – 1 day, 18 hours, 40 minutes, 10 seconds (length 98ft; was also declared the overall winner of the Tattersall Cup)
- 2012:** *Wild Oats XI* (Australia) 1 day, 18 hours, 23 minutes, 12 seconds (updated to 100ft; was also declared the overall winner of the Tattersall Cup)



FIRST OVERALL The Barber 35' *Rani* was the inaugural winner of the Sydney Hobart Race in 1945.



2016: *Perpetual Loyal* (Australia) – 1 day, 13 hours, 31 minutes, 20 seconds

Double line and handicap winners:

- 1945: *Rani* (GBR)
- 1972: *American Eagle* (USA)
- 1977: *Kialoa III* (USA)
- 1980: *New Zealand* (NZL)
- 1987: *Sovereign* (NSW)
- 2005: *Wild Oats XI* (NSW/QLD)
- 2012: *Wild Oats XI* (NSW/QLD)

Multiple line honours winners

- Wild Oats XI* (NSW/QLD) – 8 races (a record, including four successive races 2005–08)
- Morna/Kurrewa IV* (NSW) – 7 races
- Astor* (NSW) – 3 races
- Bumblebee IV/Ragamuffin* (NSW) – 3 races
- Condor* (BER) – 2 races
- Margaret Rintoul* (NSW) – 2 races
- Solo* (NSW) – 2 races
- Kialoa III* (USA) – 2 races
- Sayonara* (USA) – 2 races

Multiple overall winners

- Freya* (NSW) – 3 successive races from 1963–65
- Love & War* (NSW) – 3 races (1974, 1978 and 2006)
- Westward* (TAS) – 2 successive races (1947 and 1948)
- Siandra* (NSW) – 2 races (1958 and 1960)
- Solo* (NSW) – 2 races (1956 and 1962)
- Ausmaid* (SA/VIC) – 2 races (1996 and 2000)
- Wild Oats XI* (NSW/QLD) – 2 races (2005 and 2012)
- Wild Rose* (NSW) – 2 races (1993 and 2014)
- Balance* (NSW) – 2 races (as *Quest* in 2008 and *Balance* in 2015)

Largest line honours winners:

- Perpetual Loyal*, AUS (2016); *Comanche*, USA (2015); *Wild Oats XI*, Australia (2010, 2012, 2013, 2014); *Investec Loyal*, AUS (2011); *Alfa Romeo*, NZL/AUS (2009) – all LOA 30.48m (100ft)

Smallest line honours winner:

- Rani*, NSW (1945) – LOA 10.59m (34.73ft)

Smallest line honours winner in recent years:

- Ninety Seven*, NSW (1993) – LOA 14.3m (47ft)

Largest overall handicap winner:

- Wild Oats XI*, NSW/QLD (2012) – LOA 30.48m (100ft). She had previously held the record in 2005 when she was 30m (98ft), but in 2009, the maximum LOA was extended to 30.48m (100ft), bringing the race in line with overseas events. Five 100 footers took to the start line that year,

including the lengthened versions of *Wild Oats XI* (Robert Oatley, NSW), *Alfa Romeo* (Neville Crichton, NSW), *ICAP Leopard* (Mike Slade, UK) and *Loyal* (chartered by Sean Langman, NSW), along with *Rapture* (Brook Lenfest, USA).

Smallest overall handicap winner:

- Screw Loose* (1979) – LOA 9.2m (30ft)
- Zeus II* (1981) LOA 9.2m (30ft)

Smallest official competitor:

- Klinger*, NSW (1978) – LOA 8.23m (27ft)

Closest finish for line honours:

- 1982: *Condor* (BER) beat *Apollo* (NSW) by seven seconds

Slowest race on elapsed time:

- 11 days, 6 hours, 20 minutes – *Wayfarer*, 1945 (skipper: Peter Luke, NSW)

Slowest race on corrected time:

- 7 days, 19 hours, 43 mins – *Wayfarer*, 1945 (skipper: Peter Luke, NSW)

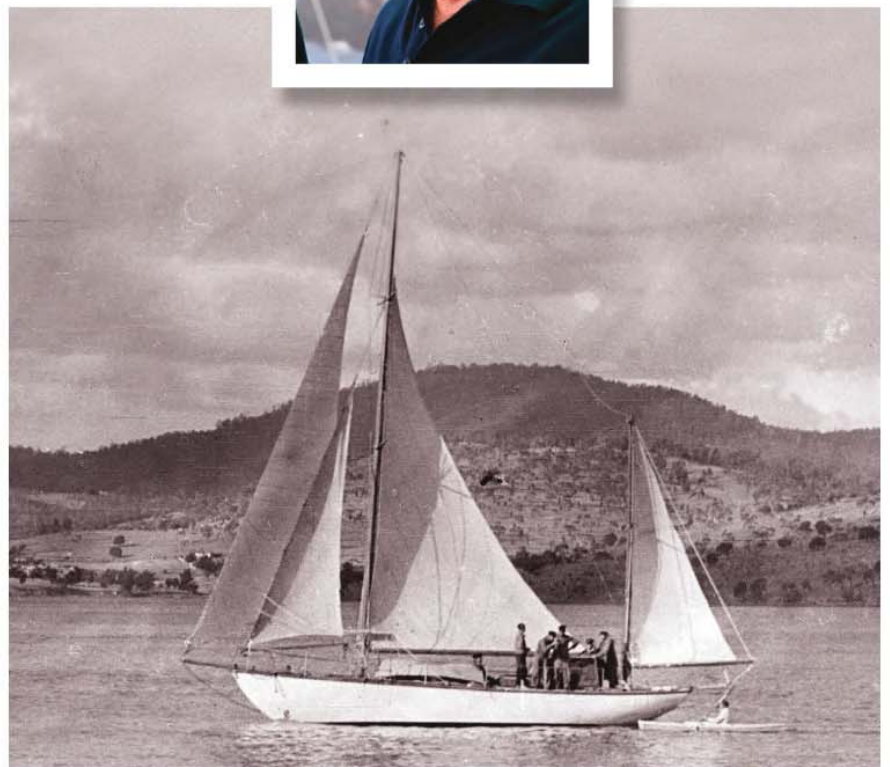
Record races by an individual:

Tony Cable (NSW) holds the record for the most races sailed by an individual, sailing his 51st race aboard *Duende* in 2016. Racing aboard *Getaway Volvo* in 2008, Cable broke the 44-race record held by the late John Bennetto (Tas), set in 2004, and which was equalled by Lou Abrahams (Vic) in 2007.

Tony Ellis (NSW), pictured below, reached the 49 milestone in 2016. Retiring from competitive racing mid-2016, Syd Fischer reached 47 races in 2015. Bill Ratcliff and Colin Wildman from NSW have competed in 48 races each (Wildman aboard the Radio Relay Vessel since 2005). Bruce Gould (NSW) has attained 45 races (aboard the Radio Relay Vessel, from 2010–15), CYCA Life member David

Kellett has attained 43 races, acting as Chief Radio Operator aboard the Radio Relay Vessel since 2000, while the late Richard 'Sightie' Hammond (NSW) and Bernie Case (VIC) sailed to Hobart 40 times. Hammond was the first person to ever attain 40 races (in 1998).

DANIEL FORSTER



SCENIC ROUTE Sydney yachtsman Peter Luke, sailing *Wayfarer* in 1945, holds the record for the longest time elapsed before making it up the Derwent, at 11 days and six hours.



Most races completed in a row:

Lindsay May has sailed 44 races from 1973–2016 (2016 on *Love & War*). Sailing aboard *Brindabella* in 2015, May equalled the 43 races Lou Abrahams sailed on his own yachts from 1965 until 2007.

Most races by an owner/skipper:

Syd Fischer, 47 from 1962 to 2015; Lou Abrahams, 43 from 1965 to 2007.

Record races by yachtsmen:

Up to and including 2016, 123 sailors have been recorded as having sailed in 25 or more races since 1945, with Adrienne Cahalan becoming the first woman to achieve this feat in 2016, and Brad Kellett becoming the youngest to sail 25 consecutively, also in 2016.

Fathers and sons to compete in 25 plus races:

In 2013, Peter (deceased) and Mike Green became the first father/son pair to reach the milestone 35 RSHYR each. In 2015, Mike had done 37. Max Crafoord (30, deceased) and Carl Crafoord (30); Bernie Case (40) and Robert Case (31). David Kellett (43 including the Radio Relay Vessel since 2005) and Brad Kellett joined the group in 2016, as did Bruce Taylor (36) and Drew Taylor, the only father and son to sail all 25 together.

Most line honours victories by a 25-plus race sailor:

Steve Jarvin. *Wild Oats XI*'s 2014 line honours win made it 13 victories, including two record-breaking runs with *Wild Oats XI* in 2005 and 2012.

Youngest ever sailor to achieve 25 Hobart milestone:

Darren Senogles sailed his 25th Hobart on *Ichi Ban*, Matt Allen's Carkeek 60, in 2013. His first was at 14 in 1987, and he has only missed two races since. Brad Kellett missed this distinction by three weeks, but became the youngest to contest 25 consecutive races in 2016 (at the age of 40). This pair's records are unlikely to be broken because of the introduction of the minimum age requirement (of 18) in 1999. Prior to Senogles reaching this milestone, Robert Case was the youngest person to achieve the 25 RSHYR milestone, taking the title from Michael Spies. All three sailed on *Ichi Ban* in the 2013 race.

Record races by yachswomen:

16 women have sailed 10 or more races. In 2016, Adrienne Cahalan (NSW) became

the first woman to reach the milestone 25 races after being the first to reach 20 in 2011. A perpetual trophy was dedicated in Cahalan's honour to recognise her 20-race achievement. She is also the most decorated female sailor, with six line honours and two overall wins, all but one achieved as *Wild Oats XI*'s navigator.

Felicity Nelson is the next most capped woman with 22 races; then Gail Harland and Vanessa Dudley 21; Mary Holley 16; the late Sally Gordon and Sue Crafer 15; Jan Howard 14; Amanda Wilmot, Julie Hodder and Anne Lawrence 12; and Audrey Brown

Spirit of Koomooloo (formerly *Ragamuffin*, then *Margaret Rintoul II*), a Sparkman and Stephens 48, sailed her 26th in 2014; *Mark Twain*, a Sparkman & Stephens 38, sailed her 25th in 2002; *Impeccable*, a Peterson 34, sailed her 25th in 2008.

Record races sailed together by multiple crews:

Syd Fischer and Tony Ellis sailed their 41st together aboard *Ragamuffin 100* in 2013. This record is unlikely to be beaten. Bruce and Andrew Taylor (father and son) celebrated 25 RSHYR together aboard Bruce's *Chutzpah* in 2016. It was Bruce's 36th race and his 31st successive as an owner/skipper. This record is unlikely to be beaten.

Youngest skippers:

The youngest recorded skipper is Sean Kirkjian (17), on his parents' yacht, *Lady Ann* (NSW), in 1986, with his mother, Ann, as navigator.

In 1976, *Ballyhoo* and *Apollo* from NSW finished first and second across the line. *Ballyhoo* was skippered by Jack Rooklyn and *Apollo* by his son, Warwick (19); Greg Prescott (Tas) skippered his father's yacht, *Hotshot* in 1980, aged 18; Liz Wardley (PNG), skippered her yacht, *Dixie Chicken*, in the fatal 1998 race aged 19, and was one of the many who did not finish. In 2011, three 18 year olds skippered yachts: Jessica Watson (*Ella Baché*), Peter Langman (*Maluka of Kermadie*) and Christopher Percy (*Alacrity*), the latter two under the guidance of their well-known sailing parents, Sean Langman and Matt Percy.

Oldest skipper:

In 2015 at 88, Syd Fischer became the oldest skipper to sail the race. In 2013 at 86, he

equalled the record set by John Walker (*Impeccable*) in 2008, who retired after that race. Walker and *Impeccable* are the only owner/boat combination to compete in 25 races together. In 1999, aged 84, Alby Burgin skippered *Alstar* in his 32nd and last race. He won the race overall with *Rival* in 1961, and retired from active offshore racing in 2001.

Oldest sailor ever:

Syd Fischer (88 years, 2015) – unlikely to be beaten.

Youngest sailors ever:

As a baby, Raud O'Brien did his first of six races on his parents' *Wraith of Odin* (sic).



DANIEL FORSTER



ANDREA FRANCOLINI

Top: **JUST REWARD** Kate Warner AM, Governor of Tasmania, presents Brad Kellett with the J. H. Illingworth Trophy.

Above: **HIGH ACHIEVERS** Vanessa Dudley and Syd Fischer.

12, of which 11 were aboard the Radio Relay Vessel.

