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SEA CHANGE
CRUISING THE D'ENTRECASTEAUX CHANNEL

SYDNEY TO HOBART RACE

THE OFFICIAL PROGRAMME

THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

CRUISING YACHT CLUB
OF AUSTRALIA



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PUBLISHED BY

Brandmedia
180 Bourke Road
Alexandria NSW 2015
Tel: (02) 9353 0070 Fax: (02) 9353 0080

DISTRIBUTION

Distributed by NDD

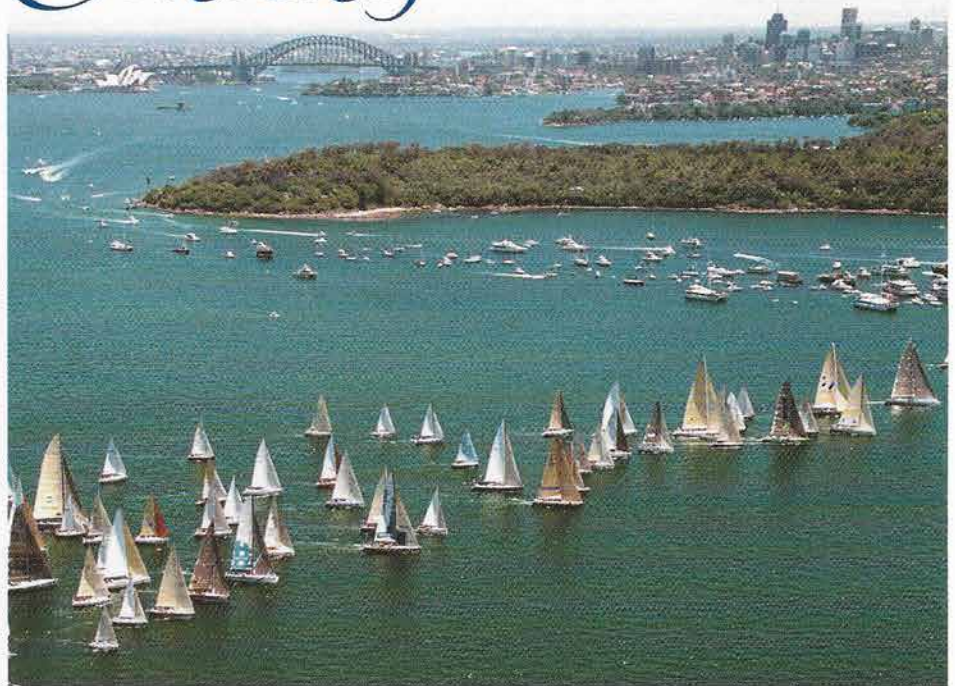
REPRODUCTION AND PRINTING

Rotary Offset Press, Tel: (02) 9764 0222

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Cover photo – *Team News Corp*, the CYCA's entrant in the Volvo Ocean Race

At the helm

HANS SOMMER · COMMODORE

CRUISING YACHT CLUB OF AUSTRALIA



SINCE I LAST WROTE THIS COLUMN THE world has been changed by the events of 11 September, a tragedy that has affected all of us. At club level we have been under a lot of pressure from a variety of sources since the tragic 1998 Sydney to Hobart Yacht Race. Therefore, as we approach a new year, it is very important for all of us to remain positive and focused on the things that are important to us.

This year's Sydney to Hobart Yacht Race promises to be very exciting. When the expected fleet of around 80 boats hits the line at 1pm on Boxing Day it will include

the Volvo Ocean Race fleet, which is using the tough Sydney to Hobart as part of the third leg of its round-the-world race, from Sydney to Auckland.

The fleet will also contain a strong contingent of Australian and overseas yachts. *Nicorette*, the 80-footer, is returning in a bid to become the first yacht since 1983 to win back-to-back line honours. Also returning to challenge Sydney to Hobart history is South Australian Kevan Pearce's Farr 47, *SAP Ausmaid*, last year's IMS overall winner. This was *SAP Ausmaid's* second win, along with a previous second and third.

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Only one other yacht, the Halvorsen brothers' *Freya*, has won three Hobarts, back in the 1960s. Interestingly, another double winner (1974 and 1978), the veteran *Love and War*, is making a comeback this year under the command of Peter Kurts.

Also in the fleet will be Terry Mullins' Farr 49, *Sting*, the IMS overall winner in 1999 (when named *Yendys*), plus AFR *Midnight Rambler* – owned by Ed Psaltis and Bob Thomas and winner of the storm-battered 1998 race. George Snow's newly modified *Brindabella* is expected to be a tough competitor for line honours.



THE ROYAL YACHT CLUB OF TASMANIA and its hard-working volunteers are looking forward to greeting all competing yachts and their crews after they have sailed this year's Sydney to Hobart Yacht Race. All can be assured of the traditional Tasmanian welcome at the finish, which has become synonymous with the race since it began back in 1945.

We welcome the Volvo 60 fleet to Hobart as part of this year's race. I'm sure the pit stop will be an interesting concept and will not only focus the world's attention on this race but also on Hobart. At the time of writing details were not available as to how the race is to be restarted from Hobart, but I'm sure that whatever happens it will be a spectacular event.

Australian Sydney 38 champion skipper, Lou Abrahams, will be lining up for his 39th Sydney to Hobart with *Another Challenge*. Veteran yachtsman John Bennetto, on *Mirrabooka*, will be racing for the 41st time in the great race south.

It's important to remember that many of the yachts and crew taking part in the race are not high-profile grand prix sailors. They are weekend sailors with no sponsorship dollars – just a group of friends sailing together and taking up the huge challenge of this race. It is the great mix of sailors and yachts that gives this

race its uniqueness and keeps the tradition of its origin alive.

I want to thank the Royal Yacht Club of Tasmania's Commodore Robert 'Biddy' Badenach, his staff and all the volunteers for their help in Hobart and the warm welcome and hospitality they extend to all the yachties and visitors.

I hope that all yachts and crews have a safe race and look forward to greeting you in Hobart. In addition, I wish everybody a Happy Christmas and a prosperous and peaceful New Year.

May the winds favour you.

ROBERT 'BIDDY' BADENACH · COMMODORE

THE ROYAL YACHT CLUB OF TASMANIA

The Tasmanian Police Marine Division will again provide the Police launch *Vigilant* to follow the fleet down the Tasmanian coast from Flinders Island. Inspector Steve Williams, Officer in Charge of the Marine Division, is a member of the RYCT Sydney Hobart Committee. We appreciate his support and also that of his fellow police officers.

There will be an exclusion zone on either side of the leading yachts and the only craft that will be allowed into this area must be accredited by the RYCT, Police and Hobart Ports Corporation.

Last year saw the Mt Murray antenna used for the first time and this has greatly improved the radio communications with the fleet. A VHF repeater station, Channel 21, will be operating from this site in addition to Channel 81, operating from Mt Raoul.

We wish all competitors good breezes and fair sailing, and hope that you all arrive safely in Hobart to enjoy the local beverage, abundant seafood and great hospitality.

I would especially like to thank Hobart Ports Corporation, Hobart City Council,

Australian Quarantine Service, the Department of Defence, Glenorchy Rotary and all other organisations who assist in the finish of the race. I would also like to express my thanks and gratitude to the many volunteers who give up their time to be involved in this great annual event.

The Royal Yacht Club of Tasmania is running a post Sydney to Hobart regatta known as Sailing South Race Week. This inaugural event will provide keen sailing. The club has put a lot of effort into organising this event and I'm sure it will be a great success. In this regard, I thank the Department of State Development for its support in assisting the initial promotion of the event. I would also like to thank all sponsors involved. I hope that many of you can stay and compete in this regatta.

Finally, I would like to remind you of the King of the Derwent on 2 January, which is the finale for both ocean races that finish in Hobart. The Bass and Flinders series is run in conjunction with this event, comprising the Sydney to Hobart race and the King of the Derwent. If you have sailed to Hobart, enter your yacht for a fun day. ■



A fine fleet

The 57th Sydney to Hobart Yacht Race will be one of the most internationally representative fleets in the history of the bluewater classic, with Volvo Ocean Race contenders joining in for what is always a challenging event. *Peter Campbell* previews the race

WITH OVERSEAS BOATS FROM Sweden, New Zealand, the US, Poland, Italy, Germany, New Zealand, Norway and Bermuda joining a strong Australian contingent, the Cruising Yacht Club of Australia (CYCA) will have a fleet of outstanding quality for its 57th annual Sydney to Hobart Yacht Race.

When applications to enter the 630-nautical mile race closed on 1 November, the CYCA had received 82 nominations, including eight Volvo Ocean 60s, with a likely fleet of around 80 boats lining up at 1300 hours on 26 December.

Boxing Day 2001 will also see a return to a two-line start, with the Volvo Race fleet starting from a line 300 metres further down the Harbour than the main fleet. At Sydney Heads the Volvo 60s will have to sail to a mark further north to compensate for their front-line start. From there on it will be all systems go as they battle with the maxis for line honours on the River Derwent two to three days later, depending on the winds and waves.

For the VO 60s, the 630 nautical miles to Hobart is a really tough part of their trans-Tasman leg of 2,050 miles. After a pit stop in Hobart of several hours they will continue on to Auckland.

Despite the lack of a major sponsor to replace Telstra, the CYCA is confident of significant corporate sponsorship from 2002 onwards, for what 2000 line honours winner Ludde Ingvall calls "the premier ocean race in the world".

Confirming that the 2001 Sydney to Hobart Race would go ahead, CYCA Commodore Hans Sommer says: "There has been some press speculation that the race itself was threatened due to the lack of a major sponsor. We are in fact proceeding without a naming rights sponsor, enabling us for the first time in

many years to return to a race run under the Club's own name.

"The Club's sponsorship committee has obtained private sector support for this year's race, and is in the process of negotiating with a party for future events. We are very excited about the opportunities for our great race with that party, and anticipate making an announcement as to the arrangement by the end of February 2002," Commodore Sommer adds.

The lack of a naming-rights sponsor is no fault of the CYCA nor the event. Blame the Sydney 2000 Olympic Games for draining the sponsorship dollars, with corporate collapses such as Ansett and HIH, and the economic uncertainty in the wake of the 11 September terrorist attacks. As of early November, more than a dozen major sporting events had been unable to obtain a corporate sponsor. But the 57th Sydney to Hobart will be another Great Race South, attracting 30 to 80-footers, crewed by weekend and professional sailors from around Australia and overseas as they again battle south in what is also recognised as one of the world's toughest passage races. ▶



Boxing Day morning at the CYCA
Photo – Ian Mainsbridge



The American 66 footer, *Icon*, is one of many international yachts in the 2001 Sydney to Hobart
Photo – Ian Mainsbridge

In the minds of the near 1,000 sailors who will crew those 80 boats, it is the greatest ocean race in the world, with many coming back for yet another 'Hobart'. John Bennetto is bringing his Frers 52, *Mirrabooka*, up from Hobart (he refers to it as the 'Sydney' race) to sail in his 41st race. Lou Abrahams from Melbourne will be contesting his 39th race, skippering his Sydney 38, *Another Challenge*. Both men are in their 70s.

At the other end of the age scale is 19-year-old Catherine Shanks and her 18-year-old brother, David, from Adelaide, sailing with their father Gary aboard *Rager*. Catherine has sailed three times to Hobart and David twice, in the days before the CYCA introduced an age limit of 18 for the race.

The Volvo Ocean 60s will be eligible for line honours in the dash to Hobart and for the Volvo Trophy, but will not be eligible for the IRC handicap category. Driven to the maximum by their professional crews, they will be strong contenders for line honours, even against the maxis. After all, earlier model Volvo 60 *Nokia* holds the race record of one day, 19 hours, 48 minutes and two seconds.

Bumblebee 5 powers to windward across Bass Strait. She is back again this year
Photo – Ian Mainsbridge

Heading the fleet is last year's line honours winner, *Nicorette*, the Simonis/Voogdt-designed, state-of-the-art, water-ballasted 80-footer. Her elapsed time, two days, 14 hours, two minutes and nine seconds, was the second fastest in the history of the race. She was also IRC overall handicap winner.

Since taking line honours last year, *Nicorette* has competed in the America's Cup Jubilee Regatta at Cowes, on the Isle of Wight, and the historic Round the Island race. She finished second across the line in the Fastnet Race, and has competed in the Round Gotland Race and the Voile de St Tropez regatta, where she twice took line honours. But the biggest racing boat in the fleet, and an outstanding prospect for line honours, is

the Murray Burns Dovell (MBD)-designed (and redesigned) *Wild Thing* – Grant Wharington's 83-footer, which has returned from competing in the America's Cup Jubilee Regatta at Cowes, the Fastnet Race and maxi boat regattas in Europe. In one race she beat *Nicorette*, and Ingvall rates her highly.

To meet this competition Sydney yachtsman George Snow's Scott Jutson-designed *Brindabella* has been lengthened, the hull lightened, and she has been fitted with a new keel. By the time she lines up for her eighth Sydney to Hobart race she will be just short of 80 feet in overall length, with an extra five or so feet added to the hull, extending the bow and adding a scoop to the stern. "I've always wanted an 80-footer. And I believe she looks a better boat with really nice lines," Snow told *Offshore Yachting*.

Certain to give them a great run for their money is the downwind flyer *Grundig (Xena)*, Sean Langman's skiff-like MBD-designed Open 60.

Since winning this year's Pittwater to Coffs Harbour and Sydney to Gold Coast races Langman has added another



Owner Kevan Pearce from Adelaide, sailing master Roger Hickman and the crew of *SAP Ausmaid* after their win in the 2000 Sydney to Hobart
 Photo – Ian Mainsbridge



six feet to the boat's waterline with a 'scoop' stern section. In effect, she is now an Open 66.

The big boats face strong competition from Ian Treleven's older Volvo 60, *Line 7*, and the fleet of eight brand new Volvo Ocean 60s. *Line 7* began her lead-up campaign with a line honours win in the Gosford to Lord Howe Island Race in late October. About the same time Germany's *illbruck*, skippered by American John Kostecki, led the VO 60s to the finish of their first leg from Southampton to Cape Town. Just two hours astern of *illbruck* came New Zealand veteran Grant Dalton in *Amer Sports One*, sailing for the Yacht Club Costa Smeralda in Sardinia, Italy. Third was the Australian entrant, *Team News Corp*, skippered by Brit Jez Fanstone, and sailing for the CYCA.

Three other big boats make their Sydney to Hobart debut. They are 1989-1990 Whitbread Race maxi, *Martela*, a German Frers-designed 80-footer from Poland, sailing as *Lodka Bols*; the new US 60-foot cruiser/racer, *Icon*, a Perry design from Seattle that raced at Hamilton

Island Race Week; and the *Mertsi Louise*, a Clark 72 cruising boat from New Zealand, owned by Brian Read.

Lodka Bols, which has been actively racing on the maxi circuit in Europe and Bermuda, is the first Polish maxi to contest the race. Owned and skippered by British yachtsman Gordon Kay, *Lodka Bols* has an experienced professional and amateur crew including the first Polish woman to race in the Sydney to Hobart, Alina Kukla.

Also returning in a bid to make history is Kevan Pearce's Farr 47, *SAP Ausmaid*, last year's IMS overall winner. This was *SAP Ausmaid's* second win. Along with a second and third this makes her one of Australia's outstanding ocean racers. Only one other boat, the Halvorsen

brothers' *Freya*, has won three Hobarts.

Joining *SAP Ausmaid* will be the IMS overall winners of the previous two Sydney to Hobarts – Terry Mullens' Farr 49, *Sting*, which as *Yendys* took top honours in 1999, and Ed Psaltis and Bob Thomas' Hick 35, *AFR Midnight Rambler*, winner of the storm-battered 1998 race and Peter Bartels' *Terra Firma*, which won in 1995, is also racing.

Adding a touch of nostalgia to this year's race is the return of another two-time winner, *Love and War*, entered by her 77-year-old owner Peter Kurts, the oldest skipper competing. *Love and War*, owned by Kurts since her launch in 1973, won the race under the old IOR handicap system in 1974 and 1978. Kurts restored the classic Sparkman & Stephens-designed 42-footer to ocean-racing trim for the 50th Sydney to Hobart in 1994, winning the 20-Year Veteran division.

Several Australian yachtsmen are campaigning new state-of-the-art boats, including the sensational new *Cadibarra*, designed by Melbourne's Don Jones. Since her launch earlier this year, *Cadibarra* has won the Ocean Racing Club of Victoria's winter series in all ▶



Yendys, the 1999 Sydney to Hobart Overall Winner, now named *Sting* and owned by Terry Mullens
 Photo – Ian Mainsbridge

handicap divisions, and in November took line honours and IMS and IRC honours in the 200-nautical mile Tamar Marine Melbourne to Launceston race.

Another new boat entering is CYCA Director Rod Skellet's *Krakatoa*, a one-off, high-tech 31-footer designed by New Zealander Greg Young and built in Melbourne by Mal Hart. She is totally carbon fibre, except for an aluminium boom and wooden toe rails.

Another interesting new boat is *Hollywood Boulevard*, a newly launched Farr 52 built by DK Yachts in Malaysia for Ray Roberts, known around the waterfront as 'Hollywood'. International yachtsman and sailmaker Michael Coxon will be on the helm.

Also new is *Vitesse*, Hobart yachtsman Robert Howie's brand new Beneteau 40.7, which won the Royal Yacht Club of Tasmania's Wedge Island Race in early November at her first offshore outing. Another Beneteau 40.7 in the fleet is *Shipping Central*, well campaigned by Ashley Reed and Michael Spies.

Howard de Torres is sailing to Hobart for the first time with *Nips N Tux*, the Jepperson 40 launched late in 2000, winning the Telstra Cup and then the Strathfield Pittwater to Coffs Harbour Race last January.

Former America's Cup skipper and successful ocean-racing designer Iain Murray will be back at the helm of the 66-footer he designed for John Kalhbetzer, *Bumblebee 5*.

As mentioned, Australian Sydney 38 champion skipper Lou Abrahams will be lining up for his 39th Sydney to Hobart with his Sydney 38, *Another Challenge*, looking for his third win in the ocean classic. Out to "beat Louie to Hobart" is David Malouf with his Sydney 38, *Next*. *Another Challenge* will be joined by John Taylor's MBD 36, *Chutzpah*, and *Cadibarra*

in a strong Victorian team for the Southern Cross Cup.

Swedish yachtsman David Falt was the first owner to nominate his Sydney 40 Turbo, *Rush*, for the 2001 race following publication of the Notice of Race in early October. *Rush* is the former *Sword of Orion*, a well-performed 40-footer designed by Murray Burns Dovell and built by Sydney Yachts. Falt has had the boat fitted with an Andy Dovell-designed keel similar to that carried by



The Swedish maxi, *Nicorette*, skippered by Ludde Ingvall, seeking back to back line honours in this year's Hobart Race
Photo – Courtesy of Nicorette

the Sydney 40 Turbo, *Bull*, the US-owned winner of this year's TransPac Race.

Most of the regulars are again heading south. Syd Fischer has been campaigning his Farr 50 this season and will be lining up for his 33rd Hobart, the sixth with this boat. As he says, "What else would you do on Boxing Day!"

David Pescud has a well experienced Sailors with disAbilities team, including Phil Thompson aboard his David Lyons-designed 52-footer, *Aspect Computer*, while AYF Offshore Committee Chairman Graeme Ainley is skippering the veteran Victorian boat

Bacardi in its 19th race to Hobart. Well-known CYCA member Maurie Cameron will be in command of the Rum Consortium's *Hogsbreath Witchdoctor* on her 22nd race south, Maurie's 27th.

Record holder *Mark Twain*, Hugh O'Neill's classic Sparkman & Stephens wooden-hulled 38-footer, will be contesting her 24th Sydney to Hobart.

Another stalwart of the Hobart race, Royal Prince Alfred Yacht Club Vice Commodore John Quinn, is racing his Cole 43, *Polaris of Belmont*.

Among the courageous smaller and older boats again taking on the rugged race south, which generally means five or six days at sea and a couple of southerly fronts, are *Berrimilla* (Alex Whitworth), the Navy's *Lady Penrhyn*, *Sorine* (Ben Adamson), which recently won the PHS division in the Lord Howe Island Race, *Red Rock Communications* (Chris Bowling) and, of course, *Zeus II*, the Currawong 30 that Royal Sydney Yacht Squadron Commodore Jim Dunstan sailed to an IOR victory in in 1981.

A 30-footer has not won the Sydney to Hobart since *Zeus II*, and while none of the above looks likely to achieve that fame this time, keep an eye on Australia's newest 31-footer, *Krakatoa*. Her major rivals racing for the Tattersalls Cup, the trophy for IMS Overall first place, must include *SAP Ausmaid*, *Sting*, *Ragamuffin*, *Shipping Central*, *Bumblebee 5*, *Hollywood Boulevard*, *Cadibarra* and *Nips N Tux*.

Line honours? *Nicorette*, *Wild Thing*, *Brindabella*, *Grundig*, *Line 7* and the Volvo 60s – *Assa Abloy*, *Amer Sports One*, *Amer Sports Too*, *Djuice Dragons*, *illbruk*, *Team News Limited*, *Team SEB* and *Tyco* – are in with a chance. A hard beat to windward or a downwind slide will be the decider over the 630 nautical miles in the Tasman Sea. ■



Boxing Day 2001 will have an added spectacle for that the icon of Australian summer sport, the start of the Sydney to Hobart ocean race from Sydney Harbour

Two-line start on Boxing Day

THE CRUISING YACHT CLUB OF AUSTRALIA (CYCA) has returned to a two-line start for its 57th Sydney to Hobart Yacht Race, giving the eight yachts competing in the Volvo Ocean Race a clear start for leg three of their round-the-world race. This leg, from Sydney to Auckland, includes the 630-nautical mile Sydney to Hobart, with the Volvo Ocean 60s having a brief pit stop in Hobart.

The total fleet of about 80 boats will set sail down Sydney Harbour at

TELEVISION COVERAGE

The start of the 57th Sydney to Hobart Race will be covered live on the TEN Network between 12 noon and 2pm on Boxing Day.

All television channels are expected to cover the start and progress of the race in news and sports reports, with ABCTV helicopter again following the fleet all the way to Hobart to provide an outstanding coverage.

ABC NewsRadio Sport, will have comprehensive reports leading up to and during the race.

1pm on Wednesday, 26 December – the traditional Boxing Day start since the inception of the ocean classic in 1945. The main Sydney to Hobart fleet starting line will be set, as usual, just north of Shark Island, running approximately east to west, with the Volvo start line about 300 metres further down the Harbour.

To equalise the distance to Hobart the VO 60s will race around a mark (Victor) further to the north at the Heads, leaving it on the starboard hand before turning due east to the Zulu seamark. The main fleet will round X-ray mark north of South Head, also leaving it to starboard, then head to the Zulu seamark, again leaving it to starboard.

A feature of the start will be a special trophy for the dash into the Tasman Sea, the winner being the first yacht to round the Zulu seamark before heading down the rhumbline course to Tasmania and the finish in the Derwent River, off Hobart's historic Battery Point.

To give the yachts a clear area in which to manoeuvre before the start and then ample room to tack or gybe as they race to the Heads, Waterways have

declared an exclusion zone from 12 noon to 2pm on Boxing Day. A 6-knot no-wash zone will cover the Harbour from Garden Island and Bradley's Head to a line between North Head and Macquarie Light. Spectator craft may not enter the exclusion zone between these times and once the race starts the yachts must sail within the zone until they clear the Heads.

As the countdown to the start begins, CYCA's historic cannons will be fired aboard the official starting vessel, *Aussie One*, to draw attention to the starting flag sequence as follows:

- ▶ 12.50pm: 10-minute Warning Signal – Event flag hoisted and cannon fired.
- ▶ 12.55pm: five-minute Preparatory Signal – Code flag P hoisted and cannon fired.
- ▶ 1.00pm: Starting Signal – Event Flag and Code flag P dropped and cannon fired.

A further signal (Code flag X) and a single cannon fire may indicate premature (OCS – On Course Side) starts by individual yachts, which must return and re-start. Yachts that have broken the start will also be advised by radio within 10 minutes of the start. There will be no general recall.

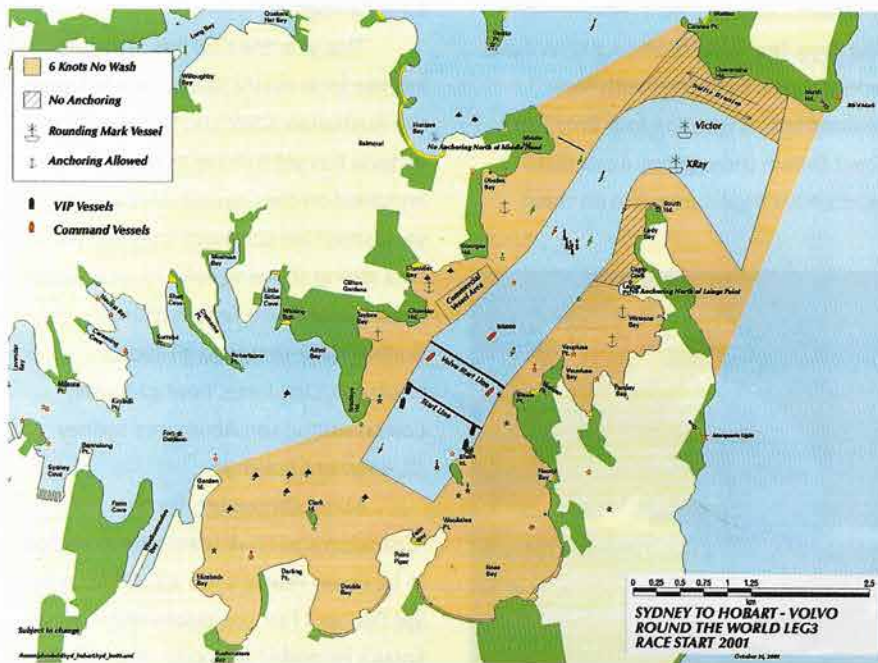
AUSTRALIAN COMPUTER SOCIETY ASSISTS SYDNEY HOBART

The Australian Computer Society (ACS) will provide technical assistance to the CYCA for the 2001 Sydney to Hobart Yacht Race, including the Radio Relay Vessel, which will be named *ACS Race Control*.

The Australian Computer Society is the recognised association for Information Technology (IT) professionals, attracting a large and active membership (over 16,000) from all levels of the IT industry. It provides a wide range of services to its members.

A member of the Australian Council of Professions, the ACS is the public voice of the IT profession, the guardian of professional ethics and standards in the IT industry, with a commitment to the wider community to ensure the beneficial use of IT.

Visit www.acs.org.au for more information.



RACE INFORMATION

The Tasmanian Government and the ABC are again co-operating to produce their award-winning website for the 2001 Sydney to Hobart Race, www.s2h.tas.gov.au, with comprehensive, regularly updated coverage of the bluewater classic, on line from 1 December 2001.

Race information will also be available on the Cruising Yacht of Australia's own website, www.cyca.com.au

The Royal Yacht Club of Tasmania will again be providing personalised telephone race information throughout the 2001 Sydney to Hobart Race on (03) 6224 5379.

ADVICE FOR SPECTATOR CRAFT

The Exclusion Zone, from 12 noon to 2.00pm, will be marked with yellow buoys and some fixed navigation aids.

