

OFFSHORE

YACHTING | AUSTRALIA

THE MAGAZINE OF THE CRUISING
YACHT CLUB OF AUSTRALIA

DEC 2003/JAN 2004

SPECIAL PROGRAMME: ROLEX SYDNEY HOBART YACHT RACE



**GLAMOUR
OVERBOARD**
THE BOLD AND THE BEAUTIFUL

**ROLEX SYDNEY
HOBART GUIDE**
RACE FORM FOR THE 2003 FLEET

FASTER SAILING
THE NEED FOR SPEED

.95 inc. GST



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ROLEX SYDNEY HOBART

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SUPER MAXI SKANDIA CLOSE-REACHING UNDER SPINNAKER ON PORT PHILLIP (PAGE 24). PHOTO: IAN MAINSBRIDGE

COVER: ICHI BAN IN A RECENT SHORT OCEAN POINTSCORE RACE OFF SYDNEY HEADS. PHOTO: IAN MAINSBRIDGE



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FIRST THOUGHT

Follow me! *Leopard of London* – one of the 2002 Sydney Hobart's glamour yachts – leaps through the waves after a dolphin

PHOTO: ANDREA FRANCOLINI



AT THE HELM

The commodores of the CYCA and RYCT anticipate another great race



December is one of the most exciting months on the Australian yachting calendar, and certainly our busiest month of the year. The month starts with the Hahn Premium Monday Spinnaker Race, quickly followed by the Wednesday Twilight Race, the Canon Big Boat Challenge, the newly named Rolex Trophy Series and finally the

59th Rolex Sydney Hobart Yacht Race, now known globally as the 'Everest' of yachting.

As I write this column, 65 yachts have entered the race, a fine fleet that includes yachts from every state in Australia as well as from the US, Sweden, the UK and New Zealand, making it a truly international event.

There are 10 yachts capable of breaking the current race record, while previous handicap winning skippers include that 'old man of the sea' Peter Kurts who, with his beautiful yacht *Love & War*, is going for his third win in this boat. Also in the fleet are John Bennetto sailing his 43rd race, Lou Abrahams sailing his 41st, and Tony Cable, sailing his 40th race as a crew member. All of these men are true legends of this great race.

The fleet ranges in size from 30 metres to 9.0 metres LOA, and every one of the yachts entered has an excellent chance of winning in one of the four handicap and one-design divisions. It is encouraging to see the number of first-time entries and others that are entering after several years absence. This is good for the future of the race and the building of larger fleets.

I am reminded at this time of the year of the excellent work that so many people do to make this race the international success that it is – my Board of Directors, the permanent and casual staff and members of the CYCA, our many volunteers, municipal, state and federal agencies and the members of the Royal Yacht Club of Tasmania, people of Tasmania and their various state bodies. The Sydney Hobart is truly a national icon and part of the Australian way of life between Christmas and the New Year.

Finally, I would like to wish the competitors a fast, safe and competitive race to Hobart, and I look forward to welcoming you all at the finish. To all our members and friends, have a very merry Christmas and a Happy New Year and enjoyable yachting now and in the New Year.

See you at our Club. ■

John Messenger, Commodore, Cruising Yacht Club of Australia



The Royal Yacht Club of Tasmania is once again pleased to be associated with the Cruising Yacht Club of Australia in finishing the 59th Rolex Sydney Hobart Yacht Race. With exciting new yachts in the water, I'm sure that we're in for another magnificent spectacle.

My Club has enjoyed a long association with the CYCA and looks forward to this association

continuing in the future and, in particular, to making the 60th Sydney Hobart in 2004 a huge success.

Our Club's band of volunteers will be on hand to carry out all the necessary functions to make the finish a successful event. The Club relies heavily on these volunteers and if they were not available, the finish would be an extremely expensive event to conduct.

I look forward to welcoming Tasmania's new Governor His Excellency Mr A. C. Butler and his wife, Associate Professor Jennifer Butler, to the prize giving on 2 January 2004. Both the RYCT and CYCA appreciate the support that Government House provides to the race.

There will be four Tasmanian entries in the 2003 race – *Interum*, *Pippin*, *Mirrabooka* and the Tamar Yacht Club's *Matangi*. John Bennetto is competing in his 43rd Sydney Hobart and will have on board a very experienced crew, including 25-year veterans Rod Jackman and Bill Watson.

The Army has agreed to hand over the shell casing from the blank round that is fired to signify the finish. This brass cartridge case will be polished and mounted and presented to the line honours winner at the prize giving.

I am pleased to advise that there will be no exclusion zone around Sullivans Cove for the 2003 race. This will enable free movement of river traffic within the Cove and will enable the usual welcome to be extended to the competitors as they motor into Kings Marina and Constitution Dock at the conclusion of the race.

On New Year's Eve my Club will conduct a match racing competition among skippers and crews who have competed in the Sydney Hobart. This event will be conducted in the 6 Elliotts purchased by the Club from the CYCA and sailed in Sullivans Cove.

In conclusion, I wish all the competitors good sailing, fair breezes and I look forward to seeing you in Hobart. ■

Robert 'Biddy' Badenach, Commodore, Royal Yacht Club of Tasmania

THE ABILITY TO BE MANY THINGS

THE GREAT RACE SOUTH

OFFICIAL NAME

Rolex Sydney Hobart Yacht Race 2003.

DISTANCE & COURSE

From Sydney Harbour into the Tasman Sea, sailing 627 nautical miles down the east coast of Australia, crossing Bass Strait, then down the east coast of Tasmania, rounding Tasman Island, crossing Storm Bay to finish at Hobart on the Derwent River.

START

On Sydney Harbour, from a starting line approximately 400 metres north of Shark Island, at 1300 hours (1pm) on Friday 26 December 2003.

FINISH

Off Castray Esplanade, Battery Point, Hobart, 11 nautical miles up the Derwent River.

CONDUCTING CLUBS

Cruising Yacht Club of Australia, Sydney, with the co-operation of The Royal Yacht Club of Tasmania, Hobart.

MAJOR SPONSOR

Rolex, the Swiss-based international watchmaker.

EXPECTED FLEET

A fleet of 65 boats is expected to line up for the start on 26 December 2003, with entries from all states of Australia, New Zealand, Sweden, the UK and the US.

OPEN RACE RECORD

One day, 19 hours, 48 minutes and two seconds, set by *Nokia* (Den/Aus) in 1999. Record by a conventionally ballasted yacht: one day, 20 hours, 29 minutes and 50 seconds, set by *Brindabella* (Aus) in 1999.

OVERALL WINNER (TATTERSALLS CUP)

The overall winner of the Rolex Sydney Hobart Yacht Race 2003 shall be the first placed yacht on corrected time under IMS (International Measurement System).

2002 WINNERS

Line Honours: *Alfa Romeo* (Neville Crichton, Cruising Yacht Club of Australia, Aus).

IMS Overall: *Quest* (Bob Steel, Cruising Yacht Club of Australia, Aus).

Starters: 57 boats, 55 finishers.

IN THE BEGINNING ...

The Rolex Sydney Hobart Yacht Race 2003 has attracted a sparkling international fleet. Peter Campbell previews those who will line up at the Sydney Harbour start

Headed by the two largest boats ever to contest the 627-nautical mile blue-water classic, *Skandia* and *Zana*, the Rolex Sydney Hobart Yacht Race 2003 fleet of 65 yachts covers the entire spectrum of category 1 ocean racing.

From 30-footers to super maxi yachts, from timber veterans built more than 30 years ago to new, carbon-fibre boats contesting their first major long ocean race, it is a fleet worthy of one of the world's great ocean races.

As Cruising Yacht Club of Australia Commodore John Messenger said at the launch of the 2003 race, this is one of the highest quality fleets ever to assemble in the 59-year history of the great race south.

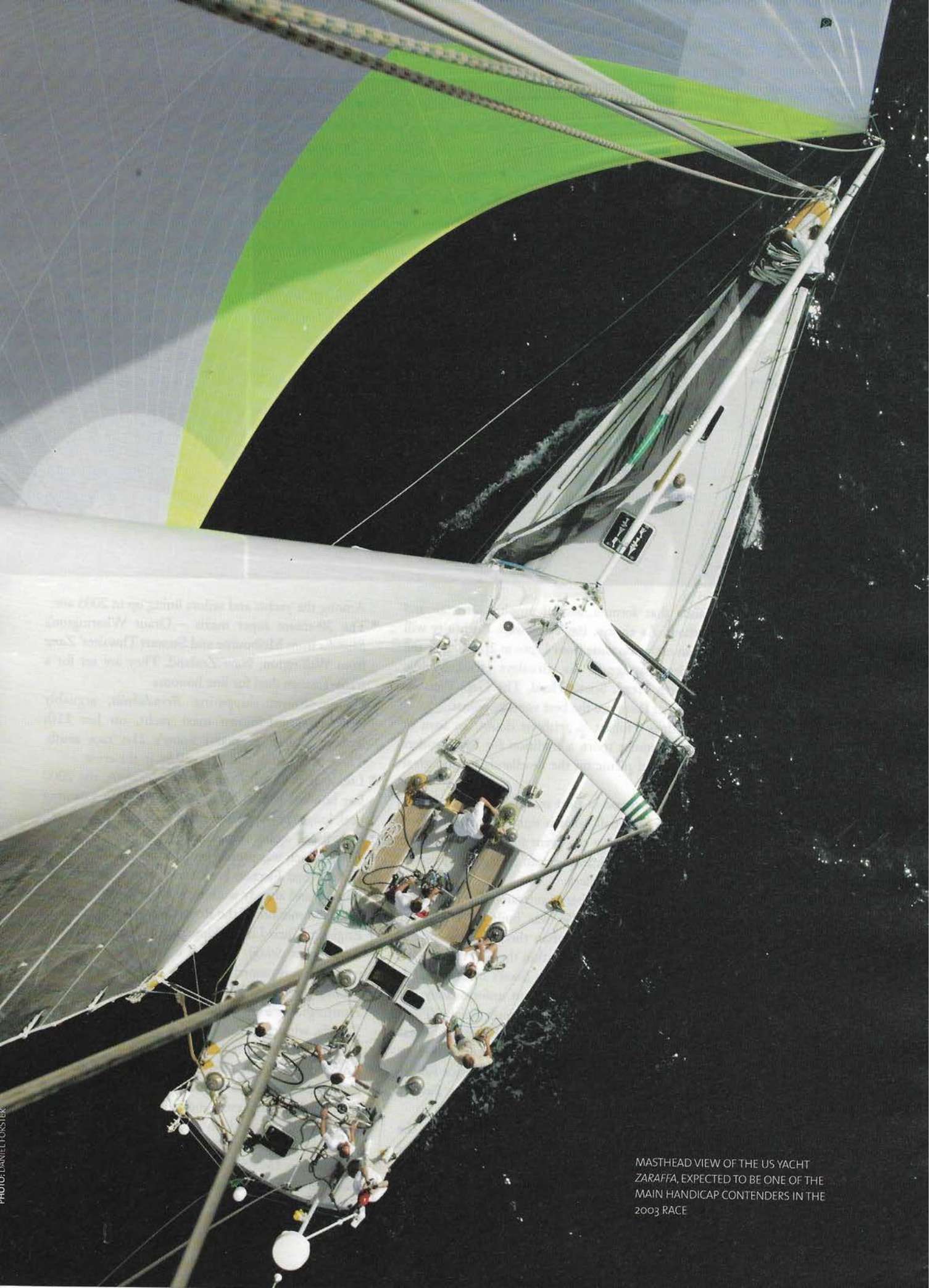
"What is important is that the Rolex Sydney Hobart Yacht Race 2003 retains its original concept as an ocean race for everyone with a boat and crew that qualifies, whether it be small or large, old or new," Commodore Messenger said.

"The race has set world standards in meeting modern techniques in design and construction, boat and crew safety and experience, and in race communications and information through our innovative Yacht Tracker system and website.

"At the same time, the CYCA has maintained a level playing field through its upper limits on speed and overall length."

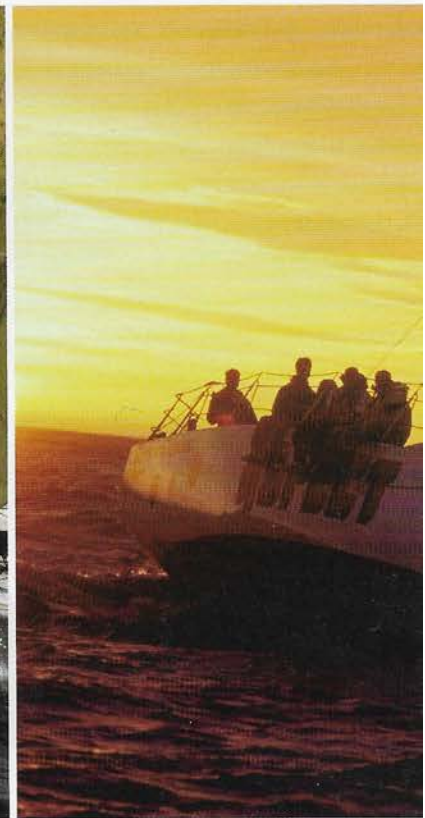
The 59th annual running of the event will start at 1300 hours (1pm) on Boxing Day, 26 December 2003 from a line about 400 metres north of Shark Island on Sydney Harbour. The fleet will round a mark at the heads, then a seamark one nautical mile east before turning south into the Tasman Sea, bound for Hobart.