Record races by yachts:

In 2014 *Bacardi*, a Peterson 44 now owned by Martin Power (VIC), set a new record of 28 races. In 2013, *Bacardi* equalled the previous record of 27 races set in 2007 by *Phillip's Foote Witchdoctor*, a Davidson 42 from NSW. *Polaris*, a Cole 43 also known as *Polaris of Belmont*, achieved 26 in 2010;



PHOTO COURTESY VICTORIA SIPAJLO (NEE WILMAN)



DANIEL FORSTER



Top: **THRESHOLD MOMENT** Vicki Wilman and the first all-female crew, aboard *Barbarian*, were greeted with cheers as they crossed the finish line in 1975.

Above: **SMALL WONDER** *Maluka of Kermandie* is a perennial threat to the big boats on handicap.

Sophie Tasker sailed the 1978 race as a four-year-old on her father's yacht *Siska*, which was not an official starter due to not meeting requirements of the CYCA. Sophie raced to Hobart in 1979, 1982 and 1983.

Quite a number of teenage boys and girls have sailed with their fathers and mothers, including Tasmanian Ken Gourlay's 14-year-old son who sailed on *Kismet* in 1957. A 12-year-old boy, Travis Foley, sailed in the fatal 1998 race aboard *Aspect Computing*, which won PHS overall.

In 1978, the Brooker family sailed aboard their yacht *Touchwood* – parents Doug and Val, and their children Peter (13), Jacqueline (10), Kathrynne (8) and Donald (6). Since 1999, the CYCA has set a minimum age of 18 for competitors.

First and 50th races:

The late Peter Luke and the late 'Boy' Messenger sailed in the first and 50th races. Luke skippered his own yacht, *Wayfarer*, in the first RSHYR, Messenger sailed aboard *Horizon*. Luke, a CYCA co-founder, owned *Wayfarer* up until his death in September 2007 and was the official starter of the Sydney Hobart Yacht Race 2001.

First women to compete in the race:

Jane ('Jenny') Tate from Hobart sailed with her husband Horrie aboard *Active* in the 1946 race, as did Dagmar O'Brien with her husband Dr Brian ('Mick') O'Brien aboard *Connella*. Unfortunately, *Connella* was forced to retire in Bass Strait, but *Active* made it to the finish. The Jane Tate Memorial Trophy is presented each year to the first female skipper to finish the race.

First all-women crew to compete in the race:

In 1975, Vicki Wilman skippered *Barbarian*.

Other all-women crews:

- 1989 – Christine Evans (*Belles Long Ranger*)
- 1992 – Kerry Goudge (*Nadia IV*); Adrienne Cahalan (*Ella Baché*);
- 1993 and 1994 – Kerry Goudge (*Telecom Mobilenet*)
- 1995 – Kerry Goudge (*WOW – Nortel*);
- 1996 – Adrienne Cahalan (*Elle Racing*) as an unofficial entry starting 5 minutes ahead of the fleet
- 2001 – Lisa McDonald (*Amer Sports Too*).

First time international crew members:

In 2013, the international flavour of the fleet was bolstered with the inclusion for the first time of the 2013–14 Clipper Round the World Yacht Race fleet (12 x Clipper 70s plus two Clipper 68 training vessels). Vicky Song (*Qingdao*) was the first mainland Chinese woman and first mainland Chinese sailor to compete in a Rolex Sydney Hobart and Masibulele Libaya (*Invest Africa*) was the first black South African to compete. Zaw Sis Naing (*Zefiro*) was the first competitor representing Myanmar (Burma). In 2014, aboard the lone Clipper entry *Clipper Ventures 10* was Sang Cho, the first South Korean to race, while 2015 produced the first-ever Mainland Chinese male sailors via entries *Ark323* and *Shuguang Haiyang*.

Oldest yacht to race in recent years:

Maluka of Kermandie was built in 1932. The 9.1-metre yacht was restored by Sean Langman and raced in the Rolex Sydney Hobart for the first time in 2006 as *Maluka* at age 74 years. He raced her again in 2008, 2011, 2012 and 2016 as *Maluka of Kermandie*. However, in 2014, competitors from the early races, *Landfall* (built in 1935) and *Southern Myth* (built 1953), returned to the race. *Landfall* returned again in 2015 (the oldest boat in the fleet) and 2016.

Prior to *Maluka of Kermandie*, the oldest boat was *Southerly* (Don Mickleborough), built in Tasmania in 1938. She won the Over 30-Year Veterans Division in the 50th race in 1994. She sailed in the 2000 race, aged 62, but retired before reaching Bass Strait.

Oldest yachts to compete:

According to CYCA life member and historian Alan Campbell, more than 31 yachts built before 1938 have competed in the race, including line honours winners *Morna/Kurrewa IV* (same boat, renamed) and *Astor*, which were built in the 1920s. He believes that *Alice*, which competed in the 1948 race, was built before 1908, although no records exist.

Most successful designer of overall winners:

Bruce Farr/Farr Yacht Design (NZL/USA) – can claim 20 overall wins from 1976 (with *Piccolo*) up to and including 2015 (with *Balance*).

These statistics have been compiled up to and including the Rolex Sydney Hobart Yacht Race 2016, based on records from the Cruising Yacht Club of Australia, the Royal Yacht Club of Tasmania, CYCA life member and historian Alan Campbell, Tony Cable, Peter Campbell, Di Pearson and other sources.



1945–2016 Winners

YEAR	OVERALL WINNER	DESIGNER	FLEET	LINE HONOURS	DESIGNER	ELAPSED TIME
1945	<i>Rani</i> , Capt John Illingworth, UK	A.C. Barber, NSW	9	<i>*Rani</i> , Capt John Illingworth, UK	Arthur Barber, NSW	6:14:22:00
1946	<i>Christina</i> , J.R. Bull, NSW	Lars Halvorsen, NSW	19	<i>*Morna</i> , Claude Plowman, NSW	William Fife, UK	5:02:53:33
1947	<i>Westward</i> , G.D. Gibson, TAS	Jock Muir, TAS	28	<i>Morna</i> , Claude Plowman, NSW	William Fife, UK	5:03:03:54
1948	<i>Westward</i> , G.D. Gibson, TAS	Jock Muir, TAS	18	<i>*Morna</i> , Claude Plowman, NSW	William Fife, UK	4:05:01:21
1949	<i>Tradewinds</i> , Merv Davey, NSW	Mervyn Davey, NSW	15	<i>Waltzing Matilda</i> , Phil Davenport, NSW	Jock Muir, Tasmania	5:10:33:10
1950	<i>Nerida</i> , Colin Haselgrove, SA	Alfred Mylne, Scotland	16	<i>Margaret Rintoul</i> , A.W. Edwards, NSW	Phillip Rhodes, USA	5:05:28:35
1951	<i>Struen Marie</i> , Tom Williamson, NSW	Robert Clark, UK	14	<i>*Margaret Rintoul</i> , A.W. Edwards, NSW	Phillip Rhodes, USA	4:02:29:01
1952	<i>Ingrid</i> , J.S. Taylor, SA	Bill Atkin, USA	17	<i>Nocturne</i> , J.R. Bull, NSW	Alan Payne, NSW	6:02:34:47
1953	<i>Ripple</i> , Ron Hobson, NSW	A.C. Barber, NSW	24	<i>Solveig</i> , Trygve & Magnus Halvorsen, NSW ^a	Trygve Halvorsen, NSW	5:07:12:50
1954	<i>Solveig</i> , Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	17	<i>Kurrewa IV</i> , F. & J. Livingston, NSW/VIC	William Fife, UK	5:06:09:47
1955	<i>Moonbi</i> , H.S. Evans, NSW	John Alden, USA	17	<i>Even</i> , F.J. Palmer, NSW	J. Laurent Giles, UK	4:18:13:14
1956	<i>Solo</i> , Vic Meyer, NSW	Alan Payne, NSW	28	<i>Kurrewa IV</i> , F. & J. Livingston, NSW/VIC	William Fife, UK	4:04:31:44
1957	<i>Anitra V</i> , Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	20	<i>*Kurrewa IV</i> , F. & J. Livingston, NSW/VIC	William Fife, UK	3:18:30:39
1958	<i>Siandra</i> , Graham Newland, NSW	Arthur Robb, England	22	<i>Solo</i> , Vic Meyer, NSW	Alan Payne, NSW	5:02:32:52
1959	<i>Cherana</i> , Russ Williams, NSW	Alan Payne, NSW	30	<i>Solo</i> , Vic Meyer, NSW	Alan Payne, NSW	4:13:33:12
1960	<i>Siandra</i> , Graham Newland, NSW	Arthur Robb, England	32	<i>Kurrewa IV</i> , F. & J. Livingston, NSW/VIC	William Fife, UK	4:08:11:15
1961	<i>Rival</i> , Alby Burgin & N. Rundle, NSW	Alan Buchanan, England	35	<i>Astor</i> , Peter Warner, NSW	William Fife, UK	4:04:42:11
1962	<i>Solo</i> , Vic Meyer, NSW	Alan Payne, NSW	42	<i>*Ondine</i> , S.A. ('Huey') Long, USA	Bill Tripp, USA	3:03:46:16
1963	<i>Freya</i> , Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	44	<i>Astor</i> , Peter Warner, NSW	William Fife, UK	4:10:53:00
1964	<i>Freya</i> , Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	38	<i>Astor</i> , Peter Warner, NSW	William Fife, UK	3:20:05:05
1965	<i>Freya</i> , Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	53	<i>Stormvogel</i> , C. Brynzeel, South Africa	Vanderstadt, Holland	3:20:30:09
1966	<i>Cadence</i> , H.S. Mason, NSW	W. Ward/R. Swanson, NSW	46	<i>Fidelis</i> , J.V. Davern, New Zealand	Knud Reimers, Germany	4:08:39:43
1967	<i>Rainbow II</i> , Chris Bouzaid, NZ	Sparkman & Stephens, USA	67	<i>Pen Duick III</i> , Eric Tabarly, France	Eric Tabarly, France	4:04:10:31
1968	<i>Koomooloo</i> , Denis O'Neil, NSW	T. Kaufman & B. Miller (Lexcen), NSW	67	<i>Ondine II</i> , S.A. ('Huey') Long, USA	Bill Tripp, USA	4:03:20:02
1969	<i>Morning Cloud</i> , Edward Heath, UK	Sparkman & Stephens, USA	79	<i>Crusade</i> , Sir Max Aitken, UK	Alan Gurney, UK	3:15:07:40
1970	<i>Pacha</i> , Sir Robert Crichton-Brown, NSW	Camper & Nicholson, UK	61	<i>Buccaneer</i> , Tom Clark, NZ	John Spencer, New Zealand	3:14:06:12
1971	<i>Pathfinder</i> , Brin Wilson, NZ	Sparkman & Stephens, USA	79	<i>Kialoa II</i> , Jim Kilroy, USA	Sparkman & Stephens, USA	3:12:46:21
1972	<i>American Eagle</i> , Ted Turner, USA	Bill Luders, USA	79	<i>American Eagle</i> , Ted Turner, USA	Bill Luders, USA	3:04:42:39
1973	<i>Ceil III</i> , Bill Turnbull, Hong Kong	Bob Miller (Ben Lexcen), NSW	92	<i>*Helsal</i> , Tony Fisher, NSW	Joe Adams, NSW	3:01:32:09
1974	<i>Love & War</i> , Peter Kurts, NSW	Sparkman & Stephens, USA	63	<i>Ondine III</i> , S.A. ('Huey') Long, USA	Britton Chance, USA	3:13:51:56
1975	<i>Rampage</i> , Peter Packer, WA	Bob Miller (Ben Lexcen), NSW	102	<i>*Kialoa III</i> , Jim Kilroy, USA	Sparkman & Stephens, USA	2:14:36:56
1976	<i>Piccola</i> , John Pickles, NSW	Bruce Farr, NZ	85	<i>Ballyhoo</i> , Jack Rooklyn, NSW	Bob Miller, NSW	3:07:59:26
1977	<i>Kialoa III</i> , Jim Kilroy, USA	Sparkman & Stephens, USA	131	<i>Kialoa III</i> , Jim Kilroy, USA	Sparkman & Stephens, USA	3:10:14:09
1978	<i>Love & War</i> , Peter Kurts, NSW	Sparkman & Stephens, USA	97	<i>Apollo</i> , Jack Rooklyn, NSW	Bob Miller, NSW	4:02:23:24
1979	<i>Screw Loose</i> , Bob Cumming, TAS	Ron Holland, NZ/Ireland	147	<i>Bumblebee IV</i> , John Kahlbetzer, NSW	German Frers, Argentina	3:01:45:52
1980	<i>New Zealand</i> , NZ Round The World Cmtee, NZ	Bruce Farr, NZ	102	<i>New Zealand</i> , NZ Round The World Cmtee, NZ	Bruce Farr, NZ/USA	2:18:45:41
1981	<i>Zeus II</i> , Jim Dunstan, NSW	Peter Joubert, VIC	159	<i>Vengeance</i> , Bernard Lewis, NSW	Rolly Tasker, WA	3:22:30:00
1982	<i>Scallywag</i> , Ray Johnston, NSW	Bruce Farr, NZ	118	<i>Condor of Bermuda</i> , Bob Bell, Bermuda	John Sharp, UK	3:00:59:17
1983	<i>Challenge</i> , Lou Abrahams, VIC	Sparkman & Stephens, USA	173	<i>Condor</i> , Bob Bell, Bermuda	Ron Holland, New Zealand	3:00:50:29
1984	<i>Indian Pacific</i> , John Eyles/Gunter Heuchmer, NSW	Bruce Farr, NZ	151	<i>New Zealand</i> , NZ Round The World Cmtee, NZ	Ron Holland, New Zealand	3:11:31:21
1985	<i>#Sagacious</i> , Gary Appleby, NSW	Bruce Farr, NZ	179	<i>Apollo</i> , Jack Rooklyn, NSW	Ben Lexcen (Bob Miller), NSW	3:04:32:28
1986	<i>Ex Tension</i> , Tony Dunn, NSW	Laurie Davidson, NZ	123	<i>Condor II</i> , Bob Bell, Bermuda	Ron Holland, New Zealand	2:23:26:25
1987	<i>Sovereign</i> , Bernard Lewis, NSW	David Pedrick, USA	154	<i>Sovereign</i> , Bernard Lewis, NSW	David Pedrick, USA	2:21:58:08

WINNERS

Roll of honour

The Tattersall Cup goes to the overall winner of the race on corrected time. The cup is winnable by any boat, but those who have tried will tell you it is notoriously difficult to win.