Rounding buoys at the Heads (X-ray and Victor) will be large conical inflatable buoys. CYCA officials may be standing by at positions X-ray and Victor.

All spectator craft are to remain outside the Exclusion Zone.

No spectator craft is permitted to anchor or remain anchored within 100m of the Exclusion Zone.

Only proceed through the 'no anchoring' zone near South Head if going out to sea.

Commercial vessels only are to access the Commercial Vessels Area (see map).

Spectator craft should not operate under sail near the Exclusion Zone from 12 noon until the fleet clears the Heads.

Royal Volunteer Coastal Patrol and Australian Volunteer Coast Guard vessels will display an orange banner with the wording 'Waterways Control' and will patrol the spectator limit lines. Please obey instructions from these vessels and from the Waterways and Water Police vessels.

General safety messages will be broadcast on marine radio bands 27.88 and VHF Channels 13 and 17.

Competing yachts will display a special race flag on their backstay. Please keep well clear of any vessel displaying such flags.

State Rivalry

This year sees the 18th running of the CYCA's Southern Cross Cup International Teams Competition, with great racing forecast in the lead up to the 57th Sydney to Hobart race



THE CYCA INTRODUCED THE Southern Cross Cup International Teams Competition in 1967 as Australia's equivalent of the Admiral's Cup in England, following challenges by Australian teams at Cowes – finishing second in 1965 and first in 1967.

These Australian challenges and subsequent international challenges for the 'Down Under' equivalent turned worldwide focus on to Australian ocean racing.

From its inception, the Southern Cross Cup has been an event for teams of three yachts representing overseas nations, territories or regions, plus Australian states. In 1979 an Australian national team was chosen for the first time. Initially, teams comprised yachts racing under the old IOR handicap system, with a varying rating limit over the years. Since the early 1990s teams have comprised either combined IOR/IMS or, more recently, just IMS-rated yachts.

The CYCA has changed the format for the 2001 event, with teams comprising two IMS-rated yachts and one IRC-rated yacht. The 2001 Southern Cross Cup will be decided over eight races, seven short races sailed out of Sydney from 12-16 December, and the 2001 Sydney to Hobart starting on 26 December.

From the 17 contests for the Southern Cross Cup held between 1967 and 1999, teams representing NSW have won trophies five times, with New Zealand teams winning four times and Great Britain three times. Australian teams have been successful on three



Mumm 30 in full flight of the New Zealand coast
Photo – Ivor Wilkins

occasions, while Hong Kong and Ireland have each won the Cup once.

The winning Australian team in 1999 comprised *Atara*, the Lyons 43 skippered by Roger Hickman; *Ausmaid*, the Farr 47 skippered by Kevan Pearce; and *Bumblebee 5*, the Murray/Burns/

Dovell-designed 60-footer skippered by John Kahlbetzer.

This year the Cup has attracted intense local rivalry, particularly between the Australian, NSW and Victorian teams. Victoria has yet to have its name engraved on the Cup, but Melbourne yachtsmen are confident they can put on a strong showing, with its team likely to comprise Bruce Taylor's Murray/Burns/Dovell-designed 36-footer, *Chutzpah*, Don Jones' new 42-footer, *Cadibarra*, and Lou Abrahams' Sydney 38, *Another Challenge*.

Major contenders for the Australian and NSW teams are expected to be Kevan Pearce's Farr 47, *SAP Ausmaid*, Syd Fischer's Farr 50, *Ragamuffin*, George Snow's extended Jutson 80, *Brindabella*, Terry Mullens' Farr 49, *Sting*, the former *Yendys*, John Kahlbetzer's *Bumblebee 5*, the Beneteau 40.7, *Shipping Central*, campaigned by Michael Spies and Ashley Reed, and Rod Skellet's newly-launched Young 31, *Krakatoa*.

Combined with the Southern Cross Cup races out of Sydney from 12-16 December will be the British Trophy Series for individual entries (replacing the Telstra Cup), the Mumm 30 Australian Championships and the Farr 40 NSW State Championships. ■

The Cutting Edge

CADIBARRA

Winds of change in Melbourne

THE MELBOURNE OCEAN-RACING scene has been transformed this year by the launch of the new 42-footer, *Cadibarra*, just prior to the start of the winter racing programme. Designed by her owner, Don Jones, and built by Hart Marine, *Cadibarra* swept all before her in the Ocean Racing Club of Victoria's Winter Series, taking out the IMS, IRC and AMS handicap divisions.

In the final race of the series, the annual Queenscliff to Hastings Race in Bass Strait, *Cadibarra* won all three divisions and, taking line honours, also broke *Helsal II's* race record. Winning margins on corrected times in both IMS and IRC divisions were about 10 minutes.

While a number of the Port Phillip bay races were sailed in light winds, the ocean race was a heavy hair event that perfectly demonstrated *Cadibarra's* dominance over the spectrum of wind strengths.

As well as representing Victoria in the Southern Cross Cup teams competition, Don Jones and his son Nigel, who usually helms the yacht, are now planning a Sydney to Hobart campaign. The elder Jones has designed a number of innovative and successful ocean racers, among them *Cadibarra 7*, the only boat to finish the storm-battered 1998 Melbourne to Hobart West Coaster Race.

His latest design brings many new concepts into hull lines, layout, construction and engineering. The hull has moderate rocker, fine forward lines, a narrow waterline beam, flared topsides

and a broad stern to provide dynamic stability both upwind and in heavy air running conditions.

Cadibarra is built in unidirectional carbon/apoxy over a 35mm Superlite balsa core. Kevlar is also used in the outer surface of the hull to improve impact resistance. The relatively thick core allows the use of minimum internal framing that, while reducing weight, eliminates many potential hard points, ▶



Line plans of *Cadibarra*, designed by Don Jones
Measurements:
 LOA – 12.93m Beam – 4.02m Draft – 2.93m



Offshore Yachting reviews two exciting and innovative new yachts lining up for top handicap honours in the 57th Sydney to Hobart Yacht Race – *Cadibarra* from Melbourne and the little Sydney boat, *Krakatoa*

Above: *Cadibarra* sailing in light winds on Port Phillip. The 42-footer will represent Victoria in the Southern Cross Cup, which includes the 57th Sydney to Hobart Yacht Race
 Photo – CYCA archives

particularly in the slamming area. Internal framing and floorboards are also crafted from carbon/Superlite balsa.

The low hull weight permits the use of a heavy keel, which also has a low centre of gravity. Ballast is in the form of a load bulb and partly as lead shot in the fin, which is built around a high-strength duplex stainless-steel column. This extends through the bottom of the boat to the main hull frame, which also supports the deck-stepped mast. This structure is designed to accept the high loading resulting from grounding or collisions with sunfish.

The low centre of gravity results in a very stiff boat with a 140-degree angle

of disappearing stability, despite its narrow waterline beam.

Cadibarra's tiller steering doesn't intrude on the accommodation and has permitted the installation of 10 adjustable level bunks. The navigation station is located beneath the cockpit and has been specifically designed to reduce the chances of water getting into the area.

The boat is equipped with B&G instrumentation interfaced with a laptop computer employing Raytech software for both navigation and performance analysis and prediction.

Cadibarra's rig employs a two-spreader carbon fibre mast by Applied

Composites. The carbon spreaders are swept back at 25 degrees and no runners are fitted. The sail plan is approximately 11/12 fraction with no masthead spinnakers.

A transverse jib sheeting arrangement employing barber haulers is used for jib trimming. This is the development of a system used successfully on the owner's previous boat, *Cadibarra 7*. The mainsheet arrangement includes full width track and Harken windward sheeting car, also inherited from *Cadibarra 7*. Rigging is Dyform and the Quantum sails include both symmetrical and asymmetrical spinnakers.

KRAKATOA

A small boat with a big future

RACING SOME 630 NAUTICAL MILES to Hobart (and that's straight down the

rhumbline) is a tough call on a small boat at any time, with an average of at least two strong southerly fronts coming through during the race south.

To win in a 30 or 31-footer is therefore a rare occasion. In fact, in the 56 races to Hobart since 1945, only two 30-footers have been overall winners on corrected time – the Tasmanian yacht *Screw Loose* in 1979 and the Sydney boat *Zeus II* in 1981. The most recent small boat to win was the 35-footer *AFR Midnight Rambler*, which successfully battled through the storm of 1998.

Another reason for few small-boat winners in the Sydney to Hobart is the lack of owners prepared to build a custom-designed, state-of-the-art little boat for long ocean racing. The 40-footers, or those slightly below or above, are most popular and have been most successful over the years.

Cruising Yacht Club of Australia Director Rod Skellet is an enthusiastic and experienced offshore sailor in small boats. With *Wild Bull*, a 31-foot Super 30, Skellet and his team have won three Australian Super 30 titles, two Ord



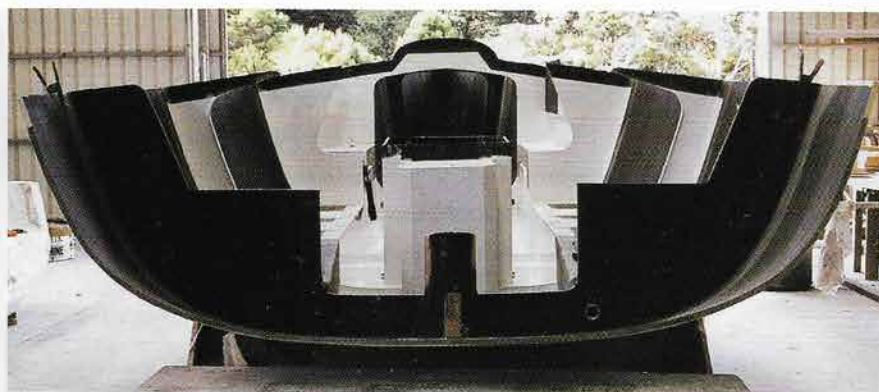
Krakatoa, Rod Skellet's custom-designed and built Young Super 31 sailing on Sydney Harbour
Photo – Ace Marine Photography

Minnet Regattas, and their divisions of the Sydney to Mooloolaba and Pittwater to Coffs Harbour races.

When he decided to upgrade for longer ocean racing, including the Sydney to Hobart and other bluewater pointscore races, Skellet was adamant in his dislike for the type of boats the IMS, IRM and IRC rules were promoting. He enjoyed sailing boats such as the Bull 9000, Mumm 30 and Mt Gay 30. They were exciting to sail and provided excellent racing within the Super 30 class at JOG regattas.

Another factor was that design classes such as the Sydney 38 and the Farr 40 were proving extremely expensive to campaign at a competitive level after the initial purchase cost. The answer for Skellet was obvious – stay with the small boats.

He decided his new boat had to be a design that fitted the Super 30 parameters (under 9.7m and rated 0.7850 JOG or higher), was suitable for eight crew to sail on long offshore races, and was capable of being sailed safely in all but extreme weather conditions.



The hull layout of *Krakatoa*, Rod Skellet's impressive new ocean racer before the deck was joined
Photo – Rod Skellet

Krakatoa, designed by New Zealander Greg Young and built in Melbourne by Mal Hart, is the result – a real Sydney to Hobart ocean racer with great potential to win the 57th bluewater classic.

Launched in Melbourne in early September, then christened at the CYCA in Sydney after a most impressive sail from Victorian waters – the first 100 nautical miles from Port Philip heads to Wilson's Promontory in 12 hours in a 30-40 knot south-wester – *Krakatoa* is a masterpiece of composite carbon fibre construction. Without doubt she is the

most high-tech and innovative purpose-built, 31-foot ocean-racing yacht in Australia at present.

The boat is all carbon, including the mast, with the exception of an aluminium boom and wooden toe rails. The hull and deck are carbon/foam, with great attention paid to the integral strength of the hull. There are six primary bulkheads, including three watertight bulkheads, with the keel/hull connection through an integral I-beam fastened ▶



The deep keel and rudder of *Krakatoa* will be a key factor in her performance
Photo – Rod Skellet

THE FACTS

Design:	Greg Young, Auckland, New Zealand.
Builder:	Mal Hart, Hart Marine, Melbourne, Victoria.
LOA:	9.54m
Beam:	2.84m
Draft:	2.65m
Displacement:	2,500kg
Mainsail:	34.22 sqm
Jib:	28.42 sqm
Spinnaker:	104.57 sqm P = 12.57m E = 4.425m J = 3.975m
Stability Index:	142.8
IMS – GPH:	593 sec/mile
IRC:	1.072



Rod Skellet (left) with New Zealander Greg Young, designer of the 31-footer, *Krakatoa*
Photo – Peter Campbell

with a stainless-steel pin. The keel itself is a 2.65m deep fin with an America's Cup-style bulb weighing around 1300kg.

Another important safety feature in building a small boat with the capability of racing from Sydney to Hobart, or a race of similar length, is the stern-hung emergency rudder that can be quickly attached if the main rudder breaks or is damaged. There is also through-hull observation glass for both the keel and rudder.

The composite chain plates, forestay and backstay are all integral parts of the hull, with the chainplates on the gunwales to allow inside sheeting of the 105% headsails. The stanchions are fibreglass and the fractional rig is an Applied Composites carbon mast with sweptback spreaders and no runners. As for the sails, they are Doyle Fraser D4 with symmetric and asymmetric spinnakers that include a masthead symmetric and a masthead asymmetric reacher.

Below deck one can see the engineering strength that has gone into the hull with the six primary bulkheads, three of which are watertight. The cabin layout is basic but functional, with the navigation station to starboard and the galley to port of the through-deck mast.

Krakatoa comprises B&G Hydra 2000 instrumentation with 3 x 20/20 read-outs at the mast. An interesting

feature is the washboard-mounted slave screen linked with the computer at the navigation station.

When *Offshore Yachting* went to press, *Krakatoa* had only just started her offshore racing programme, with her first major race being the Sydney to Hobart qualifier – the 200-nautical mile Cabbage Tree Island in early November.

The programme for the season ahead includes Middle Harbour Yacht Club's JOG Sprint Series in November followed by the JP Morgan Regatta, the Southern Cross Cup and the Sydney to Hobart Race in December. Skellet also plans to contest all CYCA bluewater pointscore races over the 2001-2002 sailing season.

Krakatoa has been rated for both IMS and IRC, but will race to Hobart under IMS, thus being eligible for the Tattersall's Cup, the historic trophy for the overall handicap winner of the Sydney to Hobart. Her owner/skipper also has his sights set on the race record for boats under 9.5 metres, the record being four days, one hour, 18 minutes and 16 seconds. Set by *Plum Crazy* in 1975, it is the oldest record in CYCA books.

Major ocean races planned for 2002 include the Sydney to Mooloolaba, Brisbane to Gladstone and Sydney to Gold Coast Races, with the 2200-nautical mile Transpac – Los Angeles to Honolulu race listed for June 2003.



The emergency rudder fitted to the transom of *Krakatoa*
Photo – Rod Skellet

Most of Skellet's crew of eight has been sailing together for the past three seasons, with members including Chris Pritchard, John Streeter, Dave Young, James Ogilvie, Peter Hurney, Dave Lowe and Jenny Kings. ■

The *Victorious* Vikings



The victorious *Freya* crew in 1963, left to right, Keith Brown, Trygve Halvorsen, Trevor Gowland, Magnus Halvorsen, Stan Darling, Barry Gowland and Sam McRae

Photo - CYCA archives

THE HALVORSEN BROTHERS' RECORD performances in the Sydney to Hobart Yacht Race, some of which are unlikely ever to be broken, overshadow even their unquestioned distinction in boat building, yacht design (Trygve's great talent) and ocean-yacht navigation (Magnus' self-taught speciality).

Coming from a line of Norwegian shipbuilders and sea captains on both sides of the family that goes back several generations, there is so much salt in their veins it is little wonder that, when they took to the sport in 1945, they soon got into the habit of winning.

The Halvorsens immigrated to Australia in 1925. Their father, Lars, was a Norwegian boatbuilder who lost all his

money when a ship he had just finished (and which he part owned) foundered in a storm off the English coast. It was under-insured and Lars Halvorsen was ruined. He picked up his wife, five sons and two daughters and headed for Cape Town, where he went into business with another boat builder.

Two years later, the brother of Jack Haliday, a well-known offshore racing skipper in the 1950s and 60s, was visiting South Africa. He suggested that Halvorsen have a look at Australia, where there was opportunity to develop and grow. Halvorsen signed on as a ship's carpenter and got a free passage to Sydney. One squiz at the harbour, and he decided that this was the place for him.

Magnus and Trygve Halvorsen are among the most successful ocean-racing yachtsmen ever to have sailed out of Sydney Heads. *David Colfelt* interviewed the two venerable old salts, now in their 80s, about their remarkable past achievements and their thoughts about ocean racing today

Over the next 15 years Halvorsen rented a boat yard at Gladesville, then one at Careening Cove, before purchasing and developing a site at Neutral Bay, where the Customs Wharf now sits. It was from here that the Halvorsens used to provide free slipping for out-of-town contestants in the early Sydney to Hobart races, before the Cruising Yacht Club of Australia (CYCA) had its own facilities.

When Lars Halvorsen died suddenly in 1936, his sons carried on the business and in the late 1930s purchased and developed a larger site on the waterfront at Ryde. Over the years they had observed that the larger the yard, the larger the boats their customers seemed to order.

THE FIRST ENTERPRISE

The five Halvorsen sons – Harold, Carl, Bjarne, Magnus and Trygve – had worked in the family business from the age of 14. Magnus and Trygve (the youngest of the sons) were the two who went on to really make a name in ocean racing. In 1934, in their spare time, Magnus, Trygve and Bjarne began building their own yacht – a 34-footer called *Enterprise*, which was a ‘big Dragon’ designed for harbour racing. *Enterprise* was to become scratch boat at the Sydney Amateur Sailing Club (SASC), with Bjarne as skipper. She also won one of the CYCA’s earliest ocean races, an event that ran to Pittwater during Easter 1945. *Enterprise* was sailed by Trygve, his wife Noreen, sister Margit and her husband, Arnold Svensen.

THE WAR YEARS

The war came in September 1939 and there was a rush of defence work for the Halvorsen boat yard, starting with the conversion of motor cruisers to Harbour Defence Vessels. At its peak, Lars Halvorsen Sons Pty Ltd employed an impressive 350 people at the Ryde factory and was churning out one 112-foot Fairmile anti-submarine patrol boat a month, as well as producing three 38-footers a month and a 62-footer every fortnight.

After the war the emphasis shifted to tug boats, fishing boats, cruisers and, occasionally, yachts. A third yard was opened at Bobbin Head following the war, which quickly became the headquarters for the famous fleet of bareboat Halvorsen cruisers.

When the war came to an end in August 1945, the CYCA was hosting the inaugural Sydney to Hobart race.

Enterprise wasn’t suitable for such a test due to its lack of a self-bailing cockpit

and no engine – although it is a fact that engines didn’t actually count for much in the early Sydney to Hobart races, with many contestants actually removing them prior to the race in order to lighten the weight of their boats.



The Halvorsen brothers’ first ocean racer, *Saga*. She finished second in the 1946 Sydney to Hobart Race after being becalmed for 12 hours at the mouth of the River Derwent

Photo – CYCA archives

OCEAN RACING

Harold, Carl, Bjarne and their father were all members of the SASC, where they actively raced. Lars was the SASC’s honorary measurer. Trygve wanted to join the SASC but was knocked back on the grounds that he was a ‘professional’ – a logic difficult to fathom as he was the youngest member of the family and his father and brothers were already members of the club.

Corinthianism was jealously guarded by yacht clubs in those days, although Trygve was no more a ‘professional’ than the doctors and solicitors in the club, and he had never accepted money for anything to do with sailing. But “that”, said the Queen, “was that.” Magnus and Trygve took umbrage, handed back to the SASC the trophies they had won and decided to go ocean racing with the CYCA.

THE SAGA BEGINS

Magnus and Trygve designed their first ocean racer, *Saga* – a 35-footer similar to *Enterprise* but with more accommodation below and, sensibly, a doghouse that proved sorely necessary in the 1946 Sydney to Hobart, when it blew 65 knots in Bass Strait for three days. Like most contestants at the time, *Saga* had almost no safety gear. She had kapok-filled life jackets and a life buoy with light, but no instruments, no electrics and no radio, and her kerosene navigation lights couldn’t be kept alight in the Bass Strait blow. She did have one small ‘rowing’ ratchet winch mounted on the coaming to help with the main sheet.

Saga was becalmed in the 1946 Hobart race for 12 hours at the mouth of the Derwent River and, in spite of this, achieved second place!

PEER GYNT

Designed with longer ocean racing and cruising in mind, the Halvorsens’ next boat, *Peer Gynt*, also designed by Magnus and Trygve, was larger – 36 feet – and very strongly built. Indeed, Trygve believed the boat strong enough to go to Antarctica in.

Peer Gynt was after the style of Colin Archer, but instead of being gaff-rigged, was a Bermudan cutter with an inboard, almost vertical, rudder – one of Archer’s trademarks was the outboard rudder. The Halvorsens had learned from their experience with *Saga* that angled rudders exacerbate the ‘death rolls’ when running square with a spinnaker.

Peer Gynt came third in the 1947 Sydney to Hobart and achieved two successive firsts in the 1948 and 1949 Trans-Tasman races – it encountered a cyclone in one and the other was a drifting race. The Halvorsens confess that she was no good in moderate conditions. ▶



Peer Gynt, third in the 1947 Sydney to Hobart Race and winner of the 1948 and 1949 Trans-Tasman Race
Photo – Norman Danvers

A TURNING POINT

Their next yacht, *Solveig*, was a lighter boat with a different shape. Trygve had become the chief designer, drawing a succession of plans for boats that were to have an almost unbelievable record of success. A raw talent, he did it all with just pencil and paper on the living room floor in front of the fire.

Solveig won the 1951 Trans-Tasman race, and in the 1953 Sydney to Hobart got line honours and second on corrected time – she was the first yacht to win the race with a spade rudder. Captain Stan Darling RANVR, the Halvorsens' navigator, skippered *Solveig* in the 1954 Sydney to Hobart as both Magnus and Trygve fell ill on the eve of the race. She won that year's race outright.

Darling, Australia's most decorated anti-submariner in World War II, has been one of the most winning navigators in Sydney to Hobart race history.

THE ANITRA V

Anitra V, a 38-foot double-ender that went like a scalded cat downwind, was their next yacht. She was very light – strip-planked in Canadian cedar – and could pace it with *Solo*, which was some

eight metres longer. *Anitra*, as she was generally known – the 'V' was added as she was the Halvorsens' fifth yacht, and there was another *Anitra* in the UK – racked up an incredible win and three seconds in the Sydney to Hobart from 1956 to 1959.

A CHANGE OF NAME

With their next yacht, *Norla*, the Halvorsens departed from their tradition of selecting names from Scandinavian sagas by joining the names of Trygve and Magnus' wives, Noreen and Paula. *Norla* was also a departure from Scandinavian double-ender tradition. Unlike *Peer Gynt*, *Solveig* and *Anitra V*, all double-enders, *Norla* had a transom stern. *Norla* came first in Division I in the 1960 Sydney to Hobart and won the 1961 Trans-Tasman.

THE CHALLENGE

During 1961 and 1962 Trygve and Magnus became involved in Australia's

first America's Cup challenge, headed by the late Sir Frank Packer with *Gretel*, designed by the late Alan Payne.

Trygve, one of *Gretel's* three helmsmen and a crew selector, was asked by Sir Frank to get *Vim* back into competitive shape. Trygve and Magnus taught the America's Cup crew about maintenance and towing, and Magnus crewed aboard *Gretel* in that series. In 1962 Trygve served as House Captain for the Cup team in Stamford, Newport, and also sailed in the first race for the America's Cup in 1992.

FABULOUS FREYA

The final Halvorsen yacht, and perhaps the most triumphant, was *Freya* – a double-ended development of *Solveig*. The 38-foot, 6-inch yacht had a vertical spade rudder and a long, straight keel, and she was planked in oregon and splined (a wedge glued between the planks instead of caulking). ▶



The Halvorsen brothers' remarkable *Freya*, the only yacht ever to win three successive Sydney to Hobart races
Photo – CYCA archives

Freya chalked up a Sydney to Hobart race record that will probably never be broken – three successive wins, in 1963, 1964 and 1965. Sold to the US, she is now being cruised in the Bahamas.

THE ADMIRAL'S CUP

Along with CYCA Commodore Bill Psaltis and Rear Commodore Norman Rydge, Trygve Halvorsen proved instrumental in establishing Australia's first Admiral's Cup challenge in 1965. The team consisted of *Freya*, *Caprice of Huon* (Gordon Ingate) and *Camille* (Ron Swanson).

THE TEAM BREAKS UP

After their final Sydney to Hobart win with *Freya*, the Halvorsens went their separate ways in yachting after sharing the 1966 Australian Yachtsman of the Year honour. Trygve then did a Sydney to Hobart with John Robertson on *Portia* and with Bill Psaltis on *Meltemi*, as well as other races aboard *Ondine* and *Apollo*.

In 1972 Magnus served as navigator aboard *Kialoa II* when she won the Trans-Tasman race (line honours, handicap and broke the race record). As an Australian navigator with 'local knowledge', he was keenly sought by boats from overseas. He navigated the US yacht *Ranger* in the 1968 Sydney to Hobart, when there was poor visibility and a 'freak' set in Bass Strait that put a number of the fleet west of Flinders Island.

He also navigated Alan Bond's *Apollo* in the 1970 Sydney to Hobart and was navigator on the NZ yacht *Kishmul* in the World One Ton Cup series, in Auckland. He navigated *Koomooloo* in the 1972 Sydney to Hobart race and in 1974 was navigator aboard Peter Kurts' victorious *Love and War* in the Sydney to Hobart and the Admiral's Cup series. The list goes on: *Kialoa III* in the Southern

Cross Cup series 1975; *Love and War* in the inaugural Sydney-Suva race 1976; *Windward Passage* in the 1977 Hobart; *Siska* in 1979; and *Vicious* in the 1982 Hobart.

A CHANGE OF PACE

The pace of change in ocean racing started to quicken in the latter half of the 1960s, and in the following decade the sport became much more expensive, with the designs going out of date more quickly. These developments caused concern among many skippers, and Magnus Halvorsen has recorded the following thoughts in his monograph,



Magnus (left) and Trygve with The Trans-Tasman Cup they won in 1948 with *Peer Gynt*
Photo – CYCA archives

Some Sailing Reflections (August 2001).

"Around 1967 RORC measurement rules were dropped in favour of an international system which had frequent changes. The new measurement rules were favouring boat speed at the expense of sea-kindliness, safety and stability. Yacht designers were vying to make their boats lighter and faster, whereas the RORC favoured heavy scantlings and, therefore, safety. The new rules reached the ludicrous stage when the crew were used as ballast.

"In short coastal races, boats were damaged and crew injured. By 1979 I became alarmed at the risks crews were taking in the latest designs. I called them 'cocktail shakers'. Crews were playing Russian roulette without realising it. I said publicly at the time that, if the present design trend continued, there would be a disaster in the Sydney-Hobart race. The 1998 (Sydney to Hobart race) weather was rare but not unique. We had the same in 1946, in the same location, when the storm conditions were of longer duration."

Trygve Halvorsen describes contemporary designs as "...big skiffs. Just big harbour skiffs. That's why they're so uncomfortable."

In 1948 the Halvorsens had built *Peer Gynt* so she was "strong enough to go to Antarctica", and she had sumptuous accommodation below, including long berths that could be pivoted and tilted and locked in the desired position. So, it's perhaps easy to understand Trygve's disdain for the modern 'grand prix' ocean racer.