More than 400,000 people are expected to watch the start. It's a unique sight, beginning at a working port, watched by hundreds of spectator craft and eager crowds on the



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MASTHEAD VIEW OF THE US YACHT ZARAFFA, EXPECTED TO BE ONE OF THE MAIN HANDICAP CONTENDERS IN THE 2003 RACE



FROM LEFT: ANOTHER CHALLENGE HEADS TO SEA DURING THE 2002 RACE; THE SUN SETS ON ASPECT, WHICH WILL RACE TO HOBART IN 2003 AS KAZ; THE LATEST PHOTO OF GRUNDIG IN HER NEW LIVERY

headlands that form a natural amphitheatre around the harbour. As always, the Waterways Authority will declare an exclusion zone from 12pm to 2pm to give the fleet a clear passage to sea. Bradleys Head, Middle Head, North Head, South Head, The Gap, Watsons Bay and Steel Point are the best vantage points.

The Sydney Hobart is, without doubt, an icon of Australian summer sport, a tradition for Sydneysiders to be afloat and picnic on the headlands for the great spectacle.

While the increase in fleet numbers compared with 2002 is relatively small, what is significant is the number of boats contesting the event for the first time, or returning after a break from ocean racing. They represent 50 per cent of the fleet.

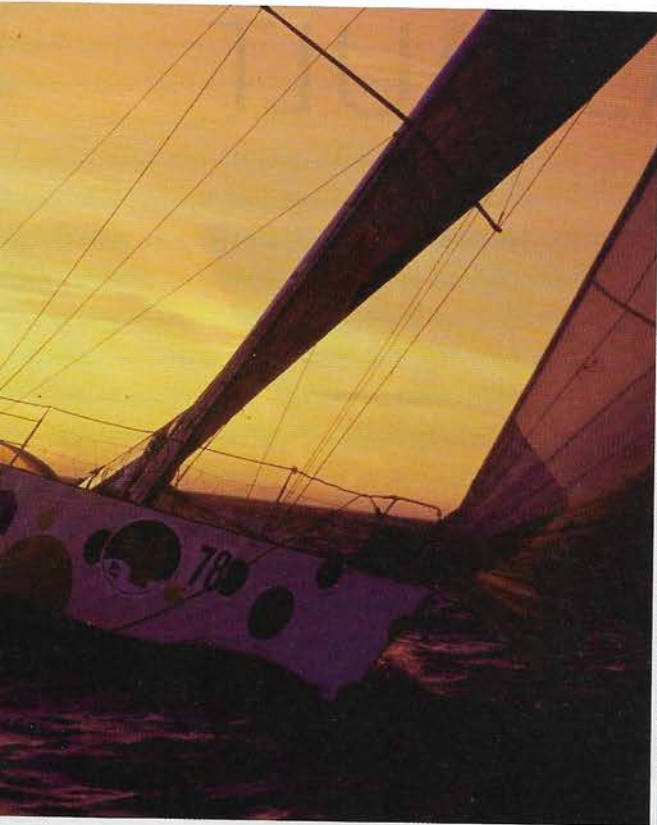
While there are a number of veteran boats in the fleet – the famous *Love & War* was built in 1973, and *Koomooloo* in 1968 – more than three-quarters of the fleet was designed and built within the past decade.

The 2002 overall winner, Bob Steel's Nelson/Marek 46 *Quest*, is defending her title, but unfortunately the line honours winner, Neville Crichton's Reichel/Pugh 90 *Alfa Romeo*, is not returning from Europe. She has had a remarkable subsequent international racing record which has included winning other major Rolex-sponsored events, including the Giraglia Cup, Fastnet Race, Maxi Cup and Middle Sea Race.

The 2003 fleet of 65 boats is encouraging for the CYCA and is indicative of a significant renewal of interest in the club's premium international ocean race. Double that number will probably contest the 60th race in 2004.

Among the yachts and sailors lining up in 2003 are:

- * The 30-metre super maxis – Grant Wharington's *Skandia* from Melbourne and Stewart Thwaites' *Zana* from Wellington, New Zealand. They are set for a trans-Tasman duel for line honours
- * George Snow, skippering *Brindabella*, arguably Australia's best-known maxi yacht, on her 11th Sydney Hobart race and Snow's 21st race south. Three of his adult children will be in the crew
- * Ludde Ingvall, with the 80-foot *Nicorette*, the 2000 line honours winner, recently updated with a canting keel, longer bowsprit and more powerful spinnakers
- * Bob Steel, again skippering his Nelson/Marek 46 *Quest*, which was overall winner of the 2002 race
- * Veteran Syd Fischer, back again with a newly optimised – and already winning – *Ragamuffin*
- * The Commodore of the Royal Ocean Racing Club in England, Chris Little, skippering the chartered yacht *Bounder* (ex *Sting*). She was overall winner in 1999 when she was named *Yendys*
- * Prominent New York Yacht Club member Dr Huntington 'Skip' Sheldon with his 65-footer *Zaraffa*, winner of the 2003 DaimlerChrysler North Atlantic Challenge race from America to Germany
- * England's Denise Caffari heading the British entry *formula1sailing.com* and Australia's Alison Thompson with an all-women crew aboard the Sydney 38 *Next*
- * Past overall winner Geoff Ross, competing for the first time since his 1999 victory, with a new *Yendys*, a grand-prix IMS 52-footer from Europe
- * Tasmanian John Bennetto, lining up for his 43rd Sydney Hobart, sailing *Mirrabooka*



- * Victorian Lou Abrahams back for his 41st race, skippering *Another Challenge*
- * Well-known CYCA member Tony Cable sailing in his 40th as a crew member of *Witchdoctor*
- * Former Admiral's Cup team skipper Peter Kurts, now aged 79, sailing again with his famous *Love & War* in which he has won two Sydney Hobarts
- * Four Volvo Ocean 60s – *Magnavox 2UE*, *Andrew Short Marine*, *Seriously Ten* and the British-chartered *formula1sailing.com*
- * Three British sailors, who have sailed the Levrano-designed *Aint Misbehavin* 15,000 nautical miles from Cape Town to take part in the race to Hobart
- * Melbourne yacht designer, builder and skipper Robert Hick, returning with a brand-new *Toecutter*. She is a 9.44-metre updated version of his little sloop that in 2002 was leading the fleet overall on handicap until she was becalmed for hours in Storm Bay
- * Twenty one-year-old Victorian Jason Theuma is sailing the nine-metre *Sportboatz.com*
- * The one-design concept continues to increase, with six Sydney 38s in the fleet, representing Queensland, NSW and Victoria.

While *Skandia* and *Zana* will go into this race as line honours favourites, *Brindabella*, the newly optimised *Nicorette* and Sean Langman's Open 60 *Grundig* will be up among the leaders. Joining them will be the VO60s *Magnavox 2UE*, *Andrew Short Marine*, *Seriously Ten* and *formula1sailing.com* and the Open 60 *Broomstick*, particularly if they get hard reaching conditions.

The overall winner of the historic Tattersalls Cup will again be the yacht with the lowest corrected time under

the IMS (International Measurement System). In 2002 the CYCA allowed eligible boats to enter both the IMS and IRC (International Measurement Club 2000) rating categories.

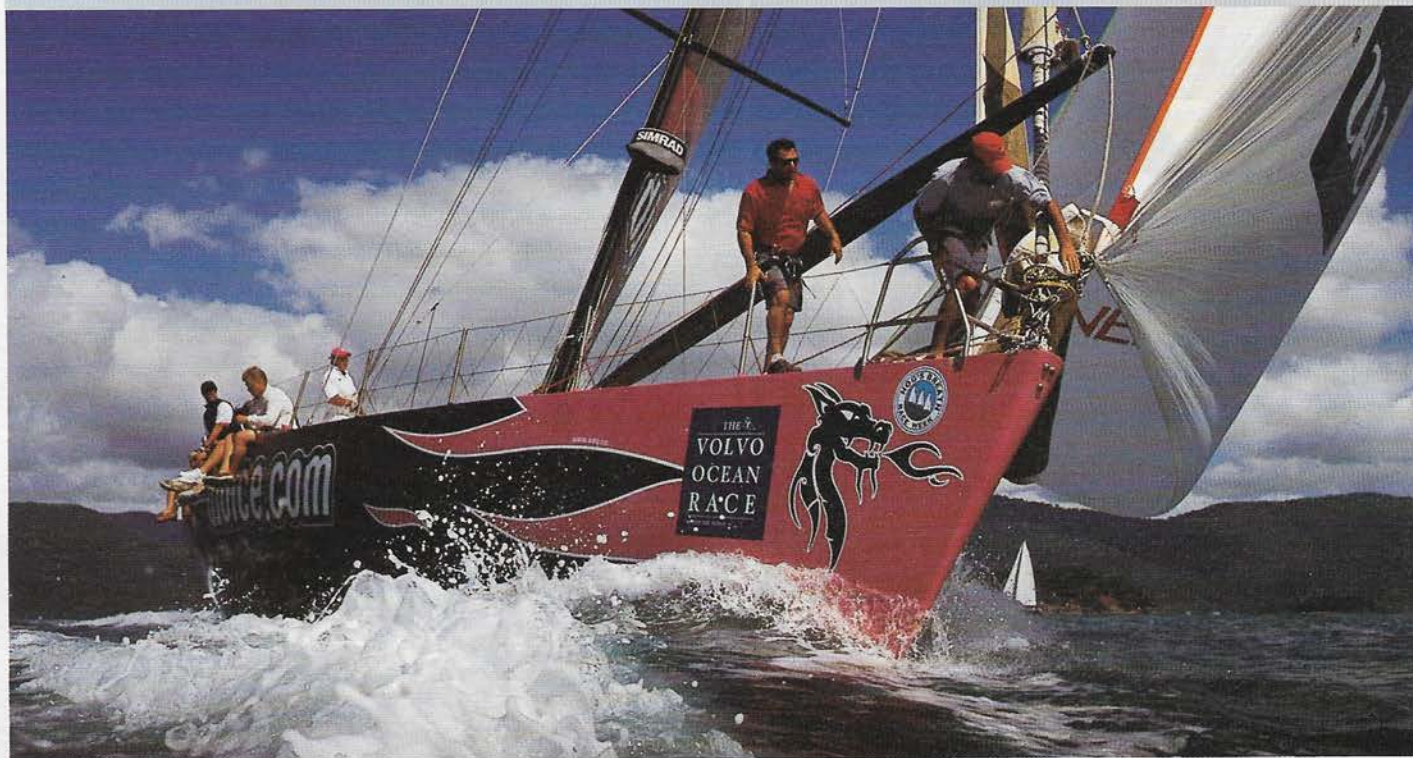
A change this race means that yachts with water ballast may also enter IMS, having previously been restricted to IRC or PHS (Performance Handicap System). However, boats with canting keels will be restricted to the IRC handicap.

Picking overall winner is tougher than backing the winner of the Melbourne Cup, but experts predict that the newly optimised *Ragamuffin* must be one of the favourites, along with *Quest*, *Ichi Ban*, the newly imported *Yendys*, *Boulder* (ex *Sting*), *Nips'N'Tux*, *AFR Midnight Rambler*, and the Sydney 38s from Melbourne, *Another Challenge* and *Chutzpah*.

Among the small boats with overall IMS prospects are Robert Hick's *Toecutter* and Rod Skellet's *Krakatoa*. Meanwhile, the 30-footer *Sportboatz.com* from Melbourne is an unknown performer. ■

AMERICAN ASSAULT

It will be a race within a race between the 60- to 65-footers in the Sydney Hobart



THE VOLVO OCEAN 60 ANDREW SHORT MARINE, STILL IN HER ORIGINAL COLOURS, RACING AT HAMILTON ISLAND
PHOTO: ANDREA FRANCOLINI

The successful American yacht *Zaraffa* heads an international line-up of high-performance yachts in the 60- to 65-foot LOA range contesting the Rolex Sydney Hobart Yacht Race 2003.

Among the others are five Volvo Ocean 60s, updated versions of the race record holder *Nokia*, which set an extraordinary time of one day, 19 hours, 48 minutes and two seconds in the 1999 event. Also in this group of fast and powerful ocean racers is the downwind flyer *Grundig*, Sean Langman's yet again modified Open 66 which in 2002 came close to running down *Alfa Romeo* in a late dash for line honours.