2016 GIACOMO

Preparation, perseverance, a rare alignment of weather systems plus a little luck delivered *Giacomo* overall honours, as well as breaking *Wild Oats Xf's* race record. A crack Kiwi crew drove Jim Deleat's Volvo 70 hard, finishing less than two hours behind *Perpetual Loyal*.



2015 BALANCE

Paul Clitheroe bought the 2008 Hobart winner *Quest* in 2014, and it returned him and his crew a winning dividend. The victory was hard won, they survived a brutal first night out, and had to repair a badly torn mainsail.



YEAR	OVERALL WINNER	DESIGNER	FLEET	LINE HONOURS	DESIGNER	ELAPSED TIME
1988	<i>Illusion</i> , Gino Knezic, VIC	Laurie Davidson, NZ	119	<i>Ragamuffin</i> , Syd Fischer, NSW	German Frers, Argentina	3:15:29:07
1989	<i>Ultimate Challenge</i> , Lou Abrahams, VIC	Ed Dubois, England	126	<i>Drumbeat</i> , Alan Bond, WA	David Pedrick, USA	3:06:21:34
1990	<i>Sagacious V</i> , Gary Appleby, NSW	Bruce Farr, NZ	105	<i>Ragamuffin</i> , Syd Fischer, NSW	German Frers, Argentina	2:21:05:33
1991	<i>IOR: Atara</i> , Harold Cudmore/John Storey, Ireland	Bruce Farr, NZ	99	<i>Brindabella</i> , George Snow, ACT	Bruce Farr, NZ/USA	3:01:14:19
	<i>IMS: She's Apples</i> , David Strong, NSW	John King, NSW				
1992	<i>IOR: Ragamuffin</i> , Syd Fischer, NSW	Bruce Farr, NZ	110	<i>NZ Endeavour</i> , Grant Dalton, NZ	Bruce Farr, NZ/USA	2:19:19:18
	<i>IMS: Assassin</i> , Robin Crawford, NSW	Bruce Farr, NZ				
1993	<i>IOR: Wild Oats</i> , Roger Hickman/Bruce Foye, NSW	Bruce Farr, NZ	104	<i>Ninety Seven</i> , Andrew Strachan, NSW	Bruce Farr, NZ/USA	4:00:54:11
	<i>IMS: Cuckoos Nest</i> , Nigel Holman, NSW	David Lyons, NSW				
1994	<i>Raptor</i> , A. Eichenauer, Germany	Iain Murray, NSW	371	<i>Tasmania</i> , Robert Clifford, TAS	Bruce Farr, NZ/USA	2:16:48:04
1995	<i>Terra Firma</i> , Scott Carille/Dean Wilson, VIC	Iain Murray, NSW	98	<i>Sayonara</i> , Larry Ellison, USA	Bruce Farr, NZ/USA	3:00:53:35
1996	<i>Ausmaid</i> , Georgio Gjergja, VIC	Bruce Farr, NZ/USA	95	<i>*Morning Glory</i> , Hasso Plattner, Germany	Reichel/Pugh, USA	2:14:07:10
1997	<i>Beau Geste</i> , Karl Kwok, Hong Kong/China	Bruce Farr, NZ/USA	114	<i>Brindabella</i> , George Snow, ACT	Scott Jutson, Australia	2:23:37:12
1998	<i>AFR Midnight Rambler</i> , Ed Psaltis/Bob Thomas, NSW	Robert Hick, Victoria	115	<i>Sayonara</i> , Larry Ellison, USA	Bruce Farr, NZ/USA	2:19:03:32
1999	<i>Yendys</i> , Geoff Ross, NSW	Bruce Farr, NZ/USA	79	<i>*Nokia</i> , Stefan Myralf/Michael Spies, Denmark	Philippe Briand, France	1:19:48:02
2000	<i>SAP Ausmaid</i> , Kevan Pearce, SA	Bruce Farr, NZ/USA	82	<i>Nicorette</i> , Ludde Ingvall, Sweden	Simonis/Voogd, SA/NED	2:14:02:09
2001	<i>Bumblebee 5</i> , John Kahlbetzer/Iain Murray, NSW	Murray Burns Dovell, NSW	75	<i>Assa Abloy</i> , Neal McDonald, Sweden	Farr Yacht Design, USA	2:20:46:43
2002	<i>Quest</i> , Bob Steel, NSW	Nelson/Marek, USA	57	<i>Alfa Romeo</i> , Neville Crichton, NZ	Reichel/Pugh, USA	2:04:58:52
2003	<i>First National Real Estate</i> , M. Spies/ P. Johnston, NSW	Farr/Beneteau, France	56	<i>Skandia</i> , Grant Wharington, VIC	Don Jones, VIC	2:15:14:06
2004	<i>Aera</i> , Nicholas Lykiardopulo, UK	Jason Ker, UK	116	<i>Nicorette</i> , Ludde Ingvall, NSW	Simonis/Voogd, SA/NED	2:16:00:04
2005	<i>Wild Oats XI</i> , Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	85	<i>*Wild Oats XI</i> , Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	1:18:40:10
2006	<i>Love & War</i> , Simon Kurts/Lindsay May, NSW	Sparkman & Stephens, USA	78	<i>Wild Oats XI</i> , Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	2:08:52:33
2007	<i>Rosebud</i> , Roger Sturgeon, USA	Bruce Farr, USA	82	<i>Wild Oats XI</i> , Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	1:21:24:32
2008	<i>Quest</i> , Bob Steel, NSW	Bruce Farr, USA	100	<i>Wild Oats XI</i> , Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	1:20:34:14
2009	<i>Two True</i> , Andrew Saies, SA	Bruce Farr, USA	100	<i>Alfa Romeo</i> , Neville Crichton, NZ/AUS	Reichel/Pugh, USA	2:09:02:10
2010	<i>Secret Mens Business 3.5</i> , Geoff Boettcher, SA	Reichel/Pugh, USA	87	<i>Wild Oats XI</i> , Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	02:07:37:20
2011	<i>Loki</i> , Stephen Ainsworth, NSW	Reichel/Pugh, USA	88	<i>Investec Loyal</i> , Anthony Bell, NSW	Greg Elliott, NZ	02:06:14:18
2012	<i>Wild Oats XI</i> , Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	76	<i>*Wild Oats XI</i> , Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	01:18:23:12
2013	<i>Victoire</i> , Darryl Hodgkinson, NSW	Farr Yacht Design, USA	94	<i>Wild Oats XI</i> , Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	02:06:07:27
2014	<i>Wild Rose</i> , Roger Hickman, NSW	Farr Yacht Design, USA	117	<i>Wild Oats XI</i> , Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	02:02:03:26
2015	<i>Balance</i> , Paul Clitheroe, NSW	Farr Yacht Design, USA	108	<i>Comanche</i> , Jim And Kristy Clark, USA	Verdier Yacht Design & VPLP, USA	02:08:58:30
2016	<i>Giacomo</i> , Jim Delegat, NZ	Juan Kouyoumdjian, Argentina	88	<i>*Perpetual Loyal</i> , Anthony Bell, NSW	Juan Kouyoumdjian, Argentina	01:13:31:20

* NEW RACE RECORD

The rules did not provide for a first place following the penalising of *Drake's Prayer*, which had provisionally been first prior to a protest. Nor did it allow for lower placed yachts to move up a place when other yachts were penalised. Because there was no 1st place, *Sagacious* was officially recorded as second, but was the overall winner.

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

TATTERSALL CUP:

For 1991, 1992 & 1993 races, the winners of the IOR and IMS categories were both declared overall winners during the transition from IOR to IMS. However, the Tattersall Cup was awarded only to the overall IOR winner during this period. Since 1994 there has been only one winner,

from 1994 to 2003 being decided using IMS, but from 2004 onwards the overall winner of the Tattersall's Cup has been decided using IRC, with IMS dropped altogether as a handicap system.

SPECIAL NOTE:

The following yachts were faster than the line honours boat, but for various reasons were not counted:

1978: *Siska II*, Rolly Tasker, WA (owner/designer) 03:06:19:00. Ruled ineligible to compete because did not have valid rating certificate. Sailed to Hobart independently not as competitor.

1983: *Nirvana*, Marvin Green, USA (designer David Pedrick, USA) 03:00:48:13. Disqualified for failing to give *Condor* enough shore room during a gybing duel up the Derwent River to the finish.

1990: *Rothmans*, Lawrie Smith (designer Rob Humphreys, UK) 02:19:07:02. Disqualified from receiving line honours award and penalised 10% of overall corrected time placings for breaching Rule 26 (advertising).

2014 WILD ROSE

Her second overall win (she won the Tattersall Cup in 1993) and owner/skipper Roger Hickman's third (two in *Wild Rose* and one as sailing master aboard *SAP Ausmaid* in 2000) is the stuff of legends, and one for the underdogs.



2013 VICTOIRE

As the owner/skipper of *Victoire*, Darryl Hodgkinson took home the Tattersall Cup as the overall winner of the 2013 race. It was his first Hobart racing the Cookson 50 *Victoire*, having previously competed with a Beneteau First 45.