Trygve describes going through a cyclone in *Peer Gynt* in the 1948 Trans-Tasman race (the anemometer at Lord Howe Island blew down at 112mph): "The ocean was like a grassfire... screaming at us...huge combers built up on the sea mount..."

The Halvorsens had learnt that, in order to win a race, you had to finish it, and that meant having a sea worthy boat. Magnus recalls: "A huge, steep and breaking wave rolled on us, like being in a dumper crashing on a beach. We had been completely overwhelmed. The breaker turned us side on, with tremendous momentum. We then rolled, with the mast pointing at the sea bed. There was a prolonged deep rumbling sound with severe shaking. ►

"It was an unforgettable lesson that a boat's deck and superstructure need to be as strong as the hull. Designers of today's lightweight ocean racers should seriously take note. Most susceptible are those designs prone to broaching."

WHAT NEXT?

Magnus points out that the Fastnet Race was dropped from the last Admiral's Cup series and the series itself has been cancelled for at least two years. "There has to be an important message in dropping the Fastnet. It requires a double crossing of the Celtic Sea. From the safety aspect this is to be applauded, but it is a slight on yachts now in offshore competition. It is an admission that they are not seaworthy enough."

Magnus says it seems the current generation of sailors think personal injury among crew and boat damage are par for the course, and we should all be concerned about this. He has mileage under sail equivalent to five times around the world, and the only injury he has sustained is a rope burn on the top of his hand when a loose headsail sheet whipped in a sudden gust. "As a master boatbuilder and marine surveyor, I could never fathom why underwriters would insure these damage-prone yachts, even when manned by professionals," he adds.

SECRETS OF SUCCESS

How does Trygve Halvorsen account for his family's success in the Sydney to Hobart? He says that one of the main factors was the level of concentration at night. Several skippers have commented that they could be sailing next to *Freya* on the way to Hobart in the late afternoon, but by the next morning she was out of sight.

"When the crew were finished their watches, they'd go down below and rest and get out of the weather," says Trygve. "Noreen supplied us with good food. If it got very rough, we'd have steak – dry-fried so it couldn't burn anyone, and you could put that between two slices of bread and you could even eat steering."



Trygve and Magnus Halvorsen, along with Stan Darling, were members of the 1965 Australian Admiral's Cup Challenge team at Cowes, England. The Aussies finished second overall in this, our first international ocean-racing team effort
Photo – CYCA archives

"Another thing we'd worked out was only three of us steered: Trevor (Gowland), Magnus and myself. One hour on, and then we'd have two off. Anything more than two hours below and you'd lose your touch; you get too dopey."

JUST LUCKY?

Some skippers allege that luck plays a big part in winning the Sydney to Hobart. The Halvorsens agree, especially when it comes to the weather.

Stan Darling used to say that the Sydney to Hobart was like a foot race to Parramatta, where you had to catch the train back to Sydney in order to finish. If there's a train leaving when you get to Parramatta, you're fine; if not, you may have to wait several hours. The analogy refers to the final leg of the course – Storm Bay and the Derwent River. Darling has noted that Storm Bay belies its name as contestants often fall into a hole there.

But *Saga* was becalmed at the mouth of the Derwent for 12 hours in the 1946 race and still came second. And what role did luck play in the Halvorsens winning three Hobarts in a row? ■

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Heading for Hobart

THE COMPLETE WHO'S WHO IN THE SYDNEY TO HOBART RACE 2001



Compiled by Lisa Ratcliff

CRUISING YACHT CLUB OF AUSTRALIA

PHOTOS COURTESY OF RICHARD BENNETT, IAN MAINSBRIDGE, ACE MARINE PHOTOS,
PETER CAMPBELL AND THE VOLVO OCEAN RACE PHOTOGRAPHIC TEAM

* Crew lists are as provided to the CYCA by 2 November 2001



AFR MIDNIGHT RAMBLER

LOA: 10.5m SAIL NO: 8338
 DESIGNER: Robert Hick (AUS) CLASS: IMS
 TYPE: Hick 35 YEAR BUILT: 1994
 OWNER/SKIPPER: Ed Psaltis & Bob Thomas NO. OF HOBARTS: 7
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: E Psaltis (20), B Thomas (13), C Rockwell (3), A Psaltis (8), M Bencsik (8), D Sharp (4), D Brooks (3), G Healy (1)

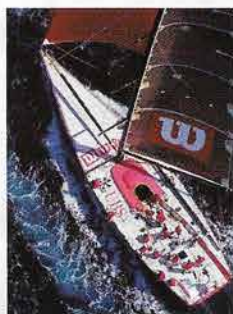
In a remarkable effort, this 35-footer battled the fierce conditions of the 1998 Telstra Sydney to Hobart Race to take out the overall IMS trophy. The crew followed this with overall wins in the 1999 Gosford to Lord Howe Island and Cabbage Tree Island races and a first in division in last year's Hobart Race. As usual, co-owners Ed & Bob plan to give the bigger boats another good shake up for an IMS overall or at least divisional placing.



AMER SPORTS ONE

LOA: 19.5m SAIL NO: EUR 1
 DESIGNER: German Frers Design Centre (BRA) CLASS: Volvo 60
 TYPE: Volvo Ocean 60 YEAR BUILT: 2000
 SKIPPER: Grant Dalton (NZL) NO. OF HOBARTS: 0
 CLUB: Yacht Club Costa Smeralda, Italy
 CREW: G Dalton (NZL), B Bekking (NED), R Nilson (SWE), D Smith (USA), P Airey (NZL), J Brock (CAN), C Celon (ITA), K Kilpatrick (USA), C Nicholson (AUS), P Pendleton (USA), P Ribez (ESP), S Rizzi (ITA)

Amer Sports One is one of two boats sailing for the Nautor Challenge Group as an Italian entry, with famous round-the-world sailor Grant Dalton as the skipper. This is Dalton's sixth ocean race and as part of the preparation he won The Race sailing the maxi multi-hull *Club Med*. Also in the crew is Australian Chris Nicholson, the former world champion in 505s, 18-footers and 49ers. Chris represented Australia at the Sydney 2000 Olympics in the 49er class.



AMER SPORTS TOO

LOA: 19.5m SAIL NO: EUR 2
 DESIGNER: Farr Yacht Design (USA) CLASS: Volvo 60
 TYPE: Volvo Ocean 60 YEAR BUILT: 2001
 SKIPPER: Lisa McDonald (GBR) NO. OF HOBARTS: 0
 CLUB: Yacht Club Costa Smeralda, Italy
 CREW: L McDonald (GBR), G White (AUS), M Heys (FRA), K Pettibone (USA), E Westmacott (AUS), A Drouge (SWE), S Ferris (NZL), E Hay (GBR), K Henderson (NZL), A Seager (GBR), B Sackling (NZL), K Zuiderbaan (NED), L Wardley (AUS)

The only all-women boat in the Volvo Ocean Race and in fact, in the Sydney to Hobart Race fleet. Skipper Lisa McDonald sailed aboard EF Education in the 1997-98 Whitbread Race, as did several other members of the crew. Navigator is Australian Genevieve White, an experienced ocean racing sailor who has been granted leave from her training manager position with the Australian Yachting Federation. British-born Emma Westmacott recently became an Australian citizen.



ANOTHER CHALLENGE

LOA: 11.78m SAIL NO: SM2
 DESIGNER: Murray Burns & Dovell (AUS) CLASS: IMS
 TYPE: Sydney 38 OD YEAR BUILT: 2000
 OWNER/SKIPPER: Lou Abrahams NO. OF HOBARTS: 1
 CLUB: Sandringham Yacht Club, VIC
 CREW: L Abrahams (38), C Schmidt (5), P Milne (3), R Richardson, P Bath (5), I Taylor M Boswell (21), S Campbell, L Matthews (1)

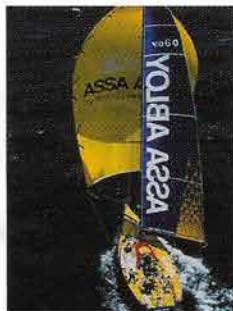
The two-time Sydney to Hobart winner Lou Abrahams is lining up for his 39th race south, the second on board his Sydney 38 One Design. Apart from finishing a credible thirteenth overall on IMS in last year's Hobart, *Another Challenge* was very successful at Airlie Beach this year, winning the Sydney 38 National Championships against a very competitive fleet. *Another Challenge* is set to be part of a Victorian Southern Cross Cup team with *Chutzpah* and *Cadibarra*.



ASPECT COMPUTING

LOA: 16.2m SAIL NO: 7878
 DESIGNER: David Lyons (AUS) CLASS: IRC
 TYPE: Lyons 52 YEAR BUILT: 2000
 OWNER/SKIPPER: David Pescud NO. OF HOBARTS: 1
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: D Pescud (6), P Thompson (15), A Grundy (5), K Jaggart (2), A Lee (1), J Woodcock, B Silvester H Mirlieb (4), D Kane (3), C Tuckwell (1), A Bahagar (2), J Ewbank (8)

After battling the tough conditions in the 1998 Telstra Sydney to Hobart to score a divisional win with their previous boat, the crew of *Aspect Computing* is back again with a modified Lyons 52, built specifically to accommodate the varying crew disabilities. UK sailor Charles Woodcock and John McClean, the first paraplegic to swim the English Channel, will join the crew from Sailors with Disabilities, headed up by experienced yachtsman David Pescud.



ASSA ABLOY

LOA: 19.5m SAIL NO: SWE 1645
 DESIGNER: Farr Yacht Design (USA) CLASS: Volvo 60
 TYPE: Volvo Ocean 60 YEAR BUILT: 2001
 SKIPPER: Neal McDonald (GBR) NO. OF HOBARTS: 0
 CLUB: Gothenburg Royal Yacht Club, Sweden
 CREW: N McDonald (GBR), M Rudigar (USA) - 2, M Olsson (SWE), J Carrington (GBR), K Nylof (SWE), S Wilson (NZL), R Mason (NZL), M Joubert (SAF), S Gavignet (FRA)

Dutch Olympic medallist Roy Heiner has been replaced by British sailor Neal McDonald as co-skipper with American navigator Mark Rudigar for the second leg of the Volvo Ocean Race to Sydney and, presumably, the third leg that includes the Sydney to Hobart. *Assa Abloy* had a luckless first leg of the Volvo Ocean Race, finishing fifth. Rudigar has sailed in two tough Hobart races, last year with the training boat *Assa Abloy* and navigating *Sayonara* to a line honours win in 1998.



AURORA

LOA: 12.3m SAIL NO: 4057
 DESIGNER: Bruce Farr (NZL/USA) CLASS: IMS
 TYPE: Farr 40 YEAR BUILT: 1983
 OWNER/SKIPPER: Jim Holley NO. OF HOBARTS: 7
 CLUB: Lake Macquarie Yacht Club, NSW
 CREW: J Holley (13), M Holley (4), G Vickstrom (2), G Marsden (10), A Goninan (5), R Howard (12), P Deaves, A Dunlop, W Howard

Previously named *Witchcraft II*, this Lake Macquarie yacht has contested many ocean races including Sydney to Gold Coast, Sydney to Mooloolaba and Sydney to Hobart races, achieving numerous divisional wins. *Aurora* achieved her best results in the two heavy weather Hobarts of 1999 and 1998, where she finished second and third in division respectively. The crew is very experienced with almost 40 Hobarts between them.



B52

LOA: 12.47m SAIL NO: B52
 DESIGNER: Murray Burns & Dovell (AUS) CLASS: IMS
 TYPE: Sydney 41 YEAR BUILT: 1995
 OWNER/SKIPPER: Hughie Lewis NO. OF HOBARTS: 3
 CLUB: Bellerive Yacht Club, TAS
 CREW: H Lewis (3), J Cordell (8), D White (4), J McMullan, R Lilley, D Bean (2), S Catchpool (7), B Cumberbatch (1)

Tasmanian Hughie Lewis bought *B52* from Queensland yachtsman Wayne Millar after she was written off following a 360° roll during the storm-battered 1998 Hobart race. He trucked the yacht to Hobart where he spent nine months restoring the hull to original condition in time for last year's race. *B52* competed in the 2000-2001 summer and winter pennant series sailed out of the RYCT and Bellerive Yacht Club and finished with multiple divisional wins.



BACARDI

LOA: 13.34m SAIL NO: SM377
 DESIGNER: Doug Peterson (USA) CLASS: IRC
 TYPE: Peterson 44 YEAR BUILT: 1978
 OWNER/SKIPPER: Graeme Ainley & John Williams NO. OF HOBARTS: 18
 CLUB: Sandringham Yacht Club, VIC
 CREW: J Williams (20), G Ainley (20), P Williams (5), H Halliburton (15), T Crespin (12), B Calder (2), B Caldwell (4), W Jefford (2), D Brotherton (2), E Taylor, A Telford (5), M Williams

Bacardi has rarely missed a Hobart over the years, her best result coming in 1993 when she was declared first in IMS Division B after being granted redress for assisting another yacht. Other good results include a third overall on IRC last year and a second in division in the storm-ravaged 1998 Telstra Sydney to Hobart. This much-sailed Peterson 42 likes a light breeze right on the nose. Co-owners Graeme and John will celebrate their 21st trip south this year.



BERRIMILLA

LOA: 10.1m SAIL NO: 371
 DESIGNER: Peter Joubert (AUS) CLASS: PHS
 TYPE: Bro/ga 33 YEAR BUILT: 1977
 OWNER/SKIPPER: Alex Whitworth NO. OF HOBARTS: 10
 CLUB: Royal Australian Navy Sailing Association, NSW
 CREW: A Whitworth (9), P Crozier (6), J Gardiner (3) and others

Owner/skipper Alex Whitworth sailed his first Hobart race in 1977. He raced again in 1979 but then virtually retired from ocean racing. However after joining the 371-strong fleet in 1994 for the 50th anniversary race, he once again became addicted and hasn't missed a Sydney to Hobart Race since. The *Berrimilla*'s best result came in the gruelling 1998 Hobart race when she placed first in PHS Division B.



BREAKAWAY

LOA: 12m SAIL NO: SM596
 DESIGNER: Swanson Bros (AUS) CLASS: IMS
 TYPE: Swanson 36 YEAR BUILT: 1968
 OWNER/SKIPPER: Martin Power NO. OF HOBARTS: 4
 CLUB: Sandringham Yacht Club, VIC
 CREW: M Power (6), L Forkes (1), I Miller (1), S Humphries (1), C Thompson and others

Although now more than 30 years old, *Breakaway* has an excellent racing record including winning the Melbourne to Devonport race, and twice finishing in the top three of the Ocean Racing Club of Victoria's winter series. In the past two years she has been awarded the Gordon Marshall trophy for finishing second in IMS Division D of the Hobart race, proving that she is in top form for her age. Owner Martin Power has completed an amazing 54 Bass Strait crossings.



CADIBARRA

LOA: 12.93m SAIL NO: M4
 DESIGNER: Don Jones (AUS) CLASS: IMS
 TYPE: Hart 42 YEAR BUILT: 2001
 OWNER/SKIPPER: Nigel Jones NO. OF HOBARTS: 0
 CLUB: Mornington Yacht Club, VIC
 CREW: N Jones (5), C McKenzie (5), J Petkovsek (6), M Kelly (5), A Hawkins (2), D Ash (3), W Mehrmann (4), S Bloom, J Bacon, R Banks

Cadibarra was launched in May this year, replacing the successful *Cadibarra 7*. The skipper's father Don Jones, a specialist with fast lightweight boats, designed this one. In its short career *Cadibarra* has won this year's Ocean Racing Club of Victoria's Winter Series. In the final race, the Queenscliff to Hastings, she took out the treble of line honours, handicap honours in all divisions and set a new race record. She also won the 200nm Melbourne to Launceston Bass Strait Race in early November.



BRIGHT MORNING STAR

LOA: 15.5m SAIL NO: 1987
 DESIGNER: Doug Peterson (AUS) CLASS: PHS
 TYPE: Peterson 50 YEAR BUILT: 1985
 OWNER/SKIPPER: Randal Wilson NO. OF HOBARTS: 8
 CLUB: Sydney Amateur Sailing Club, NSW
 CREW: R Wilson (7), R Mills (12), B Strellis (15), B Falk (1), M Strahm (1) and others

Raced for many years by winning America's Cup tactician Hugh Treharne, *Bright Morning Star* is now being campaigned by Sydney yachtsman Randal Wilson. Under her new owner *Bright Morning Star* placed second in division in this year's Sydney to Gold Coast Race and sixth in division in the Gosford to Lord Howe Island Race in October.



CHUTZPAH

LOA: 11m SAIL NO: R133
 DESIGNER: Murray Burns & Dovell (AUS) CLASS: IMS
 TYPE: MBD 36 YEAR BUILT: 1998
 OWNER/SKIPPER: Bruce Taylor NO. OF HOBARTS: 2
 CLUB: Royal Yacht Club of Victoria, VIC
 CREW: B Taylor (20), G Gounley (16), P Permezel, M Harris, L Smith (6) and others

This is Taylor's fourth *Chutzpah*. Over 10 years of racing he has dominated his division. The current boat is the latest IMS 36-foot boat in Australia and has recently been further optimised. Having retired from the last two Sydney to Hobart races, Taylor is keen to be part of the Hobart celebrations at the race finish this year, in what will be his last Hobart with this boat. A new Sydney 38 is on order.



BRINDABELLA

LOA: 24.37m SAIL NO: C1
 DESIGNER: Scott Junson (AUS) CLASS: IMS
 TYPE: Maxi YEAR BUILT: 1993
 OWNER/SKIPPER: George Snow NO. OF HOBARTS: 7
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: G Snow (18), L May (28), B Fraser (19), G Copley (8), A Jackson (8), A Buckland (15), T Hearde, L Bryon-Edmond (2), P Sheldrick (8), J Young (9), R Snow (6), C Smith (3), M Kennedy, K Klien

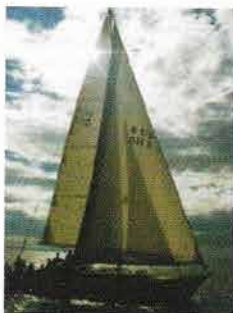
All eyes will be on George Snow's refurbished *Brindabella* now that she is similar in length to rivals *Nicorette* and *Wild Thing*. Following an IMS divisional win in the Sydney to Gold Coast Race and good results at Hamilton Island, *Brindabella* went under wraps while a new keel and five feet were added to the waterline length. With a string of race records, including a line honours win in the 1997 Hobart, and a highly experienced crew aboard, this 80-foot maxi remains a real line honours threat.



CRUZ CONTROL

LOA: 16.19m SAIL NO: RQ160
 DESIGNER: Bob Smith (QLD) CLASS: PHS
 TYPE: Santa Cruz 52 YEAR BUILT: 1998
 OWNER/SKIPPER: Maynard Smith NO. OF HOBARTS: 2
 YACHT CLUB: Royal Queensland Yacht Squadron, QLD
 CREW: M Smith (2), K Piesse (18), P Hildyard (7), P Brady (3), L Brady, R Leitch (2), R Wassell (2), G Phillips (1), C Huxley, D Shooter

This Queensland yacht was named PHS overall winner of last year's Telstra Sydney to Hobart Race, her career highlight, although this 52-footer has also enjoyed good results in the Brisbane to Gladstone Race, including second over the line in the past two years. This yacht is fully fitted out for cruising with all the mod cons, including air conditioning and water maker, but is lightweight enough to be competitive in downwind reaching conditions.



BRINDABELLA II

LOA: 11.07m SAIL NO: S110
 DESIGNER: Joe Adams (AUS) CLASS: IMS
 TYPE: Adams 11 YEAR BUILT: 1983
 OWNER/SKIPPER: Roger Sayers NO. OF HOBARTS: 4
 CLUB: Sandringham Yacht Club, VIC
 CREW: R Sayers (4), C Holiday (3), I Pizzey (4), D Mair (1), S Marshall (1), A Brown

This yacht's best result came in the 1999 Melbourne to Osaka race when she won first place in double-handed Cruising Division C and set a new race record in the process. *Brindabella II* is a regular competitor in the Portsea to Hastings race and the Bass Strait Challenge and prefers sailing in heavy weather from any direction. She will be hoping for a good blow heading south. *Brindabella II* is no relation to George Snow's maxi *Brindabella*.



DJUICE DRAGONS

LOA: 19.5m SAIL NO: NOR 2
 DESIGNER: Laurie Davidson (NZ) CLASS: Volvo 60
 TYPE: Volvo Ocean 60 YEAR BUILT: 2001
 SKIPPER: Knut Frostad (NOR) NO. OF HOBARTS: 0
 CLUB: Royal Norwegian Yacht Club, Norway
 CREW: K Frostad (NOR), J Bernot (FRA), W Verbraak (NED), P Doriane (AUS) - 11, J Vincent (FRA), E Guttormsen (NOR), C Johannessen (NOR) - 1, S Westergaard (DEN), J Wackenhuth (SWE) - 1, A Roas (NOR), JM Lundh (SWE), E Williams (NZ), A Nossiter (AUS) - 2

One of only two boats in the eight-boat fleet not designed by Farr Yacht Design, *Djuice Dragons* has undergone a long preparation for the Volvo Ocean Race, but this did not include last year's Sydney to Hobart. She did not have a good first leg in the Volvo Race, finishing seventh across the line in Cape Town just over six days and six hours behind the leg winner, *ilbruck*, after battling strong headwinds over the final few hundred miles.



BUMBLEBEE 5

LOA: 19m SAIL NO: 7441
 DESIGNER: Murray Burns & Dovell (AUS) CLASS: IMS
 TYPE: MBD 62 YEAR BUILT: 1999
 OWNER/SKIPPER: John Kahlbetzer NO. OF HOBARTS: 2
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: I Murray (11), J Kahlbetzer (3), P Messenger (16), S Runow, D Sampson (3), I Smith, M. Sabey, R Cook (9), M Shillington, P Bate, D Dixon, M Kahlbetzer (1), M Ritchie (9), T Richardson (24), C Links

Owner John Kahlbetzer, who won line honours with his maxi *Bumblebee 5* in the 1979 Sydney to Hobart race, will campaign his 62-footer south for the third time. Key crew members include America's Cup helmsman/skipper Iain Murray OAM (also one of the yacht's designers), Peter Messenger from the famous sailing family, and legendary Bowman Sven Runow. *Bumblebee 5* finished sixth overall in the 1999 Telstra Sydney to Hobart Race, retiring with damage in 2000.



ECLIPSE

LOA: 32.3m SAIL NO:
 DESIGNER: Ed Dubois (GBR) CLASS:
 TYPE: Dubois 106 YEAR BUILT: 1991
 OWNER/SKIPPER: Jonathan Wishart NO. OF HOBARTS: 0
 CLUB: Royal Prince Alfred Yacht Club, NSW
 CREW: J Wishart, A Wishart, M Ragg, G Smith, A Priest, G Poche, M Edemiston

By far the biggest yacht in the fleet, this glamorous 106-foot super yacht is a regular at most international 'social' regattas, particularly in the sunny Mediterranean, where she tends to pick up the 'most fun boat' awards, rather than racing trophies. The crew will be keen to get to Hobart as quickly as possible to try out some famous southern hospitality.



EPSILON

LOA: 11.5m SAIL NO: SA998
 DESIGNER: van de Stad (NED) CLASS: IMS
 TYPE: Forna 37 YEAR BUILT: 1999
 OWNER/SKIPPER: Michael Tromp NO. OF HOBARTS: 2
 CLUB: Royal South Australian Yacht Squadron, SA
 CREW: M Tromp (2), J Tromp (2), F Tromp (2), A Jordon (2), L Bardett (2), D Henshall, M Birks

Launched in 1999 after being built by the then 29-year-old skipper Michael Tromp in his spare time, *Epsilon* quickly made her mark on the South Australian racing scene. More recently she was the top-scoring yacht at the Kingscote Carnival Regatta. *Epsilon* finished in the second half of the fleet on IMS overall handicap in last year's Hobart race. Most of the same crew, including Michael's father, uncle and brother-in-law, have put their hands up once again for the ride south.



EUREKA

LOA: 18.2m SAIL NO: 6037
 DESIGNER: Murray Burns & Dovell (AUS) CLASS: IMS
 TYPE: MBD 60 YEAR BUILT: 2000
 OWNER/SKIPPER: Leon Christianakis & Bob Robertson NO. OF HOBARTS: 1
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: H Treharne (26), I Treharne (24), L Christianakis, B Robertson, A Moncreife (15), D Hatley, C Mahony (1), F Holmes (1)

Eureka made an impressive debut onto the offshore racing scene with a line honours win in last year's Gosford to Lord Howe Island Race. She then went on to finish 18th overall in her first Sydney to Hobart. Crew identities include Hugh Treharne, best known as the tactician on the 1993 America's Cup winning yacht *Australia II*, and his brother, Ian 'Bomber' Treharne, who will this year join the list of Hobart Heroes having completed 25 races.



FARRST FORWARD

LOA: 12.5m SAIL NO: 8118
 DESIGNER: Bruce Farr (NZ/US) CLASS: IMS
 TYPE: Beneteau 40.7 YEAR BUILT: 1998
 OWNER/SKIPPER: Andrew Lygo NO. OF HOBARTS: 1
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: A Lygo (1), J King (1), D Hynd, J Bowker, J Harris, S Jackson, M Simpson, C Stodart, S Colibee

Farrst Forward, which raced to Hobart last year as *Shipping Central* and prior to that was called *Fi Fi*, is due for a good result having suffered a broken rudder in her first Sydney to Hobart last year and again in the Sydney to Mooloolaba Race this year. One of three Beneteau 40.7s racing to Hobart, this class rates well under IMS handicap and *Farrst Forward* could be looking at a divisional placing.



GRASSHOPPER

LOA: 9.6m SAIL NO: 4330
 DESIGNER: Peter Cole (AUS) CLASS: PHS
 TYPE: Nantucket 31 YEAR BUILT: 1977
 OWNER/SKIPPER: Graham Jackson NO. OF HOBARTS: 0
 CLUB: Gosford Sailing Club, NSW
 CREW: G Jackson, B Check, V Sticken, S Twindley, A Duffy

This yacht, the second Nantucket 31 to be built in Perth, was being freighted to Sydney when the truck drove after a plague of grasshoppers which filled the boat to the brim - hence the name. Skipper Graham Jackson and his highly experienced crew finished third in division in this year's Pittwater to Coffs Race and concede that given the right weather conditions this old half-tonner could give its division a real shake up heading south. (GRASSHOPPER HAS SINCE WITHDRAWN)



GRUNDIG

LOA: 18.18m SAIL NO: A99
 DESIGNER: Andy Dovell (AUS) CLASS: IRC
 TYPE: MBD Open 66 YEAR BUILT: 1997
 OWNER/SKIPPER: Sean Langman NO. OF HOBARTS: 2
 CLUB: Sydney Amateur Sailing Club/CYCA, NSW
 CREW: D Witt (7), I Potter (24), S Langman (14), D Sudan (11), P Davis (9) and others

Following a close encounter with an uncharted reef at Hamilton Island, Langman decided to extend his already heavily tweaked Open 66 by adding a new keel and six feet to the stern. Earlier in the year *Grundig*, then called *Grundig Xena*, took line honours in the Pittwater to Coffs Harbour and Sydney to Gold Coast races. The crew are hoping for a solid nor'easter to drive this radical boat to Hobart in time to head back north for the start of the annual Pittwater to Coffs Race on 2 January.