Zaraffa, owned by Dr Huntington 'Skip' Sheldon, a member of the New York Yacht Club who lives in the east coast state of Vermont, has an impressive long ocean-racing record. *Zaraffa* is a Reichel/Pugh 65, built of carbon fibre and launched in 2000. She carries the sail number USA 16.

Since being launched, *Zaraffa's* successes have included finishing first in the Super Zero division and second overall in the 2001 Fastnet Race, winning her class in the 2002 Bermuda Race and winning the prestigious St David's Lighthouse Trophy in 2002 in the USA.

Earlier in 2003 she was the first of the IMS and IRC division yachts to finish the DaimlerChrysler North Atlantic Challenge earlier, sailed over 3,600 nautical miles from Rhode Island in the US to Cuxhaven in Germany. More recently, *Zaraffa* finished second overall in the prestigious Rolex Middle Sea Race in the Mediterranean.

American yachts have been regular participants in the Sydney Hobart races – the last one was the cruiser/racer *Icon* in 2001.

The expected fleet of four Volvo Ocean 60s includes *Magnavox*, owned by the Middle Harbour Yacht Club team of Peter Sorensen, Julie Hodder and Mark Gray; the two former Djuice Dragons, Andrew Short's *Andrew Short Marine* and John Woodruff's *Seriously Ten*; and the British-chartered *Formula 1 Sailing.com*, the former *Innovation Kvaerner*.

Seriously TEN took line honours and second place on corrected time in the PHS division in the recent CanTeen 30th Gosford to Lord Howe Island Race, the first ocean race for Woodruff and his crew with their new 64-footer. Also heading south again is CYCA director Michael Cranitch with his Open 60 *Broomstick*. ■

PETITE POWER

The smallest boats in the fleet could pose a real threat for overall corrected time honours in the Rolex Sydney Hobart Yacht Race 2003

Zeus II, one of the old and bold of the 2002 fleet, lost overall first place in that race to the state-of-the-art *Quest* by a few minutes on corrected time. Now retired from ocean racing, she won the Sydney Hobart in 1981, one of only a handful of small yachts to achieve this feat.

There are only six boats of less than 32-foot LOA in the 2003 fleet, with three of them having a realistic chance of upsetting the bigger grand-prix racers under either IMS or IRC handicap categories.

How the small boats fare in this Sydney Hobart will, as usual, depend much on the weather conditions. For them to do well, they need moderate headwinds for most of the race, with a hard nor'easter to bring them home, and a nice sea breeze coming up the Derwent.

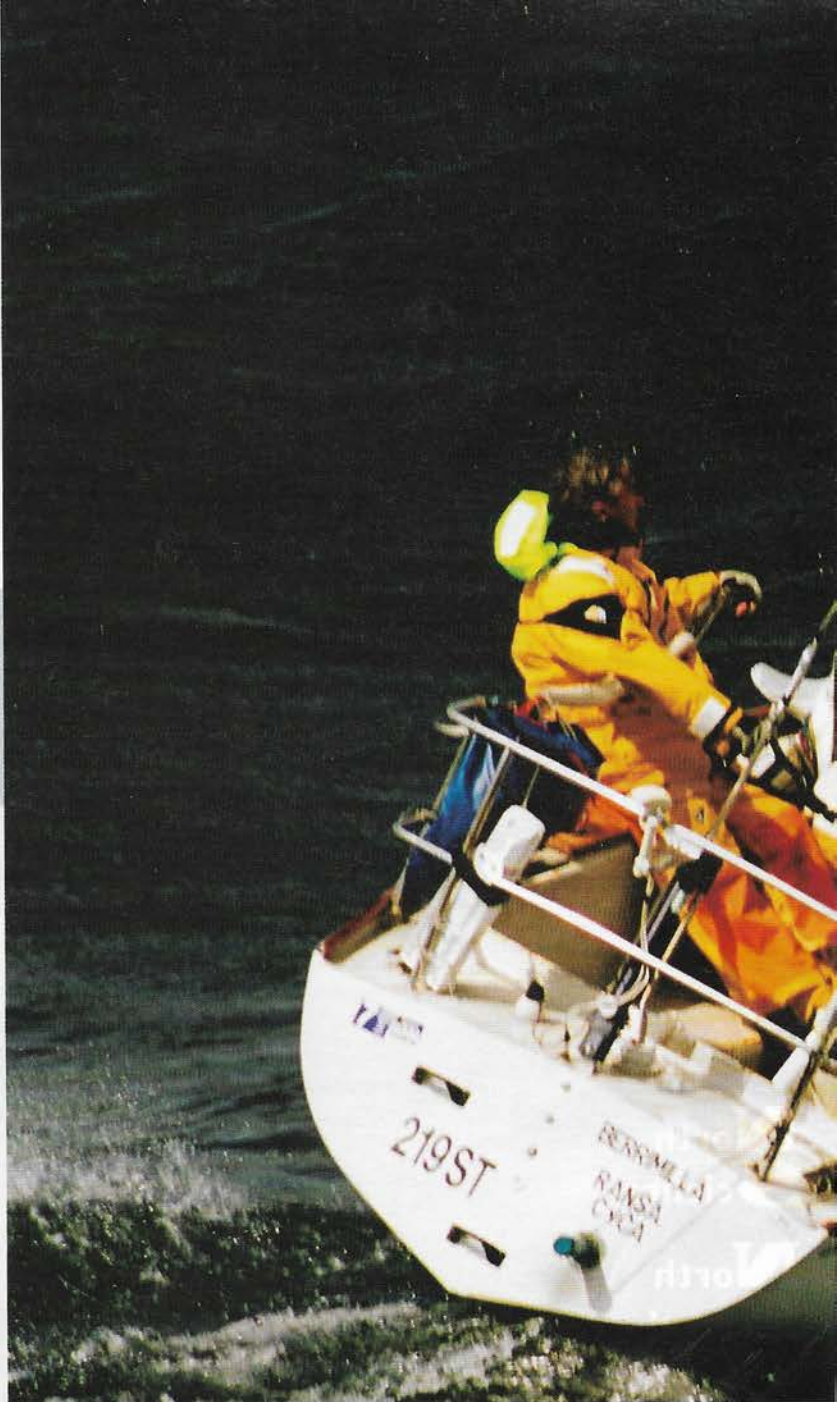
A crewmember of the Victorian boat *Sportboatz.com* cheekily says: "We hope to win the biggest race, with the smallest yacht and the youngest crew!"

At nine metres LOA, *Sportboatz.com* is the smallest boat in the fleet. A new SB30, she was designed by New Zealander Steve Thompson and has so far done only some limited racing on Port Phillip and in Bass Strait.

Her crew, with an average age of 21, is probably the youngest crew ever to contest the blue-water classic in 58 years, although the Cruising Yacht Club of Australia does not have such a record in its archives.

Skipper Jason Theuma, 21, is a member of Royal Brighton Yacht Club and an experienced sailor, having sailed in one Sydney Hobart and most Bass Strait races over the past three seasons. Co-skipper is Philip Vaudrey.

A much more experienced opponent for Theuma and the crew of *Sportboatz.com* will be Rod Skellet and his Young 31 *Krakatoa*, which in 2002 recorded the fastest elapsed time ever for a small yacht, becoming the first yacht to have its name engraved on the new Battery Point Trophy.



Skellet, a CYCA director and three-time JOG Super 30 champion skipper, went on to sail *Krakatoa* into second place overall under IRC handicaps in the Sydney Mooloolaba race.

He then shipped *Krakatoa* to the US to contest the TransPac, a race with a distance of 2,225 nautical miles from Los Angeles to Honolulu. This makes the 627-nautical mile Hobart race look like a breeze.

Melbourne yacht designer and builder Robert Hick is returning with a new *Toecutter*, a 9.44-metre sloop, which he says will be faster offshore than the original *Toecutter* he raced in 2002.

But for being becalmed for several hours off the east coast of Tasmania, that *Toecutter* might well have won the 2002 Sydney Hobart. She had been placed at the top of the leader board on IRC provisional corrected time, but slipped dramatically as the wind



ALEX WHITWORTH'S VETERAN *BERRIMILLA* HEADS TO WINDWARD DURING THE RECENT GOSFORD TO LORD HOWE ISLAND RACE

died away to finally place 15th overall in IMS and 12th overall in IRC.

"She is the same size and colour, has the same sails and sail number, the same owners, designer, builder and skipper," Hick says. "The difference will be in a heavier fin keel instead of a bulb, a slightly narrower hull, although wider in the stern, and a new carbon-fibre rig we have designed and built ourselves at Hick Marine."

The other three small boats are veterans of ocean racing, although still capable of causing an upset with their low handicaps, as the 23-year-old *Zeus II* showed in 2002.

Katinka returned to ocean racing in early November with an IMS win in the CYCA Cabbage Tree Island Race. She is a Peter Joubert-designed Currawong 30 (the same design as *Zeus II*) and will be skippered to Hobart by Paul O'Connell. He owns the boat in partnership with his father Des, who sailed his first Sydney

Hobart in 1946. Des, a noted navigator, will stay ashore, clearly satisfied that the sat-nav will guide *Katinka* south.

Berrimilla, a Brolga 33 built in 1977, is another creation of Peter Joubert, the retired professor of mechanical engineering who designed (and raced) yachts in his spare time.

Skippered by Alex Whitworth, *Berrimilla* goes exceptionally well in heavy weather; she won the PHS division of the gruelling 1998 race, then again in 1999, and came third in 2002. Sailing under IMS, she looked well placed to win the recent Gosford to Lord Howe Island Race, but then the wind faded.

Impeccable and her owner/skipper, John Walker, 81, are a remarkable ocean-racing double, having contested 19 Hobarts since 1989. They placed third overall in 1980 and first in division in 1983. In 2002 *Impeccable* placed third in division under IMS and IRC. ■



skandia
Wild Thing

skandia
Wild Thing

Wild Thing



SUPER STARS

Watch out for *Zana* and *Skandia*, the biggest boats to race the Sydney Hobart, report Zoe Wilde and Peter Campbell



Zana's aim is to take Australia's most prestigious yachting honours away from Australian shores

A trans-Tasman duel for line honours in the Rolex Sydney Hobart Yacht Race 2003 is emerging between two newly launched maximum-length super maxis, Australia's *Skandia* and New Zealand's *Zana*.

Both were launched in late October, and at 30 metres LOA, they will be the largest yachts ever to race in the 627-nautical mile blue-water classic. *Offshore Yachting* takes a look at each boat:

Zana

New Zealand yachtsman Stewart Thwaites won the IRC handicap division of the Rolex Sydney Hobart Yacht Race in 2002 with the ageing 55-footer *Starlight Express*. He is returning with a 30-metre LOA super yacht called *Zana*.

Thwaites, a Wellington businessman turned ocean-racing fanatic, has had the super maxi designed and built for a single-minded purpose – to take on the 2003 race and win line honours.

It will be trans-Tasman rivalry at its finest. *Zana* was designed by a New Zealander and built in New Zealand at a high-tech boatbuilding facility that is less than a year old. Her owner's aim is to take Australia's most prestigious yachting honours away from Australian shores.

Launched in late October, the 30-metre LOA water-ballasted yacht will be sailed across the Tasman Sea to Sydney in early December.

Zana is a Brett Bakewell-White design. Owner Thwaites has had a long association with Bakewell-White through *Starlight Express*.

Starlight Express was a Laurie Davidson design, and Bakewell-White spent a number of years working alongside Davidson prior to launching his own design studio in 1994. With a reputation for designing performance

cruisers and race yachts, Bakewell-White was also the mastermind behind Chris Sayer's 6.5-metre mini-Transat race yacht.

Bakewell-White's long association with the owner stood him in good stead when it came time to building the new-generation boat. Bakewell-White describes his brief for the new maxi as relatively open. "The biggest issue was deciding where to start," he says.

Instability of rating rules made the task all the more challenging – IMS is considered to be on the decline in many parts of the world, and IRC has limited use outside the UK, Australia and South-East Asia.

And because the owner was determined to get line honours in the Sydney Hobart, challenge the 24-hour speed record for monohulls, and beat records for some coastal and offshore races in the Pacific, speed was the number one objective.

The team behind *Zana* decided to work within IRC rules, which they saw as permitting the fastest boat possible. Establishing the limits of the boat within the parameters of IRC allowances was the next challenge.

IRC rules are classified 'secret' so that a boat cannot be designed specifically to take advantage of the system – and while the Royal Ocean Racing Club (RORC) Rating Office in the UK helped out by supplying certificates for yachts at or close to the 1.61 time correction upper limit, the office made it clear that manipulation of the boat in order to get it closer to the limit was not permitted.

The *Zana* team was allowed up to six trial certificates each year for the boat – so it had to be careful how these were used. "This information gave us an idea of where other boats lay within IRC. Then we established some basic parameters for our own design, and, as our control, we used a design that we saw as an improvement on *Nicorette*," says Bakewell-White.