2012 WILD OATS XI

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





2016 Results

IRC OVERALL

DIVISION	YACHT	OVERALL	LINE PLACING	DIVISION NAME	DIVISION PLACING	ELAPSED TIME	CORRECTED TIME	HANDICAP	STATUS
IRC	<i>Giacomo</i>	1	2	0	1	01:15:27	02:16:13	1.628	Finished
IRC	<i>Perpetual Loyal</i>	2	1	0	2	01:13:31	02:23:44	1.912	Finished
IRC	<i>UBOX</i>	3	13	0	3	02:05:06	03:00:20	1.362	Finished
IRC	<i>Balance</i>	4	12	1	1	02:05:00	03:00:46	1.373	Finished
IRC	<i>Ichi Ban (JV52)</i>	5	10	1	2	02:04:18	03:01:11	1.399	Finished
IRC	<i>Scallywag</i>	6	3	0	4	01:15:29	03:04:22	1.934	Finished
IRC	<i>Maserati</i>	7	6	0	5	01:21:04	03:05:02	1.709	Finished
IRC	<i>Beau Geste</i>	8	5	0	6	01:21:03	03:05:24	1.718	Finished
IRC	<i>Chinese Whisper</i>	9	9	0	7	02:04:01	03:05:30	1.49	Finished
IRC	<i>Victoire</i>	10	14	0	8	02:09:31	03:05:43	1.351	Finished
IRC	<i>Black Jack</i>	11	4	0	9	01:20:09	03:05:43	1.76	Finished
IRC	<i>Maluka of Kermandie</i>	12	76	4	1	03:19:38	03:07:59	0.873	Finished
IRC	<i>Komatsu Azzurro</i>	13	73	4	2	03:15:02	03:08:41	0.927	Finished
IRC	<i>Bravo</i>	14	42	3	1	03:02:56	03:08:42	1.077	Finished
IRC	<i>Love & War</i>	15	61	4	3	03:07:42	03:09:13	1.019	Finished
IRC	<i>Celestial</i>	16	15	1	3	02:11:44	03:09:28	1.364	Finished
IRC	<i>Alive</i>	17	8	0	10	02:03:33	03:09:31	1.581	Finished
IRC	<i>Varuna VI</i>	18	11	0	11	02:04:42	03:09:45	1.551	Finished
IRC	<i>Black Sheep</i>	19	38	3	2	03:01:56	03:10:04	1.11	Finished
IRC	<i>Enchantress</i>	20	62	4	4	03:07:48	03:10:07	1.029	Finished
IRC	<i>Ariel</i>	21	46	3	3	03:04:27	03:10:25	1.078	Finished
IRC	<i>China Easyway</i>	22	59	4	5	03:07:28	03:10:29	1.038	Finished
IRC	<i>Springday Pazazz</i>	23	33	2	1	03:00:53	03:10:35	1.133	Finished
IRC	<i>Chutzpah</i>	24	26	2	2	02:21:18	03:10:37	1.192	Finished
IRC	<i>Wicked</i>	25	50	3	4	03:05:03	03:11:13	1.08	Finished
IRC	<i>Aikin-Hames Sharley</i>	26	32	2	3	03:00:47	03:11:25	1.146	Finished
IRC	<i>Triple Lindy</i>	27	57	4	6	03:07:07	03:11:28	1.055	Finished
IRC	<i>Sticky</i>	28	63	4	7	03:07:54	03:11:35	1.046	Finished
IRC	<i>Local Hero</i>	29	64	4	8	03:08:00	03:11:36	1.045	Finished
IRC	<i>Patrice Six</i>	30	43	3	5	03:03:24	03:11:42	1.11	Finished
IRC	<i>Terra Firma</i>	31	17	1	4	02:15:13	03:11:42	1.324	Finished
IRC	<i>Shining Sea</i>	32	41	3	6	03:02:40	03:12:00	1.125	Finished
IRC	<i>Cromarty Magellan</i>	33	56	3	7	03:06:53	03:12:06	1.066	Finished
IRC	<i>St Jude</i>	34	29	2	4	02:23:49	03:12:15	1.173	Finished
IRC	<i>After Midnight</i>	35	37	2	5	03:01:45	03:12:27	1.145	Finished
IRC	<i>Hollywood Boulevard</i>	36	16	1	5	02:11:50	03:12:29	1.412	Finished
IRC	<i>Two True</i>	37	55	3	8	03:06:42	03:12:55	1.079	Finished
IRC	<i>Imagination</i>	38	47	3	9	03:04:43	03:12:55	1.107	Finished
IRC	<i>Simply Fun</i>	39	28	2	6	02:21:51	03:13:01	1.217	Finished
IRC	<i>Ausreo</i>	40	60	3	10	03:07:36	03:13:05	1.069	Finished
IRC	<i>Elena Nova</i>	41	27	2	7	02:21:51	03:13:25	1.223	Finished
IRC	<i>M3</i>	42	18	1	6	02:15:14	03:13:26	1.351	Finished
IRC	<i>The Goat</i>	43	22	1	7	02:19:55	03:13:51	1.264	Finished
IRC	<i>Challenge</i>	44	54	3	11	03:06:39	03:14:50	1.104	Finished
IRC	<i>Jackpot</i>	45	65	3	12	03:08:59	03:14:54	1.073	Finished
IRC	<i>On Tap</i>	46	78	4	9	04:01:50	03:15:33	0.895	Finished
IRC	<i>Extasea</i>	47	36	2	8	03:01:41	03:15:37	1.189	Finished
IRC	<i>Samskara</i>	48	58	3	13	03:07:08	03:15:41	1.108	Finished
IRC	<i>Ragamuffin</i>	49	19	1	8	02:17:53	03:16:37	1.345	Finished
IRC	<i>Philosophers</i>	50	53	2	9	03:06:33	03:17:33	1.14	Finished
IRC	<i>Quest</i>	51	52	2	11	03:05:53	03:17:39	1.151	Finished
IRC	<i>Breakthrough</i>	52	66	3	14	03:11:40	03:17:42	1.072	Finished
IRC	<i>Matador</i>	52	34	2	10	03:01:02	03:17:36	1.227	Finished
IRC	<i>Dekadence</i>	53	44	2	12	03:04:12	03:18:05	1.182	Finished
IRC	<i>Pelagic Magic</i>	55	72	4	10	03:14:45	03:19:31	1.055	Finished
IRC	<i>Sonic</i>	56	24	1	9	02:20:37	03:20:14	1.344	Finished
IRC	<i>Primitive Cool</i>	57	23	1	10	02:20:19	03:20:18	1.351	Finished
IRC	<i>KLC Bengal 7</i>	58	21	1	11	02:19:07	03:20:29	1.378	Finished
IRC	<i>Papillon</i>	59	81	3	15	03:07:30	03:14:01	1.082	Finished
IRC	<i>Dark and Stormy</i>	60	68	3	16	03:12:53	03:21:02	1.096	Finished
IRC	<i>Triton</i>	61	20	1	12	02:18:42	03:22:27	1.416	Finished
IRC	<i>Chancellor</i>	62	70	3	17	03:13:02	03:22:34	1.112	Finished
IRC	<i>CQS</i>	63	7	0	12	02:03:13	03:23:10	1.858	Finished
IRC	<i>Clipper Ventures 5</i>	64	77	2	13	04:01:43	04:21:45	1.205	Finished
IRC	<i>Ark323</i>	65	74	1	13	03:15:17	04:23:04	1.364	Finished
IRC	<i>Fidelis</i>	66	82	3	18	03:09:27	03:18:49	1.115	Finished
IRC	<i>Hartbreaker</i>	67	83	1	14	03:07:23	04:05:47	1.282	Finished
IRC	<i>Wild Dats XI</i>	999	999	0	999	00:00:00	00:00:00	1.945	Retired
IRC	<i>Dare Devil</i>	999	999	2	999	00:00:00	00:00:00	1.227	Retired
IRC	<i>Koa</i>	999	999	1	999	00:00:00	00:00:00	1.347	Retired
IRC	<i>Patrice</i>	999	999	1	999	00:00:00	00:00:00	1.288	Retired



ORCI OVERALL

DIVISION	YACHT	OVERALL	LINE PLACING	DIVISION NAME	DIVISION PLACING	ELAPSED TIME	CORRECTED TIME	HANDICAP	STATUS
ORCi	<i>UBOX</i>	1	13	1	1	02:05:06	02:23:40	1.3496	Finished
ORCi	<i>Balance</i>	2	12	1	2	02:05:00	03:00:22	1.3653	Finished
ORCi	<i>Ichi Ban (JV52)</i>	3	10	1	3	02:04:18	03:01:25	1.4035	Finished
ORCi	<i>Scallywag</i>	4	3	1	4	01:15:29	03:04:17	1.932	Finished
ORCi	<i>Victoire</i>	5	14	1	5	02:09:31	03:04:41	1.333	Finished
ORCi	<i>Komatsu Azzurro</i>	6	73	4	1	03:15:02	03:04:57	0.8842	Finished
ORCi	<i>Alive</i>	7	8	1	6	02:03:33	03:05:39	1.5061	Finished
ORCi	<i>Chinese Whisper</i>	8	9	1	7	02:04:01	03:05:45	1.4948	Finished
ORCi	<i>Love & War</i>	9	61	4	2	03:07:42	03:06:40	0.9869	Finished
ORCi	<i>Bravo</i>	10	42	3	1	03:02:56	03:07:55	1.0664	Finished
ORCi	<i>Black Sheep</i>	11	38	3	2	03:01:56	03:08:38	1.0906	Finished
ORCi	<i>Celestial</i>	12	15	1	8	02:11:44	03:08:45	1.3519	Finished
ORCi	<i>Patrice Six</i>	12	43	3	3	03:03:24	03:08:45	1.0709	Finished
ORCi	<i>Ariel</i>	14	46	3	4	03:04:27	03:08:52	1.0576	Finished
ORCi	<i>Sticky</i>	15	63	4	3	03:07:54	03:09:34	1.0208	Finished
ORCi	<i>Local Hero</i>	16	64	4	4	03:08:00	03:09:37	1.0203	Finished
ORCi	<i>China Easyway</i>	17	59	4	5	03:07:28	03:09:50	1.0299	Finished
ORCi	<i>Triple Lindy</i>	18	57	4	6	03:07:07	03:09:57	1.0358	Finished
ORCi	<i>Ausreo</i>	19	60	4	7	03:07:36	03:10:04	1.031	Finished
ORCi	<i>Springday Pazazz</i>	20	33	3	5	03:00:53	03:10:08	1.1268	Finished
ORCi	<i>Cromarty Magellan</i>	21	56	4	8	03:06:53	03:10:39	1.0476	Finished
ORCi	<i>Terra Firma</i>	22	17	2	1	02:15:13	03:10:52	1.3109	Finished
ORCi	<i>Chutzpah</i>	23	26	2	2	02:21:18	03:11:25	1.2035	Finished
ORCi	<i>Elena Nova</i>	24	27	2	3	02:21:51	03:11:38	1.1975	Finished
ORCi	<i>Two True</i>	25	55	3	6	03:06:42	03:11:44	1.064	Finished
ORCi	<i>Varuna VI</i>	26	11	1	9	02:04:42	03:11:51	1.591	Finished
ORCi	<i>Imagination</i>	27	47	3	7	03:04:43	03:12:00	1.095	Finished
ORCi	<i>After Midnight</i>	28	37	2	4	03:01:45	03:12:21	1.1437	Finished
ORCi	<i>Challenge</i>	29	54	3	8	03:06:39	03:13:05	1.0818	Finished
ORCi	<i>The Goat</i>	30	22	2	5	02:19:55	03:13:06	1.2529	Finished
ORCi	<i>Jackpot</i>	31	65	3	9	03:08:59	03:13:16	1.0529	Finished
ORCi	<i>M3</i>	32	18	1	10	02:15:14	03:13:28	1.3513	Finished
ORCi	<i>Maserati</i>	33	6	1	11	01:21:04	03:13:45	1.9024	Finished
ORCi	<i>Landfall</i>	34	80	4	9	04:03:49	03:14:11	0.8635	Finished
ORCi	<i>Samskara</i>	35	58	3	10	03:07:08	03:14:21	1.0911	Finished
ORCi	<i>Simply Fun</i>	36	28	2	6	02:21:51	03:14:29	1.2382	Finished
ORCi	<i>Extasea</i>	37	36	2	7	03:01:41	03:15:08	1.1825	Finished
ORCi	<i>Quest</i>	38	52	3	11	03:05:53	03:15:19	1.1211	Finished
ORCi	<i>Philosophers</i>	39	53	3	12	03:06:33	03:15:48	1.1177	Finished
ORCi	<i>Ragamuffin</i>	40	19	1	12	02:17:53	03:16:03	1.3364	Finished
ORCi	<i>Matador</i>	41	34	2	8	03:01:02	03:16:07	1.2067	Finished
ORCi	<i>Pelagic Magic</i>	42	72	4	10	03:14:45	03:18:03	1.038	Finished
ORCi	<i>Dekadence</i>	43	44	2	9	03:04:12	03:18:08	1.1828	Finished
ORCi	<i>Sonic</i>	44	24	1	13	02:20:37	03:18:58	1.3257	Finished
ORCi	<i>CQS</i>	45	7	1	14	02:03:13	03:19:45	1.7915	Finished
ORCi	<i>Triton</i>	46	20	1	15	02:18:42	03:21:29	1.4014	Finished
ORCi	<i>Chancellor</i>	47	70	3	13	03:13:02	03:21:30	1.0995	Finished
ORCi	<i>Fidelis</i>	48	82	2	10	03:09:27	03:20:06	1.1307	Finished
ORCi	<i>Dare Devil</i>	999	999	2	999	00:00:00	00:00:00	1.1692	Retired
ORCi	<i>Patrice</i>	999	999	2	999	00:00:00	00:00:00	1.3008	Retired
ORCi	<i>Wild Oats XI</i>	999	999	1	999	00:00:00	00:00:00	1.9151	Retired
ORCi	<i>Koa</i>	999	999	1	999	00:00:00	00:00:00	1.3417	Retired

PHS OVERALL

DIVISION	YACHT	OVERALL	LINE PLACING	DIVISION NAME	DIVISION PLACING	ELAPSED TIME	CORRECTED TIME	HANDICAP	STATUS
PHS	<i>Imalizard</i>	1	40	2	1	03:02:30	03:03:46	1.017	Finished
PHS	<i>Quetzalcoat</i>	2	45	2	2	03:04:21	03:07:55	1.0467	Finished
PHS	<i>Moody Buoys</i>	3	67	2	3	03:11:49	03:08:02	0.9548	Finished
PHS	<i>Helsal 3</i>	4	30	1	1	02:23:53	03:09:11	1.1293	Finished
PHS	<i>Simplesail Mahligai</i>	5	31	1	2	03:00:45	03:10:13	1.13	Finished
PHS	<i>Flying Fish Arctos</i>	6	69	2	4	03:05:25	03:06:09	1.0095	Finished
PHS	<i>Takani</i>	7	79	2	5	03:07:27	03:06:34	0.9888	Finished
PHS	<i>Abracadabra</i>	8	51	2	6	03:05:29	03:10:29	1.0645	Finished
PHS	<i>Wax Lyrical</i>	9	48	2	7	03:04:50	03:10:32	1.0741	Finished
PHS	<i>She</i>	10	75	2	8	03:16:21	03:10:53	0.9382	Finished
PHS	<i>Reve</i>	11	71	2	9	03:13:14	03:11:32	0.98	Finished
PHS	<i>Duende</i>	12	35	1	3	03:01:02	03:13:53	1.1761	Finished
PHS	<i>Allegro</i>	13	39	1	4	03:02:14	03:16:04	1.1865	Finished
PHS	<i>PYR Wot Eva</i>	14	25	1	5	02:21:04	03:20:18	1.3362	Finished
PHS	<i>Charlotte</i>	15	49	1	6	03:04:58	03:22:53	1.2329	Finished
PHS	<i>Freyja</i>	999	999	2	999	00:00:00	00:00:00	0.7556	Retired

RETIREMENTS & PENALTIES

Papillon – Scoring penalty of 20% applied under Sailing Instruction 20.2(c) for a failure to comply with SI 26.