HOGSBREATH WITCHDOCTOR

LOA: 12m SAIL NO: 2557
 DESIGNER: Laurie Davidson (NZ) CLASS: PHS
 TYPE: ex-IOR Two Tonner YEAR BUILT: 1979
 OWNER/SKIPPER: The Rum Consortium NO. OF HOBARTS: 21
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: M Cameron (26), T Cable (37), G Barter (25), C Troup (16), M Rafferty (8), P Sinclair (15), I Meyer (9), G Schwass (3), M Milroy (1), P Franks (7)

The crew heading south on board *Hogsbreath Witchdoctor* have amassed an amazing 147 Hobart races amongst them, led by Tony Cable (37 races) and two of the *Rum Consortium's* syndicate of owners, Maurie Cameron (26) and Geoff Barter (25). While not expecting a top result, the crew plan to have a good time getting to Hobart. The yacht itself has sailed in 21 Hobarts, only missing one race since it was launched in 1979.



HOLLYWOOD BOULEVARD

LOA: 15.85m SAIL NO: 8889
 DESIGNER: Bruce Farr (NZ/US) CLASS: IMS
 TYPE: Farr 52 YEAR BUILT: 2001
 OWNER/SKIPPER: Ray Roberts NO. OF HOBARTS: 0
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: R Roberts (5), R Brown (8), M Coxon (20), P Gardiner (10), N Cartridge (1), G Atrill (6), W Morgan (1), J Cowling (8), C Hosking (2), B Perry (3), B Northcote (9), S Cunningham (5)

The who's who of yachting has jumped aboard this brand new Farr 52 for a crack at the ultimate prize - the Tattersalls Cup. Ray 'Hollywood' Roberts will launch his latest yacht in December, in time to join the Australian team for the Southern Cross Cup Series. Key crew members include former 18-foot world skiff champion Rob Brown, America's Cup helmsman and sailmaker Michael Coxon and rigger Peter 'Gardo' Gardiner. This yacht, like *Yendys* in 1999, could be another instant success story for Farr International.



ICON

LOA: 20m SAIL NO: USA69189
 DESIGNER: Robert Perry (US) CLASS: IRC
 TYPE: Perry 65 YEAR BUILT: 2001
 OWNER/SKIPPER: Richard Robbins NO. OF HOBARTS: 0
 CLUB: Seattle Yacht Club, US
 CREW: J Roser (skipper), R Robbins, R Hirsch, F Roswold, G Bishop (5), S Farmer (5), A Linham (1), H Braddock, B Gerrard, A Meiklejohn, R Morrissey, E Widmer, T Andrews, M Baker, A Turner, C Sugden

This brand new cruiser/racer boasts a largely international crew of experienced Fastnet, Admiral's Cup and Transpac sailors. Built in New Zealand and launched in June this year, *Icon's* first regatta was Hamilton Island, where the 65-footer finished fifth overall. After Hobart the boat will be shipped back to the US to race the spring series in Seattle and the Victoria to Maui Race in June. *Icon's* designer, Bob Perry, has set a very high benchmark for other cruiser/racers to follow.



ILLBRUCK

LOA: 19.5m SAIL NO: GER 4014
 DESIGNER: Farr Yacht Design (USA) CLASS: Volvo 60
 TYPE: Volvo Ocean 60 YEAR BUILT: 2001
 SKIPPER: John Kostecki (USA) NO. OF HOBARTS: 0
 CLUB: Dusseldorf Yacht Club, Germany
 CREW: J Kostecki (US) - 1, S Bannatyne (NZ) - 1, R Davies (NZ) - 2, D de Ridder (NED) - 1, J Vila (ESP) - 1, T Kolb (GER) - 1, S Bettany (NZ) - 2, M Christensen (NZ) - 5, R Clarke (CAN) - 1, J Gale (NZ) - 1, I Moore (GBR) - 1, N Dreinan (AUS) - 17, R Halcrow (NZ) - 2 (one to be omitted).

Winner of the first leg of the 2001-2002 Volvo Ocean Race, *illbruck* came from astern in the final five hours of the 7,350-nautical mile course, overtaking *Amer Sports One* in heavy reaching conditions. The personal entry of German businessman and yachtsman Michael Illbruck, the team is said to be the best prepared of any of the eight boats. Glenn Bourke, the former Sydney 2000 Olympic Games sailing manager and CEO of the CYCA, is managing the team.



KENNARDS HIRE SOLO GLOBE CHALLENGER

LOA: 13.245m SAIL NO: M2000
 DESIGNER: Peter Cole (AUS) CLASS: PHS
 TYPE: Cole 43 YEAR BUILT: 1984
 OWNER/SKIPPER: Tony Mowbray NO. OF HOBARTS: 1
 CLUB: Lake Macquarie Yacht Club, NSW
 CREW: T Mowbray (14), R Snape (23), K Enderby (2), K Molloy (2), T Purkiss (5), D Marshall (2), D Cook (1), G Picasso

Tony Mowbray left Newcastle Harbour in October last year on this Cole 43 and returned 118 days later having completed his record-breaking solo non-stop circumnavigation of the world. He did this to raise money for charity and was the sixth fastest Australian to do so. The yacht and crew of *Solo Globe Challenger* suffered badly in the storm-swept 1998 Hobart race but all have returned this year to complete some unfinished business in Bass Strait.



KICKATINALONG

LOA: 13.2m SAIL NO: 317
 DESIGNER: Joe Adams (AUS) CLASS: PHS
 TYPE: Adams 13 YEAR BUILT: 1980
 OWNER/SKIPPER: Mike De Berg NO. OF HOBARTS: 2
 CLUB: Royal Motor Yacht Club, NSW
 CREW: G Smith (7), J Last (1), D Ward (1), B Salikowski (1), G Walmsley (2), J Last (1), D Simmons (3), B Simmons, R Von Then

The crew has extensive offshore experience, including Sydney to Gold Coast, Brisbane to Gladstone and Sydney to Mooloolaba races. *Kickatinalong* enters most long ocean passages and has placed well in the Mooloolaba race (second in division in 1998) and the Sydney to Noumea Race (third overall). Mike and his crew, including the father-and-son team of Dave and Ben Simmons, plan to "finish and have a good time", but more importantly to record a result after retiring from their two previous attempts.



KOMATSU BLUE LADY

LOA: 11.74m SAIL NO: 5891
 DESIGNER: Challenger Yachts (AUS) CLASS: IMS
 TYPE: Challenger 39 YEAR BUILT: 1999
 OWNER/SKIPPER: Shane Kearns/Jacqui Begbie NO. OF HOBARTS: 2
 CLUB: Royal Australian Navy Sailing Association, NSW
 CREW: S Kearns (5), J Begbie (4), I Freeman (4), D Ward (3) and others

Komatsu Blue Lady is the sail-training vessel for Getaway Sailing Adventures. Owners Shane Kearns and Jacqui Begbie have entered the Challenger 39 in every offshore race on the Australian east coast. Their best result came last year when *Komatsu Blue Lady* placed third in division in the opening race of the summer offshore programme, the Sydney to Gold Coast Race.



KONTROL

LOA: 14m SAIL NO: SM1400
 DESIGNER: Don Jones (AUS) CLASS: IRC
 TYPE: Jones 46 YEAR BUILT: 1984
 OWNER/SKIPPER: Peter Blake NO. OF HOBARTS: 0
 CLUB: Sandringham Yacht Club, VIC
 CREW: P Blake (1), A Blake (1), S Blake (1), S La Peyre (1), M Hart (10), P. Heyes (3)

Owner Peter Blake raced south last year on the Inglis 39, *Kaos*, finishing in the top 20 over the line. This year the same boat is racing as *Kontrol*, in keeping with the Maxwell Smart theme, only it's now a Jones design that is six feet longer and has new rigging, water ballast and twin helm locations. Peter and his two sons, Adrian and Simon, are looking for a top IRC divisional placing in this year's Sydney to Hobart.



KRAKATOA

LOA: 9.54m SAIL NO: 8383
 DESIGNER: Greg Young (AUS) CLASS: IRC
 TYPE: Young 31 YEAR BUILT: 2001
 OWNER/SKIPPER: Rod Skeller NO. OF HOBARTS: 0
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: R Skeller (4), C Pritchard, J Ogilvy, D Young, J Streeter, P Hurney and others

This brand new Young 31 was purpose-built for the Sydney to Hobart race. Owner/skipper Rod Skeller achieved notable results with his previous boat, *Wild Bull*, including Australian Super 30 Champion in 1998, 1999 and 2001, first in division in the 1998 Sydney to Mooloolaba Race and first in the Super 30 division of the Pittwater to Coffs Harbour Race in the same year. While the boat is untested in Bass Strait, it has a good chance of an IRC divisional placing given the crew's ability.



LADY PENRHYN

LOA: 11.1m SAIL NO: 3709
 DESIGNER: Kim Swarbrick (AUS) CLASS: IMS
 TYPE: Swarbrick 36 YEAR BUILT: 1985
 OWNER/SKIPPER: Paul Jones NO. OF HOBARTS: 13
 CLUB: Royal Australian Navy Sailing Association, NSW
 CREW: P Jones (3), R Saunders (4), D Jordan (1), P Tolchard (1), J Beatty, T Howe, D Barton, A Allen

Lady Penrhyn has a long history of ocean racing, having been a regular competitor in the Sydney to Gold Coast and Sydney to Hobart races as part of her service as a sail training yacht for the Royal Australian Navy. The Navy has five of these vessels, all named after first-fleet convict ships. A number of personnel from the Army, Navy and RAAF will join the crew to gain ocean-racing experience. Her best result so far in a Hobart race is a mid-fleet finish.



LIBERATOR

LOA: 13m SAIL NO: YG717
 DESIGNER: Bruce Farr (US/NZ) CLASS: IRC
 TYPE: Farr 42 YEAR BUILT: 1991
 OWNER/SKIPPER: Geoff Catt NO. OF HOBARTS: 1
 CLUB: Cruising Yacht Club of South Australia, SA
 CREW: G Catt (2), D. Woods (7), R Hunter (3), R Carter (4), R Pope (1), S Longmire (2), J Flanagan D O'Leary (1), K Cook (1)

After spending 12 months preparing for their first Sydney to Hobart race last year without finishing, the crew of *Liberator* didn't have their enthusiasm dampened for achieving the dream to represent their state in this world-famous event. Owner Geoff Catt is a Cruising Yacht Club of South Australia Board member and Safety Officer. Crewman David Woods is Chief Safety Officer and Chairman of the CYCSA Racing Committee.



LINE 7

LOA: 19.27m SAIL NO: 8679
 DESIGNER: Bruce Farr (NZUS) CLASS: IRC
 TYPE: Volvo 60 YEAR BUILT: 1997
 OWNER/SKIPPER: Ian Treleaven NO. OF HOBARTS: 1
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: I Treleaven (4), G Johnston, A Crowe, R Grimes, T King, M Blackburn, T Oxley, A Cochrane and others

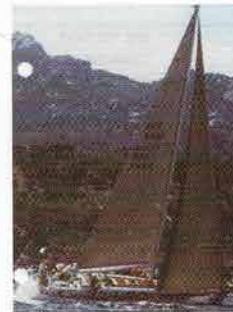
Line 7 was launched as Grant Dalton's spare yacht for the 1997 Whitbread Race and raced in last year's Sydney to Hobart race as *News Corp*. Ian Treleaven took ownership of the 60-footer this year and went on to compete in the Queensland regattas, achieving good results at Airlie Beach, plus a line honours win in the recent Gosford to Lord Howe Race. Sydney Olympians Tom King, gold medalist in the 470s, and Michael Blackburn, bronze medalist in the Laser class, will join the crew for the passage south.



LODKA BOLS

LOA: 24m SAIL NO: POL 7470
 DESIGNER: German Frers (BRA) CLASS: IRC
 TYPE: IOR maxi YEAR BUILT: 1988
 OWNER/SKIPPER: Gordon Kay NO. OF HOBARTS: 0
 CLUB: Polish Yachting Association, POL
 CREW: G Kay (1), S Quarrie, J Makila, S Lindberg, J Toyne, R Warren, R Fryer, L Christensen, S Gerard, K Owczarek, A Pawelek, J Kaczorowski, A Kukla.

Lodka Bols, the first Polish maxi to enter the Sydney to Hobart, is the former Whitbread Round the World Race yacht *Martela*, which sailed in the 1989-90 and 1993-94 Whitbread. The boat has in recent years competed regularly on the maxi circuit in European and Mediterranean waters, and in Bermuda. She also won the Expo 98 Round the World race. Crew identities include the four-time Finnish Olympian Jari Makila and the top 20 world-ranked match-racing champion, Staffan Lindberg.



LOKI

LOA: 14.83m SAIL NO: 8448
 DESIGNER: German Frers (ARG) CLASS: IRC
 TYPE: Swan 48 YEAR BUILT: 2000
 OWNER/SKIPPER: Stephen Ainsworth NO. OF HOBARTS: 1
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: S Ainsworth (4), A Kirby (17), M Bellingham (11), P Beales (9), A Foster (9), A Barnes (7), M Bannister (6), A Owen (5), J Cole, K Graf, G Purcell, C Gorman

Stephen Ainsworth's magnificent Swan 48 was launched last year in Europe and competed at the Swan World Cup in Sardinia, where she placed second in division and sixth overall. Upon arrival in Australia, she recorded instant success racing under IRC handicap with a third in division in the 2000 Ord Minnet Regatta, first in division in the Telstra Cup, and third overall and second in division in her first Sydney to Hobart race. The crew will enjoy a comfortable ride to Hobart.



LOVE AND WAR

LOA: 14.218m SAIL NO: 294
 DESIGNER: Sparkman & Stevens (US) CLASS: IMS
 TYPE: S&S 47 YEAR BUILT: 1973
 OWNER/SKIPPER: Peter Kurts NO. OF HOBARTS: 9
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: P Kurts (28), J Harris, G Geitz, S Kurts, D Wiggins (1), M Young and others.

This classic timber sloop represented Australia in the 1975 Admiral's Cup and is a two-time overall Sydney to Hobart winner (1974 and 1978) and multiple divisional winner, including taking out top placing in the 20-year veteran division of the 50th anniversary race in 1994. Some of the crew sailed together at this year's America's Cup Jubilee Regatta, inspiring veteran yachtsman Peter Kurts, the oldest skipper in the race at 77, to campaign his magnificent *Love and War* south for its 10th Hobart.



MAGIC

LOA: 11.768m SAIL NO: SM616
 DESIGNER: Sparkman & Stephens (US) CLASS: PHS
 TYPE: S&S 39 YEAR BUILT: 1982
 OWNER/SKIPPER: Philip Spry-Bailey NO. OF HOBARTS: 4
 CLUB: Sandringham Yacht Club, VIC
 CREW: P Spry-Bailey (2), L Higgins (9), I Howarth (2), L Rawson (3), K Shimmin (14), PJ Spry-Bailey (3), Q Tuxen (10), L Buesnel (1)

A regular competitor in the Ocean Racing Club of Victoria's Bass Strait events over the past seven years, this yacht has achieved its best results in the 1997 Melbourne to Stanley Race (first in IMS division) and last year's Melbourne to Devonport Race (first in PHD division). The crew, which includes the owner's son Philip James Spry-Bailey, currently live in four states, but will continue the seven-year tradition of sailing together at Christmas time.



MORE WITCHCRAFT

LOA: 14m SAIL NO: 8402
 DESIGNER: Kevin Dibley (NZL) CLASS: PHS
 TYPE: Eagle 46 YEAR BUILT: 1995
 OWNER/SKIPPER: John Cameron NO. OF HOBARTS: 1
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: J Cameron (11), R Burns (22), P Kline (16), P Maloney (16), B Douglas (3), I Simpson (4), M Brennan (4)

Owner John Cameron has invited a couple of mates from past sailing days – Pat Kline and Phil Maloney – to join him in this year's Hobart. They competed last year and before that, last raced together in the 1977 Hobart. *More Witchcraft* has enjoyed success in the Sydney to Mooloolaba Race, including a second in division this year, and Sydney to Noumea races. And with a highly experienced Sydney to Hobart crew on board, a divisional placing is definitely within reach.



MARK TWAIN

LOA: 11.8m SAIL NO: A113
 DESIGNER: Sparkman & Stephens (US) CLASS: IMS
 TYPE: S&S 39 YEAR BUILT: 1971
 OWNER/SKIPPER: Hugh O'Neill NO. OF HOBARTS: 23
 CLUB: Sydney Amateur Sailing Club, NSW
 CREW: H O'Neill (19), K Radford (12), C Oh (10), B Kenyon (12), W Jordan (2), D Salter (4), R Ambuhl (2)

Veteran racer *Mark Twain* holds the impressive record of the most number of Sydney to Hobart Yacht Races (23) for an individual yacht. Over the years *Mark Twain* has picked up three second places and two thirds in division. She successfully completed the gruelling 1998 Sydney to Hobart Race, finishing 17th overall on IMS handicap. *Mark Twain* is also a veteran of 13 Lord Howe Island Races, her best result in this race coming in 1995 when she placed first in PHS division and second overall on IMS.



NEXT

LOA: 11.78m SAIL NO: 6081
 DESIGNER: Murray, Burns & Dovell (AUS) CLASS: IRC
 TYPE: Sydney 38 OD YEAR BUILT: 2000
 OWNER/SKIPPER: Craig Malouf & Richard Holstein NO. OF HOBARTS: 0
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: C Malouf (6), R Holstein (3), P Buckley (3), G Holt (14), P Millard and others

One of two Sydney 38 One Designs heading south, *Next* finished third in division in the Pittwater to Coffs Race in January and third in the Sydney 38 National Championships at Airlie Beach in August. Co-skippers Craig Malouf and Richard Holstein have Hobart ambitions of beating "Louie the Legend" (Lou Abrahams), and being the first Sydney 38 to arrive at Constitution Dock.



MERTSI LOUISE

LOA: 21.9m SAIL NO: 6393
 DESIGNER: Bruce Clark (NZ) CLASS: PHS
 TYPE: Clark 72 YEAR BUILT: 1987
 OWNER/SKIPPER: Bryan Read NO. OF HOBARTS: 0
 CLUB: Whanganui Island, NZ
 CREW: B. Read (1), B. Spencer, N. Phillips, T. Raven (1), M. Sadler (1), R. Royden (1), B. Copeland, M. Spencer, C. Newbury

Owner Berridge Spencer and his sister Merts, the boat's namesake, decided that entering their 72-footer in its first Sydney to Hobart would be an exciting thing to do together. For the past 14 years *Merts Louise* has extensively cruised the world, sailing as far north as Alaska and as far south as Antarctica. Ruggedly built and finely finished, this luxury cruising boat, which boasts four twin-berth cabins and three bathrooms, is a "true sailor's yacht", according to her skipper.



NICORETTE

LOA: 24m SAIL NO: SWE IIIII
 DESIGNER: Simonis - Voogd (SA) CLASS: IRC
 TYPE: Maxi YEAR BUILT: 1999
 OWNER/SKIPPER: Ludde Ingvall NO. OF HOBARTS: 1
 CLUB: Royal Swedish Yacht Squadron, SWE
 CREW: L. Ingvall (2), A. Cahalan (10), O. Astradsson, C. Ward, B. Costello, C. Hunt, M. White, A. Lopez, B. Merrington, R. Keenan, K. Stanley-Harris, D. Salthouse, M. Fountain, E. Doyle, R. Creevey, M. Cramer-Roberts, R. Guinness

This sophisticated 80-foot water-ballasted maxi blew away her line honours opposition in last year's Telstra Sydney to Hobart Race, finishing more than four hours ahead of second-placed *Wild Thing*. *Nicorette* has since competed in the 150th Anniversary America's Cup Jubilee Regatta and the Fastnet Race, where she placed second over the line. Ludde Ingvall and his crew, including famous Australian navigator Adrienne Cahalan, are hungry for back-to-back line honours.



MIDNIGHT RAMBLER II

LOA: 12.239m SAIL NO: S4440
 DESIGNER: Bruce Farr (NZ/US) CLASS: IMS
 TYPE: Farr 40 YEAR BUILT: 1985
 OWNER/SKIPPER: Dennis Millikan NO. OF HOBARTS: 9
 CLUB: Royal Melbourne Yacht Squadron, VIC
 CREW: D Millikan (16), P Inchbold (15), R. Hiam (15), G. Mascas (2), J. Hunter (2), C. Mahoney (1), T. Boyd, S. O'Leary

Originally named *Another Concubine*, *Midnight Rambler II* was renamed by previous owner Ed Psaltis. Dennis Millikan and his regular crew have completed plenty of offshore racing miles since taking ownership, including Sydney to Hobart, Melbourne to Stanley and Melbourne to Grassy Point races. After a second on IMS in the most recent Grassy Point Race, the boat and crew are race tuned and looking to better *Midnight Ramblers II's* best result in a Hobart race – a fifth place on corrected time in 1991.



NIPS-N-TUX

LOA: 12.1m SAIL NO: S995
 DESIGNER: Neils Jeppersen (DEN) CLASS: IMS
 TYPE: IMX40 YEAR BUILT: 2000
 OWNER/SKIPPER: Howard De Torres NO. OF HOBARTS: 0
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: H De Torres (3), V De Torres (3), G. Boxall (3), M. Salmon (6), R. Reid (5), C. Jones (1)

Nips-n-tux was the first of the new class of X yachts to come out of Denmark, arriving in Australia just in time to win last year's Telstra Cup and Coffs Harbour series. This IMS cruiser racer has a state-of-the-art hull shape, but with a luxury interior with all the mod cons below. Owner Howard De Torres has assembled his regular crew to have a crack at a divisional place in the boat's first Sydney to Hobart race.



MIRRABOOKA

LOA: 13.4m SAIL NO: A8
 DESIGNER: German Frers (ARG) CLASS: IMS
 TYPE: Frers 47 YEAR BUILT: 1987
 OWNER/SKIPPER: John Bennetto NO. OF HOBARTS: 14
 CLUB: Royal Yacht Club of Tasmania, TAS
 CREW: J Bennetto (40), J. Soloman (27), P. Foster (14), D. Knott (1), L. Griffiths (8) and others

There is plenty of experience on this boat, with 100 Hobart races between crew members. Tasmanian yachtsman John Bennetto, who sailed his first Sydney to Hobart race in 1947, last year equalled the previous record holder for the most number of Hobart races and will this year become the new record holder with 41 races. *Mirrabooka* has competed in every Sydney to Hobart race since being launched in 1987 and she regularly finishes mid-fleet. This, says John, is not because they are getting slower but "because everyone else is getting faster".



PAEA II

LOA: 12.18m SAIL NO: 6911
 DESIGNER: Gary Mull (US) CLASS: IMS
 TYPE: Mull 40 YEAR BUILT: 1990
 OWNER/SKIPPER: Rick Smith NO. OF HOBARTS: 0
 CLUB: Royal New Zealand Sailing Club, NZ
 CREW: J Campbell (3), J. Gibbs, M. Newland, E. Chambers-Ross (1), A. Carter, J. Lovat (1), P. Spring (1), J. Jones (1), P. Waa

Paea II is the first New Zealand Defence Force entry in the Sydney to Hobart Yacht Race's 57-year history. Raced extensively on her home waters, this 10-year-old boat, one of three New Zealand entries, has picked up divisional wins in the Ponsonby Cruising Club and the Gulf Harbour Yacht Club's Winter Series. Watch the Aussie versus NZ Defence Forces battle between this boat and *Lady Penrhyn*.



PANACHE

LOA: 11.15m SAIL NO: 5438
 DESIGNER: A Lavranos (SA) CLASS: IMS
 TYPE: Lavranos 36 YEAR BUILT: 1979
 OWNER/SKIPPER: Dennis Krawchuk NO. OF HOBARTS: 2
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: D Krawchuk (2), C Johnson (4), S Williams (2), S Williams, E Franks (2), C Davies.

It's been five years since *Panache* lined up for a Sydney to Hobart start. In her early days the Lavranos 36 raced extensively in South African waters before owner Dennis Krawchuk and the boat migrated to Australia. *Panache* competed in the Gosford to Lord Howe Island Race in October and finished third overall on IMS, a good result leading into this year's Hobart race.



POLARIS OF BELMONT

LOA: 13.2m SAIL NO: 5527
 DESIGNER: Peter Cole (AUS) CLASS: IRC
 TYPE: Cole 43 YEAR BUILT: 1970
 OWNER/SKIPPER: John Quinn NO. OF HOBARTS: 17
 CLUB: Royal Prince Alfred Yacht Club, NSW
 CREW: J Quinn (18), J Marwood (15), D Kennedy (3), I Dunbabin (7), C Hamilton (4), S Jarrett (2), A Bijkerk (1), C Hollis.

Out of five starts, *Polaris of Belmont* has won her division three times in the Sydney to Hobart race, last year finishing second overall on IRC handicap to *Nicorette*. She has also competed in numerous Gosford to Lord Howe Island and Sydney to Mooloolaba Races. Owner John Quinn and crewmember John Marwood, who have been sailing together for 20 years, will be joined once again by Commander Ian Dunbabin, a senior Royal Australian Navy officer based in Tasmania.



RAGAMUFFIN

LOA: 15.05m SAIL NO: AUS 70
 DESIGNER: Bruce Farr (NZ/US) CLASS: IMS
 TYPE: Farr 50 YEAR BUILT: 1995
 OWNER/SKIPPER: Syd Fischer NO. OF HOBARTS: 6
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: S Fischer (32), A Ellis (34), S Kirkjian (8), H Brodie (15), T Powell (7), L Jamieson (17), B Stevens

This IMS champion has consistently delivered a top-five Sydney to Hobart handicap placing thanks to the experience of her veteran skipper Syd Fischer, overall winner of the 1992 race with his previous *Ragamuffin*, and his equally impressive crew line-up. Overall results include a fifth last year, a fourth in 1999, third in the gale-swept 1998 race and second in 1997. Syd is a six-time CYCA Bluewater Champion and this year was inducted into the NSW Hall of Champions for his near-lifetime contribution to yachting.



RAGER

LOA: 17.1m SAIL NO: YC560
 DESIGNER: Greg Elliott (NZ) CLASS: PHS
 TYPE: Elliott 56 YEAR BUILT: 1987
 OWNER/SKIPPER: Gary Shanks NO. OF HOBARTS: 11
 CLUB: Cruising Yacht Club of South Australia, SA
 CREW: G Shanks (4), C Shanks (3), D Shanks (2), E Scammell (1), G Sinton (4), B Young (3), L Pike (2), A Mitton, G Constable (2), T Goldsack (1)

Rager was completely rebuilt after hitting a reef off the York Peninsula while cruising back from the 50th Adelaide to Port Lincoln Race, where she placed first overall on IMS, last year. *Rager* is a proven performer, having finished third overall in PHS in the 1999 Sydney to Hobart Race and fifth overall in PHS in the storm-swept 1998 race. Gary Shanks' 19-year-old daughter Catherine and 18-year-old son David are in the crew.