Testing – and using up one of their valuable trial certificates to check in with the RORC – proved that the IRC treated water ballast harshly. The boat was now up to 29 metres (95 feet) in length, but still sat significantly under the maximum rating. "We believed that we were better to take advantage of the additional length to get the increase in performance in all conditions," explains Bakewell-White.

Thirty variants of the yacht were tested utilising Velocity Performance Program software, which always included the water-ballasted control.

Throughout testing, trial applications were sent back to the rating office so that the results could be factored into the design. The result is a long, low-profile and high-performing boat, which also looks great. "This was an interesting exercise – we ended up with a hull form that was quite different from what we expected, and very different from what we had developed for smaller



JSM
NZL
10001
10001



HANOVER
GROED

ZANA



VICTORIA'S GRANT WHARINGTON HAS BIG PLANS FOR HIS SUPER MAXI SKANDIA

yachts, even though the design process was almost identical," says Bakewell-White.

Zana has a Bmax of 5.24 metres and a draft of 4.5 metres. Hakes Marine Ltd in Wellington built the hull from a mix of wet laminated and pre-preg carbon over a Nomex honeycomb core, post cured at an elevated temperature under vacuum. High Modulus NZ, in conjunction with Adhesive Technologies Ltd, designed the composite structure.

At this stage, equipment suppliers were introduced to the process. "There are not many full-blown race yachts of this size in the world," says Bakewell-White. "Experience in gear of this scale is limited to the America's Cup, only we have to take it offshore."

While water ballast was discounted for rating purposes, the boat is designed so that a simple conversion will see it carrying up to five tonnes of water, with a significantly lighter keel.

As with any large boatbuilding project, a number of specialist suppliers contributed to the production of *Zana*. Sailors accustomed to America's Cup racing and offshore maxi boats got involved in the deck layout and sailing systems, ensuring that methods of handling sails, manoeuvres and breakdowns were fully operable prior to launch.

High Modulus reviewed and analysed many components of the yacht to ensure the end result was fast, lightweight and cost-effective. The carbon-fibre rig was constructed by Southern Spars, and custom deck gear and winches were manufactured in the US and Italy by Harken, and Doyles in Auckland supplied the D4 sails, although they were designed and built by Doyle Fraser in Australia.

Hakes Marine, which bills itself as a "boutique composite boat yard", began building *Zana* earlier this year. Paul Hakes worked on the first German America's Cup yacht. While the yard is still young, it took on some small but significant jobs for the America's Cup Prada and Le Defi Challengers, and if *Zana* is anything to go by, looks forward to an exciting future.

Skandia

Wild Thing Yachting's new super maxi *Skandia* has been designed and built to achieve Victorian Grant Wharington's so-far frustrated ambition to win line honours in the Sydney Hobart race. But Wharington also has long-term international plans for this high-performance ocean racer.

Skandia has an unusual rig – a sweptback spreader rig on a carbon mast 37 metres high, but with only two spreaders. There is no spinnaker pole

Skandia's 2003–2004 program includes the Canon Big Boat Challenge, the Rolex Trophy Series, the Rolex Sydney Hobart Yacht Race 2003, the Navigator Dash across Bass Strait, Skandia Geelong Week in January 2004 and the Adelaide to Port Lincoln Race. Later in 2004 she will contest the Sydney Mooloolaba Race and the Sydney Gold Coast Race.

Future campaigns may include all major regattas globally, such as Skandia Life Cowes Week in the England, the Maxi Rolex Cup and the Rolex Trans-Atlantic Race. The super maxi might also attempt the 24-hour speed record and the Around Australia record. Wharington's crew of between 16 and 20 will include famous international ocean-racing yachtsman Ian 'Barney' Walker.

Skandia, the largest maxi yacht permitted under the international rating rules, was launched at Mornington Yacht Club in late October.

She is a magnificent example of Australian yacht design and construction. Designed by innovative Victorian Don Jones and built by Mal Hart, the boat is carbon fibre, with carbon-fibre skins vacuumed over a 40-millimetre thick end-grain balsa core.

She is 30 metres in overall length, has a beam of five metres, carries a 37-metre mast and a 12-metre boom, and has a sailing weight of 25 tonnes. The main design concept has been to minimise the wetted surface area with a low drag hull featuring semi-circular lines in section.

The boat has a canting keel and no water ballast, in keeping with modern yacht design. While this concept has been successfully demonstrated on a number of yachts around the world, Wild Thing Yachting believes this boat has the largest canting keel of any offshore racing yacht.

Skandia's sail plan details are being kept secret, but *Offshore Yachting* can report that she has an unusual rig – a sweptback spreader rig on a carbon mast 37 metres high, but with only two spreaders. There is no spinnaker pole.

Applied Composites in Melbourne built the carbon-fibre mast, the rigging is by Ocean Yacht Systems in the UK and SP Systems provided the composite laminates. Doyle Fraser at Somersby, NSW has made the huge D4 mainsail, a combination of carbon and Kevlar, plus the headsails and spinnakers.

The deck is very lean and simple with no pedestal winches – the minimal winches are electric and supplied by Harken. A feature is the innovative headsail trimming system.

The engine leg (a Mercruiser) is retractable, to eliminate drag from a leg and propeller. In contrast to the previous *Wild Thing*, which had polished timber floors and a fully fare interior, the new boat has a minimal fit-out, with 10 fixed bunks down either side of the yacht. ■

IMS FOR OVERALL

IMS will again decide who collects the coveted Tattersalls Cup

The overall winner of the Rolex Sydney Hobart Yacht Race 2003 will again be the first yacht on corrected time in the IMS (International Measurement System) handicap category. The Cruising Yacht Club of Australia has also decided that boats with water ballast that obtain a valid IMS rating certificate will be eligible to compete in the IMS handicap category.

The decision means that almost the entire fleet will be eligible for the prestigious overall first place and winner of the historic Tattersalls Cup.

Announced early in 2003, the CYCA move followed the Ocean Racing Council's adoption of a Yachting Australia submission to permit water ballast in regular IMS racing where included by a race organiser. The Ocean Racing Council is the world governing body of ocean racing.

Until now, IMS did not accommodate water-ballasted boats, although they could compete in the IRC (International Rule Club 2000) and PHS (non-rating) divisions.

Rear Commodore Roger Hickman says the CYCA decision to allow water ballast was associated with a decrease in the upper speed limit from 470 to 420 seconds per nautical mile GPH (General Purpose Handicap) to allow for the faster speed achieved by using water ballast.

"The CYCA is at the front of the wave internationally in taking up the ORC's decision to allow water-ballasted yachts to race under IMS," Rear Commodore Hickman says.

"The CYCA has elected to continue with IMS as the premier rating rule because at this time no persuasive case could be made for a change. IMS proved highly successful in the 2002 Rolex Sydney Hobart and the lead-up regattas."

Yachts with canting keels cannot compete in the IMS category, but can enter the IRC handicap category of the race. However, they must conform with Yachting Australia's limit of 10 degrees of cant.

The Tattersalls Cup is the most significant and historic perpetual trophy awarded in the annual Sydney Hobart race. It was presented for the inaugural race in 1945 by the executors of the estate of the late George Adams, the founder of Tattersalls, which was then based in Hobart. For the past 58 races, the Tattersalls Cup has been awarded to the overall winner on corrected time of the 627-nautical mile event. The overall winner is calculated using IMS.



CELEBRATING SMALL YACHTS

Small boats get a trophy of their own

Small boats contesting the Rolex Sydney Hobart Yacht Race will receive special recognition for their efforts with the presentation of a striking new perpetual trophy to the Cruising Yacht Club of Australia.

Called the Battery Point Trophy, after the historic Hobart landmark that overlooks the finish line for the race, the trophy is a sterling silver, one-third replica of yachting's oldest trophy, the America's Cup.

The winner will be the yacht with the fastest elapsed time in the designated small-boat category. The deed of gift for the Battery Point Trophy does not specify a constant maximum overall length for a small boat. Rather, a special panel will determine what constitutes a small boat after assessing final entries. The definition will therefore vary from race to race, season to season, allowing flexibility for race organisers to keep up with changing trends in yacht design.

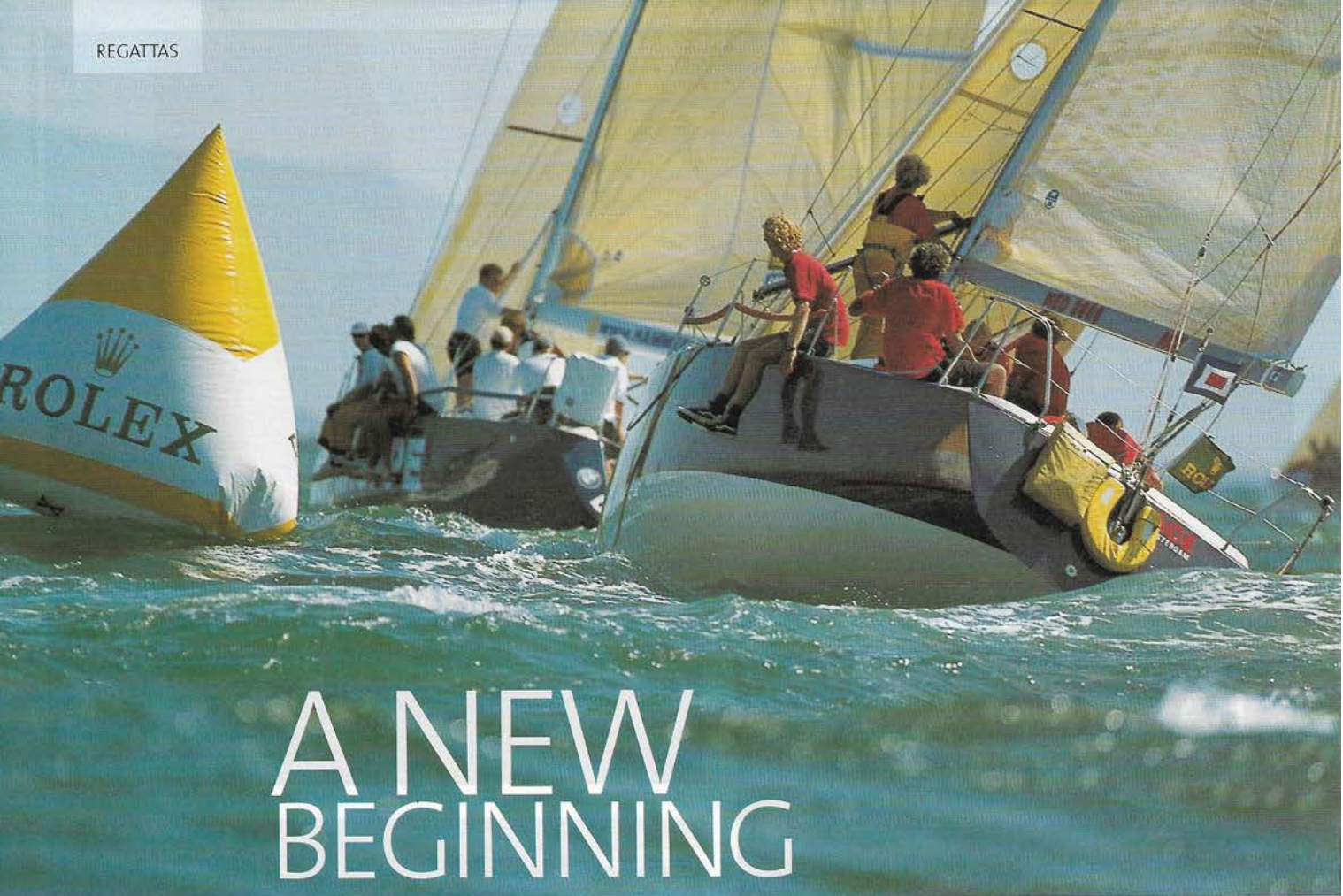
CYCA Director Rod Skellet, owner/skipper of the Young 31 *Krakatoa*, presented the Battery Point Trophy to the club. Already engraved on the base of the Trophy is the name of *Krakatoa*, her owner/skipper Rod Skellet, and the yacht's elapsed time of three days, seven hours, 49 minutes and 45 seconds in the 2002 Rolex Sydney Hobart Yacht Race.

This is the fastest elapsed time by a small yacht since the inception of the race in 1945.

The Battery Point Trophy sits on a plinth large enough for the name of the fastest small boat and its owner/skipper for the next 25 races, and Skellet has donated to the CYCA five 16-centimetre replicas of the America's Cup as the take-home trophy for the winner.