Fidelis – Scoring penalty of 20% applied under Sailing Instruction 20.2(c) for a failure to comply with SI 26.

Hartbreaker – Scoring penalty of 30% applied under Sailing Instructions 20.2(b) and 21.4 for an infringement of Racing Rules of Sailing 41 (Outside Assistance).

Flying Fish Arctos – Scoring penalty of 20% applied under Sailing Instruction 20.2(c) for a failure to comply with SI 26.

Takani – Scoring penalty of 20% applied under Sailing Instruction 20.2(c) for a failure to comply with SI 26.

Wild Oats XI – Retired due to hydraulic ram issues.

Dare Devil – Retired due to broken rudder.

Koa – Retired due to broken starter motor.

Patrice – Retired due to broken rudder.

Freyja – Retired due to headsail damage.





110 | 72nd ROLEX SYDNEY HOBART YACHT RACE RESULTS

CORINTHIAN

DIVISION	YACHT	OVERALL	LINE PLACING	DIVISION NAME	DIVISION PLACING	ELAPSED TIME	CORRECTED TIME	HANDICAP	STATUS
Corinthian	<i>Cromarty Magellan</i>	1	56		1	03:06:53	03:03:33	0.9577	Finished
Corinthian	<i>Love & War</i>	2	61		2	03:07:42	03:06:21	0.9831	Finished
Corinthian	<i>Komatsu Azzurro</i>	3	73		3	03:15:02	03:06:22	0.9005	Finished
Corinthian	<i>Enchantress</i>	4	62		4	03:07:48	03:07:24	0.9949	Finished
Corinthian	<i>Quetzalcoat</i>	5	45		5	03:04:21	03:07:55	1.0467	Finished
Corinthian	<i>Springday Pazazz</i>	6	33		6	03:00:53	03:08:27	1.1037	Finished
Corinthian	<i>Ausreo</i>	7	60		7	03:07:36	03:09:05	1.0186	Finished
Corinthian	<i>China Easyway</i>	8	59		8	03:07:28	03:09:17	1.0229	Finished
Corinthian	<i>Landfall</i>	9	80		9	04:03:49	03:09:56	0.8209	Finished
Corinthian	<i>Takani</i>	10	79		10	03:07:27	03:06:34	0.9888	Finished
Corinthian	<i>Ariel</i>	11	46		11	03:04:27	03:10:24	1.0777	Finished
Corinthian	<i>Abracadabra</i>	12	51		12	03:05:29	03:10:29	1.0645	Finished
Corinthian	<i>Wax Lyrical</i>	13	48		13	03:04:50	03:10:32	1.0741	Finished
Corinthian	<i>Black Sheep</i>	14	38		14	03:01:56	03:10:49	1.1203	Finished
Corinthian	<i>On Tap</i>	15	78		15	04:01:50	03:11:17	0.8513	Finished
Corinthian	<i>Reve</i>	16	71		16	03:13:14	03:11:32	0.98	Finished
Corinthian	<i>Chancellor</i>	17	70		17	03:13:02	03:12:33	0.9943	Finished
Corinthian	<i>After Midnight</i>	18	37		18	03:01:45	03:12:38	1.1475	Finished
Corinthian	<i>Quest</i>	19	52		19	03:05:53	03:12:43	1.0877	Finished
Corinthian	<i>Two True</i>	20	55		20	03:06:42	03:13:24	1.0852	Finished
Corinthian	<i>Jackpot</i>	21	65		21	03:08:59	03:15:43	1.0832	Finished
Corinthian	<i>Allegro</i>	22	39		22	03:02:14	03:16:04	1.1865	Finished
Corinthian	<i>Fidelis</i>	23	82		23	03:09:27	03:11:36	1.0265	Finished
Corinthian	<i>Dark and Stormy</i>	24	68		24	03:12:53	03:18:16	1.0634	Finished
Corinthian	<i>Hartbreaker</i>	25	83		25	03:07:23	03:21:59	1.1838	Finished
Corinthian	<i>Freyja</i>	999	999		999	00:00:00	00:00:00	0.7556	Retired
Corinthian	<i>Dare Devil</i>	999	999		999	00:00:00	00:00:00	1.167	Retired

LINE HONOURS

DIVISION	YACHT	OVERALL	LINE PLACING	DIVISION NAME	DIVISION PLACING	ELAPSED TIME	CORRECTED TIME	HANDICAP	STATUS
Line Honours	<i>Perpetual Loyal</i>	1	1		1	01:13:31	01:13:31	0	Finished
Line Honours	<i>Giacomo</i>	2	2		2	01:15:27	01:15:27	0	Finished
Line Honours	<i>Scallywag</i>	3	3		3	01:15:29	01:15:29	0	Finished
Line Honours	<i>Black Jack</i>	4	4		4	01:20:09	01:20:09	0	Finished
Line Honours	<i>Beau Geste</i>	5	5		5	01:21:03	01:21:03	0	Finished
Line Honours	<i>Maserati</i>	6	6		6	01:21:04	01:21:04	0	Finished
Line Honours	<i>CQS</i>	7	7		7	02:03:13	02:03:13	0	Finished
Line Honours	<i>Alive</i>	8	8		8	02:03:33	02:03:33	0	Finished
Line Honours	<i>Chinese Whisper</i>	9	9		9	02:04:01	02:04:01	0	Finished
Line Honours	<i>Ichi Ban (JV52)</i>	10	10		10	02:04:18	02:04:18	0	Finished
Line Honours	<i>Varuna VI</i>	11	11		11	02:04:42	02:04:42	0	Finished
Line Honours	<i>Balance</i>	12	12		12	02:05:00	02:05:00	0	Finished
Line Honours	<i>UBOX</i>	13	13		13	02:05:06	02:05:06	0	Finished
Line Honours	<i>Victoire</i>	14	14		14	02:09:31	02:09:31	0	Finished
Line Honours	<i>Celestial</i>	15	15		15	02:11:44	02:11:44	0	Finished
Line Honours	<i>Hollywood Boulevard</i>	16	16		16	02:11:50	02:11:50	0	Finished
Line Honours	<i>Terra Firma</i>	17	17		17	02:15:13	02:15:13	0	Finished
Line Honours	<i>M3</i>	18	18		18	02:15:14	02:15:14	0	Finished
Line Honours	<i>Ragamuffin</i>	19	19		19	02:17:53	02:17:53	0	Finished
Line Honours	<i>Triton</i>	20	20		20	02:18:42	02:18:42	0	Finished
Line Honours	<i>KLC Bengal 7</i>	21	21		21	02:19:07	02:19:07	0	Finished
Line Honours	<i>The Goat</i>	22	22		22	02:19:55	02:19:55	0	Finished
Line Honours	<i>Primitive Cool</i>	23	23		23	02:20:19	02:20:19	0	Finished
Line Honours	<i>Sonic</i>	24	24		24	02:20:37	02:20:37	0	Finished
Line Honours	<i>PYR Wot Eva</i>	25	25		25	02:21:04	02:21:04	0	Finished
Line Honours	<i>Chutzpah</i>	26	26		26	02:21:18	02:21:18	0	Finished
Line Honours	<i>Elena Nova</i>	27	27		27	02:21:51	02:21:51	0	Finished
Line Honours	<i>Simply Fun</i>	28	28		28	02:21:51	02:21:51	0	Finished
Line Honours	<i>St Jude</i>	29	29		29	02:23:49	02:23:49	0	Finished
Line Honours	<i>Helsal 3</i>	30	30		30	02:23:53	02:23:53	0	Finished
Line Honours	<i>Simplesail Mahligai</i>	31	31		31	03:00:45	03:00:45	0	Finished
Line Honours	<i>Aikin-Hames Sharley</i>	32	32		32	03:00:47	03:00:47	0	Finished
Line Honours	<i>Springday Pazazz</i>	33	33		33	03:00:53	03:00:53	0	Finished
Line Honours	<i>Matador</i>	34	34		34	03:01:02	03:01:02	0	Finished
Line Honours	<i>Duende</i>	35	35		35	03:01:02	03:01:02	0	Finished
Line Honours	<i>Extasea</i>	36	36		36	03:01:41	03:01:41	0	Finished
Line Honours	<i>After Midnight</i>	37	37		37	03:01:45	03:01:45	0	Finished
Line Honours	<i>Black Sheep</i>	38	38		38	03:01:56	03:01:56	0	Finished
Line Honours	<i>Allegro</i>	39	39		39	03:02:14	03:02:14	0	Finished
Line Honours	<i>Imalizard</i>	40	40		40	03:02:30	03:02:30	0	Finished
Line Honours	<i>Shining Sea</i>	41	41		41	03:02:40	03:02:40	0	Finished
Line Honours	<i>Bravo</i>	42	42		42	03:02:56	03:02:56	0	Finished
Line Honours	<i>Patrice Six</i>	43	43		43	03:03:24	03:03:24	0	Finished
Line Honours	<i>Dekadence</i>	44	44		44	03:04:12	03:04:12	0	Finished
Line Honours	<i>Quetzalcoat</i>	45	45		45	03:04:21	03:04:21	0	Finished
Line Honours	<i>Ariel</i>	46	46		46	03:04:27	03:04:27	0	Finished
Line Honours	<i>Imagination</i>	47	47		47	03:04:43	03:04:43	0	Finished
Line Honours	<i>Wax Lyrical</i>	48	48		48	03:04:50	03:04:50	0	Finished
Line Honours	<i>Charlotte</i>	49	49		49	03:04:58	03:04:58	0	Finished
Line Honours	<i>Wicked</i>	50	50		50	03:05:03	03:05:03	0	Finished
Line Honours	<i>Abracadabra</i>	51	51		51	03:05:29	03:05:29	0	Finished
Line Honours	<i>Quest</i>	52	52		52	03:05:53	03:05:53	0	Finished