RED ROCK COMMUNICATIONS

LOA: 8.9m SAIL NO: 8333
 DESIGNER: Robert Hick (AUS) CLASS: IMS
 TYPE: Hick 30 YEAR BUILT: 1994
 OWNER/SKIPPER: Christopher Bowling NO. OF HOBARTS: 3
 CLUB: Drummoyle Sailing Club, NSW
 CREW: C Bowling (10), B Collis (1), P Kirk (1) and others

Red Rock Communications, formerly *Atria* (two-time divisional winner in the Hobart Race), is the smallest boat in the fleet at just 8.9 metres. Last year Chris and his crew were awarded the Plum Crazy Trophy, not for braving the 630-nautical mile race in an 8.9 metre boat, but for being the first boat under 9.5m to finish. This perpetual trophy is dedicated to the yacht *Plum Crazy*, the holder of this class record set in 1973. Chris' ultimate aim is to break this longstanding milestone.



RUSH

LOA: 12.5m SAIL NO: 2006
 DESIGNER: Murray Burns & Dovell (AUS) CLASS: IMS
 TYPE: Sydney Turbo 40 YEAR BUILT: 1999
 OWNER/SKIPPER: David Falt NO. OF HOBARTS: 0
 CLUB: Royal Swedish Yacht Squadron, SWE
 CREW: D Falt, D Osterberg, P Loheden, O Rembe, D Brennan (2)

Swedish yachtsman David Falt was the first to submit an application for entry for this year's race. Falt, who lives in Geneva, recently purchased *Rush* (formerly *Sword of Orion*) and had a new 'Turbo' keel added, similar to that on the TransPac Race winner, the Sydney 40 Turbo, *Bull*. The crew is largely made up of international yachtsman with thousands of racing and cruising miles behind them.



SAP AUSMAID

LOA: 14.47m SAIL NO: YC1000
 DESIGNER: Bruce Farr (NZ/US) CLASS: IMS
 TYPE: Farr 47 YEAR BUILT: 1994
 OWNER/SKIPPER: Kevan Pearce NO. OF HOBARTS: 6
 CLUB: Cruising Yacht Club of South Australia, SA
 CREW: K Pearce (6), R. Hickman (24), D Davies (6), S Gordon (7), J Flannery (4), A Thompson (1), B Kellett (9), C Stacey (1), A Deeks (2), R Human (9), C Evans (6), G Prescott (16), M Slinn (7)

The combination of owner Kevan Pearce and Sydney-based five-time Bluewater Champion Roger Hickman proved a winning one in last year's Telstra Sydney to Hobart when they took out overall IMS honours. Possibly the most successful yacht to compete in the race, *SAP Ausmaid* finished first overall in 1996, second overall in 1998 and third overall in 1999. Expect a tough battle for an IMS placing between *SAP Ausmaid*, *Ragamuffin*, *Sting* and *Hollywood Boulevard*.



SEA FM

LOA: 10.3m SAIL NO: RQ23
 DESIGNER: Sparkman & Stephens (US) CLASS: IMS
 TYPE: S&S 34 YEAR BUILT: 1971
 OWNER/SKIPPER: John McIntosh NO. OF HOBARTS: 13
 CLUB: Mooloolaba Yacht Club, QLD
 CREW: J McIntosh (11), A McIntosh (8), P Abraham (5), D Baxter (5), J O'Leary (6)

Previously called *Boomaroo Morse Fans*, this S&S 34 has some good career results, including a first on IMS in the 1992 and 1993 Mooloolaba to Hamilton Island race, a third overall in the 1995 Brisbane to Gladstone Race, and a second in division in the 1997 Sydney to Hobart Race. One of four Queensland entries, *Sea FM* is due for another worthy Sydney to Hobart result, having been forced to retire from her past three attempts to finish the 630-nautical mile race.



SEA JAY

LOA: 12.46m SAIL NO: 242
 DESIGNER: Murray Burns (AUS) CLASS: IMS
 TYPE: BH 41 YEAR BUILT: 1996
 OWNER/SKIPPER: Scot Wheelhouse NO. OF HOBARTS: 3
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: S Wheelhouse (5), N Kennedy (1), N Williams (3), M Harris (3), J Hall, R Stern (2), J Chase, D Hession, L Stevenson

After breaking the forestay in Bass Strait during last year's tough passage to Hobart, the crew are back to finish what they started. *Sea Jay* is a regular competitor in most of the CYCA's offshore events and over the years has picked up divisional placings in the Sydney to Mooloolaba and Sydney to Gold Coast, and twice finished in second place in the PHS Division of the CYCA's Bluewater Pointscore Series.



SECRET MENS BUSINESS

LOA: 12.75m SAIL NO: SA3300
 DESIGNER: Iain Murray (AUS) CLASS: IRC
 TYPE: Murray 42 YEAR BUILT: 1996
 OWNER/SKIPPER: Geoff Boettcher NO. OF HOBARTS: 4
 CLUB: Cruising Yacht Club of South Australia, SA
 CREW: G Boettcher (14), T Hill (2), T Crabb, S Nolan, T Cowan, A Henshall, S Skeggs, (5), P Bolton (5)

This two-times South Australian IMS champion (1996-97 and 1997-98) has entered four Sydney to Hobart races but has only finished once. That was in 1997 when she placed 18th overall on IMS. Since she last raced south in 1999, *Secret Mens Business* has had a new keel fitted and is now entered under IRC handicap. The yacht's builder, Peter Bolton, and round-the-world yachtsman Dr Tony Hill will join the crew to represent South Australia, one of three entries from that state.



SHE II

LOA: 12.3m
 DESIGNER: Garry Mull (US)
 TYPE: Olsen 40
 OWNER/SKIPPER: Peter Rogers
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: P Rodgers (6), A Gruzman (6), K Lerman (12), D Ellis (3), M O'Dea (7), R Lewis, A Marber

She II finished last year's Sydney to Hobart race with her best result yet in this event – a second overall in PHS Division. Peter Rogers has contested most major offshore events with this 19-year-old boat, including the recent Gosford to Lord Howe Race, in which she placed fourth on handicap in the PHS division.



SHIPPING CENTRAL

LOA: 11.92m
 DESIGNER: Bruce Farr (NZ/US)
 TYPE: Beneteau 40.7
 OWNER/SKIPPER: Ashley Reed & Michael Spies
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: A Reed (3), M Spies (24), S Broom (11), G Harland (9), A Roxburgh (9), W Miller (8), N Kingsmill (8), S Jarvin (12)

Ashley Reed and Michael Spies (co-skipper of *Nokia* in her record-breaking Hobart in 1999) have teamed up hoping to win this year's Sydney to Hobart on IMS. *Shipping Central* was launched in July and in its short life has placed second on IMS handicap in the Australian Championships at Hamilton Island and first in the Bird Island Race. The crew, which includes leading Etchells sailor and Olympian Steve Jarvin, is highly experienced and confident of a top placing.



SIMPLY RED

LOA: 12.245m
 DESIGNER: Bruce Farr (NZ/US)
 TYPE: Farr 40
 OWNER/SKIPPER: Chris Bradbury
 CLUB: Royal Brighton Yacht Club, VIC
 CREW: C Bradbury (3), J Douglas (4), T Warren (1), D Wilmott (1), T Johnson (1), J Corby (2), R Thompson (1), K Schroeder (1), G Jackson

Simply Red, formerly *Queensland Maid*, is owned and campaigned by Victorian yachtsman Chris Bradbury. This yacht has sailed in seven Sydney to Hobarts, with her best result a third place overall in 1991. As *Simply Red* is strong to windward, the crew will be hoping for predominantly moderate southerly conditions for this year's race. Key crew members include Fastnet sailor Jason Douglas and two-time Melbourne to Osaka competitor, Tony Warren.



SORINE

LOA: 9.1m
 DESIGNER: Dick Carter (US)
 TYPE: Carter 30
 OWNER/SKIPPER: Ben Adamson
 CLUB: Sydney Amateur Sailing Club, NSW
 CREW: B Adamson, G Horn, M Beckman, I Krakover, A Adamson

Sorine races regularly in many of the CYCA's overnight races and has also entered one Pittwater to Coffs Harbour and two Gosford to Lord Howe races, achieving divisional placings in both of these long passages. She recorded a PHS overall win in the most recent race to Lord Howe Island, a good result for the crew as they prepare for their first Sydney to Hobart race.



SPIRIT OF SYDNEY

LOA: 18.24m
 DESIGNER: Ben Lexcen (AUS)
 TYPE: Lexcen 60
 OWNER/SKIPPER: Gerald Fitzgerald
 CLUB: Royal Yacht Club of Tasmania, TAS
 CREW: G Fitzgerald (3), J Davies (3), A Crockshot, M Flynn (3) and others

One of five Tasmanian entries, *Spirit of Sydney* completed her first Sydney to Hobart race last year, finishing fourth overall on PHS under previous owner David Pryce. In her original guise as a single-handed round-the-world racer, this Open 60 was sailed by Ian Kiernan of 'Clean up Australia' fame in the 1986 Single Handed Round Alone Yacht Race. Following this year's Hobart race the boat will be relocated to Chile to conduct expeditions to Antarctica.



STARLIGHT EXPRESS

LOA: 16.87m
 DESIGNER: Davidson/Blakewell-White (NZ)
 TYPE: Davidson 55
 OWNER/SKIPPER: Stewart Thwaites
 CLUB: Royal Port Nicholson, NZ
 CREW: S Thwaites (5), D Barcham (2), C Parkin (1), P Sutton (1), K Purdie (1), C Barcham, R Sutton, M McDowell, J Parkin, R Greer, A Walker, E Tam (1)

This former Sydney yacht is one of the best-known veteran racing yachts in New Zealand. She has competed in numerous Sydney to Hobarts and has sailed at Kenwood Cup and Hamilton Island Race Week. Recently acquired by new owner Stewart Thwaites, *Starlight Express* and her New Zealand-based crew, which includes Dale Barcham and nephew Chris, Petter Sutton and son Ross, and Colin Parkin and son Jason, will put in a good campaign for a divisional placing.



STING

LOA: 15.28m
 DESIGNER: Bruce Farr (NZ/US)
 TYPE: Farr 49
 OWNER/SKIPPER: Terry Mullens
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: T Mullens (1), P Seary (7), C Knox (8), D Senogles (15), G Kay (15), A Buchanan, J Freeman (12), S Eldershaw (7), B Clark (12), B Parshall (4)

This state-of-the-art racer was launched by Geoff Ross just prior to the 1999 Hobart race and went on to take out overall IMS honours. Rookie owner Terry Mullens has also achieved notable results in a short time, placing second overall on IMS in this year's Sydney to Gold Coast and third in the IMS Australian Championships at Hamilton Island. It is Terry's lifelong dream to win a Hobart, and with experienced yachtsmen such as Darren Senogles and Greg Kay onboard, he's in a strong position to realise this dream.



SWIFTY

LOA: 13m
 DESIGNER: Robert Hick (AUS)
 TYPE: Hick 43
 OWNER/SKIPPER: Robert Hick
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: B Buir (5), D Miles (8), R Hick (9), B Kelly (2), G Hope and others

Victorian designer/builder Robert Hick made a name for himself during the stormy 1998 race when the top IMS trophy went to the tiny Hick 35 *AFR Midnight Rambler*. This year he is campaigning *Swiftly*, a boat of his own design that features strip-planked cedar and a lifting keel and rudder. While specifically designed for two-handed racing, *Swiftly* will have a full crew in this race.



TEAM NEWS CORP

LOA: 19.5m
 DESIGNER: Farr Yacht Designs (US)
 TYPE: Volvo Ocean 60
 SKIPPER: Jez Fanstone (GBR)
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: J Fanstone (GBR), R Field (NZ), N White (NZ), P Isler (US), S Cotton (AUS), J Scott (NZ), J Gunderson (NZ), G McGuire (IRE), A Pratt (AUS), D Duke (AUS), J Slattery (IRE), C Smith (NZ), J Smith (NZ), J Spooner (NZ), I Walker (AUS)

The first yacht to fly an Australian flag in the Volvo Ocean Race, *Team News Corp* is registered with the Cruising Yacht Club of Australia and is racing as an Australian entry. Senior executives of News Limited, Rupert Murdoch and his son Lachlan, are members of the CYCA and veterans of several Sydney to Hobarts. Australians in the crew include Ian 'Barney' Walker as helmsman/tactician, Steve Cotton, and Alastair 'Alby' Pratt as sail co-ordinator.



TEAM SEB

LOA: 19.5m
 DESIGNER: Farr Yacht Design (US)
 TYPE: Volvo Ocean 60
 SKIPPER: Gunner 'Gurra' Krantz (SWE)
 CLUB: Nakka Strand Yacht Club, Sweden
 CREW: G Krantz (SWE), M Van Triest (NED), R Ardern (NZ), M Humphries (GBR), T Mutter (NZ), T Braidwood (AUS), G Cooke (NZ), G Kessels (GBR), D Rolfe (NZ), M Woxen (SWE)

All but two of *Team SEB's* crew members have competed in the round-the-world race, including skipper Gunnar Krantz, who helmed *Swedish Match* in the 1997-98 Ocean Race. A key figure on the boat is Australian Tom Braidwood, in charge of the foredeck. Tom is a veteran of many long ocean races and the 1995 America's Cup. *Team SEB* did not have a great first leg, encountering tricky wind patterns, finishing sixth into Cape Town.



TEAM TYCO

LOA: 19.5m SAIL NO: BER 2001
 DESIGNER: Farr Yacht Design (US) CLASS: Volvo 60
 TYPE: Volvo Ocean 60 YEAR BUILT: 2001
 SKIPPER: Kevin Shoebridge (NZ) NO. OF HOBARTS: 0
 CLUB: Royal Bermuda Yacht Club, Bermuda
 CREW: K Shoebridge (NZ), S Hayles (GBR), B Jackson (NZ), T Powell (GBR), J Close (AUS), J Dekker (FRA), D Endean (NZ), D Foxall (IRE), G Mitchell (GBR), G Salter (GBR), R Salthouse (NZ), J Swain (SAF)

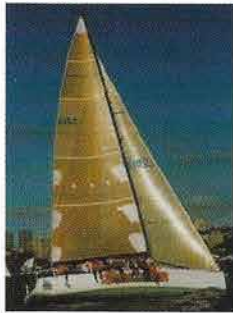
Team Tyco sailed well in the 7,350-nautical mile first leg of the Volvo Ocean Race, finishing fourth to Cape Town, under the direction of experienced New Zealand skipper Kevin Shoebridge. Uniquely, *Team Tyco* was conceived by the boat's sponsor rather than a professional sailing management company. Tyco CEO and keen sailor Dennis Kozlowski decided that a Volvo entry would be a perfect partner for Tyco's global employee team-building programme.



WAHOO

LOA: 12.2m SAIL NO: 5900
 DESIGNER: German Frers (BRA) CLASS: IRC
 TYPE: Prestige 40 YEAR BUILT: 1985
 OWNER/SKIPPER: Brian Emerson NO. OF HOBARTS: 0
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: B Emerson (3), B Ratcliff (35), B Simpson (23), B Valkoeder (4) and others

Owner Brian Emerson is venturing south again for his first Hobart since abandoning his previous yacht *Mintinta* to the elements in the stormy 1998 Telstra Sydney to Hobart Race. Under her new owner, *Wahoo* has been re-rigged and raced extensively in CYCA harbour and offshore events. Key crew members include long-time sailing buddies Bill Ratcliff, lining up for his 36th race south, and Barry Simpson from Tasmania.



TERRA FIRMA

LOA: 12.45m SAIL NO: 4100
 DESIGNER: Iain Murray (AUS) CLASS: IMS
 TYPE: Murray 41 YEAR BUILT: 1995
 OWNER/SKIPPER: Stewart Niemann & Peter Bartels NO. OF HOBARTS: 5
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: P Bartels (8), N Bartels (3), W Gordon (3), S Niemann (7), S Don (5), C Pope, C Ginnivan (1)

Terra Firma, the 1995 Sydney to Hobart overall winner and divisional winner in 1997, is back for her sixth consecutive race. *Terra Firma* has had a number of more recent successes on the board including a first at Geelong Week and a second at the 1998 Hayman Island Big Boat Series. Co-skipper and current Victorian State Flying Dutchman champion Peter Bartels has asked his brother Nicholas along for the ride.



WILD THING

LOA: 25m SAIL NO: M10
 DESIGNER: Murray Burns & Dovell (AUS) CLASS: IMS
 TYPE: Maxi YEAR BUILT: 1998
 OWNER/SKIPPER: Grant Wharington NO. OF HOBARTS: 3
 CLUB: Mornington Yacht Club, VIC
 CREW: G Wharington (14), R Gilbert (3), S Bond (7), R Lloyd (20), G Healy (3), R Richardson (25), S Gilbert and others

With a third and a second over the line respectively in her last two Hobarts, *Wild Thing* is edging towards a win. But this year she will not only have *Nicorette*, *Brindabella* and *Grundig* to contend with, but the fleet of eight Volvo 60s. Following her arrival back from the America's Cup Jubilee Regatta and European maxi circuit, *Wild Thing* will be fitted with a new keel before venturing south to Hobart again, fully water ballasted and fully cranked to have another crack at the so far elusive line honours prize.



VALHERU

LOA: 13m SAIL NO: 1195
 DESIGNER: Greg Elliott (NZ) CLASS: IMS
 TYPE: IMS Racer, Elliott 43 YEAR BUILT: 1994
 OWNER/SKIPPER: Anthony Lyall NO. OF HOBARTS: 5
 CLUB: Royal Yacht Club of Tasmania, TAS
 CREW: A Lyall (5), I Ross (13), P Fletcher (14), R Cohen (13), P Brasington (14), B Gadd (4), T Grafton (5), P Hopkins (19), T Roberts (3), P Aird (3)

This highly experienced crew will be looking for another top result after taking out second in division in the 1999 Telstra Sydney to Hobart Race and third in division the year before. Tony Lyall has competed in many ocean races, with a best result of line honours in all races of the 1994 Rudder Cup. He has also completed numerous Melbourne to Burnie and Melbourne to Devonport races.



ZEUS II

LOA: 9m SAIL NO: 327
 DESIGNER: Peter Joubert (AUS) CLASS: IMS
 TYPE: Currawong 30 YEAR BUILT: 1979
 OWNER/SKIPPER: James Dunstan NO. OF HOBARTS: 14
 CLUB: Royal Sydney Yacht Squadron, NSW
 CREW: J Dunstan (23), P Colvin (11), D Turnbull (5), E Saalfeld (4), R Dickson (2), B Wood

Launched in 1979, *Zeus II* has competed in numerous ocean races including 14 Sydney to Hobarts as well as the Montagu Island, Sydney to Mooloolaba and Sydney to Gold Coast races. One of the smallest yachts in the fleet, she proved that size is no handicap by winning the 1981 Sydney to Hobart. Other wins include the 1980 Jansson Trophy, the 1990 Cabbage Tree Island Race, and the 1994 and 1995 Morna Cup races. Owner/skipper Jim Dunstan, Commodore of the Royal Sydney Yacht Squadron, will be sailing his 24th Hobart race.



VALTAIR

LOA: 19m SAIL NO: 8125
 DESIGNER: David Lyons (AUS) CLASS: PHIS
 TYPE: Lyons 62 YEAR BUILT: 1996
 OWNER/SKIPPER: Matt Allen NO. OF HOBARTS: 0
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: M Allen (12), B Case (16), J Meyer (17), B Croucher, G Schipper (19), R Case (16), M Austin (3), G Miles (8), P McTaggart, R Harris, A Davie, C Dunn (4)

A regular competitor in most long races on the east coast, *Valtair* is venturing south this year with a highly experienced crew on board. Skipper Matt Allen was part of the winning crew on *Challenge II* in the 1983 Hobart race, and he and other Hobart regulars Bernie Case and Gary Schipper can expect a comfortable ride on this luxury cruiser/racer. *Valtair* finished second over the line in the Gosford to Lord Howe Race in October.



ZOE

LOA: 12.50m SAIL NO: 98
 DESIGNER: Iain Murray (AUS) CLASS: IMS
 TYPE: Murray 41 YEAR BUILT: 1996
 OWNER/SKIPPER: Wayne Millar NO. OF HOBARTS: 0
 CLUB: Townsville Cruising Club, QLD
 CREW: W Millar (2), M Vickers (3), W Oxley (2), G McCracken, J Dobren, T Muller (1), M Cesar (1)

Zoe was launched in 1996 in time for the Hayman Island Big Boat Series in which she placed second on IMS. Current owner Wayne Millar purchased the boat following the tragic 1998 Hobart, which wrote off his previous yacht, *B52*. He has since raced *Zoe* extensively in North Queensland. Results to date include line and handicap honours in the last two Townsville to Dunk Island Classics and a second on IMS in the 2001 Gosford to Lord Howe Race.



VITESSE

LOA: 11.92m SAIL NO: 800
 DESIGNER: Bruce Farr (NZ/US) CLASS: IMS
 TYPE: Beneteau 40.7 YEAR BUILT: 2001
 OWNER/SKIPPER: Robert Howie NO. OF HOBARTS: 0
 CLUB: Royal Yacht Club of Tasmania, TAS
 CREW: R Howie (1), S Gieves (10), I Hant (2), A Short (2), C Vanek (7), R Howlett (29), M Denholm, A Smith (12)

Only launched this year, *Vitesse* is one of three Beneteau 40.7s racing south this year. Crewmembers include America's Cup and round-the-world yachtsman Christophe Vanek from Sydney and Tasmanian Roger 'Roody' Howlett, lining up for his 30th Sydney to Hobart. The Beneteau 40.7s have performed well under the IMS handicap system in most east Australian regattas and the crew will be looking for a spot on the winners' podium in Hobart. She recently won the Wedge Island Race in Tasmania.



NINETY SEVEN

LOA: 14.3m SAIL NO: 9797
 DESIGNER: Farr International (US/NZ) CLASS: IMS
 TYPE: Farr 47 YEAR BUILT: 1993
 OWNER/SKIPPER: Graham Gibson NO. OF HOBARTS: 9
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: G Gibson (9) and others

Ninety Seven became the smallest boat in 40 years to take line honours in the Sydney to Hobart when she won the 1993 race after gales decimated the fleet. She placed second on corrected time. In her first five Hobarts she consistently finished in the top ten across the line. But this record was broken when she retired from the 1998 race. Last year she was fourteenth to finish but she recorded an excellent fourth overall in IMS, and is sailing well this season.

Guide to the fleet

	YACHT NAME	SAIL NO	OWNER	STATE	TYPE	DIV	LOA
1	AFR MIDNIGHT RAMBLER	8338	Thomas/Psalties	NSW	Hick 34	IMS	10.53
2	AMER SPORTS ONE	EUR 1	Grant Dalton	ITALY	Volvo 60	IRC	19.5
3	AMER SPORTS TOO	Eur 2	Lisa McDonald	ITALY	Volvo 60	V60	19.5
4	ANOTHER CHALLENGE	SM2	Lou Abrahams	VIC	Sydney 38	IMS	11.780
5	ASPECT COMPUTING	7878	David Pescud	NSW	Lyons 52	IRC	16.200
6	ASSA ABLOY	SWE1645	Neil Graham	SWE	Volvo 60	V60	19.5
7	AURORA	4057	Jim Holley	NSW	Farr 40	IMS	12.19
8	B52	B52	Hughie Lewis	TAS	Murray 41	IMS	12.49
9	BACARDI	SM377	G Ainley/J Williams	VIC	Peterson 44	IRC	13.34
10	BERRIMILLA	371	Alex Whitworth	NSW	Broglia 33	PHS	10.100
11	BREAKAWAY	SM596	Martin Power	VIC	Swanson 36	IMS	10.97
12	BRIGHT MORNING STAR	1987	Randal Wilson	NSW	Peterson 51	PHS	15.5
13	BRINDABELLA	C1	George Snow	NSW	Jutson 75	IMS	22.85
14	BRINDABELLA II	S110	Roger Sayers	VIC	Sandringham YC	IMS	11.08
15	BUMBLEBEE 5	7441	John Kahlbetzer	NSW	MBD 66	IMS	20.0
16	CADIBARRA	M4	Nigel Jones	VIC	Jones 42	IMS	12.93
17	CHUTZPAH	R33	Bruce Taylor	VIC	MBD 36	IMS	11.00
18	CRUZ CONTROL	RQ160	Maynard Smith	QLD	Smith & Lee 52	PHS	16.19
19	DJUICE DRAGONS	NOR2	Knut Frostad	NOR	Volvo 60	V60	19.5
20	ECLIPSE		Jonathan Wishart	NSW	Dubois 106		32.3
21	EPSILON	SA998	Michael Tromp	SA	Van de Stadt 38	IMS	11.5
22	EUREKA	6037	L Christianakis/ B Robertson	NSW	MBD 60	IMS	18.200
23	FARRST FORWARD	8118	Andrew Lygo	NSW	Farr 40.7	PHS	12.4
24	GRASSHOPPER (WITHDRAWN)	4330	Graham Jackson	NSW	Cole 32	PHS	9.600
25	GRUNDIG XENA	A99	Sean Langman	NSW	MBD 66	IRC	20.11
26	HOGSBREATH WITCHDOCTOR	2557	Maurie Cameron	NSW	Davidson 40	PHS	12.0
27	HOLLYWOOD BOULEVARD	8889	Ray Roberts	NSW	Farr 52	IMS	15.85
28	ICON	USA 69189	James Roser	NSW	Perry 66	IRC	19.810
29	ILLBRUCK	GER4014	John KostECKI	GER	Volvo 60	V60	19.5
30	KENNARDS HIRE SOLO GLOBE CHALLENGER	M2000	Tony Mowbray	NSW	Cole 43	PHS	13.24
31	KICKATINALONG	1317	Mike DeBerg	NSW	Adams 44	PHS	13.41
32	KOMATSU BLUE LADY	5891	S Kearns/J Begbie	NSW	Challenger 39	IMS	11.88
33	KONTROL	SM1400	Peter Blake	VIC	Jones 46	IRC	14.0
34	KRAKATOA	8383	Rod Skellet	NSW	Young 31	IRC	9.54
35	LADY PENRHYN	3709	Paul Jones	ACT	Swarbrick 36	IMS	11.1
36	LIBERATOR	YC717	Geoff Carr	SA	Farr 42	IRC	12.91
37	LINE 7	8679	Ian Treleaven	NSW	Farr 63	IRC	19.27
38	LODKA BOLS	POL 7470	Gordon Kay	POL	Frers 79	IRC	24.000
39	LOKI	8448	Stephen Ainsworth	NSW	Frers 49	IRC	14.83
40	LOVE & WAR	294	Peter Kurts	NSW	S&S 47	IMS	14.21
41	MAGIC	SM616	Philip Spry-Bailey	VIC	S&S 39	PHS	11.76

	YACHT NAME	SAIL NO	OWNER	STATE	TYPE	DIV	LOA
42	MARK TWAIN	A113	Hugh O'Neil	NSW	S&S 39	PHS	11.77
43	MERTSI LOUISE	6393	Bryan Read	NZ	Clark 72	PHS	21.9
44	MIDNIGHT RAMBLER II	S4440	Dennis Millikan	VIC	Farr 40	IMS	12.23
45	MIRRABOOKA	A8	John Bennetto	TAS	Frers 47	IMS	14.3
46	MORE WITCHCRAFT	8402	John Cameron	NSW	Dibbley 46	PHS	13.94
47	NEXT	6081	Holstein/Malouf	NSW	Sydney 38	IRC	11.5
48	NICORETTE	SWE IIIII	Ludde Ingvall	NSW	Simonis - Voogd 79	IRC	24.0
49	NIPS N TUX	5995	Howard De Torres	NSW	Jeppersen 40	IMS	12.1
50	PAEA II	6911	Rick Smith	NZ	Mull 40	IMS	12.18
51	PANACHE	5438	Dennis Krawchuk	NSW	Lavranos 36	IMS	11.15
52	POLARIS OF BELMONT	5527	John Quinn	NSW	Cole 43	IRC	13.24
53	RAGAMUFFIN	AUS70	Syd Fischer	NSW	Farr 50	IMS	15.5
54	RAGER	YC560	Gary Shanks	SA	Elliott 56	PHS	17.06
55	RED ROCK COMMUNICATIONS	8333	Chris Bowling	NSW	Hick 30	IMS	9.0
56	RUSH	2006	David Falt	SWE	MBD 40	IMS	12.55
57	SAP AUSMAID	YC1000	Kevan Pearce	NSW	Farr 47	IMS	14.47
58	SEA FM	RQ23	John McIntosh	QLD	S&S 34	IMS	10.3
59	SEA JAY	242	Scot Wheelhouse	NSW	BH 41	IMS	12.46
60	SEB	SWE20001	Gunnar Krantz	SWE	Volvo 60	V60	19.5
61	SECRET MENS BUSINESS	SA3300	Geoff Boettcher	SA	MBD 42	IRC	12.75
62	SHE II	4924	Peter Rodgers	NSW	Mull 40	PHS	12.190
63	SHIPPING CENTRAL	9407	A Reed/ M Spies	NSW	Beneteau 40.7	IMS	11.92
64	SIMPLY RED	B400	Chris Bradbury	VIC	Farr 40	IMS	12.28
65	SORINE	3644	Ben Adamson	NSW	Carter 30	PHS	9.10
66	SPIRIT OF SYDNEY	705	Gerald Fitzgerald	TAS	Ben Lexcen 60	PHS	18.24
67	STARLIGHT EXPRESS	NZL6006	Stewart Thwaites	NZ	Davidson 55	IMS	16.87
68	STING	8833	Terry Mullens	NSW	Farr 50	IMS	15.28
69	SWIFTY	7181	Robert Hick	VIC	Hick 43	IRC	13.0
70	TBA	TBA	Andrea Arbuson	NSW			
71	TEAM NEWS CORP	AUS9011	Ross Field	AUS	Volvo 60	V60	19.5
72	TERRA FIRMA	4100	Peter Bartels	VIC	MBD 41	IMS	12.45
73	TYCO	BER2001	Tyco International	BERM	Volvo 60	V60	19.5
74	VALHERU	1195	Anthony Lyall	TAS	Elliott 43	IRC	13.0
75	VALTAIR	8125	Matt Allen	NSW	Lyons 62	PHS	19.0
76	VITESSE	800	Robert Howie	TAS	Beneteau 40.7	IMS	11.92
77	WAHOO	5900	Brian Emerson	NSW	Frers 40	IRC	12.2
78	WILD THING	M10	Grant Wharington	VIC	MBD 83	IRC	25.20
79	ZEUS II	327	James Dunstan	NSW	Joubert 30	IMS	9.0
80	ZOE	98	Wayne Millar	QLD	Murray 41	IMS	12.53
81	NINETY SEVEN	9797	Graham Gibson	NSW	Farr 47	IMS	14.3
82	BROOMSTICK	TBA	Michael Cranich	NSW	TBA		

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Safety at Sea

Yachts and their crews competing in the 57th Sydney Hobart Yacht Race are required to be the best prepared in the history of the ocean classic, in terms of boat and crew safety equipment and auditing, boat stability, crew training and experience, and communications

AS ALWAYS, THE UNKNOWN FACTOR WILL BE THE WEATHER DURING THE course of the 630 nautical miles race south, with the time taken ranging from three days to six days duration for boats of widely differing size and speed.