While the name of the fastest yacht and its owner/skipper will be engraved on the Battery Point Trophy, the yacht's time will only be added if it betters the time of the previous fastest small boat. ■





A NEW BEGINNING

The Rolex Trophy Series in mid December is the significant lead-up regatta for the Sydney Hobart

THE ROLEX TROPHY SERIES WILL SEE GREAT RACING AROUND THE BUOYS ON SYDNEY HARBOUR AND OFF THE HEADS
PHOTO: ROLEX

The Cruising Yacht Club of Australia's annual lead-up regatta to the Rolex Sydney Hobart Yacht Race is now called the Rolex Trophy Series 2003, further extending the support of Rolex for yachting in Australia.

The Rolex Trophy Series will be sailed off Sydney Heads and on Sydney Harbour on Saturday, Sunday and Monday, 13, 14 and 15 December, as a stand-alone regatta. With divisions for IMS, IRC and one-design yachts, many entrants in the 2003 Sydney Hobart will use the event as their final preparation for the long ocean race to Tasmania.

2002's IRC winner, Neville Crichton's super maxi *Alfa Romeo*, went on to take line honours in the Sydney Hobart and third on corrected time in IRC division A. The runner-up, *Hollywood Boulevard* (Ray Roberts), placed fifth under IRC in the Hobart.

But the IMS winner, Syd Fischer's *Ragamuffin*, had to be content with an eighth overall in IMS in the Hobart race. Third placegetter, *Fitness First Sting* (Terry Mullens) placed sixth overall and third in the IMS division A.

In announcing the sponsorship by Rolex of the series, CYCA Commodore John Messenger says that not only

will the association with Rolex raise the status of the regatta but it will extend the media and public perception of Rolex as one of the world's major supporters of yacht racing.

"The CYCA first introduced this regatta to provide a competitive series in the even years between the biennial teams racing for the Southern Cross Cup, but it became so popular we made it an annual stand-alone series for individual yachts," the Commodore says.

"The Rolex Trophy Series will continue to attract the most competitive yachts and produce high-class racing around the buoys on the harbour and offshore."

December's Rolex Trophy Series will be contained into a three-day series of eight short races over windward/leeward courses, placing great emphasis on good starts and crack crew work around the buoys.

The regatta will start on Saturday, 13 December, the day after the spectacular Canon Big Boat Challenge on Sydney Harbour, and many of the big boats are expected to compete, as *Alfa Romeo* did in 2002. Victorian Grant Wharington has already said he will sail his new super maxi, the 98-footer *Skandia*, in the series.

"Sydney will have a magnificent festival of sail in mid-December in the lead-up to the Rolex Sydney Hobart Yacht Race 2003," predicts Commodore Messenger. ■

"The Rolex Trophy Series will continue to attract the most competitive yachts and produce high-class racing"

BRINGING OUT THE BIG GUNS

The Canon Big Boat Challenge turns 10, writes Lisa Ratcliff

Ten years ago, a sports-mad, 20-something employee at Canon Australia convinced the Cruising Yacht Club of Australia that a pre-Sydney Hobart maxi-yacht showdown on Sydney Harbour would work.

Now promoted to Assistant General Manager of Corporate Communications, James Fewtrell is thrilled, but still a bit surprised, at the appeal of the annual Canon Big Boat Challenge, and its place as one of Sydney's most spectacular sporting events.

2003 marks the 10th anniversary race, and to commemorate this milestone both in event and sponsorship terms, a Canon Australia representative will fire the club's 19th century replica cannon to signal the start on Friday 12 December at 12.30pm.

"The Canon Big Boat Challenge is a great concept, a great race and a great day out," says Fewtrell. "Multiply all of that by 10 years and this year should be a cracker!"

At least five Sydney Hobart line honours contenders, including Grant Wharington's new 98-footer *Skandia* from Victoria and Stewart Thwaites' new 98-footer *Zana* from New Zealand are expected to meet for the first time on the start line of the Canon Big Boat Challenge.

Other big boats expected to enter include George Snow's 79-footer *Brindabella*, Ludde Ingvall's *Nicorette* (with a new canting keel), Sean Langman's radical 66-foot skiff *Grundig*, the ex-America's Cup yacht *Spirit* (Kookaburra Challenge), Michael Cranitch and Ray Wallace's Custom 66 *Broomstick* and up to five Volvo 60s.

After starting off Point Piper, the fleet of up to 20 maxis and pocket maxis will complete two laps of Sydney Harbour, passing popular tourist destinations, such as Mrs Macquarie's Chair and Fort Denison, before finishing for the cameras in front of the Sydney Opera House.

From there, Canon's guests, owners and crews, and maybe a celebrity or two (Cathy Freeman, John Bertrand, Rupert Murdoch and Kostya Tsyzyu have taken part in past events) will head back to the CYCA clubhouse for the now infamous post-race party where they, and James Fewtrell, will raise their glasses and toast the successful formula that is the Canon Big Boat Challenge. ■



THE BRITISH MAXI YACHT CANON COMPETES IN THE 2002 EVENT

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THE SEASON RETURNS

Once again Harcourt Gough offers his boat for the great race south

The cruising yacht *Four Seasons* will again be the radio relay vessel for the Rolex Sydney Hobart Yacht Race 2003, maintaining the continuity of having an escort vessel for the fleet throughout the race south.

The owner, Cruising Yacht Club of Australia member Harcourt Gough, has made available the Ron Holland-designed 68-footer to the club for the second successive year in what Commodore John Messenger describes as a "magnificent gesture of support".

Once again heading the CYCA team will be David Kellett, a past Commodore of the CYCA, current vice president of the International Sailing Federation and a veteran of 29 Sydney Hobart races.

Joining him in a team of highly experienced ocean-racing yachtsmen will be Colin Wildman, who has sailed the Sydney Hobart 34 times, Frank Sticovich (12), Colin Tipney (21), Paul Kerrigan (8) and Ian 'Bugs' Potter, who last year sailed his 25th Hobart race. Also in the crew will be Gough, Rod Cameron, Brian Dickson and Andrew Mathers.

Between them they have taken part in 120 Sydney Hobart races.

"*Four Seasons* will be an excellent boat for the job," says Kellett. "A fine sea boat, it is fully equipped with top-of-the-line communication and navigation equipment, including two HF radios and a satellite phone."

Kellett and his team will run a 24-hour radio operation aboard *Four Seasons*, with three daily compulsory position schedules ('skeds') with the fleet through the race. They will also monitor the race frequency and the international distress frequencies, 24 hours a day.

After a successful introduction in the 2002 Sydney Hobart, 6516kHz will remain the primary race frequency. However, 4483kHz will continue to be the back-up frequency.

Four Seasons will be positioned at approximately the middle of the fleet and is due to berth in Hobart on the morning of 31 December. ■



CYCA RADIO RELAY VESSEL TEAM LEADER DAVID KELLETT (LEFT) WITH TASMANIAN PREMIER JIM BACON AFTER THE 2002 SYDNEY HOBART

CHECK IN AT GREEN CAPE

The Sailing Instructions for the Rolex Sydney Hobart Yacht Race 2003 will again require that boats report by radio when they are in the vicinity of Green Cape (approaching Bass Strait) and make a declaration confirming their time of passing, plus the following:

- * The HF radio is operational and has a signal strength fit for ensuring the purpose
- * The required number of life rafts is 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 the boat and crew are fully prepared for the conditions forecast.

Boats that are not recorded as having met the reporting requirements above shall be scored DNF without a hearing (amends RRS 63.1). Boats that make false reports will be subject to action by the Race Committee in accordance with RRS 60.2c.

GO FOR THE GUN

The Sydney Harbour start of the Rolex Sydney Hobart Yacht Race, attracting about 400,000 spectators, is an icon of Australian summer sport



PHOTOS: PETER CAWPELL

Although the Rolex Sydney Hobart Yacht Race is 627 nautical miles long and takes between three and six days to sail, the skipper of almost every boat in the race considers winning the start to be an important psychological advantage.

The Cruising Yacht Club of Australia will again use its historic cannons, replicas of the guns aboard Captain Cook's *Endeavour*, to start the race on Sydney Harbour at 1300 hours (1pm) on Boxing Day, 26 December.

The CYCA will set the starting line in an east-west direction, about 400 metres north of Shark Island, marked by large Rolex buoys at either end.

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, the Waterways Authority has declared an exclusion zone from 12pm to 2pm.

A six-knot no-wash zone will cover the harbour from Garden Island and Bradleys Head to a line between North Head and the Macquarie Lighthouse. Spectator craft must 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.

If the wind is from the south, south-east or south-west, the fleet will have a spinnaker run to the heads,

virtually straight down the exclusion zone. If the wind is from the north or north-east, the fleet will have to tack up the harbour to the turning mark at the heads.

This means some close encounters between boats, and sailing right to the edge of the exclusion zone to gain an advantage.

From the mark at the heads, the fleet sails one mile to the east before leaving the large Rolex seamark to starboard and heading south to Tasmania.

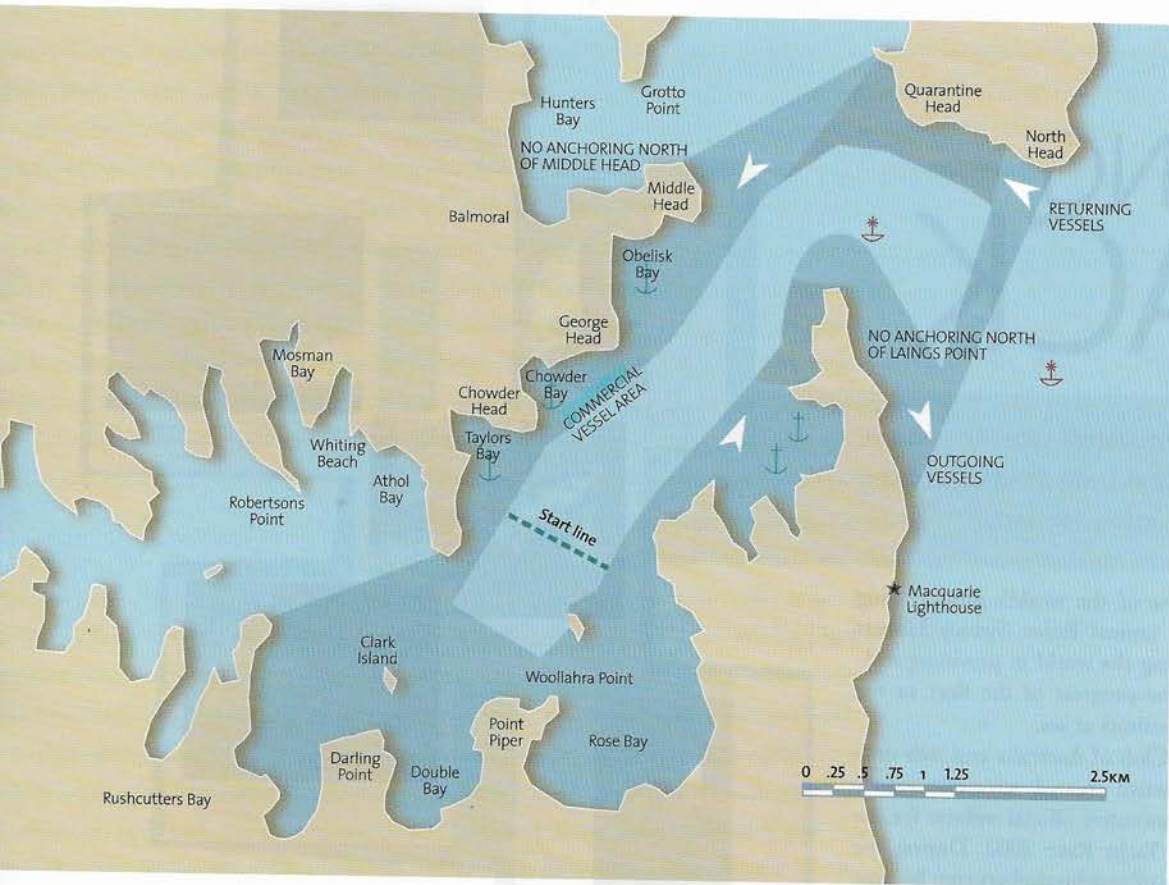
As the countdown to the start begins, the CYCA's cannons will be fired aboard the official starting vessel *Aussie One* to draw attention to the traditional starting flag sequence, as follows:

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

1pm: 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 restart. Yachts that have broken the start will also be advised by radio within 10 minutes of the start. There will be no general recall. ■



THE WATERWAYS MAP OF THE RACE AREA FOR BOXING DAY

ADVICE FOR SPECTATOR CRAFT

- * The exclusion zone, from 12pm to 2pm, will be marked with yellow buoys and some fixed navigation aids.
- * The rounding mark at the heads will be a large, conical, inflatable Rolex buoy, as will the seamark, one nautical mile due east of the heads.
- * All spectator craft are to remain outside the exclusion zone.
- * No spectator craft is permitted to anchor or remain anchored within 100 metres of the exclusion zone.
- * Boats may only proceed through the 'no anchoring' zone near South Head if going out to sea.
- * Commercial vessels only will have access the commercial vessels area.