DIVISION	YACHT	OVERALL	LINE PLACING	DIVISION NAME	DIVISION PLACING	ELAPSED TIME	CORRECTED TIME	HANDICAP	STATUS
Line Honours	<i>Philosophers</i>	53	53		53	03:06:33	03:06:33	0	Finished
Line Honours	<i>Challenge</i>	54	54		54	03:06:39	03:06:39	0	Finished
Line Honours	<i>Two True</i>	55	55		55	03:06:42	03:06:42	0	Finished
Line Honours	<i>Cromarty Magellan</i>	56	56		56	03:06:53	03:06:53	0	Finished
Line Honours	<i>Triple Lindy</i>	57	57		57	03:07:07	03:07:07	0	Finished
Line Honours	<i>Samskara</i>	58	58		58	03:07:08	03:07:08	0	Finished
Line Honours	<i>China Easyway</i>	59	59		59	03:07:28	03:07:28	0	Finished
Line Honours	<i>Ausreo</i>	60	60		60	03:07:36	03:07:36	0	Finished
Line Honours	<i>Love & War</i>	61	61		61	03:07:42	03:07:42	0	Finished
Line Honours	<i>Enchantress</i>	62	62		62	03:07:48	03:07:48	0	Finished
Line Honours	<i>Sticky</i>	63	63		63	03:07:54	03:07:54	0	Finished
Line Honours	<i>Local Hero</i>	64	64		64	03:08:00	03:08:00	0	Finished
Line Honours	<i>Jackpot</i>	65	65		65	03:08:59	03:08:59	0	Finished
Line Honours	<i>Breakthrough</i>	66	66		66	03:11:40	03:11:40	0	Finished
Line Honours	<i>Moody Buoys</i>	67	67		67	03:11:49	03:11:49	0	Finished
Line Honours	<i>Dark and Stormy</i>	68	68		68	03:12:53	03:12:53	0	Finished
Line Honours	<i>Flying Fish Arctos</i>	69	69		69	03:05:25	03:05:25	0	Finished
Line Honours	<i>Chancellor</i>	70	70		70	03:13:02	03:13:02	0	Finished
Line Honours	<i>Reve</i>	71	71		71	03:13:14	03:13:14	0	Finished
Line Honours	<i>Pelagic Magic</i>	72	72		72	03:14:45	03:14:45	0	Finished
Line Honours	<i>Komatsu Azzurro</i>	73	73		73	03:15:02	03:15:02	0	Finished
Line Honours	<i>Ark323</i>	74	74		74	03:15:17	03:15:17	0	Finished
Line Honours	<i>She</i>	75	75		75	03:16:21	03:16:21	0	Finished
Line Honours	<i>Maluka of Kermandie</i>	76	76		76	03:19:38	03:19:38	0	Finished
Line Honours	<i>Clipper Ventures 5</i>	77	77		77	04:01:43	04:01:43	0	Finished
Line Honours	<i>On Tap</i>	78	78		78	04:01:50	04:01:50	0	Finished
Line Honours	<i>Takani</i>	79	79		79	03:07:27	03:07:27	0	Finished
Line Honours	<i>Landfall</i>	80	80		80	04:03:49	04:03:49	0	Finished
Line Honours	<i>Papillon</i>	81	81		81	03:07:30	03:07:30	0	Finished
Line Honours	<i>Fidelis</i>	82	82		82	03:09:27	03:09:27	0	Finished
Line Honours	<i>Hartbreaker</i>	83	83		83	03:07:23	03:07:23	0	Finished
Line Honours	<i>Koa</i>	999	999		999	00:00:00	00:00:00	0	Retired
Line Honours	<i>Wild Oats XI</i>	999	999		999	00:00:00	00:00:00	0	Retired
Line Honours	<i>Dare Devil</i>	999	999		999	00:00:00	00:00:00	0	Retired
Line Honours	<i>Patrice</i>	999	999		999	00:00:00	00:00:00	0	Retired
Line Honours	<i>Freyja</i>	999	999		999	00:00:00	00:00:00	0	Retired



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ON AN EVEN KEEL

Handicapping is all about levelling the playing field, but to win, you will need a diverse range of factors to align perfectly.

Again, the oldest yacht in the fleet – built more than a decade before the race started 71 years ago – will battle maxis made of space-age composite fibres. With an 80-year technology divide, you might be wondering, *How can there ever be a fair race between such diverse sail craft?*

Since its inception in 1945, the focus of the Rolex Sydney Hobart has always been on achieving a level playing field for the fleet by using a rating system. Over the past 71 years, the rating system has changed with names like IOR, IMS, IRC and now ORCi, but the end result is a time correction calculation, or handicap. For the 72nd race, the overall winner will again be decided by the IRC rating system, one of the most widely used rating systems in modern yachting.

THE REAL PRIZE

The race for line honours is easy to understand – the first boat to cross the finish line in Hobart is declared the line honours winner, and walks away with the J H Illingworth trophy, a Rolex timepiece, a big share of the adulation and, some would say, more than their fair share of the media attention.

However, very few yachts in this year's fleet stand any chance of beating the maxis or supermaxis to Hobart, so as the line honours contest will be left for the big boats to drag race, the vast majority will compete for the overall win – the real prize as far as most yachties are concerned. The overall winner joins the venerable list of champions, and takes home the coveted Tattersall Cup, awarded each year to the yacht with the lowest corrected time according to IRC handicap, as well as a Rolex to commemorate the triumph.

IRC is a time correction rating system used extensively in yacht racing around the world. Under this system, a yacht's finishing time (elapsed time from start to finish), is multiplied by its IRC rating number to

determine a corrected time. A boat's rating is calculated by an independent body (RORC), using measurements of the boat: the length, weight, draft, rig size, sail area, and specific characteristics and features. The resulting time corrector, or the boat's TCC, is her handicap. The higher the TCC figure, the faster the boat's potential speed. When the last boat arrives in Hobart, the corrected times of every boat in the IRC fleet will be compared, and the one with the lowest time after correction will be declared the overall winner. In theory at least, this system ensures that any well-sailed boat, regardless of its age or level of technology, can win.



IRC IN ACTION

Here is an example based on two very different results under IRC, from the 2005 and 2006 races. In 2005 *Wild Oats XI*, then a brand-new Reichel/Pugh 98-footer and one of the fastest boats in the world (she has long since been lengthened to 100-foot) won both line honours and the overall victory in a rare double win. In fact, make that a triple – she simultaneously set a new race record for the 628 nautical mile course that year too.

The next year in 2006, the then 33 year-old classic timber yacht *Love & War* was the overall winner, despite finishing 32nd across the line. *Love & War* is a perfect example of the IRC rule in effect. A two-time former winner (1974 and 1978), she was a well-maintained boat with a low rating, which that year sailed an excellent race with matchless navigation and a crew who took full advantage of the weather conditions, which suited her style of sailing.

As in 2005, *Wild Oats XI* was the first boat across the line that year, but after corrected time she placed 12th overall. She sailed the race in 2 days, 8 hours, 52 minutes and 33 seconds, but with the highest IRC rating in the fleet (1.776), she ended up with a corrected time of 4 days, 5 hours and 41 seconds.

Love & War on the other hand, took almost 35.5 hours longer to sail the course for an elapsed time of 3 days, 20 hours, 17 minutes and 24 seconds. When multiplied by her relatively small IRC rating of just 1.019, her corrected time was 3 days 22 hours 5 minutes and 37 seconds – a margin over *Wild Oats XI* of almost 42 hours.

In the 68th Rolex Sydney Hobart in 2012, Mark Richards again skippered the Bob Oatley-owned, 100-foot supermaxi to an historic second treble of line honours, an overall win and a new race record. *Wild Oats XI* sailed the race course in 1 day, 18 hours, 23 mins and 12 secs, taking 16 minutes and 58 seconds off her old record and securing her sixth line honours title and second overall win. She is only the second boat in the history of the race to break its own race record. Only *Morna*, later renamed *Kurrewa IV*, exceeds that record, having cracked its race record twice.

THE WEATHER FACTOR

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

Boats need to be sailed to their optimum potential in the prevailing conditions. Some years the weather simply favours big boats running at the front of the fleet, while in other years, the best of the weather comes late in the race when the big boats are already in the dock in Hobart, which plays into the hands of the smaller or older boats with the lowest ratings, such as in 2014 when *Wild Rose* won.

We should know the line honours winner of the Rolex Sydney Hobart Yacht Race 2017 within two days of the start from Sydney Harbour on Boxing Day, but it may be another two, even three days before the CYCA can announce the overall winner, and even then it is often a provisional result until the last boat crosses the finish line in Hobart.





OPPOSITE: FLAWLESS PERFORMANCE
The *Love & War* team sailed a perfect race and were rewarded with the silverware.

ARCH RIVALS
An effective handicap system allows boats from different eras to compete on equal terms.

OTHER RATING SYSTEMS

While IRC will still be used to determine the overall winner of this year's race, there will also be ORCi and PHS divisions.

Seen by its advocates as a more transparent rule and a truer reflection of a boat's performance based on the old IMS system, ORCi will be the other rating handicap system used. Results for IRC (overall and all divisions) will be

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

Results for ORCi will be decided by the application of the Time-on-Time Simplified Scoring System as a multiplier of elapsed time. The boat with the lowest corrected time (after

application of scoring penalties, if any) will be scored first in each division.

PHS is a performance-based handicap system, with yachts being allocated a performance or arbitrary handicap. Results will be calculated by the application of Time Correction Factors (TCFs) as a multiplier of elapsed time. Yachts entering the IRC or ORCi handicap categories may not enter the PHS category. ⚓



“It is a test of yourself, and against yourself; it’s about persevering.”

TONY ELLIS, on board *Triton* for his 50th Rolex Sydney Hobart Yacht Race

Story *Jim Gale*



Depending on the weather, both the Rolex Sydney Hobart Yacht Race and the Boxing Day Test can take up to five days to produce a winner, and they are both as much about endurance and character as skill.

Yet while one focuses on just 22 elite, professional sportsmen for whom this is just another day at the office, the Rolex Sydney Hobart Yacht Race is entirely about the hundreds of sailors who have abandoned the humdrum for the epic. They come from all around the world for the challenge, and to be part of one of the toughest ocean races on the planet.

For 628 nautical miles of icy spray, soggy bunks, sublime moonlit nights and everything in between, their world will be a lurching, crashing groaning box of wood, glass or carbon, just 15 or 20 metres long and a few metres wide. Their near neighbours a speck of sail on the horizon; their allegiance solely to the dozen or so men and women sailing with them.

And for the two, three, four or five days – indeed however long it takes to reach Hobart – they will be heroes in an epic poem; another stanza in that millennial saga of man (and woman) and sea.

CHARACTER BUILDING

“It’s about so many things,” says Tony Ellis, who this year will be just the second sailor ever to crack the half ton.

Ellis will join Tony Cable, who sailed his 50th Rolex Sydney Hobart in 2015 and 51st last year. He confides, “It is a test of yourself, and against yourself; it’s about persevering.

“When you’re out there, it doesn’t matter who you are or what you are, you have to work together. It’s about the camaraderie, and the satisfaction of getting to Hobart, a really lovely place, at the end. Some years it just takes longer to get there than others!”

Sean Langman concurs, saying: “It is more than a race to me; it portrays a bit of who I am.”

He continues, “I’ve been hove-to with no wind, watching the bubbles drift past me, wondering what draws me here, but it is the enormity of the event. You pay for the highs with a few lows.”

And he’s not alone. Tony Ellis admits, “I’m certifiable; it’s an addiction,” he laughs.

“Sailing offshore has a special magic to it. Some nights out there, with the moonlight – you can’t emulate that onshore.”

Vanessa Dudley agrees. “It’s really beautiful out there. Visually, it is stunning. The blues and whites. Everything is so sharp.”





TUNNEL VISION

Wild Rose finds the best angle to handle an unruly sea.



Because, of course, there is lyricism out there as well as heroics. Dolphins. The shattered colours of light in the fine spray off the bow. Soaking up the sun beneath a blooming spinnaker. Wordsworth as well as Homer.

TEST OF SPIRIT

Though when the gods get angry, they can get very angry indeed. Dudley recalls her first Rolex Sydney Hobart in 1984 as "one of the roughest, right from the start. A big southerly.

"On the first night, I was wearing everything I'd brought with me, and it was all wet through. I was freezing and thought, *How cold is it going to get when we get down to Hobart?*

"We had to retire on the second night when the backstay levered the whole transom open. It was quite scary, but everyone was so calm throughout it all that I thought it must have been normal. They were so calm and cool, I thought these Hobart people must be a different breed!

"In 2015 [on the 100-foot supermaxi Ragamuffin], we capsized when a front hit us really quickly. I was below in the dark with Syd Fisher wondering when it would come back up.

"When you watch people running up to the bow to try and get control of a big, wildly flapping genoa, it's a bit like watching men run into the line of fire."

It's something Tony Ellis can relate to: "In the middle of that '98 storm, there was a big, rogue wave every twenty minutes, which made things very interesting," he recalls.

"Someone asked me, 'If we had to quit and just go somewhere, where would we go?' and I said, 'We can't go anywhere now but Hobart!'"

But it's not to be taken lightly, as Dudley muses: "When you see a distress flair, it's not a good sign."

The modern IRC fliers, the Cookson 50s, and the TP52s may be much more manageable than the beasts of old – anyone who has tried to control an IOR behemoth as it wallowed downwind can attest to this – but at speeds of up to 20 knots, the new rocketships bring their own challenges.

Then there's the hundred footers, which often get up to 34 knots downwind. "At these speeds, the loads on the boats are massive," says Ellis.

"When something does go wrong, it goes terribly wrong. I always tell people to clip on at the back of the bus somewhere where they can't be washed overboard, because if you're bouncing alongside the boat at 20 or 30 knots, even if you are tethered and wearing a PDF, your chances are pretty slim."



Above: **SKILLS BASE** Vanessa Dudley's first Sydney Hobart in 1984 was a brutal introduction to the race. Left: **REASSURING PRESENCE** Tony Ellis will chalk up his milestone 50th race on *Triton*.