Each yacht competing in this Category 1 ocean race (Category 0 is for the Volvo Ocean Race fleet boats) must have an IMS certificate to demonstrate that it meets stability standards. Each yacht must also have substantially completed a qualifying race of not less than 150 nautical miles not more than six months before the start of the Sydney Hobart. Alternatively, a yacht must complete a 200-nautical mile passage.

Most of the changes in boat and personal safety equipment have been incremental over the past three years, with the most significant change this year being in crew training requirements.

At least 30% of the crew must have completed an AYF Sea Safety and Survival Course or an AYF approved equivalent. These courses have comprised practical and theoretical survival courses, including a tough life raft exercise. As in previous races, at least 50% of the crew must have long offshore racing experience.

With the Navy training ship *Young Endeavour* not available for this year's Race, the Radio Relay Vessel will be a large private vessel, with a radio team on board under the command of David Kellett, a veteran of 27 Hobart races including skippering two line honours winners. The vessel will be fully equipped with the latest radio communication and navigation equipment.

Radio schedules ('skeds') with the fleet will be carried out by the RRV on HF/SSB frequencies 6,227kHz and 4,483kHz but yachts must also be capable of transmitting/receiving on VHF International Channels 16, 72, 73, 80 and 81. In addition to fixed radios, each yacht must carry at least one hand-held, waterproof VHF radio unit. Yachts must maintain a 24-hour listening watch for the duration of the race on VHF Channel 16.

Each yacht must also carry out a radio check with Penta Comstat on both 4,483kHz and 6,227kHz between 15 and 21



CHC Helicopters will again provide a fully equipped search and rescue helicopter to follow the Sydney to Hobart Race fleet down to Tasmania

December, 2001. Yachts not recorded by the coastal station as having adequate radio signal strength will not be eligible to start.

The specialist search and rescue group, CHC Helicopters, will again provide a fully-equipped S&R helicopter to follow the fleet from Sydney to Hobart. The Tasmanian Water Police are again stationing their ocean going vessel, *Vigilant*, on the East Coast of Tasmania during the latter stages of the race from Sydney. NSW Water Police vessels are expected to be on operational standby at ports along the South Coast of NSW. ■

CHECK IN AT GREEN CAPE

The Sailing Instructions for the 57th Sydney to Hobart Race will again require that boats report by radio when they reach latitude 37(15' S (abeam of Green Cape and before entering Bass Strait) and make a declaration confirming their time of passing as well as confirming that:

- ▶ HF radio is operational;
- ▶ Liferaft(s) are on board;
- ▶ Engine and batteries are operational;
- ▶ Boat and crew are in a satisfactory condition to continue;
- ▶ The skipper has comprehensively considered the most current weather forecast and that the boat and crew are fully prepared for the conditions forecast.

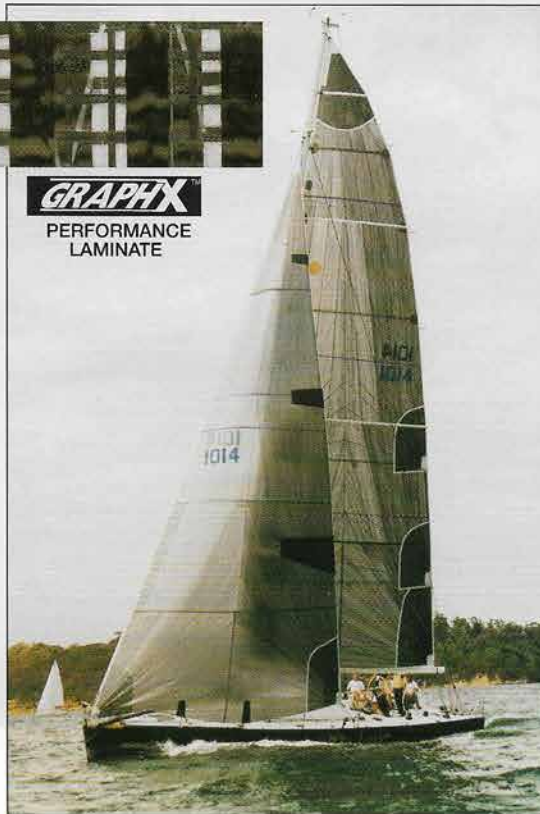
Boats that are not recorded as having met the reporting requirements will be disqualified without a hearing under amendments to the Racing Rules of Sailing 63.1. Boats that make a false report will be subject to action by the Race Committee in accordance with RRS 60.2(c).

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RG/DP 25



Photo - Ian Mainsbridge

For a glimpse of one of the sailing season's most spectacular events, head for Sydney Harbour on 14 December to catch the Canon Big Boat Challenge

BIG GUNS ON THE HARBOUR

OUTSIDE THE SYDNEY TO HOBART, the most spectacular annual sailing event on Sydney Harbour is the Canon Big Boat Challenge. Set down this year for 14 December, it has become a tradition for most of the big boats heading south on Boxing Day to sail in this very serious 'social' race around Harbour marks.

Hopefully adding spice to this year's event will be the participation of the Volvo Ocean 60 yachts, which will be in Sydney for a stopover after the long second leg of the Volvo Ocean Race from Cape Town. The third leg of the Volvo Ocean Race, to Auckland, will include the Sydney to Hobart Yacht Race.

The challenge for big-boat owners will very much be about gamesmanship and sharp tactical exchanges as they pit their maxis (70 to 80-footers) or pocket maxis (60 to 70-footers) against the opposition in the Sydney to Hobart race about 10 days later.

Canon puts up some superb trophies and turns on a great bash for the crews on the deck at the Cruising Yacht Club of Australia. The Canon Big Boat Challenge has emerged as a very public event, with up to 150 spectator boats following the fleet around the

buoys and watching from top locations such as Mrs Macquarie's Chair, Darling Point and Bradley's Head, as these big boats power around the harbour.

As well as Canon, several corporations charter boats and entertain clients on this day, providing one and all with a rare opportunity to observe the big boats on all points of sailing, including hurtling downwind under their massive spinnakers.



Sean Langman's Open 60, *Grundig (Xena)* surfing on Sydney Harbour during the 2000 Canon Big Boat Challenge
Photo - Ian Mainsbridge

The Canon Big Boat Challenge never seems to be without drama, with recent occurrences including rough-and-ready starts, spectacular broaches, collisions, a man overboard, tacking and luffing incidents, and protests.

To avoid a repeat of the post-race protests that took place a couple of years back, the CYCA last year introduced on-board judges to adjudicate on any perceived racing rule infringements and issue suitable penalties on the water.

Shockwave, winner of last year's race, has since been sold to German yachtsman Hasso Plattner and now sails in Europe by the name *Morning Glory*. While she will be missed, most of the other big-boat players will be competing, including George Snow's *Brindabella*, Sean Langman's *Grundig (Xena)* and, hopefully, Grant Wharington's *Wild Thing*. Also competing will be the line-honours winner of the recent Gosford to Lord Howe Island Race, Ian Treleaven's *Line 7* – the former Volvo 60 training yacht that raced to Hobart last year as *NewsCorp*.

The 2001 Canon Big Boat Challenge will start at 12.30pm on Friday 14 December, from a line north of Shark Island, taking the fleet to a turning mark off Darling Point before heading up the harbour for the always spectacular rounding of Fort Dennison. Then it's back up the harbour to a mark near the Heads before a second circuit of the course. Let's hope conditions are ideal for crew members and spectators alike! ■



Yachtsman John 'The Fish' Bennetto is poised to have logged the most Sydney to Hobart races when he skips his 47-footer, *Mirrabooka*, in the 57th annual bluewater classic

HOBART'S *heroes*

LAST YEAR TASMANIAN YACHTSMAN John 'The Fish' Bennetto logged his 40th race, equalling the record set by Sydney navigator Richard 'Sightie' Hammond two years previously. While it is unlikely that Hammond will be sailing south again this year, Bennetto is gearing up for yet another race.

Bennetto's first Sydney to Hobart experience was aboard *Kintail* back in 1947, when the race was run for the third time. His last 17 consecutive races have been as owner/skipper of two yachts named *Mirrabooka*. Impressively, every yacht on which Bennetto has sailed has finished the tough race to Hobart.

In 1948 he sailed aboard the handicap winner, *Westward*. The following year he won line honours aboard *Waltzing Matilda*. "Over the years, as I have gone aft (of the mast) we have

got worse," explains Bennetto as he contemplates his role as owner/skipper.

However he claims it is not his aim to break the record. "I just enjoy the fellowship and going to sea," the ageless Hobart businessman, farmer and horse breeder quipped when he was honoured at the Cruising Yacht Club of Australia's Quiet Little Drink Cocktail Party.

Praising 'Sightie' Hammond, who is unlikely to sail south this year because of failing eyesight, Bennetto says: "You have to have a lot of guts and determination to sail in 40 Hobart races."

Although few know the derivation of Bennetto's nickname, 'The Fish', *Offshore Yachting* Hobart correspondent Bruce Montgomery says it dates back to 1964 when Bennetto owned *Norla*, which he sailed to Sydney in September that year to take part in trials for the 1965

Admiral's Cup team. One local bright spark decided that the name Bennetto sounded like 'bonito', the tuna, so Bennetto became 'The Fish'.

The Quiet Little Drink, the group headed by the redoubtable Tony Cable, once organised the post-race celebration party in various Hobart pubs, raising funds for a variety of causes. Today its role is to support the Cruising Yacht Club of Australia's Youth Sailing Academy and honour those 49 male sailors who have sailed in 25 or more Sydneys to Hobarts and five female sailors who have notched up 10 or more races.

Each year the names of those intrepid sailors are added to the honour roll of Hobart's Heroes – a map of Tasmania crafted from a slab of Huon pine that holds pride of place as you enter the CYCA Members' Bar.

Two 'saddle straps' have been added to honour the women sailors and the two sailors who so far have competed in 40 Hobarts – Hammond and Bennetto.

Two new names on the board this year include that of prominent Hobart yachtsman Rod Jackman, the sailing master on his father's 52-footer *Doctor Who*, and Geoff 'Hagar' Barter, a farmer out on the Bogan River near Narromine and a member of the Rum Consortium, which owns the veteran 42-footer *Hogsbreath Witchdoctor*.

Heading the list of female 'veterans' is Amanda Wilmot, who has competed in a total of 12 Sydney to Hobart races to date and is planning a campaign as skipper in this year's event. Yachting journalist Vanessa Dudley has sailed in 11 Sydney to Hobarts, as has former radio relay ship team member Audrey Brown. Kerry Goudge, President of Women on Water, and international navigator Adrienne Cahalan have both competed in 10 races.



Geoff 'Hagar' Barter – inventor of the famous Mutton Bird Repellent

GEOFF 'HAGAR' BARTER

While Geoff 'Hagar' Barter now grows wheat and runs beef cattle on Claremont, his farm on the Bogan River, south of Narromine and some 300km west of Sydney, his long sailing career began when he was growing up at Gunnamatta Bay on Port Hacking, in

MUTTON BIRD REPELLENT

Geoff 'Hagar' Barter is credited as the inventor of that 'famous' drink for sailors – the Mutton Bird Repellent. He recalls that sailing in a very slow race from Botany Bay to Middle Harbour in their Endeavour 26 JOG boat, the crew decided they needed a drink. "All I could find was half a bottle of old rum rolling around in the bilges and some hot Solo," he explains. When they reached Middle Harbour Yacht Club they continued drinking this mix, and named it 'Mutton Bird Repellent'. As Geoff says, after drinking a few of these any sailor was safe from attack by a low-flying mutton bird in Bass Strait. "However, we sail with a dry ship in long ocean races," he stresses. "There is an allocation of one can of beer per crewman in the Hobart race but often that goes untouched – until we get ashore at Constitution Dock!"

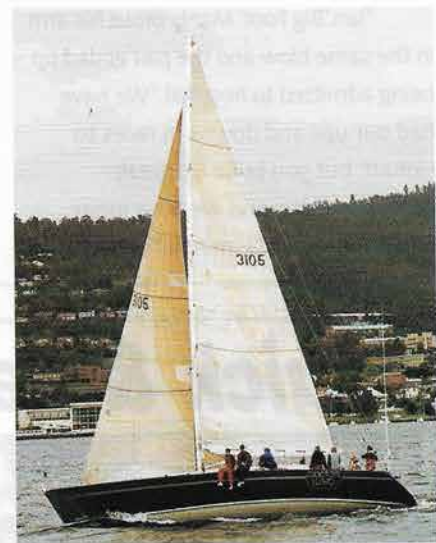
Sydney's south. Barter began racing on a Vee Jay with the Port Hacking Sailing Club, later sailing 16 and 18-foot skiffs.

Then he began a long association with Maurie 'The Bear' Cameron that has seen the two sailing together for 34 years, with the exception of two years – one when Cameron sailed in the West Coaster and Barter went to Hobart, and another when there was a drought and Barter had to say home on the farm to handfeed the stock.

"With my cousin John Barter, Maurie and I began sailing an Endeavour 24," the bearded Barter recalls. "We won a NSW State championship and competed in JOG events with the CYCA."

Both Barter and Cameron sailed their first Sydney to Hobart race in 1974 aboard Dr Tony Fisher's famous maxi, *Helsal*, affectionately known as the 'Flying Footpath' because of her ferro-cement hull. They were in the crew when she set many of the remarkable records in long races off the Australian East Coast.

"We sailed together on many other top yachts at the CYCA but found it difficult to make it every weekend, with me out west on the farm and Maurie's business expanding," adds Barter. "We decided to buy an ocean racer of our own and concentrate on the long offshore



Rod Jackman's *Doctor Who*
Photo – Peter Campbell

races. Charles Troupe then owned *Witchdoctor*, a well-performed Peterson 42 designed to the IOR rule, and he agreed to sell us a share in the boat.

"We formed the Rum Consortium, with Charles, Maurie, myself, Ian 'Big Foot' Manly and John Dodds. We sailed our first Hobart in *Witchdoctor* (now *Hogsbreath Witchdoctor*) in 1985 and have contested 15 races with her since."

In total, the boat has competed in 21 Sydney to Hobarts, plus many other long passage races, second only to the former IOR one-tonner, *Mark Twain*, which has sailed in 23 races south. ▶

Geoff Barter has battled through many tough Sydney to Hobart races. The worst, he says, was aboard Dick Cawse's Farr 1104, *Invincible*, in 1975. "I spent half the time up the mast... I was a lighter weight then," he quips.

In the 1999 race, however, he ended up in hospital at St Helens with a broken leg. "We got hit by a big blow off the east coast of Tasmania and I was coming back to the cockpit after securing the boom when a big wave knocked 'The Bear' (Maurie Cameron) onto my leg. The bone had no chance with his weight.

"Ian 'Big Foot' Manly broke his arm in the same blow and the pair ended up being admitted to hospital. "We have had our ups and downs in races to Hobart, but you build up great companionship and we have made many friends in Tasmania," adds Barter.

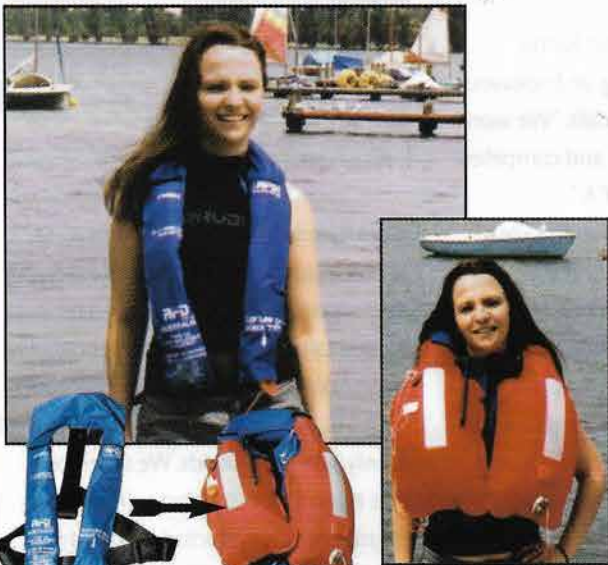


John Bennetto's *Mirrabooka*
Photo - Peter Campbell

For the record, Barter first sailed in a Sydney to Hobart in 1974 aboard *Helsal*, and has since missed only two races. He has also raced to Hobart aboard *Vargo III*, *Invincible*, *Anna Brie*, *Willi Willi*, *Scorpion*, *Helsal II*, *Scallywag*, *Vanessa III*,

Ultra Violet and on *Witchdoctor* 15 times. He has sailed in 20 Sydney to Mooloolaba, 15 Montagu Island, 15 Sydney-Coast Coast, two Brisbane to Gladstone and "two or three" Lord Howe Island races.

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ROD JACKMAN

Rod Jackman was born to sailing – his father, Roger, owned and raced yachts on Hobart's Derwent River. When he left school and became an apprentice shipwright with famous Tasmanian boat-builder Jock Muir, he was bound to go ocean racing.

Like John Bennetto, doyen of Tasmanian ocean-racing yachtsmen and

one of only two sailors to compete in 40 Sydney to Hobarts, Rod Jackman is, in the words of CYCA Director Roger Hickman, an icon of Tasmanian yacht racing.

Jackman is the seventh Tasmanian to achieve 25 Sydney to Hobarts, following in the wake of Bennetto, John Solomon, Lester Nibbs, Roger Howlett, Graeme Freeman and Simon Firth. Hickman, Tasmanian-born and Sydney-based, will achieve his 25th race this year.

Jackman sailed his first offshore races whilst an apprentice shipwright to Jock Muir, but has sailed most of his Sydney to Hobarts with his father, Roger, starting out when still a teenager with *Wathara II* in 1971.

"My first ocean was the Maria Island Race. It was very rough and cold sitting on the weather rail," Jackman recalls. This was followed up by three races with *Brer Fox*, one with another ▶

FOR THE RECORD

LEADING YACHTSMEN

Yachtsmen who have competed in 25 or more Sydney to Hobarts up to the 56th annual race in 2000, according to the 'Quiet Little Drink' committee, are:

- ▶ **Lou Abrahams** (VIC) 38 races since 1963
- ▶ **Warren Anderson** (NSW) 26 races since 1970
- ▶ **George 'Hagar' Barter** (NSW) 25 races since 1974
- ▶ **Richard Bearman** (NSW) 27 races since 1969
- ▶ **John 'The Fish' Bennetto** (TAS) 40 races since 1947
- ▶ **Colin Betts** (NSW) 34 races since 1955
- ▶ **Alby Burgin** (NSW) 27 races since 1951
- ▶ **Alan Butler** (VIC) 26 races since 1946
- ▶ **Tony Cable** (NSW) 37 races since 1961
- ▶ **Maurice Cameron** (NSW) 26 races since 1974
- ▶ **Lew Carter** (NSW) 27 races since 1973
- ▶ **Bernie Case** (VIC) 36 races since 1962
- ▶ **Max Crafoord** (NSW) 30 races since 1953
- ▶ **Stan Darling** (NSW) 27 races since 1947
- ▶ **Peter Duffield** (NSW) 26 races since 1968
- ▶ **Tony Ellis** (NSW) 34 races since 1963
- ▶ **The late Russell Evans** (VIC) 26 races 1968–1985
- ▶ **Simon Firth** (TAS) 27 races since 1973
- ▶ **Syd Fischer** (NSW) 32 races since 1962
- ▶ **Graeme Freeman** (TAS/NSW) 25 races since 1970
- ▶ **Bruce Gould** (NSW) 32 races since 1963
- ▶ **The late Peter Green** (NSW) 35 races, 1947–1989
- ▶ **Josko Grubic** (SA) 27 races since 1966
- ▶ **Magnus Halvorsen** (NSW) 30 races since 1946
- ▶ **Richard 'Sightie' Hammond** (NSW) 40 races since 1953
- ▶ **Roger Howlett** (TAS) 29 races since 1969
- ▶ **Rod Jackman** (TAS) 25 races since 1971
- ▶ **Bruce Jackson** (NSW) 29 races since 1952

- ▶ **Fraser Johnston** (NSW) 29 races since 1963
- ▶ **Peter Joubert** (VIC) 27 races since 1968
- ▶ **David Kellett** (NSW) 27 races since 1968
- ▶ **Peter Kurts** (NSW) 28 races since 1954
- ▶ **Don Lang** (VIC) 32 races since 1963
- ▶ **David Lawson** (NSW) 29 races since 1961
- ▶ **Lindsay May** (NSW) 28 races since 1973
- ▶ **Don Mickleborough** (NSW) 31 races since 1958
- ▶ **Rolf Mische** (NSW) 27 races since 1963
- ▶ **Albert Mitchell** (NSW) 30 races since 1954
- ▶ **John Mooney** (VIC) 27 races since 1969
- ▶ **Lester Nibbs** (TAS) 30 races since 1960
- ▶ **Richard Norman** (NSW) 35 races since 1955
- ▶ **Des O'Connell** (NSW) 27 races since 1947
- ▶ **Bill Ratcliff** (NSW) 33 races since 1955
- ▶ **Geoff Rouvray** (NSW) 27 races since 1967
- ▶ **Peter Shipway** (NSW) 27 races since 1968
- ▶ **John Solomon** (TAS) 28 races since 1967
- ▶ **The late TWT (Bill) Thompson** (NSW) 28 races 1956–1988
- ▶ **Hugh Treharne** (NSW) 26 races since 1968
- ▶ **Colin Wildman** (NSW) 32 races since 1963

LEADING YACHTSWOMEN

Yachtswomen have been sailing in the Sydney to Hobart since the very early days of the bluewater classic, but none have achieved the record of their male counterparts. However, five yachtswomen have sailed 10 or more races:

- ▶ **Audrey Brown** (NSW) 10 races
- ▶ **Andrienne Cahalan** (NSW) 10 races
- ▶ **Vanessa Dudley** (NSW) 11 races
- ▶ **Kerry Goudge** (NSW) 10 races
- ▶ **Amanda Wilmot** (NSW) 12 races



Rod Jackman sailed his 25th Sydney to Hobart in *Doctor Who* in 2000

icon of Tasmanian yachting, Hedley Calvert, aboard *Huon Chief*, then seven successive races with the famous yacht *Margaret Rintoul II*, owned at the time by Jackman's father.

After sailing the 1988 race with Brian Woods in *Parmelia*, it was back with his father again for five races on *Doctor*

Who and three aboard *Huon Chief*, by then owned by Andy Hay. Two races followed with John Bennetto on *Mirrabooka*, and in 2000 Jackman took over as skipper of *Doctor Who* when his father became ill.

In between races aboard *Doctor Who* was the dramatic 1993 Sydney to Hobart, when Roger joined John Hislop and the *Clywd* crew. The yacht foundered in a gale, with the crew being saved by another competitor, *Nynja Go*, eventually reaching Hobart aboard the Radio Relay Vessel, *Young Endeavour*.

"I'd gone below and was asleep when I woke to the call 'give us a hand to bale her out'... I stepped out of the bunk into knee-deep water in the cabin," Jackman recalls. "We could not stem the flow, so we launched the life raft and stepped up into it as she went down."

Jackman had planned to compete in his 26th Sydney to Hobart again with *Doctor Who*, a Laurie Davidson-designed 52-footer which has emerged as one of the most successful offshore racing yachts on the Royal Yacht Club of Tasmania register over the past dozen or more seasons.

Doctor Who had a great season last summer, winning the Maria Island and Bruny Island Races around the south-east coast of Tasmania, while in the 2000 Telstra Sydney to Hobart, Rod skipped her into eighth place overall and second in IMS Division B to the 1998 overall winner, *AFR Midnight Rambler*. However, in the end *Doctor Who* was not entered for the 2001 race.