- * Spectator craft should not operate under sail near the exclusion zone from 12pm until the fleet has cleared 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 Authority 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 Rolex race flag on their backstay. Keep well clear of any vessel displaying such flags.

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KEEPING TRACK

Yacht Tracker, the innovative satellite system, will again provide real-time positions of the fleet in the 2003 Sydney Hobart

Long established as one of the world's greatest long ocean yacht races, the annual Rolex Sydney Hobart Yacht Race is also leading the world in providing real-time information on the progress of the fleet to the public, media and competitors at sea.

The Cruising Yacht Club of Australia and web developers Massive Interactive created www.rolexsydneyhobart.com, a highly innovative official website for the Rolex Sydney Hobart Yacht Race 2002. During the blue-water classic, www.rolexsydneyhobart.com became the second most visited sporting website in Australia. This race, it promises to be even better.

The major feature of the website is Yacht Tracker, a satellite tracking system that provides real-time positions of each yacht throughout the race, updating every 10 minutes. Since the 2002 event, the CYCA has used Yacht Tracker for its other major long ocean races, the Sydney to Mooloolaba and Sydney to the Gold Coast.

For the 2003 Sydney Hobart, the CYCA will again equip each boat in the fleet with an Inmarsat D transmitter, which will automatically update the yacht's latitude, longitude and course and speed over ground, and transmit that information via satellite to an earth station.

From there, the data will be transferred to the website, which shows in text and graphics each yacht's position in the fleet, its place relative to other boats and known geographic features, its speed through the water, and the direction in which the boat is sailing.

The standings system in the site has had a complete rebuild to improve speed and accuracy of results, and to include deduced reckoning and interpolation of yachts temporarily without position reports.

Website viewers will be able to look at the overall state of the fleet, zoom in to a group of boats or access the status of an individual boat.

Positions received from the fleet will be immediately converted by the site's highly sophisticated mathematical system into a report on the website that shows each yacht's position in the fleet, distance to the finish line, and progressive corrected time position under the IMS, IRC and PHS handicap categories.



JUST A FEW OF THE IMAGES ON THE OFFICIAL SYDNEY HOBART WEBSITE

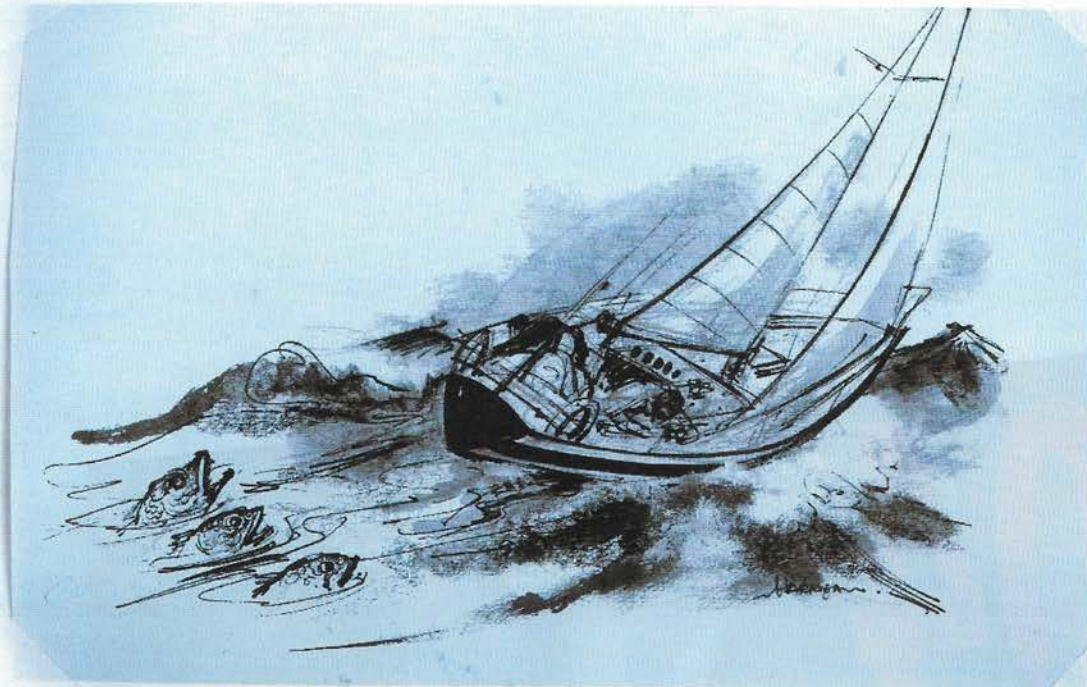
The website already contains a wealth of archival information about the Sydney Hobart race, an ocean classic that began in 1945 and in 2004 will celebrate its 60th anniversary. Many news releases and feature articles about the 2003 event are already on the site, plus the complete list of yachts nominated.

During the race, regularly updated news releases, background features, photographs, interviews and weather forecasts will be added to the website. As the yachts cross the line off Hobart's historic Battery Point, their finishing times, provisional corrected times and overall and division positions will be flashed onto the website.

If you visit the site now, you'll find a complete list of yachts entered, a photograph, a description of each boat, a rundown on the crew, and the boat's past racing record.

There are also special features on the website about personalities associated with Australia's most famous ocean race – the sailors who have sailed in 25 Hobart races and more, the yachts that have battled up to 25 races south, those who are heading south again and those doing it for the first time.

Archival data on www.rolexsydneyhobart.com includes the complete results of the past 58 races, plus the weather they encountered, a summary of the line and overall handicap winners of those races, historical stories, statistical information and information on the designers of those 58 overall (corrected time) winners. ■



WE'RE ONLY OFF
BONDI, AND ALREADY
WE KNOW WHAT
THEY HAD FOR
CHRISTMAS DINNER.

MAKING LIGHT OF THE HOBART RACE

Humour often helps
soften the blow during
a rough Sydney Hobart,
writes David Colfelt

The Sydney Hobart race is considered by many to be the 'Everest' among the three classic 600-odd-mile ocean races of the world (the other two are the Fastnet and the Bermuda events).

It is the only such race to be held every year, so, despite the fact that it is the youngest of the three, there have been more Hobarts than the others. Thousands of nautical miles have been clocked up during the 58 races since 1945, and these have provided a rich body of lore about the event.

The course traverses some nine degrees of latitude and crosses the subtropical high-pressure belt that is the engine of Australia's weather. The Sydney Hobart therefore throws up a greater variety of weather than is usually experienced in the other two races. And the seas along the NSW coast are notoriously punishing, the result of the south-flowing East Australia Current opposing the succession of southerly changes (cold fronts) that sweep up the coast every four to five days at that time of year.

Wind against current causes the waves to 'stand up', making it very rough-going to windward. Tony Cable, a long-time CYCA member and old sea dog with 39

Hobart races under his belt, has described a typical scene aboard: "The wind is about 45 knots or more, and it has been like this for a day or so. The yacht below is a shambles. Gear is cast everywhere, just like a teenager's bedroom, except it is all soaking, and there is a 30-centimetre-deep river running fore and aft with every wave we crash into.

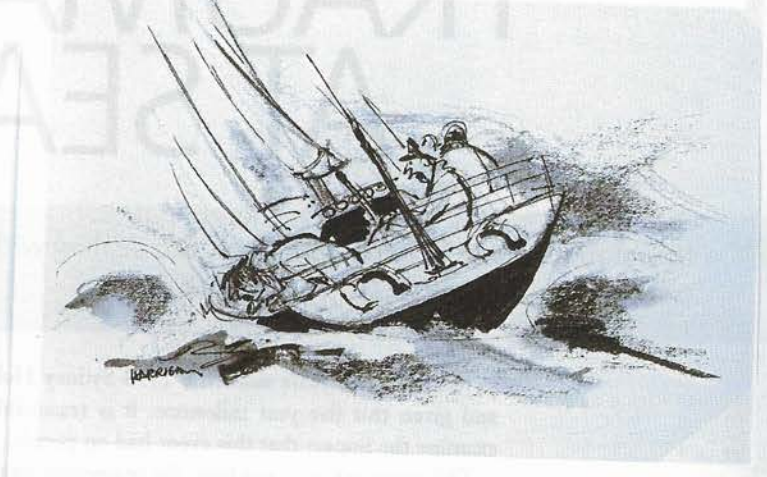
"Two comatose seasick crew are sort of floating in this. One of them is trying not to drown as he appears to suck air out of the bottom of a bucket. Both will not die of exposure (although they might wish to), because they are lying underneath two shredded sails that have been dumped there, unpacked."

Rough races are a dominant theme, along with seasickness. Many a yachtsman has sworn off ocean racing having reached Hobart. But time seems to heal wounds, and most come back again. Many tales are told and retold around the bar at the Coaster's Retreat during the year, with humour helping to soften the steely edge of some memories.

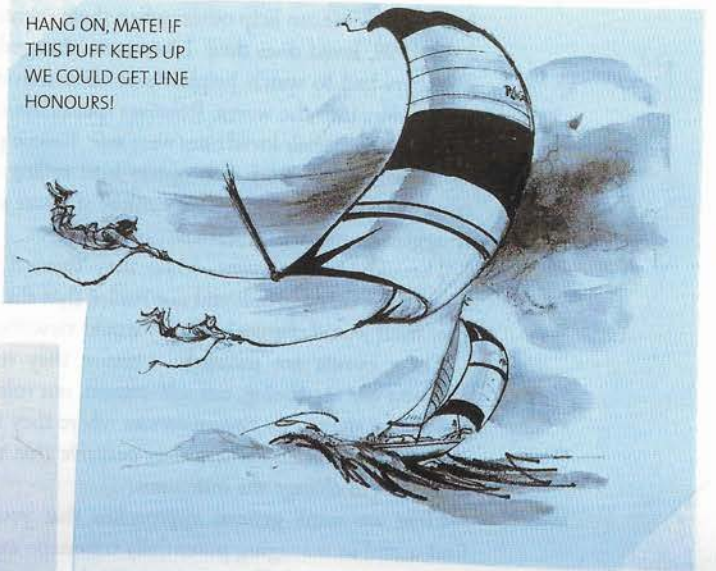
On these pages are some examples of making light of the Hobart race, as seen in cartoons that appeared in Sydney Hobart programs over the years. ■



DID HE SIGN ON AS A 'HEAVY' OR A 'HEAVIE'?



HANG ON, MATE! IF THIS PUFF KEEPS UP WE COULD GET LINE HONOURS!



THEY WANT TO KNOW, DID YOU ORDER FIVE-DOZEN TASMANIAN 'SCALLOPS' OR 'TROLLOPS'?



I THINK WE SHOUD'VE TURNED RIGHT A COUPLE OF DAYS AGO.

TRAUMA AT SEA

Preparation and debriefing are the keys to dealing with traumatic events at sea, writes Mary Doyle

It has been five years since the 1998 Sydney Hobart, and given this five-year milestone, it is reasonable to examine the impact that this event had on people.

This examination is not from the perspective of technique, equipment or race management, but from a perspective of how we prepare people for potentially traumatic events, what to do while these events are happening and how we can help others when these events occur.

In 1998, loved ones died. Lives were changed. Crew members had to watch helplessly as their friends were swept away into the waves. Relatives spent days onshore not knowing if their loved ones were safe. Rescue personnel were lowered from helicopters into rolling mountains to be submerged beneath tonnes of water as pilots struggled to maintain their craft in the air.

Throughout this event, while they focused on the immediate, many people did not realise that the experience itself would change how they would view the world.

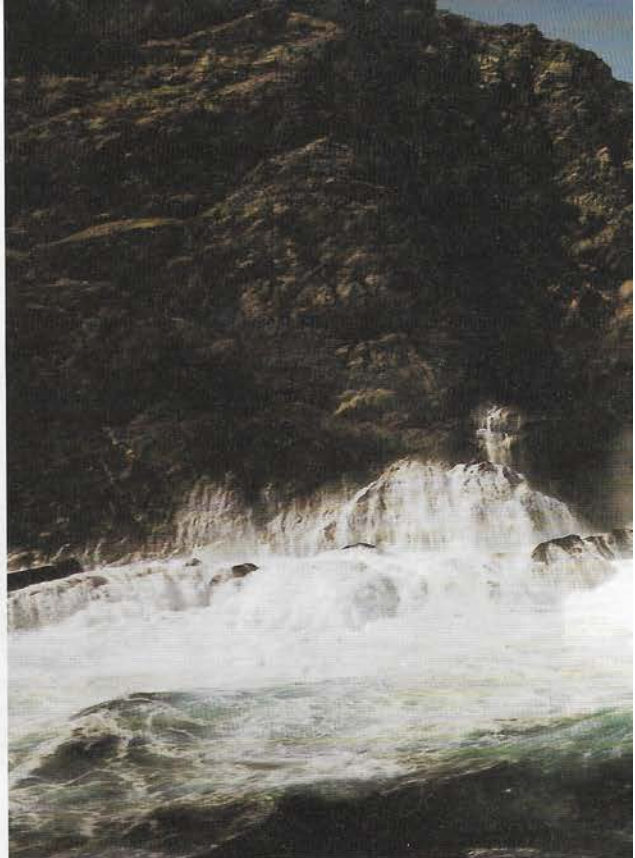
These events are traumatic because they make us question our very being, our self-esteem, our role in life. People are shaken by circumstances where they lose the ability to control and where they perceive that they are powerless to change the outcomes.