TALL TALES AND TRUE

And yet, even in the direst circumstances, a battle worthy of Homer can sometimes become very Adam Sandler.

Sean Langman recalls, "The funniest moment I've ever had was in the horrible '98 storm on *Nokia*. Down below was a mess, and a half-drunken bottle of apple juice floated by. I was really thirsty, so I grabbed it and drank it, but I was also busting so I used the empty bottle.

"It was just then that the skipper Dave Witt called down to say he needed a rest

TP52s. Sailing them will be the sport's most elite professionals, fresh from the America's Cup and Volvo campaigns, as well as dedicated amateurs who have been bashing around the cans together on the weekend for decades.

"It's unique in sport," Langman says. "You don't get it in tennis or golf. The humble weekend sailor gets to go to a briefing alongside the top people in their sport, and then line up with them on the start line."

And sometimes even beat them.

Think of Paul Clitheroe and his victorious Corinthians on *Balance* in 2015. Roger

"We had to retire on the second night when the backstay levered the whole transom open. It was quite scary, but everyone was so calm throughout it all that I thought it must have been normal. I thought these Hobart people must be a different breed!"

from the helm, so I dashed up with the bottle still in my hand, full of what looked like apple juice. Witty was desperate for a drink, and seized the bottle out of my hand. I tried to warn him, but with all the noise of the wind and the breaking waves ..."

And that's the Rolex Sydney Hobart Yacht Race. At turns breathtaking, terrifying, ridiculous and sublime – sometimes all at once.

But it's something that on 26 December, yet another courageous and diverse fleet will embark on. There will be the state-of-the-art carbon supermaxis in direct competition with the likes of an 80-year-old Huon pine gaffer, or club cruisers/racers and agile, fast-planing Formula One speedboats like the

Hickman and friends on *Wild Rose*. Bruce Taylor and the raucous mob from Melbourne who have campaigned *Chutzpah* after *Chutzpah* and just know that one day the gods will smile on the modest 40-footers and grow a divisional trophy into a full-flowered Tattersall's Cup.

The Rolex Sydney Hobart has its superheroes: men and women whose names resonate through its seven decades – names like Halvorsen, Peter Green, Adrienne Cahalan, Syd Fisher, Michael Spies, John Bennetto and Graham 'Frizzle' Freeman, to name just a few.

Indeed, the Hobart legends number in their hundreds, nay thousands. And they'll all be out on the water again come Boxing Day. ⚓



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The TALLY ROOM

To 'do a Hobart' is the goal of many sailors, but there's a diehard group who come back year after year to take on the great race south.

A remarkable 125 yachtsmen and women had competed in 25 or more races after the Rolex Sydney Hobart Yacht Race 2016. Here, we honour those dedicated and courageous sailors who have made race history.

After 2017, the latest sailors to have reached the notable (sea) milestone of 25 Rolex Sydney Hobart races will have their names engraved on the beautiful Huon pine map of Tasmania in the Cruising Yacht Club of Australia (CYCA). Each year, yachtsmen and women who achieve significant

milestones will be recognised at the annual Quiet Little Drink cocktail party at the CYCA.

Thirteen competitors have now sailed in 40 or more Rolex Sydney Hobart Yacht Races, with past commodore David Kellett AM celebrating his 44th Hobart in the 73rd race, the past 16 as leader of the Radio Relay Vessel team. His racing record before that includes line honours on *Vengeance*, and a rare line/handicap win with *Sovereign*.

The list of legends up to and including the Rolex Sydney Hobart Yacht Race 2016 is as follows.

Tony Cable, NSW	51 since 1961 (1 win, 2 LH)
Tony Ellis, NSW	49 since 1963 (1 win, 2 LH)
Syd Fischer, NSW	47 since 1962 (1 win, 2 LH)
Bill Ratcliff, NSW	48 since 1963
Colin Wildman, NSW	48 since 1963 (1 win, 1 LH)
Bruce Gould, NSW	45 since 1963 (2 wins, 2 LH)
John 'The Fish' Bennetto, TAS †	44 races from 1947–2004 (1 win, 1 LH)
Lou Abrahams, VIC †	44 races from 1963–2008 (2 wins)
Lindsay May, NSW	44 since 1973 (3 wins, 1 LH)
David Kellett, NSW	43 since 1968 (1 win, 2 LH)
Bernie Case, VIC	40 since 1962 (1 LH)
Richard 'Sightie' Hammond, NSW †	40 races from 1952–98 (2 wins, 2 LH)
Michael Spies, NSW	40 since 1976 (1 win, 1 LH)
Roger Hickman, NSW †	39 races from 1974–2015 (3 wins)
Mike Green, NSW	38 since 1977 (3 wins, 1 LH)
Bruce Taylor, VIC	36 since 1980
Peter Green, NSW †	35 races from 1947–89 (1 win)
Richard Norman, NSW	35 since 1955 (2 wins)
Ed Psaltis, NSW	35 since 1979 (1 win)
Phil Eadie, NSW	35 since 1972 (3 wins, 2 LH)
Colin Betts, NSW	34 since 1955 (3 wins, 2 LH)
Don Mickleborough, NSW †	34 races from 1958–2000 (1 LH)
Fraser Johnston, NSW	34 since 1963 (2 wins)
Colin Anderson, VIC	34 since 1973 (2 wins)
Ralph Carlier, NSW	34 since 1973
Kingsley Piesse, VIC	34 since 1983
David Lawson, NSW †	33 races from 1961–2015 (1 LH)
Geoff Rouvray, NSW	33 since 1967
Roger Howlett, TAS	33 since 1969
Jacko Goluzd, NSW	33 since 1978 (2 wins, 3 LH)
Colin Tipney, NSW	33 races since 1979 (1 win, 2 LH)
Don Lang, VIC †	32 races from 1952–94 (1 win)
Alby Burgin, NSW †	32 races from 1955–99 (1 win)
Maurice Cameron, NSW	32 since 1974
Kim Jaggard, NSW	32 since 1977
Robert Case, NSW	32 since 1985 (1 win)

Tony Kirby, NSW	32 since 1983
Peter Shipway, NSW	31 since 1968 (2 wins, 5 LH)
John Harris, NSW	31 since 1971 (2 wins, 2 LH)
Carl Crafoord, NSW	31 since 1980 (4 wins)
Noel Drennan, VIC	31 since 1980 (2 wins, 3 LH)
Larry Jamieson, NSW	31 since 1983 (2 wins, 1 LH)
Tony Hearder, NSW	31 since 1975 (3 LH)
Magnus Halvorsen, NSW †	30 races from 1946–82 (5 wins, 3 LH)
Max Crafoord, NSW †	30 races from 1953–93 (3 LH)
Albert Mitchell, NSW	30 since 1954 (2 wins)
Lester Nibbs, TAS	30 since 1960
Peter Kurts, NSW †	30 races from 1964–2003 (2 wins)
Rod Jackman, TAS	30 since 1971
Geoff 'Hagar' Barter, NSW	30 since 1974
Ian Potter, NSW	30 since 1976 (1 LH)
John Woodford, NSW	30 since 1979 (1 win, 1 LH)
Peter Inchbold, NSW	30 since 1980 (1 win)
Adam Brown, NSW	30 since 1985 (2 wins, 1 LH)
Michael Coxon, NSW	30 since 1979 (1 win, 5 LH)
Gavin Gourlay, VIC	30 since 1984
Peter Fletcher, VIC	30 since 1987
Ian 'Barney' Walker, VIC	29 since 1983 (3 wins, 3 LH)
Robbie Burns, NSW	29 since 1974 (1 win, 1 LH)
Bruce Jackson, NSW	29 since 1952
John Solomon, TAS	29 since 1967
Peter Duffield, NSW	29 since 1968
Graeme Fraser, NSW	29 since 1973
Damian Parkes, NSW	29 since 1977 (1 LH)
Steve Jarvin, NSW	29 since 1981 (2 wins, 13 LH)
TWT 'Bill' Thompson, NSW †	28 races from 1956–88 (2 LH)
Hugh Treharne, NSW	28 since 1968 (2 wins)
Julian Freeman, TAS	28 since 1983 (2 wins, 2 LH)
Bob Fraser, NSW	28 since 1973 (1 win, 2 LH)
David Hodgson, NSW	28 since 1981 (5 LH)
Bill Sykes, NSW	28 since 1981 (1 win)
Erik Adriaanse, ACT	28 since 1986 (1 win, 2 LH)
Robert Moore, NSW	28 since 1985
Stan Darling, NSW †	27 races from 1947–82 (5 wins)

Des O'Connell, NSW †	27 races from 1947–96
Rolfe Mische, NSW †	27 races from 1963–95 (1 LH)
Mike Hesse, NSW	27 since 1965 (2 wins, 1 LH)
Simon Firth, TAS	27 since 1973 (1 win)
Greg Johnston, NSW	27 since 1980 (1 win, 1 LH)
Josko Grubic, SA †	27 races from 1966–92
Peter Joubert, VIC †	27 races from 1968–98
Richard Bearman, NSW	27 since 1969
John Mooney, VIC	27 since 1969
Graeme Freeman, TAS †	27 since 1970 (4 LH)
Lew Carter, NSW	27 since 1973
Greg Prescott, TAS	27 since 1980
Peter Messenger, NSW	27 since 1980 (4 wins)
David Ellis, NSW	27 since 1977 (2 wins 3 LH)
Matt Allen, NSW	27 since 1980 (1 win)
Richard Grimes, NSW	27 since 1983
Phil Molony, NSW/VIC	27 since 1975
Alan Butler, VIC †	26 races from 1946–89 (3 wins, 2 LH)
Warren Anderson, NSW	26 since 1970
Jim Dunstan, NSW	26 since 1972 (1 win)
Bill Watson, TAS †	26 races from 1973–2003 (3 LH)
Colin O'Connor, NSW	26 since 1974
John Williams, VIC	26 since 1975
Darren Senogles, NSW	26 since 1987 (2 wins, 2 LH)
Hugh Brodie, NSW	26 since 1982 (1 win)
Bob Thomas, NSW/OLD	26 since 1988 (1 win)
Grant Wharrington, VIC	26 since 1982 (1 LH)
Peter Hopkins, TAS	26 since 1982
Sven Runow, NSW	26 since 1985 (4 wins, 7 LH)
Sean Langman, NSW	26 since 1982
Steve Grellis, NSW	26 since 1987
Russell Evans, VIC †	25 races from 1958–85
Robert Green, VIC	25 since 1965
Ian Treharne, NSW	25 since 1967
Toby Richardson, TAS	25 since 1973 (3 wins, 3 LH)
Hugo van Kretschmar, NSW	25 since 1976 (3 LH)
Graeme Ainley, VIC	25 since 1975
George Snow, NSW	25 since 1975 (1 win, 2 LH)
Bill Riley, NSW	25 since 1976
Tony Poole, NSW	25 since 1977
Hugh O'Neill, NSW	25 since 1981
John Walker, NSW †	25 from 1981–2008
Jim Holley, NSW	25 since 1987
Michael Bellingham, NSW	25 since 1976 (1 win)
Bruce Clark, NSW	25 since 1986 (2 wins, 4 LH)
Andrew Taylor, VIC	25 since 1986
Peter Sheldrick, NSW	25 since 1987 (1 win, 1 LH)
Brad Kellett, NSW	25 since 1992 (1 win, 1 LH)



LINDSAY MAY
The 2017 race will be May's 45th trip south.



ADRIENNE CAHALAN
Master navigator
Cahalan will be guiding *Dorade* on her 26th race.

LEADING YACHTSWOMEN

Yachtswomen have been sailing in the Rolex Sydney Hobart Yacht Race since the very early days of the blue water classic. In all, 18 women have competed in 10 or more races, with many more expected to achieve double figures over the coming years.

Adrienne Cahalan, NSW	25 since 1984 (2 wins, 6 LH)
Felicity Nelson, NSW	22 since 1987
Gail Harland, NSW	21 since 1990 (1 win)
Vanessa Dudley, NSW	21 since 1984
Mary Holley, NSW	16 since 1997
Sally Gordon, NSW †	15 races from 1994–2008 (1 win)
Jan Howard, NSW	14 since 1978
Sue Crafter, NSW	15 since 1990
Amanda Wilmot, NSW	12 since 1987
Audrey Brown, NSW	12 since 1987
Julie Hodder, NSW	12 since 1984
Cathy Josling, NSW	11 since 1992
Kerry Goudge, NSW	10 since 1985
Lea Myer, NSW	10 since 1992
Anne Lawrence, NSW	12 since 2005
Louise Stevenson, NSW	11 since 1994
Stacey Jackson, QLD	11 since 2001 (1 LH)
Wendy Tuck, NSW	10 since 2006

† Denotes deceased



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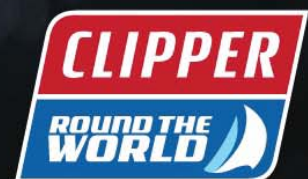
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Down the rhumbline to the finish

Peter Campbell's outstanding contribution to the media in general and the CYCA's official magazine *Offshore Yachting* in particular has been one of insight and dedication, and has tracked the highs and lows of our sport. Here, in his final contribution to this regular column, he reflects on his long and distinguished career, although he promises he will, from time to time, continue to write news and feature articles.