Rod has also sailed to Noumea and Lord Howe Island, last competing in that race aboard *Margaret Rintoul II*, owned by his father in the 1980s. ■



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Kenn Batt of the Sydney Bureau of Meteorology and *Alasdair Hainsworth* of the Hobart Bureau of Meteorology discuss weather patterns and pitfalls for the final leg of the Sydney to Hobart race

Tricky Tassie Coast

A QUESTION THAT IS OFTEN PUT TO US IS: “Which part of the Sydney to Hobart race track is the most difficult weather wise?” Our reply is that all things being equal, it would have to be the east coast of Tasmania, Storm Bay and the Derwent that have given most competitors, including Kenn, headaches in the past.

So, in the lead up to the event, let’s have a closer look at these trouble spots.

THE EAST COAST OF TASMANIA

This section runs from Eddystone Point to Tasman Island and there are two positions on the race track that one should stick to religiously. The first is to stay at least 30 nautical miles off Eddystone Point and the second is to stay at least 10 nautical miles off Schouten Island. We call this the 30/10nm rule. Inside these distances wind conditions can be very flukey (apart from wind directions from the south through the east to the north). It can be hard to discipline oneself to do this at times, but do it! Complex tidal and ocean currents can draw yachts in to being closer than they would like to be. The navigator should be particularly vigilant.

(i) Under broad westerly (NW to SW) gradient (gloom) wind flow, a lee

trough will usually form on the east coast of Tasmania, and effect waters up to 30nm of the coast. However, the effects of a north-westerly versus a south-westerly can vary markedly. Let’s examine them in more detail.

- ▶ With a NW gradient, surface winds in the morning (up to around 11am local time) will generally start as north-westerlies over most of the coastal waters. North of around St Helens Point, they may even be slightly accelerated as winds funnel through Banks Strait. However, as the day wears on and the Tasmanian land mass heats, pressures fall along the coast. Winds will start to turn more northerly and by 1-2pm will start to turn north-easterly inshore, south of Eddystone Point. While there is the temptation to move inshore to benefit from this northerly, be aware that at sunset this breeze will decrease quite quickly and can become quite light and variable for a period until the north-westerly kicks back in during the early hours of the morning.

- ▶ With a SW gradient, winds on the east coast become pretty awful inshore. To the north of Freycinet Peninsula, winds will be markedly affected. They

are often light and variable during the morning after a light westerly land breeze overnight. During the day there is a good chance of a light E to NE sea breeze. But south of the Freycinet, winds mostly commence as W/SW then gradually turn more southerly north of Maria Island, and then often SE during the afternoon due to the sea-breeze effect. The stronger the south-westerly, the further offshore these effects will be felt, however following the 30/10 rule should negate the worst of them. One thing that won’t change is that winds around Tasman Island in a south-westerly will be much stronger than those experienced offshore, due to the funnelling effect around the cliffs. There is an obvious trap in the above, in that a prefrontal NW stream, with its most attractive inshore northerlies, will be replaced with south-westerlies and southerlies, as well as very light inshore conditions post-frontally. The moral of this story is that to get the most out of the situation, you must be very sure of the timing of the fronts that are almost certain to effect you as you make your way down the east coast.

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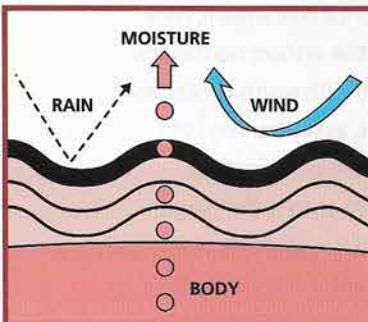
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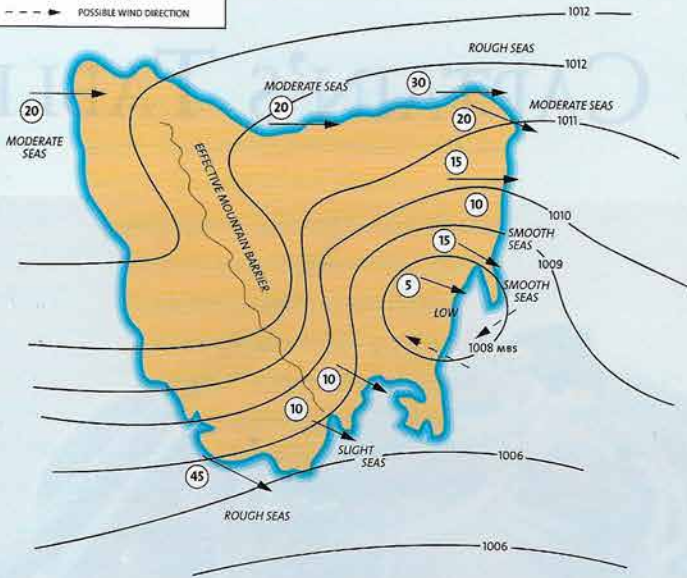
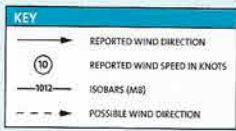


- ▶ With west gradient winds, the entire coast generally suffers from the effects of the lee trough. By utilising the 30/10nm rule, one should be outside the worst effects of the lee trough. You would have to be at least 50-60nm off the coast to be sailing in the true wind flow. This is mostly just a little too far off, unless you go for the SE 'blinder', where you might have westerly winds going very quickly through the south to the south-east following the passage of a cold front. The associated low pressure system is generally close to southern Tasmania, however fronts are embedded in a persistent west/south-west flow.
 - (ii) When yachts are at Tasman Island, wind speeds can increase and decrease (gusts/lulls) quite rapidly and the direction can also jump around all over the 'shop'. Be prepared for the bullets (squally winds)!
 - (iii) You can generally go very close to Tasman Island, apart from its southern extremity, where there is a reef.
 - (iv) As you approach Tasman Island under west through to southerly flow, it pays to lay inside the Hippolyte. This keeps you out of current that is generally setting north-eastwards around Tasman Island. And, on starboard tack, you can get a nice lift along Munroe Bight if you are fairly close in. There is a definite line of pressure on the water you must be inside of to gain the maximum advantage.
 - (v) Thunderstorms, with their gusty, erratic winds, could also pose problems with the passage of a cold front.
 - (vi) Intense low pressure systems passing very close to southern Tasmania could see gale to storm-force wind conditions prevailing.

TASMAN ISLAND TO THE IRON POT (STORM BAY)

Once you get around Tasman Island and clear away to the west, wind conditions will generally ease.

- (i) Under most conditions, one would straight-line it from Tasman Island to Cape Raoul, giving the Raoul a slightly wide berth (about 1nm off). The only time you would want to be slightly north of this rhumb line and closer to the Raoul would be in smooth water and/or under sea-breeze conditions, when the NE ocean sea breeze can get squeezed between Tasman Island and Cape Pillar (Tasman Passage), and slightly more pressure can result just to the north of the rhumb line.
- (ii) Under any kind of offshore gradient wind flow, Storm Bay is affected by the significant topographic features of southern Tasmania and can be most frustrating. In a northerly stream, winds will start out as a northerly, but a NE sea-breeze usually develops early afternoon. In a light to moderate NW stream (up to 23-knot gradient winds), winds will start the day from the NW then ease, with NE to SE sea breezes developing shortly after noon. In a strong, prefrontal NW stream, strong north-westerlies can occur during the day, with occasionally very strong gusts. West to south-west gradient situations tend to be even more fluky through Storm Bay,



with SE afternoon sea breezes developing if the gradient strength isn't above 25 knots.

- (iii) Once Cape Raoul is cleared, it's a straight-line course to the Iron Pot.
- (iv) If it has rained heavily in southern Tasmania in the week leading up to the race, there will be a lot of extra water ebbing out of Fredrick Henry Bay. Don't be pushed too far left of your course.
- (v) Storm Bay can live up to its name, so be ready!

IRON POT TO THE FINISH (THE DERWENT RIVER)

The Derwent is definitely a place you can love or hate – it all depends on what time of the day you reach it!

- (i) Under most regimes the River 'shuts down' wind wise from about 2200 hours local and does not 'open' until 0600 to 0700 hrs.
- (ii) Once you reach the Iron Pot (which you leave to starboard by about 100m), it pays to work the eastern side of the river (stay about 100m off the headlands), especially at night with an ebb tide and after heavy rain, when you may have to scallop in and out of the bays.
- (iii) It generally doesn't pay to work the river's western side, especially from White Rock to the John Garrow Light, which you leave to port.
- (iv) Under broad westerly flow, Mt Wellington can induce standing wave and rotor activity. Standing wave activity will generally be felt the most north of the Garrow Light and can lead to very flukey winds from around the middle of the river westwards. Slightly stronger westerly winds will occur towards the eastern shore. Rotor activity can lead to light south-east to easterly winds being generated over much of the river, especially north of the Garrow Light.
- (v) The sea breeze during the day is mostly a south-easter and will draw more easterly out of the bays along the eastern side of the river. Under this situation, more pressure will occur eastwards of a line from White Rock to the finish. At times the east coast's north-east sea breeze may break through to the Derwent. ■

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- Melbourne to Osaka '95 Custom 48'
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49 SOLD

The new Sydney 38' One Design regatta yacht

Xena the "open class 60," rocket ship, that developed into a fully crewed ocean racer beating the seemingly



unbeatable 76ft Brindabella in it's first Sydney to Southport Race. At times planing at over 25 knots.

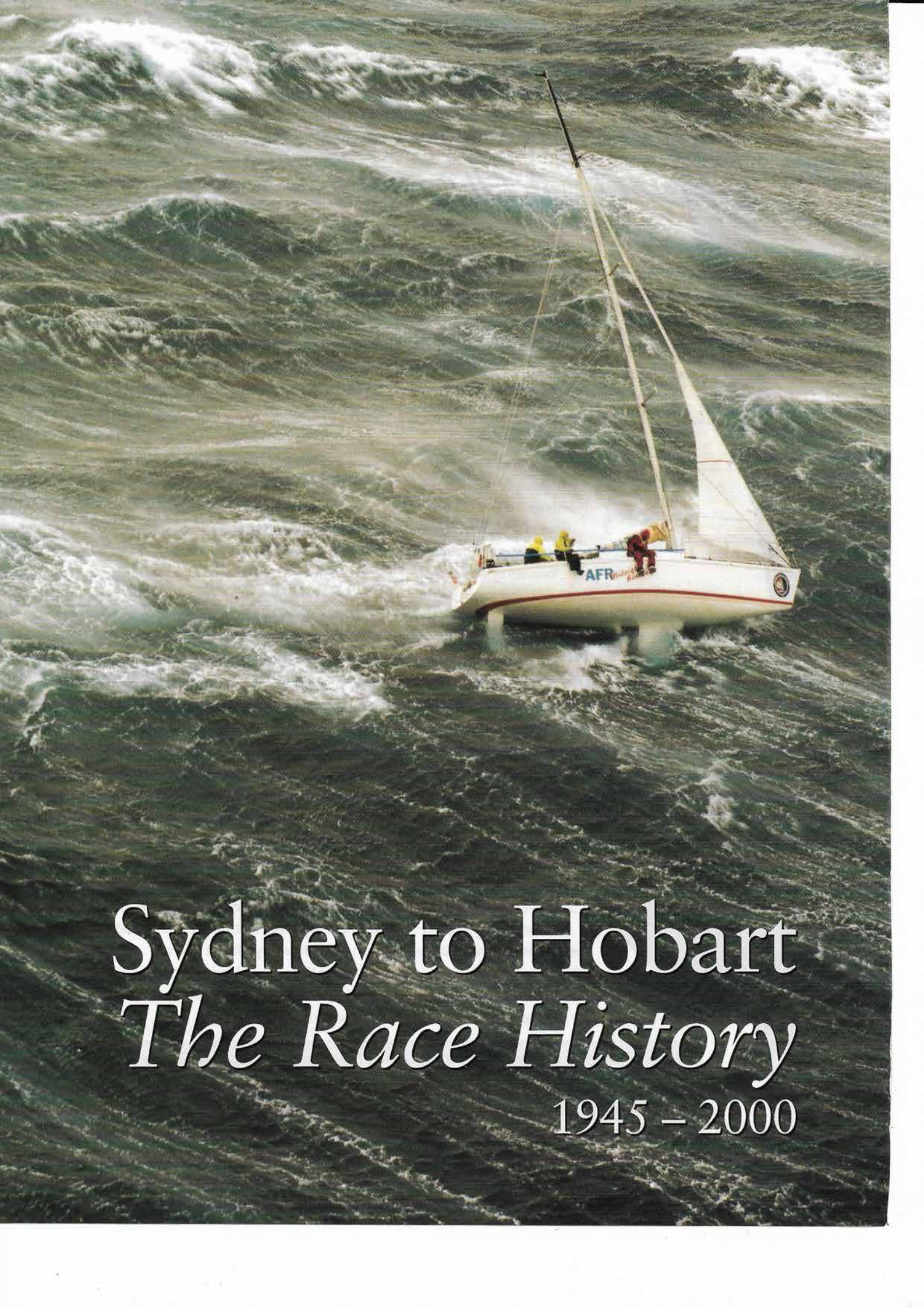
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Sydney to Hobart
The Race History
1945 – 2000



An icon of the Australian summer sport scene, the Sydney to Hobart race will be contested again soon. Peter Campbell looks at the remarkable and sometimes tragic history of one of our most famous races

AN ELEGANT GAFF-RIGGED CUTTER

on which champagne corks are frequently heard to pop; a battered, steel-hulled cutter which has sailed among the icebergs of Antarctica; a stoutly-built, double-ended cutter now cruising the Caribbean; a sloop owned and skippered by a yachtsman who was to become Prime Minister of England; maxi yachts from Australia, America, New Zealand, South Africa, Germany, Sweden and Denmark; a tiny half-tonner from Tasmania with a rather suggestive insignia on its transom. Then there's a state-of-the-art ocean racer developed from America's Cup technology, a one-off little sloop from an Aussie designer, the latest international designs for an IMS ocean racer, and a round-the-world 60-footer making history by using water ballast. And appearing in the 2000 race is a boat winning its second Hobart overall and a state-of-the-art, water-ballasted maxi from Europe taking line honours.

What do these yachts of widely varying age, size, shape, construction and rig have in common?

They have all achieved a place in Australian and international yachting history by taking line honours or winning overall handicap honours on corrected time in Australia's most famous ocean race, the annual Sydney to Hobart. Now in its 57th year, the Sydney to Hobart ranks in world status with the Fastnet Race in England and the Newport to Bermuda Race in the US.

The yachts mentioned above – *Nerida*, *Solo*, *Freya*, *Morning Cloud*, *Kialoa*, *New Zealand Endeavour* (named *Tasmania* for the 50th Sydney to Hobart in 1994), *Ragamuffin*, *Morning Glory*, *Screw Loose*, *Brindabella*, *Kialio*, *Ondine*, *Sayonara*, *Terra Firma*, *AFR Midnight Rambler*, *Yendys*, *Nokia*, *Nicorette* and *SAP Ausmaid* – are just a few of the great ►



ocean-racing yachts whose names are inscribed on the Sydney to Hobart Honour Roll at the Cruising Yacht Club of Australia's Rushcutters Bay clubhouse.

In late December 2001, two more yachts will join this illustrious list as they take line honours and first place overall under the International Measurement System (IMS) in the 57th Sydney to Hobart. The Great Race South, over 630 nautical miles, will start from Sydney Harbour at 1300 hours on Boxing Day 2001. This has been the traditional start time since the inaugural race in 1945, with some minor variations in the time of start to suit the sea breeze, and when an early Boxing Day fell on a Sunday.

Over the past 56 years the Sydney to Hobart Yacht Race has become an icon of Australia's summer sport, ranking in public interest with such national events as the Melbourne Cup horse race, the Davis Cup tennis and the cricket tests conducted between Australia and England.

No yachting event in the world attracts such huge media coverage –

except, of course, the America's Cup and the Whitbread Round the World Race. And they only happen every four or five years. In 2001 the round-the-world race, now called the Volvo Ocean Race, will be part of the Sydney to Hobart, with the eight 60-footers sailing as a division from Sydney with a pit stop in Hobart before continuing their leg to Auckland, New Zealand.

Over those years the Sydney to Hobart Race and Cruising Yacht Club of Australia have had a marked influence on international ocean-yacht racing. The Club has led the world in race communications and sea safety, maintaining the highest standards of yacht construction, rigging and stability for ocean-racing yachts.

The Club's members have also fared well in major ocean racing events overseas, with victories in the Admiral's Cup, Kenwood Cup, One Ton Cup, the Fastnet Race and the BOC Challenge solo race around the world, not to mention the America's Cup win with *Australia II*.

RACE FACTS

The Sydney to Hobart Yacht Race began in 1945 when a group of Sydney yachtsmen planned a post-World War II cruise to Hobart. The group was joined by Royal Navy officer Captain John Illingworth RN, who had been a keen racing yachtsman in Britain before the war. Captain Illingworth was stationed in Sydney and bought the 39-foot *Rani*. Nine yachts started on Boxing Day 1945 and several were 'lost' during the race, among them *Rani*, which sailed through stormy weather to take line and handicap (corrected time) honours.

The Sydney to Hobart has been held every year since, with the inaugural fleet growing to a record 371 starters in the 50th race in 1994 – the largest fleet in the world for a category 1 ocean race. Among this fleet were two yachts that started in the inaugural race – *Archina* and *Winston Churchill*. Among their crews were two yachtsmen who had sailed in 1945. Of the fleet, 308 yachts finished and were packed gunwale to gunwale in historic Constitution Dock and Sullivan's Cove.

Previous page: Dramatic pictures of *AFR Midnight Rambler* before her victory in the storm swept 1998 Sydney to Hobart Race

Photo – Alice Bennett

Above: Heading out of Sydney Harbour on their way to Hobart

Photo – Richard Bennett

The 630-nautical mile course starts from Sydney Harbour and takes the fleet down the East Coast of Australia, across the eastern edge of Bass Strait, which divides the island state of Tasmania from the mainland, then down the Tasmanian east coast. After rounding towering Tasman Island, the fleet sails the final 30 miles across Storm Bay and 11 miles up the Derwent River to finish off at historic Battery Point in Hobart, Australia's second-oldest city.

The Hobart is unique because it is one of the most challenging ocean races in the world. The uncertain weather can range from a rollicking spinnaker run down the NSW south coast before a 15-20 knot nor'east to a howling south-westerly front bringing winds of up to 50-60 knots, sometimes more, and massive boat and body breaking seas. Bass Strait is notorious for its short, steep seas due to its relative shallow depth, its strong



Rani, winner of the first Sydney to Hobart Yacht Race in 1945

Photo – CYCA Archives

currents and regular fronts from the south and south-west. There has never been a Sydney to Hobart without a radical change in the wind direction and strength, and there have been some turbulent years that have battered boats and bodies into submission.

The worst races in recent years have been in 1984, 1993 and 1998. In 1984 a fleet of 150 yachts started and 104 retired in strong to gale-force southerly winds that battered the fleet off the NSW south coast and in Bass Strait. In 1993 there were 110 starters but only 38 yachts (including one with an all-women crew) battled their way to Hobart through a series of south-westerly and southerly fronts with gusts of up to 70 knots. Two yachts were abandoned by their crews as they sank, while the skipper of another yacht was washed overboard at night and spent five hours swimming in high seas and strong winds until he was spotted by a searching ship and picked up by another yacht. He returned to racing in a bigger boat two years later and won his division.

Tragedy shrouded the Sydney to Hobart in 1998 when the worst storm in the history of the race struck the fleet as most of the 115 yachts entered Bass Strait. Competitors reported west and south-westerly winds of up to 80 knots and seas of 15 metres, some to 20 metres, as a 'Bass Strait Bomb' exploded in the form of an intense depression (the barometer dropped to 982Mb in the race area) south-east of Gabo Island on 27 December. The depression maintained much of its intensity for 36 hours. Of the 115 yachts that started, 71 retired. In a

remarkable search and rescue operation, 55 crew members were rescued by helicopters and surface vessels from 12 stricken yachts and a man-overboard situation. Seven boats were abandoned and five sank during the storm, most of them after having been rolled by the huge seas, as were most of the other yachts in difficulty. Sadly, six crew members perished at sea in the worst tragedy in the race's long history.

Until 1998 there had been only three recorded deaths through misadventure. A 72-year-old crewman was washed overboard and presumed drowned in the 1984 race and a yachtsman died after being hit on the head by broken running rigging in another race, as did a third who lapsed into a coma after being put ashore on the NSW south coast. Several crew members have been washed overboard but were recovered by their own crew or another yacht. A couple of sailors have died of heart attacks and many have limped ashore with broken ribs, collarbones, arms and shoulders, and concussion. Many compete each year despite recurring seasickness. ▶



Solo, one of the great ocean racers to win the Sydney to Hobart Yacht Race

Photo – CYCA Archives



Nokia set the race record in 1999

Photo – Ian Mainsbridge

A REAL CHALLENGE

In the past 56 races (to 2000), a total of 4,505 yachts carrying an estimated total 35,950 crew have started in the Sydney to Hobart. Of that number 3,690 completed the race and 815 retired.

So what is the attraction? It is the challenge of the wind and the sea, the comradeship, the competitive boat-for-boat tactical encounters and, not least of all, the remarkable hospitality that Tasmanians show the crews who have reached their island state. No other similar yacht race in the world receives such a magnificent start from Sydney Harbour and such a huge welcome as the first yacht berths at Constitution Dock. The people of Hobart and visitors from around Australia, indeed the world, appear in their thousands, no matter the time of day or night.

Then there are the celebrations at Hobart's old waterfront pubs – the Customs House, the Telegraph and others followed by the QLD, the traditional Quiet Little Drink, in which the count of beers consumed runs into thousands and thirsty sailors sway to local bands.

And in what other sport would you find the world's most powerful

publishers (Rupert Murdoch and his son Lachlan), the CEO of a giant US computer software company (Larry Ellison) and the Governor of NSW (Rear Admiral Peter Sinclair) sharing cramped quarters with amateur and professional sailors from all walks of life? And when Ellison's 75-footer, *Sayonara*, took line honours in 1995 there were no such niceties as a stateroom or private head (the 'loo') for Ellison or his friend, Rupert Murdoch.

It's also a sport for young and old. Although the Cruising Yacht Club of Australia now insists that each yacht must be crewed by a minimum of six experienced ocean-racing persons aged 18 years or more, many younger people have sailed to Hobart. One owner took his four-year-old daughter south on his maxi yacht many years ago. Each year there are several skippers and quite a number of crew members in their late 60s or early 70s – one was in his 80s.

Since that small group of intrepid sailors headed south to Tasmania in the inaugural race in 1945, 49 yachtsmen have been recorded by the CYCA as having sailed in 25 of the annual blue water classics. Like the winning yachts, their names are on an honour board in

the clubhouse. Sydney yachtsmen Richard Hammond and John Bennetto hold the record – 40 races to Hobart. Hammond has been sailing south since 1953, most of the time as a navigator of other people's yachts. John Bennetto's first race was in 1947 and most of his trips south have been as an owner/skipper, including 17 consecutive races in which he has finished every one. Victorian Lou Abrahams has notched up 38. Abrahams holds the record for the number of races (36) by the owner/skipper of his yacht.

FAMOUS FACES

The Sydney to Hobart has attracted some of the world's most famous yachtsmen and a growing number of women. Apart from Captain John Illingworth RN, who became a leading yacht designer back in the UK after winning the inaugural race with *Rani*, the skippers have included:

- ▶ British Prime Minister Edward Heath, back when he was leader of the opposition party.
- ▶ Ted Turner, America's Cup skipper and, until recently, head of the CNN cable network in the US.
- ▶ Eric Tabarley, the famous French yachtsman who drowned at sea earlier this year.
- ▶ America's Cup and Olympic yachtsman Sir James Hardy.
- ▶ The Halvorsen brothers, Trygve and Magnus, the famous yacht designers and builders and the only yachtsmen to win three successive Sydney to Hobarts with one yacht, Freya.
- ▶ Colourful Australian identities such as the late Vic Meyer and Jack Rooklyn, and the winning America's Cup syndicate head, but since disgraced businessman, Alan Bond.

- ▶ New Zealand's Whitbread Round the World race winners Sir Peter Blake and Grant Dalton.
- ▶ Computer technology chiefs Larry Ellison (US) and Hasso Plattner (Germany).
- ▶ NSW Governor Rear Admiral Peter Sinclair.
- ▶ Prominent Australian businessmen such as Rupert Murdoch and his son Lachlan, Denis O'Neill, Sir Robert Crichton-Brown, Bernard Lewis, George Snow, Charles Curran, Peter Kurts and Syd Fischer, who has led Australian yachting teams to victory in many international events.



Owner Larry Ellison, media magnate Rupert Murdoch and Geoff Stagg from Farr Design aboard 1998 line honours winner, *Sayonara*
Photo – Peter Campbell

BUILT TO WIN

Since *Rani* took line and handicap honours in the inaugural race in 1945, only four other yachts – *American Eagle* (1972), *Kialoa* (1977), *New Zealand* (1980) and *Sovereign* (1987) – have repeated that performance. The cutter *Morna*, later named *Kurrewa IV*, took line honours seven times, the first in 1946. As mentioned previously, only one yacht, *Freya*, has won the race three times on overall corrected time (handicap). She was designed, built and sailed by brothers Trygve and Magnus Halvorsen.

The designers of the winning yachts overall (on handicap) have been recognised from 1997 onwards with a perpetual trophy in memory of the late Alan Payne, designer of Australia's first challenger for the America's Cup and of Sydney to Hobart winners Solo and Cherana. The most successful designers over the 56 years have been New Zealand's Bruce Farr with 14 overall winners, the New York naval architects Sparkman & Stephens with seven winners, and the Sydney boat-building brothers Trygve and Magnus Halvorsen, who have won the race five times.

When *Rani* took line honours in 1945, her elapsed time was six days, 14 hours and 22 minutes. Thirty years later the American maxi ketch *Kialoa* became the first yacht to sail the course in less than three days, recording a time of two days, 14 hours, 36 minutes and 56 seconds. *Kialoa's* record was to stand for 21 years. It was finally broken by the American-designed, Australian-built and German-owned *Morning Glory* in 1996, with a time of two days, 14 hours, seven minutes and 10 seconds.

These times were shattered in the 1999 Telstra Sydney to Hobart, when the former Whitbread Round the World racer *Nokia* slashed the race record by an extraordinary 18 hours as she surfed southwards in one day, 19 hours, 48 minutes and two seconds. With half the fleet enjoying a strong nor'easter for most of the 630-nautical mile course (the remainder were battered by a southerly change) *Nokia* and 15 other yachts, including the overall handicap winner *Yendys* and four 40-footers, broke *Morning Glory's* record. Even faster was the time of super yacht *Mari-Cha III*, which sailed as a demonstration yacht and finished one hour and 16 minutes

ahead of *Nokia*. In contrast, the last yacht to finish, the 33-footer *Berrimilla*, took seven days, 10 hours, four minutes and 48 seconds to complete the course after sheltering for 18 hours in Skeleton Bay.

SAFE RACING

The 1999 race also saw many new safety rules introduced in the wake of the tragic 1998 race, covering boat and personal safety, crew experience and training, race management and weather forecasting. The benefits of these changes were reflected in the race, particularly among the smaller and slower yachts that encountered the worst of the south-easterly change along the Tasmanian east coast and in southern Bass Strait.