Here are some general approaches that you might find useful in managing potentially traumatic events.

What is trauma? Trauma is defined as a powerful shock that might have long-lasting effects. These effects can impact on all aspects of a person's life, physically, mentally and socially.

Who can suffer from trauma? Anyone. The extent to which an individual is affected by a traumatic event depends on a variety of factors, such as the nature of the event; the environment in which the event occurs; the person's personality, health and experience; and the support available. So, what will have a dramatic effect on one person has little effect on another.

The response Of those who sailed in the 1998 Hobart, some have continued racing and others have quit the sport. As I spoke with various competitors, their families and friends, it became clear that this tragedy impacted on them deeply. Some have been brought closer together and some blame others for the loss of their loved ones. For some, the experience was empow-



ering while others found it devastating. Some have resolved their issues and for others the issues are ongoing.

On the downside of traumatic experiences, people can suffer withdrawal; develop compulsive behaviours, aggression, insensitivity and hate; fall into a state of clinical depression or denial; and decide to dramatically change their lives in irrational ways.

On the upside, these events can give a refocussing on the important people and things in their lives. It can give a new perspective, so that one is no longer fearful of events that earlier would have inhibited them in reaching their full potential. Therefore, the experience is empowering.

Equally, these events can result in an unchanged life and people just put the experience behind them.

Preparation, the key Because a sense of lack of control is one of the main triggers of trauma, maintaining a sense of control is hugely important.

It goes without saying that preparing the boat for the race and the conditions you may face is critical. If nothing else it helps in the aftermath to remove the destructive effects of guilt, besides having the more obvious physical benefits in the immediate situation.

If you are the skipper, communicate to all involved what is expected of them. Setting out the options available for various scenarios in advance of a problem reduces uncertainty and enables people to respond appropriately.

Good leadership can reduce the impact of stressful situations. As a leader you need to create certainty for those who are less skilled and experienced. This certainty reduces the intensity of fear and stress and empowers people to be useful contributors. Options allow people to act, and through acting they are better able to address fear. Fear, uncertainty and doubt are prime drivers in people not coping during and after traumatic events.



A formal briefing by a qualified psychologist or counsellor can give participants information they can use to recognise when they, or those around them, are suffering. It gives them strategies for coping with stress, conflict resolution, decision making and helping those who have been disabled by the events.

In the midst When faced with a threatening situation, people's responses have a lot to do with their understanding of the available options and their knowledge of whether they have options at all. The most senior person should openly review the options available to overcome the situation and communicate the steps that are going to be taken. Reviewing the things that you have rather than what you do not have demonstrates to people that they have the means to survive.

Yacht racing is peculiar in that traumatic events may occur over extended periods. Developing and communicating to others a structured approach helps them through the long hours they may face before reaching safety. It should be reinforced to people that they have choices as to how they respond to situations. That is, they can choose their behaviour regardless of the emotional pressures.

No matter how well we try to prepare, sometimes events overtake us. If a fellow crew member is unable to act or respond appropriately, protect them and yourself by moving them from harm's way. Do not try to force them to respond in a way that you think they should. Try to avoid personal judgments.

The aftermath Debriefing is an important formal process, usually conducted between 24 to 72 hours after the event. It allows people to ventilate their feelings in a

safe environment with a trained impartial person. It educates people about the effects of stress and trauma, makes people aware of the resources available to them, is designed to identify, acknowledge and validate emotions, and helps to create more certainty to the recovery process. Early professional debriefing helps people decide on the level of assistance they need.

Coping long term Most people who suffer a traumatic event will initially experience emotional turmoil and confusion, which they will naturally resolve. This is normal and healthy. Problems only occur when this development becomes 'blocked' or 'stuck'. In these circumstances it is advisable to seek professional assistance. Symptoms to look for include withdrawal, avoidance, irritability, anxiety, disturbed sleep patterns, lack of motivation, flashbacks, destructive eating patterns, problems with concentration, hyper-vigilance, misplaced and focused anger, a preoccupation with the event and an excessive focus on self.

One of the most effective things we can do to help ourselves, and those around us who may be experiencing difficulties, is to be understanding and compassionate. It is very easy to judge, blame, criticise or be disappointed by another. However, we often don't know what previous life experiences another may have had. This is a time for empathy and practical actions.

Typically, a good model of trauma management would incorporate pre-incident education, defusing, formal debriefing and follow-up counselling. The counselling may also include family members because of the event's impact on others close to those directly involved. ■

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A FAMILY AFFAIR

Mike Green will be creating history when he races in the Rolex Sydney Hobart Yacht Race 2003, writes David Colfelt

This Sydney Hobart will see a new record on the Honour Board for those who have competed in 25 races – the first ‘father and son’ listing. Mike Green will be sailing in his 25th race, while his father, the late skipper and sailing master Peter Green, is already on the Board with a total of 35 races.

Peter, affectionately known as ‘Grandad’ among the crews he sailed with for over 43 years, had a distinguished career. And son Mike has turned into a chip off the old block. Mike’s record in the race over the past 10 years, during which time he has either been skipper or holding a senior cockpit position, would be the envy of any ocean racer. He came first last race, gained second place in 1993 (when he also took line honours), 1994, 1995 and 2000 and came third in 2001. In 1996 and 1997 he came fifth, and he has come seventh twice, in 1998 and 1999.

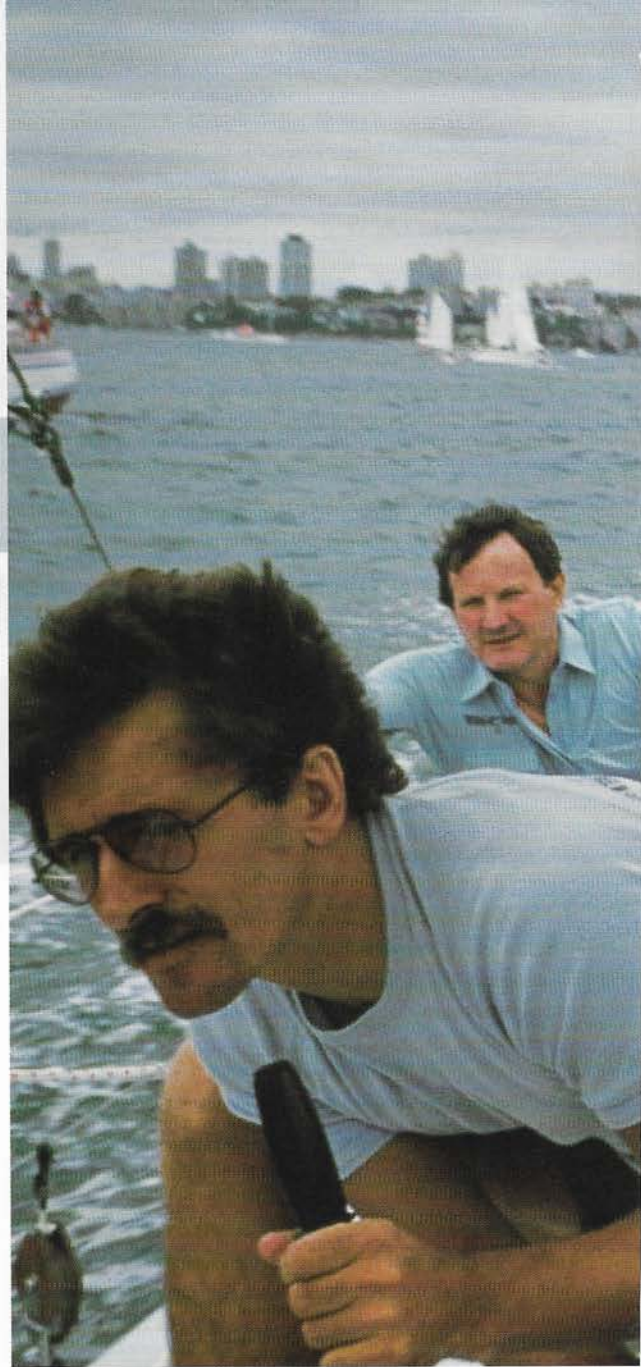
Mike’s sailing career began at the age of eight when the family lived on the waterfront at Sydney’s Clontarf. The Manly Junior they owned was on the lawn and always rigged, so when there was a breeze they just lifted it over the wall. Mike spent almost as much time sailing as he did on dry land.

Mike followed the Manly Junior with a Cherub, in which he won a couple of Australian Junior titles, then a 16-foot skiff at Middle Harbour where he was club champion for three years.

His ocean-racing career began in 1977 when he joined his father, who was sailing master aboard *Patrice III*. “It was a terrible race,” Mike remembers, “about the fourth hardest I’ve done. A huge line squall came across just as we entered Bass Strait, and it was 35 to 40 knots all the way down the Tassie coast. Boats in those days were slower and you were out there a bloody lot longer.”

The toughest race he’s done was the 1993 race, in which Mike was sailing master aboard *Ninety-Seven*. It was tougher than the infamous 1998 event because it was absolute hell for almost three days. The 47-footer took line honours and was placed second on handicap.

From a perspective of 24 years of racing to Hobart, Mike has seen the evolution of the race and the boats. Ironically, because there is such a wealth of information now available about the east coast current and the world and local weather, Mike believes it makes the race more



difficult to sail well. But he’s done it so many times he can predict much of what’s going to happen.

The greatest breakthrough has been the advent of the automatic satellite tracking system that the Cruising Yacht Club of Australia has put on each boat. It enables anyone to go online and check the exact positions of competitors. Positions can be plotted on the current charts, which can be huge help in determining what is going on.

Mike says he gets the biggest buzz from sailing fast boats. He notes that, as the trade-off between fast and safe approaches the outer edge, it requires a lot more crew ability to sail safely and to stay alive. “If I thought a boat wasn’t safe, I wouldn’t go on it. But I like them to be fast ... before they’re safe ... if I’m being honest about it.”

When asked what he enjoys most in ocean racing, he doesn’t hesitate. “What I love more than any other thing is the involvement you have with guys. I’ve been sailing together now with some of the guys on *Quest* [in which



he won last race] for 30 years. I've been sailing with Dave Ellis since we were in 16s together. We've built this camaraderie ... you hear about friendships forged in the trenches ... ocean racing is pretty much like that. The people you sail with are friends for life. And we know what our focus is when we're sailing and where we want to be ... the crew as one. That's where, if I have a skill, it's developing the guys and wanting them to come with me and be number one."

His father was pretty good at that too. "He was the best I've ever known. Exceptional. An exceptional people person," Mike says.

When Peter died in October 1991, his ashes went south in a box with his son on *Silver Minx*. "At one point I couldn't find him ... he got lost for a little while ... but we found him and put him over the side at Tasman Island, and then we drank a bottle of 100-year-old rum to celebrate it."

How does Mike feel about the rating system now?

"The rating system is pretty fair. They actually come up with some pretty close results. You take last race, for example. A grand-prix racing boat like *Quest* beat a Currawong 30, which is 30 years of age, by just eight minutes. Eight minutes in a Hobart race is like losing a Formula One Grand Prix by a car length!"

Mike continues, "I'm a great believer in Dennis Connor's words, 'Leave yourself no excuse to lose'. Everything has got to be checked and double-checked, making sure you don't have an excuse. It's also important to have a crew that works well together, that's had some night-time together at sea, so they know what it's going to be like and don't lose concentration. And, do your homework. Every year, I put a notice on the bulkhead that says simply 'Go south'."

It sounds hauntingly like what Mike's father always repeated like a mantra ... 'Stay on the winning tack'. ■

A YOUNG MIKE GREEN AT THE HELM, WHILE HIS FATHER, PETER (IN DARK JUMPER), TRIMS THE SAILS BEFORE COMPETING IN PETER'S 31ST SYDNEY HOBART

SYDNEY HOBART STATISTICS

1945–2002

Number of Sydney Hobart races conducted by the CYCA: 58.

Number of yachts to have competed: 4,636 (3,802 completing the race, 834 retiring).

Estimated total crew to have competed: About 41,000.

Average size of fleets: 80 boats per race.

Largest fleet: 371 starters in the 50th race in 1994 (309 finished).

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

2002 fleet: 57 starters, 55 finishers, the smallest fleet since 1966.

Notable years for race records:

1946: *Morna* (NSW) – five days, two hours, 53 minutes and 33 seconds (the first yacht to break six days).

1948: *Morna* (NSW) – four days, five hours, one minute and 21 seconds (the first yacht to break five days).