For more than half a century, I have written about the Sydney Hobart Yacht Race for Australian and international media outlets. For many of those years I was race media director, writing and distributing news releases and commenting on events leading up to and during the race.

At the same time, I became editor of the Cruising Yacht Club of Australia's magazine, *Offshore Yachting*, a role that involved upgrading a small quarterly black-and-white publication into a professionally produced, full-colour magazine with quality editorial content and photographs.

In 2005, after 16 years or more, I retired from both positions, but have continued to write 'Down the Rhumbline'. Admittedly, my writing output has diminished over the past nine years since retiring to Hobart, but my interest in the greatest ocean yacht race in the world remains undiminished.

My connection to the Rolex Sydney Hobart Yacht Race goes back to my teenage years when the late Alec Campbell, my uncle (and last of the Gallipoli veterans), sailed aboard the Hobart yachts *Kintail* and *Terra Nova* in the 1940s and early 1950s. Then, as a cadet journalist on *The Mercury* in Hobart and later with ABC news, I wrote a few small stories about the 'Hobart' race (in Tasmania they call it the 'Sydney' race).

My journalistic career included being a reporter for the ABC, a sub-editor on *The Daily Telegraph* in Sydney, a

yachting correspondent for *The Daily Telegraph* in London, and a reporter and later features editor of *The Land*.

With the invitation to become editor of *Modern Boating* and later to edit the CYCA's upgraded, full-colour magazine *Offshore Yachting*, I was able to write full-time about a sport I loved. This gave me the opportunity to actively cover five Olympic Games, seven Admiral's Cups at Cowes, six America's Cup Challenges at Newport in Rhode Island and Fremantle.



Extensive written and photographic coverage of each of these events has made *Offshore Yachting* one of the best club magazines in the world. Enormous credit should be given to the small band of CYCA members, headed by Tony Cable, who produced the original editions of *Offshore* until the club placed its production in professional hands, and appointed me as editor.

With greater advertising income generated by the enthusiastic Max Press, the magazine's quality of content and design grew. The annual feature edition we created on the Rolex Sydney Hobart Yacht Race is, in my opinion, the most informative and best-designed program for a major ocean racing event in the world.

Harking back to my role as media director of the Sydney Hobart, I am often asked the most memorial races in my career. There were many, but without question, the tragic 1998 race remains etched in my mind, as we in the media centre in Hobart struggled to keep abreast of the unfolding drama at sea and provide the media around the world with accurate reports.

Within days I was back at the editorial desk of *Offshore Yachting*, producing a sad but graphic magazine covering of one of the worst events in yachting history. Glancing through back copies of the magazine, I can feel proud of what we wrote, photographed and designed for what was, and continues to be, one of the best yachting magazines in the world.

Good sailing. ⚓



LES COPAINS D'ABORD Peter Campbell and friends aboard *Hornblower*.



RACE & REGATTA DATES

KEEP TRACK OF THIS SEASON'S IMPORTANT EVENTS.

AUSTRALIA	DATE	CLUB	INTERNATIONAL	DATE	COUNTRY
DECEMBER			DECEMBER		
Admiral's Cup Anniversary Regatta	1-3 Dec	RSYS	International Christmas J24 Match Race	1 Dec	Italy
Bird Island Race Blue Water Pointscore Series	2 Dec	CYCA	Phuket King's Cup Regatta	2-9 Dec	Thailand
David Burke Memorial Short Ocean Pointscore	2 Dec	CYCA	47 th Youth Sailing World Championships	9 Dec	China
Farr 40 One-design Trophy	9-10 Dec	NCYC	The Kingdom Match Race Event	12 Dec	Bahrain
CYCA Trophy Series	9-10 Dec	CYCA	NZ Youth Match Racing Championships	13 Dec	New Zealand
SOLAS Big Boat Challenge	12 Dec	CYCA	Christmas Race Palamós	17 Dec	Spain
420 Class World Championship	15 Dec	FSC	Meeting Internazionale del Mediterraneo	28 Dec	Italy
Rolex Sydney Hobart Yacht Race	26-31 Dec	CYCA			
Laser Oceania Championship	27 Dec	RQSY			
JANUARY			JANUARY		
GILL Australian & Open Optimist Championships	3 Jan	RQYS	29er World Championship	2 Jan	Hong Kong
Australian Youth Championships 2018	11 Jan	RQYS	Royal Langkawi International Regatta	8 Jan	Malaysia
Australian Yachting Championship 2018	19 Jan	SYC	Mount Gay Rum Round Barbados Race	6 Jan	Barbados
Aust Day City of Sydney Cup - Mt Gay OPS	26 Jan	CYCA	Antigua Round the Island Race	20 Jan	Antigua
175th Festival of Sails - Melbourne	26 Jan	RGYC	2018 World Cup Series - Round 2 Miami	21 Jan	USA
Warren Jones International Youth Regatta	28 Jan	RPYC	Bay of Islands Sailing Week	23 Jan	New Zealand
FEBRUARY			FEBRUARY		
Hardy Cup 2018	4 Feb	RSYC	Semana de Buenos Aires	3 Feb	Argentina
Mt Gay Ocean Pointscore - Port Hacking	3 Feb	CYCA	Tour de Martinique Regatta	6-10 Feb	Caribbean
Club Marine Wednesday Twilight Series	7 Feb	CYCA	Jolly Harbour Valentines Regatta	10-12 Feb	Antigua
SOPS - Short Ocean Race	10 Feb	MHYC	Mardi Gras Race Week, New Orleans	14 Feb	USA
Mt Gay Ocean Pointscore - Sydney Newcastle Race	17 Feb	CYCA	2018 CentrePoint Youth IMRC	16 Feb	New Zealand
Short Haul Race - Sydney to Pittwater Race	17 Feb	CYCA	RORC Caribbean 600	19 Feb	Caribbean
SOPS - Short Ocean Race	24 Feb	CYCA	Hong Kong Race Week	20 Feb	Hong Kong
			RYA Winter Match Racing Weekend 2	24 Feb	Great Britain
MARCH			MARCH		
Chartered Accountants Australia Regatta	2 Mar	RSYC	38th St. Maarten Heineken Regatta	1-4 Mar	Hong Kong
Sydney Harbour Regatta	3 Mar	MHYC	RYA Winter Match Race Weekend 3	17 Mar	Malaysia
SOPS - Short Ocean Race	10 Mar	MHYC	Barcardi Miami Race Week	5 Mar	Barbados
Farr 40 Australian championships	16 Mar	RSYS	Loro Piana Caribbean Superyacht Regatta	9 Mar	Antigua
Mt Gay Ocean Pointscore - Lion Island Race	17 Mar	CYCA	Nasugbu-Busuanga Race	9 Mar	Philippines
Melbourne - Osaka, Double Handed Yacht Race	18 Mar	SYC	2018 St Barths Bucket Regatta	15 Mar	Caribbean
SOPS - Milson Memorial Cup	24 Mar	RSYS	Rolex China Sea Race, Hong Kong to Philippines	28 Mar	Hong Kong
			Bequia Easter Regatta	30 Mar	Caribbean

To have your event added to the calendar, please email: editor@oceanmedia.com.au.



Sea clearly

The Axiom Pro screen from Raymarine is designed for serious offshore enthusiasts and professional captains. It features multi-touchscreen controls with an ergonomic keypad for additional confidence in rough seas. Engineered to perform in bright sunlight, Axiom Pro displays feature high-definition, In-Plane Switching (IPS) display technology, maximising viewing angles and reducing blackouts when wearing polarised glasses. It delivers an intuitive and fluid navigation experience through an improved, easily-personalised interface. Cruisers and sailors alike can take advantage of the new Axiom Pro-S models that feature a high-performance multifunction display and chartplotter with a built-in, single-channel CHIRP sonar. The new line is available in 9, 12 and 16-inch display sizes.

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A METSTRADÉ DAME Design Award 2017 finalist, the rapid-charge USB charger, from overall winner Scanstrut, is waterproof even with two devices plugged in. It charges up to three times faster than standard USB sockets and is designed for easy installation and an ultra-low profile. The UV-resistant, anti-snag click-and-lock cover and anti-corrosion circuit board make it perfect for use in all weather on deck.

RRP not yet announced
scanstrut.com

Zero stress

Doyle Sails has released a new sail called the Cable-less Code Zero, for yachts from 7.5 to 25 metres. The sail has an uninterrupted lens of uni-directional fibres in the luff of the sail, taking the load from the tack all the way to the head, along its natural load path, instead of requiring many tons of cable tension to try and keep the luff tight. The method eliminates the often heavy and expensive torsion ropes that have become prerequisites to successful deployment of standard Code Zeros. This design helps ease the tack up with less effort and get more luff projection for deeper angles, giving the sails more range, lighter weight and a lower total cost. When it comes time to furl the sail away, the bands of unidirectional carbon running down the luff allows for a quick and easy 'bottom up' furl. doylesails.com



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community edits. Also included are daily chart updates, dock-to-dock autorouting, plotter sync, advanced map options, weather forecasts and tides.

The SonarChart features HD bathymetry map shows the seafloor's topography in high

definition, essential for locating shallow areas. Community Edits comprises inputs created and shared by users to provide information on rocks, beacons, wrecks, obstructions, buoys, and so on. You can add markers to selected locations and any geo-tagged photos you take will appear on the map.

Dock-to-dock autorouting is a unique feature that creates detailed routes even through narrow passages and channels, based on chart data and navigation aids.

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APP #2

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is affordable, automatic, and simple to use even for children and pets.

RRP \$225 for two beacons, including the app
crewwatcher.com

APP #3

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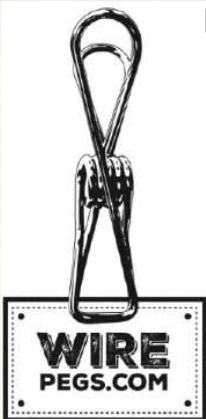
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No bones about it



Another DAME Design Award 2017 finalist, the LockBone is an invention by Ropeye to replace the dogbone in U-Blocks. Suitable for use with 5mm-diameter lines, LockBone is made of carbon RTM technology and hard-coated aluminium. Due to its design, it is much less likely than a dogbone to fail under load, will not rust, and does not leave any ends free to toggle.

RRP \$31
ropeye.com

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2010 Hakes 56 "Bengal 7"
AUD \$ 600,000 (inc tax)



1993 Dubois 78 "Cotton Blossom"
AUD \$ 1,250,000 (inc tax)



2003 Xyacht "X-to-Sea"
AUD \$ 529,000 (inc tax)



Harbour Racer "Atomic"
AUD \$ 365,000 (inc tax)



2001 McConaghy 50 "Satori"
AUD \$ 900,000 (inc tax)



Lagoon 620 "Feel So Good"
€ 1,150,000 (ex tax)



2006 Sunreef 62 "Trigger"
USD \$ 869,000 (ex tax)



2009 Lagoon 500 "Pacific High"
AUD \$ 790,000 (inc tax)



2010 Lagoon 380 "Paws Awhile"
AUD \$ 399,000 (inc tax)



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HANSE 470E - 2007
\$263,000



TP52
\$335,000



ILC 40 - 1995
\$159,000



ELLIOTT 10.5 MODIFIED - 1988
\$69,000



HANSE 320 - 2010
\$128,000



HANSE 540E - 2009
\$697,000



FARR 36 - 1992
\$67,000



SYDNEY 38 - 2000
\$106,000



LAGOON 560 - 2013
\$1,600,000 [EX TAX; EX CARRIBEAN]



BAVARIA 41 - 2003
\$155,000



NORTHSHORE 31 - 1990
\$68,000



LAGOON 42 - 2017
\$750,000 [EX TAX]



SYDNEY 38 - 2001
\$112,500



JARKAN 925 - 1986
\$44,000



LAGOON 421 - 2011
\$499,000 [EX TAX; EX PACIFIC]



TP52 - 2004
\$199,000



GP 42 - 2011
\$385,000



BENETEAU FIRST 50 - 2008
\$355,000



JEANNEAU SO 39DS - 2011
\$210,000



COOKSON 12 - 2001
\$235,000



HANSE 505 - 2014
\$525,000



HANSE 495 - 2013
\$485,000



CATALINA 445 - 2012
\$349,000



MELGES 32 - 2007
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