The coroner's report into the death of the six yachtsmen in the 1998 race was handed down just two weeks before the 2000 race. While many of his safety recommendations had already been implemented, the CYCA acted quickly to follow his recommendations on life raft and life jacket standards before the race started. Changes to race management were also implemented. The 2000 Sydney to Hobart was a tough race, but there were no major incidents.

The 2000 race also saw the end of Telstra's sponsorship. During its six years as sponsor, Telstra assisted greatly in upgrading race communications, which included the use of Satcom C units on each yacht to provide constant tracking and an outstanding website.

The 2001 Sydney to Hobart will include Volvo Ocean 60 yachts competing in the 2001-2002 Volvo Ocean Race, the round-the-world event that has replaced the Whitbread Race. The VO 60 yachts, which will not be eligible for IRC handicap honours, will have a 'pit stop' in Hobart before continuing their leg from Sydney to Auckland. ▶



The record fleet in the 50th Sydney to Hobart running down Sydney Harbour.

Photo – David Clare

Sydney to Hobart Race Statistics 1945 – 2000

Number of yachts to have competed:

4,505 (3,690 completing the race, 815 retiring).

Estimated total crew to have competed: 35,950.

Average size of fleets: 80.44 boats per race.

Largest fleet: 391 starters in the 50th race in 1994 (307 finished).

Smallest fleet: Nine starters in the inaugural race in 1945.

Race records: Notable years for race records have been:

1975: *Kialoa* (US) – two days, 14 hours, 36 minutes and 56 seconds.

1996: *Morning Glory* (Germany) – two days, 14 hours, seven minutes and 10 seconds.

1999: *Nokia* (Denmark/Australia) – one day, 19 hours, 48 minutes and two seconds.

Record Hobarts by yachtsmen:

As at the 2000 Telstra Sydney to Hobart race, 49 yachtsmen had been recorded as having sailed in 25 or more races since 1945. Richard Hammond (NSW) and John Bennetto (Tasmania) have each sailed in 40 Sydney to Hobarts, while Lou Abrahams (Victoria) has sailed in 38 races.

Record Hobarts by yachswomen:

As at the 2000 race, five women have sailed in 10 or more Sydney to Hobarts. Amanda Wilmot had raced to Hobart 12 times, Vanessa Dudley 11 times, while Kerry Goudge and Adrienne Cahalan had sailed in 10 races. Audrey Brown had taken part in 10 races, either sailing or aboard the radio relay vessel.

Record Hobarts by yachts: *Mark Twain*, a Sparkman & Stephens 38, has competed in 23 Sydney to Hobarts. *Hogs Breath Witchdoctor*, a Davidson 42 sloop, has sailed in 21 races.

Youngest skippers: Warwick Rooklyn (19) in 1976 and Liz Wardley (19) in 1998. In 1976 *Ballyhoo* and *Apollo* finished first and second, *Ballyhoo* skippered by Jack Rooklyn and *Apollo* by his son, Warwick, then 19. Liz Wardley, from Papua New Guinea, skippered her own yacht, *Dixie Chicken*, in the 1998 race.

Oldest skipper: Alby Burgin, who skippered his 52-footer *Alstar* in the 2000 Sydney to Hobart at the age of 84. Alby sailed in 31 Sydney to Hobarts, winning with *Rival* in 1961.

Youngest sailor ever: Well-known Perth yachtsman Rolly Tasker took his wife and daughter, then aged four, to Hobart aboard his maxi yacht *Siska* back in the 1970s. There have been quite a number of 15 and 16-year-old boys and girls who have sailed with their fathers. A 14-year-old lad sailed aboard *Aspect Computing* in the 1998 race.

First and 50th Races: Peter Luke and 'Boy' Messenger sailed in the first and 50th races. Luke skippered his own yacht, *Wayfarer*, in the first Hobart and Messenger sailed aboard *Horizon*.

First women to compete in the Sydney to Hobart: Jane ('Jenny') Tate, from Hobart, sailed with her husband Horrie aboard *Active* in the 1946 race. Dagmar O'Brien sailed with her husband, Dr Brian ('Mick') O'Brien, aboard *Connella* in the same race. Unfortunately *Connella* was forced to retire in Bass Strait, however *Active* made it to the finish line. The Jane Tate Memorial Trophy is presented each year to the first female skipper in the Sydney to Hobart Yacht Race. There have been several all-female crews in the race's history. ■

2000 RESULTS

IMS OVERALL RESULTS

PL	BOAT - OWNER/SKIPPER	LINE PL	DIV	ELAPSED TIME	TCF	CORRECTED TIME
1	SAP AUSMAID Kevan Pearce, SA	8	A	3 09:44:43	.8224	2 19:13:38
2	QUEST Chris Bull, GBR	10	A	3 12:58:10	.8149	2 21:14:30
3	YENDYS Geoff Ross, NSW	9	A	3 11:25:30	.8342	2 21:35:35
4	NINETY SEVEN Graham Gibson, NSW	14	A	3 17:00:45	.7917	2 22:28:16
5	RAGAMUFFIN Syd Fischer, NSW	11	A	3 13:55:26	.8403	3 00:12:07
6	TERRA FIRMA Peter Bartels, VIC	17	A	3 22:26:07	.7682	3 00:32:43
7	AFR MIDNIGHT RAMBLER Ed Psaltis/Bob Thomas, NSW	30	B	4 09:19:45	.6891	3 00:34:56
8	DOCTOR WHO Roger Jackman, TAS	16	B	3 20:27:31	.7862	3 00:41:27
9	CHUTZPAH Bruce Taylor, VIC	24	B	4 06:28:24	.7240	3 02:11:26
10	INTERUM Craig King, TAS	18	A	4 02:34:08	.7644	3 03:20:46
11	WHY DO I DO IT Wayne Banks-Smith, TAS	26	B	4 07:21:04	.7434	3 04:49:52
12	AURORA Jim Holley, NSW	33	B	4 11:47:35	.7155	3 05:07:33
13	ANOTHER CHALLENGE Lou Abrahams, VIC	32	B	4 10:55:17	.7304	3 06:05:43
14	SUNSTONE Tom & Vicky Jackson, GBR	40	C	5 04:23:15	.6302	3 06:23:20
15	BY ORDER OF THE SECRETARY Billing/Porter, VIC	38	C	4 22:17:50	.6635	3 06:29:25
16	SIMPLY RED Chris Bradbury, VIC	34	B	4 12:33:23	.7287	3 07:06:18

PL	BOAT - OWNER/SKIPPER	LINE PL	DIV	ELAPSED TIME	TCF	CORRECTED TIME
17	MIRRABOOKA John Bennetto, TAS	27	B	4 08:08:45	.7625	3 07:24:40
18	EUREKA Bob Robertson/C Mudge, QLD	15	A	3 17:57:03	.8896	3 08:01:13
19	SEA JAY Scott Wheelhouse, NSW	29	B	4 08:50:47	.7711	3 08:50:49
20	HOT PROPERTY David Hansen, TAS	36	C	4 19:32:42	.7018	3 09:05:22
21	STARLIGHT EXPRESS Stewart Hansen, NZL	23	A	4 06:26:48	.8333	3 13:22:08
22	EPSILON Michael Tromp, SA	44	C	5 07:48:59	.6712	3 13:47:25
23	ZEUS II Jim Dunstan, NSW	56	C	6 06:02:42	.5764	3 14:29:09
24	B 52 Hughie Lewis, TAS	37	B	4 21:10:10	.7579	3 16:48:10
25	ALEXANDER Warren Hellwig, ACT	45	C	5 09:24:25	.6944	3 17:51:27
26	NOT NEGOTIABLE Michael Dolphin, VIC	52	C	6 03:39:32	.6169	3 19:05:37
27	RAFFLES Paul Roberts, VIC	43	B	5 07:39:29	.7138	3 19:07:20
28	URBAN GUERRILLA Chris Bowling, NSW	50	B	5 22:43:33	.6470	3 20:20:37
29	BREAKAWAY Martin Power, VIC	55	C	6 04:56:33	.6265	3 21:18:45
30	KOMATSU BLUE LADY Kearns/Begbie, NSW	51	C	6 01:05:22	.6638	4 00:18:37
31	ANTIPODES Geoff Hill, NSW	53	A	6 03:48:25	.7627	4 16:43:56

Sponsored by the Government of South Australia

ENSATIONAL ADELAIDE

AUSTRALIAN KEELBOAT CHAMPIONSHIPS
23-28 February 2002

SA to host prestigious yacht race for first time

Some of Australia's most competitive Sydney to Hobart racing yachts will battle for the title of keelboat champion in the "Grand Prix" of Australian keelboat racing to be held in South Australian waters in February 2002. It is the first time the prestigious Australian Keelboat Championships has been attracted away from the east coast and promises spectacular racing.

South Australia's two peak sailing bodies - the Cruising Yacht Club of South Australia (CYCSA) and the Royal South Australian Yacht Squadron (RSAYS) have joined forces to wrest the event from the eastern states.

The sailing regatta, to be held from February 23-28, 2002, will involve seven races across the waters of Gulf St Vincent and Interstate boat owners have been offered \$1,000 cash incentive, to sail their boats to S.A. waters for this 6 day event. Up to 600 people, including crews, support staff and families, were expected to come to South Australia for the event, which has been supported by Australian Major Events as one of the key sporting fixtures for 2002, making it the biggest event ever held in Southern waters.

Current Sydney to Hobart handicap winner Ausmaid will be among the South Australian Sydney to Hobart veterans that are expected to take part in the championships, along with Rager, Secret Men's Business and Liberator.

For further details contact David Evans on 8248 4222

Logos: CYCSA, RSAYS, Australian Major Events, Fort River Marine Services, The Official Boat.

IRC OVERALL RESULTS

PL	BOAT - OWNER/SKIPPER	LINE PL	DIV	ELAPSED TIME	TCF	CORRECTED TIME
1	NICORETTE <i>Ludde Ingvall, SWE</i>	1	1	2 14:02:09	1.600	4 03:15:26
2	POLARIS OF BELMONT <i>John Quinn, NSW</i>	25	2	4 06:40:34	0.986	4 05:14:19
3	LOKI <i>Stephen Ainsworth, NSW</i>	12	2	3 16:33:16	1.145	4 05:23:41
4	SUMMIT BACARDI <i>Anley/Williams, VIC</i>	22	2	4 03:31:27	1.046	4 08:06:08
5	ILLBRUCK <i>Mark Christensen, GER</i>	3	1	2 20:03:47	1.546	4 09:13:32
6	TYCO <i>Kevin Shoebridge, BER</i>	4	1	2 20:49:46	1.529	4 09:14:25
7	AERA <i>Nick Lykiardopulo, GBR</i>	19	2	4 02:59:26	1.065	4 09:25:30
8	WILD THING <i>Grant Wharington, VIC</i>	2	1	2 19:23:41	1.458	4 11:49:54
9	ASSA ABLOY <i>Richard Brisius, SWE</i>	6	1	3 03:58:12	1.600	4 14:45:51
10	KAOS <i>Peter Blake, VIC</i>	20	2	4 03:06:51	1.140	4 16:59:25
11	NEWSCORP <i>Ross Field, NZL</i>	5	1	3 01:35:35	1.543	4 17:33:15
12	PIPPIN <i>David Taylor, NSW</i>	35	2	4 18:06:46	1.011	4 19:22:05
13	IMPECCABLE <i>John Walker, NSW</i>	39	2	5 02:11:23	0.967	4 22:09:27
14	NOKIA <i>Morten Lorenzen, DEN</i>	7	1	3 08:46:59	1.466	4 22:25:41
15	FRONTIER ECONOMICS <i>Brian Graves, QLD</i>	31	2	4 09:19:45	1.145	5 00:36:07

2000 RESULTS

PL	BOAT - OWNER/SKIPPER	LINE PL	DIV	ELAPSED TIME	TCF	CORRECTED TIME
16	MARK TWAIN <i>Hugh O'Neill, NSW</i>	47	2	5 15:13:32	0.986	5 13:19:57
17	SANTANA <i>Mike Kelaher, NSW</i>	48	2	5 16:48:44	1.032	5 21:11:25



Nicorette, the Swedish maxi skippered by Ludde Ingvall, took line honours in the 2000 Telstra Sydney to Hobart Race

Photo - Ian Mainsbridge

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SAP Ausmaid, skippered by South Australian Kevan Pearce, was overall winner of the 2000 Telstra Sydney to Hobart Race, her second win in the 630-nautical mile bluewater classic

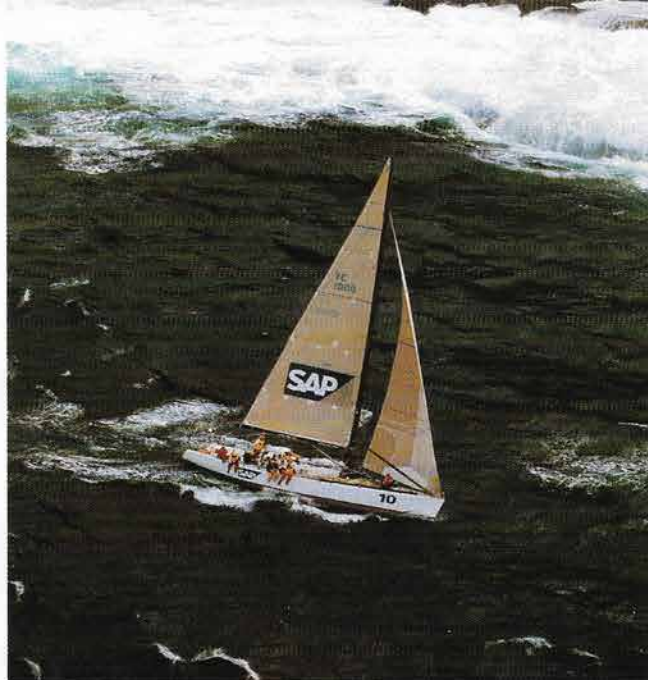
Photo - Ian Mainsbridge

PHS OVERALL RESULTS

PL	BOAT - OWNER/SKIPPER	LINE PL	DIV	ELAPSED TIME	TCF	CORRECTED TIME
1	CRUZ CONTROL Maynard Smith, QLD	13	1	3:16:58:46	1.250	4:15:13:28
2	SHE II Peter Rogers, NSW	42	1	5:07:00:00	0.965	5:02:33:18
3	SORBENT HELSAL Bill Rawson, VIC	21	1	4:03:09:03	1.250	5:03:56:19
4	SPIRIT OF SYDNEY David Pryce, NSW	28	1	4:08:30:00	1.200	5:05:24:00
5	BERRIMILLA Alex Whitworth, NSW	54	1	6:04:09:27	0.867	5:08:27:09
6	HOGSBREATH WITCHDOCTOR Rum Consortium, NSW	46	1	5:09:49:56	0.990	5:08:32:02
7	SIMSION BOWLES Wayne Reynolds, VIC	41	1	5:05:33:14	1.025	5:08:41:34
8	KEMENYS Gabor Kemeny, NSW	57	1	6:08:36:43	0.880	5:14:17:55
9	DELTA WING William Koppe, NSW	58	1	7:00:40:24	0.801	5:15:06:26
10	AMAYA David Bingham, VIC	49	1	5:19:52:44	1.030	6:00:04:31

RETIRED

Aspect, Icefire, Orsa Maggiore, Shockwave, Xena, Swifty, Brindabella, Crane Metals, Galatea, More Witchcraft, Valtair, Loco, Sagacious 5, Southerly, Ocean Designs, Convergence Telecommunications, Kickatinalong, Bumblebee 5, Shipping Central, Doctel Rager, Lady Penrhyn, Boomaroo Morse Fans, Midnight Rambler II, Liberator.



WEATHER 2000

The 2000 Telstra Sydney to Hobart Race was a long, tough slog south in consistently fresh headwinds. The winds and waves never reached dangerous levels, but there was little let-up from the pounding. Many crews thought this was their hardest Hobart. The 25 to 35-knot south-westerlies and southerlies that lasted through most of the race were biting cold. There was snow falling on the Tasmanian mountains, and Mt Wellington, towering behind Hobart, was receiving a dusting as Nicorette crossed Storm Bay on her way to taking line honours. The tough conditions suited the Farr 47, SAP Ausmaid, scoring her second overall IMS win. Of the 82 starters, 24 yachts (29 per cent) retired but the damage bill was light considering the conditions.

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In developing Bluestreak battens, we never lost sight of who they were for, what they realistically expected from them and how much they were prepared to pay. In short, we applied an all-too-little used design principal; intelligence. Thinking about what your product is going to be used for and focusing your design energy toward it is a rarer quality than you might imagine.

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SYDNEY TO HOBART WINNERS 1945-2000

PREVIOUS WINNERS

YEAR	LINE HONOURS WINNER	ELAPSED TIME	OVERALL WINNER
1945	* RANI - UK	6-14-22-00	RANI - UK
1946	* MORNA - NSW	5-02-53-33	CHRISTINA - NSW
1947	MORNA - NSW	5-03-03-54	WESTWARD - TAS
1948	* MORNA - NSW	4-05-01-21	WESTWARD - TAS
1949	WALTZING MATILDA - NSW	5-10-33-10	TRADEWINDS - NSW
1950	MARGARET RINTOUL - NSW	5-05-28-35	NERIDA - SA
1951	MARGARET RINTOUL - NSW	4-02-29-01	STRUEN MARIE - NSW
1952	NOCTURNE - NSW	6-02-34-47	INGRID - SA
1953	SOLVEIG - NSW	5-07-12-50	RIPPLE - NSW
1954	KURREWA IV - NSW/VIC	5-06-09-47	SOLVEIG - NSW
1955	EVEN - NSW	4-18-13-14	MOONBI - NSW
1956	KURREWA IV - NSW	4-04-31-44	SOLO - NSW
1957	* KURREWA IV - NSW	3-18-30-39	ANITRA V - NSW
1958	SOLO - NSW	5-02-32-52	SIANDRA - NSW
1959	SOLO - NSW	4-13-33-12	CHERANA - NSW
1960	KURREWA IV - NSW	4-08-11-15	SIANDRA - NSW
1961	ASTOR - NSW	4-04-42-11	RIVAL - NSW
1962	* ONDINE - US	3-03-49-16	SOLO - NSW
1963	ASTOR - NSW	4-10-53-00	FREYA - NSW
1964	ASTOR - NSW	3-20-05-05	FREYA - NSW
1965	STORMVOGEL - SOUTH AFRICA	3-20-30-09	FREYA - NSW
1966	FIDELIS - NZ	4-08-39-43	CADENCE - NSW
1967	PEN DUICK III - FRANCE	4-04-10-31	RAINBOW II - NZ
1968	ONDINE II - US	4-03-20-02	KOOMOOLOO - NSW
1969	CRUSADE - UK	3-15-07-40	MORNING CLOUD - UK
1970	BUCCANEER - NZ	3-14-06-12	PACHA - NSW
1971	KIALOA - US	3-12-46-21	PATHFINDER - NZ
1972	AMERICAN EAGLE - US	3-04-42-39	AMERICAN EAGLE - US
1973	* HELSAL - NSW	3-01-32-09	CEIL III - HONG KONG
1974	ONDINE III - US	3-13-51-56	LOVE & WAR - NSW
1975	* KIALOA - US	2-14-36-56	RAMPAGE - WA

YEAR	LINE HONOURS WINNER	ELAPSED TIME	OVERALL WINNER
1976	BALLYHOO - NSW	3-07-59-26	PICCOLO - NSW
1977	KIALOA II - US	3-10-14-09	KIALOA II - US
1978	APOLLO - NSW	4-02-23-24	LOVE & WAR - NSW
1979	BUMBLEBEE IV - NSW	3-01-45-52	SCREW LOOSE - TAS
1980	NEW ZEALAND - NZ	2-18-45-41	NEW ZEALAND - NZ
1981	VENGEANCE - NSW	3-22-30-00	ZEUS II - NSW
1982	CONDOR - BERMUDA	3-00-59-17	SCALLYWAG - NSW
1983	CONDOR - BERMUDA	3-00-50-29	CHALLENGE III - VIC
1984	NEW ZEALAND - NZ	3-11-31-21	INDIAN PACIFIC - NSW
1985	APOLLO - NSW	3-04-32-28	SAGACIOUS - NSW
1986	CONDOR - BERMUDA	2-23-26-25	EX TENSION - NSW
1987	SOVEREIGN - NSW	2-21-58-08	SOVEREIGN - NSW
1988	RAGAMUFFIN - NSW	3-15-29-07	ILLUSION - VIC
1989	DRUMBEAT - WA	3-06-21-34	ULTIMATE CHALLENGE - VIC
1990	RAGAMUFFIN - NSW #	2-21-05-33	SAGACIOUS V - NSW
1991	BRINDABELLA - ACT	3-01-14-09	ATARA - IRELAND (IOR)
			SHE'S APPLES II - NSW (IMS)
1992	NZ ENDEAVOUR - NZ	2-19-19-18	RAGAMUFFIN - NSW (IOR)
			ASSASSIN - NSW (IMS)
1993	NINETY SEVEN - NSW	4-00-54-11	SOLBOURNE WILD OATS - NSW (IOR)
			MICROPAY CUCKOOS NEST - NSW (IMS)
1994	TASMANIA - TAS	2-16-48-04	RAPTOR - GERMANY (IMS)
1995	SAYONARA - US	3-00-53-35	TERRA FIRMA - VIC (IMS)
1996	MORNING GLORY - GER	2-14-07-10	AUSMAID - VIC (IMS)
1997	BRINDABELLA - NSW	2-23-37-12	BEAU GESTE-HONG KONG - CHINA (IMS)
1998	SAYONARA - US	2-19-03-32	AFR MIDNIGHT RAMBLER - NSW (IMS)
1999	* NOKIA - DEN/AUS	1-19-48-02	YENDYS - NSW (IMS)
2000	NICORETTE - SWE	2-14-02-09	SAP AUSMAID - SA (IMS)

*Race Record

Fastest elapsed time in 1990 was recorded by Rothmans (UK) 2-19-07-02, but she was penalised for breaching Rule 26 (advertising).

The full list of results from 1945 to 2000 are available from our website at www.cyca.com.au



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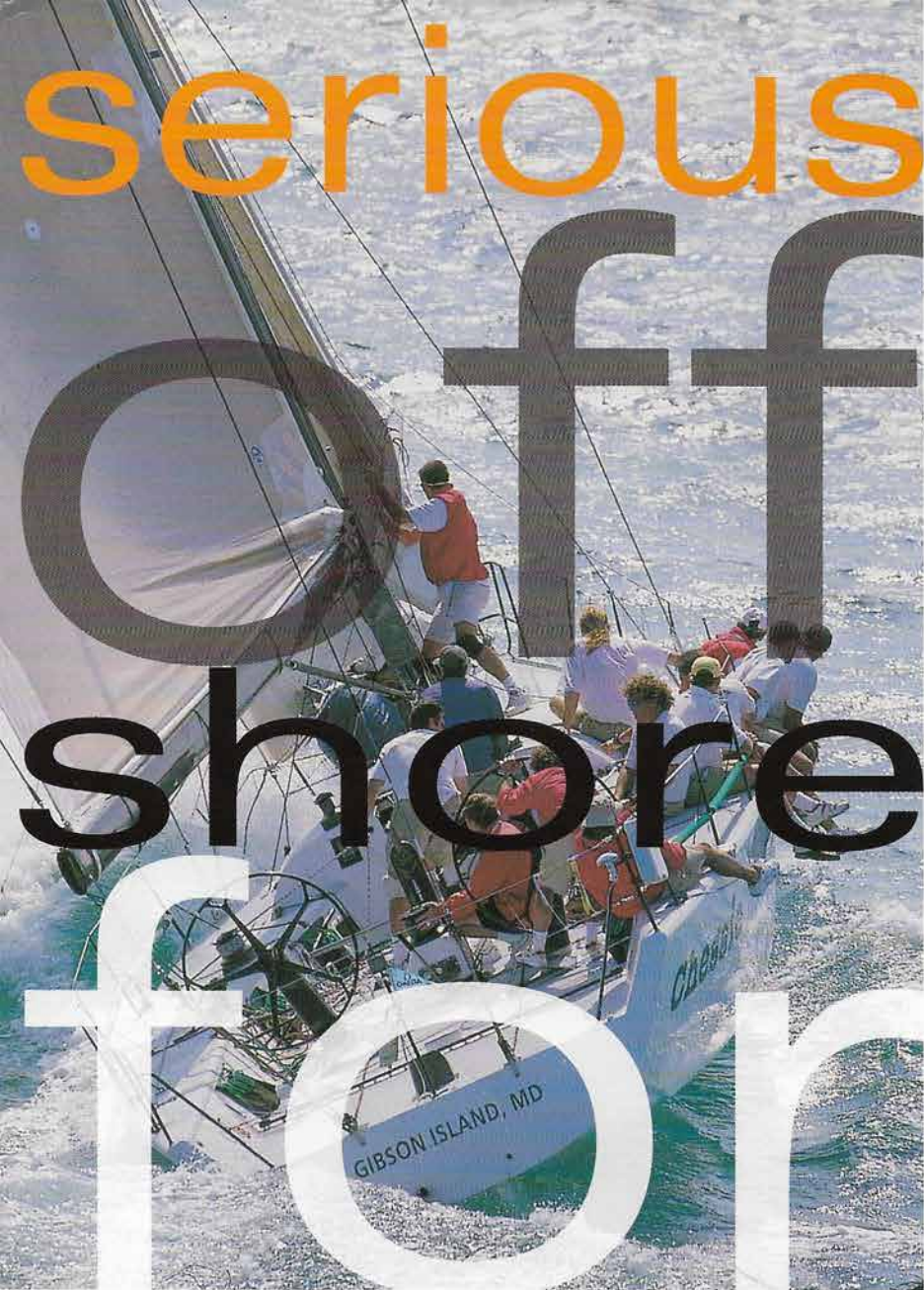
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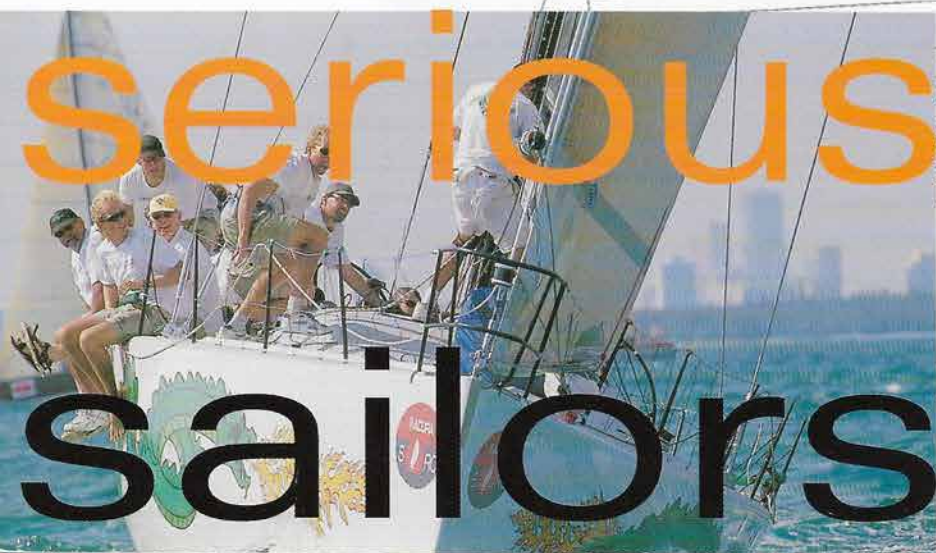
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