1957: *Kurrewa IV* (NSW/Vic) formerly *Morna* – three days, 18 hours, 30 minutes and 39 seconds (the first yacht to break four days).

1962: *Ondine* (USA) – three days, three hours, 49 minutes and 16 seconds (in breaking *Kurrewa IV*'s record, *Ondine* set a time that stood until it was broken by *Helsal* in 1973).

1975: *Kialoa* (USA) – two days, 14 hours, 36 minutes and 56 seconds (the first yacht to break three days).

1996: *Morning Glory* (Germany) – two days, 14 hours, seven minutes and 10 seconds (the race record was finally broken after 21 years).

1999: *Nokia* (Denmark/Australia) – one day, 19 hours, 48 minutes and two seconds for an open race record (water ballast allowed) and the first yacht to break two days. *Brindabella* (Australia) set a record for a conventional yacht of one day, 20 hours, 39 minutes and 50 seconds.

Record Sydney Hobarts by yachtsmen: Up to and including the 2002 race, 58 yachtsmen were recorded as having sailed in 25 or more races since 1945. John Bennetto (Tasmania) has sailed in 42 and Richard Hammond (NSW) in 40. Lou Abrahams (Victoria) reached his 40th race in 2002.

Record Sydney Hobarts by yachtswomen: Seven women have sailed in 10 or more Sydney Hobarts. As of the 2002 race, Amanda Wilmot and Adrienne Cahalan

have raced to Hobart 12 times each, Vanessa Dudley 11 times, Kerry Goudge, Gail Harland, Lea Myer and Jan Howard have each competed 10 times, while Audrey Brown took part in 12 races, competing and aboard the radio relay vessel.

Record Sydney Hobarts by yachts: *Mark Twain*, a Sparkman & Stephens 38, has competed in 25 Sydney Hobarts, her last being in 2002. *Hog's Breath Witchdoctor*, a Davidson 42 sloop, has sailed in 22 races, *Margaret Rintoul II* in 21 (six times as the original *Ragamuffin*), *Bacardi*, a Peterson 44, has done 21 races, while *Polaris of Belmont*, a Cole 43, has sailed in 20.

Oldest skipper: Alby Burgin skippered his 52-footer *Alstar* in the 2000 race at the age of 84. Alby has sailed in 31 Sydney Hobarts, winning with *Rival* in 1961. He retired from active offshore racing in 2001.

Youngest skippers: The youngest recorded skipper was Sean Kirkjian (17) who skippered his parents' yacht *Lady Ann* in the 1986 race. His mother, Ann, was navigator. In 1976, the maxi yachts *Ballyhoo* and *Apollo* finished first and second respectively across the Hobart line – *Ballyhoo* was skippered by Jack Rooklyn and *Apollo* was skippered by his son, Warwick, then aged 19. Greg Prescott (18) skippered his father's yacht *Hotspur* in the 1980 race. Liz Wardley, from Papua New Guinea, was 19 when she skippered her yacht *Dixie Chicken* in the 1998 race.

Youngest sailor ever: Well-known Perth yachtsman Rolly Tasker took his wife and daughter, then aged just four, to Hobart aboard his maxi yacht *Siska*, back in the 1970s. There have been many teenage boys and girls who have sailed with their parents, including Tasmanian Ken Gourlay's 14-year-old son, who sailed on *Kismet* in 1957. A 14-year-old boy sailed aboard *Aspect Computing* in the storm-battered 1998 race. (Since 1998 the CYCA has set an age limit of 18 for crew members in the event.)

First and 50th races: Peter Luke and the late 'Boy' Messenger sailed in the first and 50th races. Luke skippered his yacht *Wayfarer* in the first Sydney Hobart. Messenger sailed aboard *Horizon*. Luke, who still owns *Wayfarer*, was official starter of the 2001 race.

First women to compete: Jane 'Jenny' Tate, from Hobart, sailed with her husband Horrie aboard *Active* in the 1946 race, as did Dagmar O'Brien with her husband, Dr Brian 'Mick' O'Brien, aboard *Connella*. Unfortunately, *Connella* was forced to retire in Bass Strait, but *Active* finished. The Jane Tate Memorial Trophy is presented each year to the first female skipper in the event.

First all-women crew to compete: *Barbarian* (1975) skippered by Vicki Wilman.

Largest yacht to take part: *Marie-Cha III*, USA (1999) – LOA: 146ft (44.5m). The CYCA did not accept her as an official competitor, but as a demonstration yacht.

Largest official competitors: *Orsa Maggiore*, Italy (2000) – LOA: 90ft (28.3m) retired. *Alfa Romeo Shockwave*, AUS/NZ (2002) – LOA: 89ft (27.4m) won line honours.

Smallest official competitor: *Klinger*, NSW (1978) – LOA: 27ft (8.2m).

Largest line honours winner: *Alfa Romeo Shockwave*, Australia/New Zealand (2002) – LOA: 89ft (27.4m). Previous biggest: *Endeavour*, NZ (1992) and again as *Tasmania*, Tas (1994) – LOA: 84.3ft (25.7m).

Smallest line honours winner: *Nocturne*, NSW (1952) – LOA 35ft (10.7m).

Largest overall handicap winner: *Sovereign*, NSW (1987) – LOA: 84ft (25.6m).

Smallest overall handicap winner: *Screw Loose* (1979) – LOA 30ft (9.1m).

Yachts to win the double (line honours and handicap): *Rani*, NSW (1945), *American Eagle*, USA (1972), *Kialoa*, USA (1977), *New Zealand*, NZ (1980), and *Sovereign*, NSW (1987).

Closest finish for line honours: 1982, *Condor* (Bermuda) beat *Apollo* (NSW) by seven seconds.

Oldest yacht to race in recent years: *Southerly*, built in Tasmania in 1938, won the over 39-year veterans'



division in the 50th race in 1994. She sailed in the 2000 race, aged 62, but retired before reaching Bass Strait.

Oldest yachts to compete: CYCA life member and historian Alan Campbell said more than 30 yachts built before 1938, including line honours winners *Morna* (*Kurrewa IV*) and *Astor*, which were built in the 1920s, have competed in the Sydney Hobart. He believes that *Alice*, which competed in the 1948 race, was built before 1908, although no records exist.

Most successful designer of overall winners: Bruce Farr (NZ/USA) – 14 winning yachts.

These statistics have been compiled up to and including the Rolex Sydney Hobart Yacht Race 2002, based on records available from the CYCA, the Royal Yacht Club of Tasmania, yachting journalist Peter Campbell, CYCA life member and historian Alan Campbell, and other sources, including the book The Sydney to Hobart Yacht Race 1945 – 2001, by Michael Ludeke. ■

ONE CROWDED HALF HOUR AS THE CLASSIC YACHT CLASS HEADS TO SEA IN THE 50TH SYDNEY HOBART

PREVIOUS WINNERS

1945–2002



FIDELIS (NZ) TOOK LINE HONOURS IN THE 1966 SYDNEY HOBART

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 (USA)	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 (S. AFRICA)	3-20-30-09	FREYA (NSW)
1966	FIDELIS (NZ)	4-08-39-43	CADENCE (NSW)
1967	PEN DUICK 111 (FRANCE)	4-04-10-31	RAINBOW 11 (NZ)
1968	ONDINE 11 (USA)	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 (USA)	3-12-46-21	PATHFINDER (NZ)
1972	AMERICAN EAGLE (USA)	3-04-42-39	AMERICAN EAGLE (USA)
1973	*HELIAL (NSW)	3-01-32-09	CEIL 111 (HONG KONG)
1974	ONDINE 111 (USA)	3-13-51-56	LOVE & WAR (NSW)
1975	*KIALOA (USA)	2-14-36-56	RAMPAGE (WA)
1976	BALLYHOO (NSW)	3-07-59-26	PICCOLO (NSW)
1977	KIALOA 11 (USA)	3-10-14-09	KIALOA 11 (USA)
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)
			RAGAMUFFIN (NSW) (IOR)
1992	NZ ENDEAVOUR (NZ)	2-19-19-18	ASSASSIN (NSW) (IMS)
			SOLBOURNE WILD OATS (NSW) (IOR)
			MICROPAY CUCKOOS NEST (NSW) (IMS)
1994	TASMANIA (TAS)	2-16-48-04	RAPTOR GERMANY (IMS)
1995	SAYONARA (USA)	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 (USA)	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 (NSW) (IMS)
2001	ASSA ABLOY (SWE)	2-20-46-43	BUMBLEBEE 5 (NSW) (IMS)
2002	ALFA ROMEO (AUS/NZL)	2-04-58-52	QUEST (NSW) (IMS)

* Open race record: Nokia (Den/Aus): 1 day 19 hours 48 minutes and 2 seconds (1999).

* Record by a conventionally ballasted yacht: Brindabella (AUS): 1 day 20 hours 39 minutes 50 seconds (1999).

Overall winners: For the 1991, 1992 and 1993 races, two overall handicap winners were declared during the transition from IOR to IMS, with yachts entering either the IOR or IMS categories. Since 1994, only one overall winner has been declared, calculated under the IMS rule. The same will apply for the 2003 race.

← 2002 ROLEX SYDNEY HOBART RACE – IMS DIVISION

PL	BOAT OWNER/ SKIPPER	LINE PL	DIV	ELAPSED TIME	TCF TIME	CORRECTED TIME
1	Quest (Bob Steel) NSW	18	A	2 20:03:41	0.776	2 04:47:18
2	Zeus II (Jim Dunstan) NSW	52	B	3 21:16:25	0.567	2 04:52:05
3	Another Challenge (Lou Abrahams) Vic	20	C	3 01:04:55	0.725	2 05:00:23
4	Starlight Express (Stewart Thwaites) NZ	13	A	2 16:15:48	0.829	2 05:16:27
5	Chutzpah (Bruce Taylor) Vic	22	C	3 01:49:12	0.727	2 05:39:09
6	Fitness First Sting (Terry Mullens) NSW	16	A	2 18:54:22	0.804	2 05:46:45
7	Formulaonesailing.com (Bob Robertson/Alex Thomson) UK	14	A	2 16:35:04	0.833	2 05:49:06
8	Ragamuffin (Syd Fischer) NSW	17	A	2 19:11:03	0.804	2 05:58:57
9	Pippin (David Taylor) NSW	38	B	3 10:08:06	0.657	2 05:59:16
10	Red Rock Communications (Christopher Bowling) NSW	43	C	3 12:37:43	0.641	2 06:15:19
11	Impeccable (John Walker) NSW	45	B	3 14:11:53	0.630	2 06:19:19
12	Hollywood Boulevard (Ray Roberts) NSW	9	A	2 14:50:51	0.885	2 07:35:19
13	Ichi Ban (Matt Allen) NSW	11	A	2 15:03:12	0.887	2 07:56:50
14	Aurora (Jim Holley) NSW	36	B	3 10:04:14	0.682	2 08:00:18
15	Toecutter (Robert Hick and partners) Vic	28	C	3 09:19:14	0.690	2 08:06:40
16	Nips-N-Tux (Howard De Torres) NSW	23	C	3 07:36:54	0.707	2 08:17:45
17	Bacardi (Graeme Ainley & John Williams) Vic	35	B	3 09:57:27	0.688	2 08:24:11
18	P&O Nedlloyd (David Beak & Michael Spies) NSW	29	C	3 09:34:05	0.693	2 08:30:37
19	AFR Midnight Rambler (Bob Thomas & Ed Psaltis) NSW	33	C	3 09:45:20	0.704	2 09:31:24
20	Andrew Short Marine (Andrew Short) NSW	25	C	3 08:57:11	0.725	2 10:40:00
21	Polar Star (Natasha Henley- Smith/Georgy Shayduko) NSW/Russia	26	C	3 09:03:31	0.728	2 11:00:38
22	Getaway-sailing.com (Peter Mooney & Ty Oxley) NSW	34	C	3 09:50:46	0.726	2 11:24:14
23	Mirrakooka (John Bennetto) Tas	31	B	3 09:42:03	0.729	2 11:32:07
24	Sea Jay (Scot Wheelhouse) NSW	30	B	3 09:36:57	0.743	2 12:36:29
25	No Fearr (Philip Coombs) Vic	27	C	3 09:04:11	0.750	2 12:46:12
26	Komatsu St Malo (Shane Kearns) NSW	49	B	3 17:27:23	0.686	2 13:24:10
27	Brindabella (George Snow) NSW	6	A	2 13:24:26	1.000	2 13:24:26

Did not finish: *TrumpCard* (Craig Coulsen) Qld and *Valheru* (Antony Lyall) Tas
Disqualified: *Loki* (Stephen Ainsworth) NSW and *Peugeot Racing* (Malcolm
Roe & Christophe Vanek) AUS/FRA

 2002 ROLEX SYDNEY HOBART RACE
– SYDNEY 38 OD DIVISION

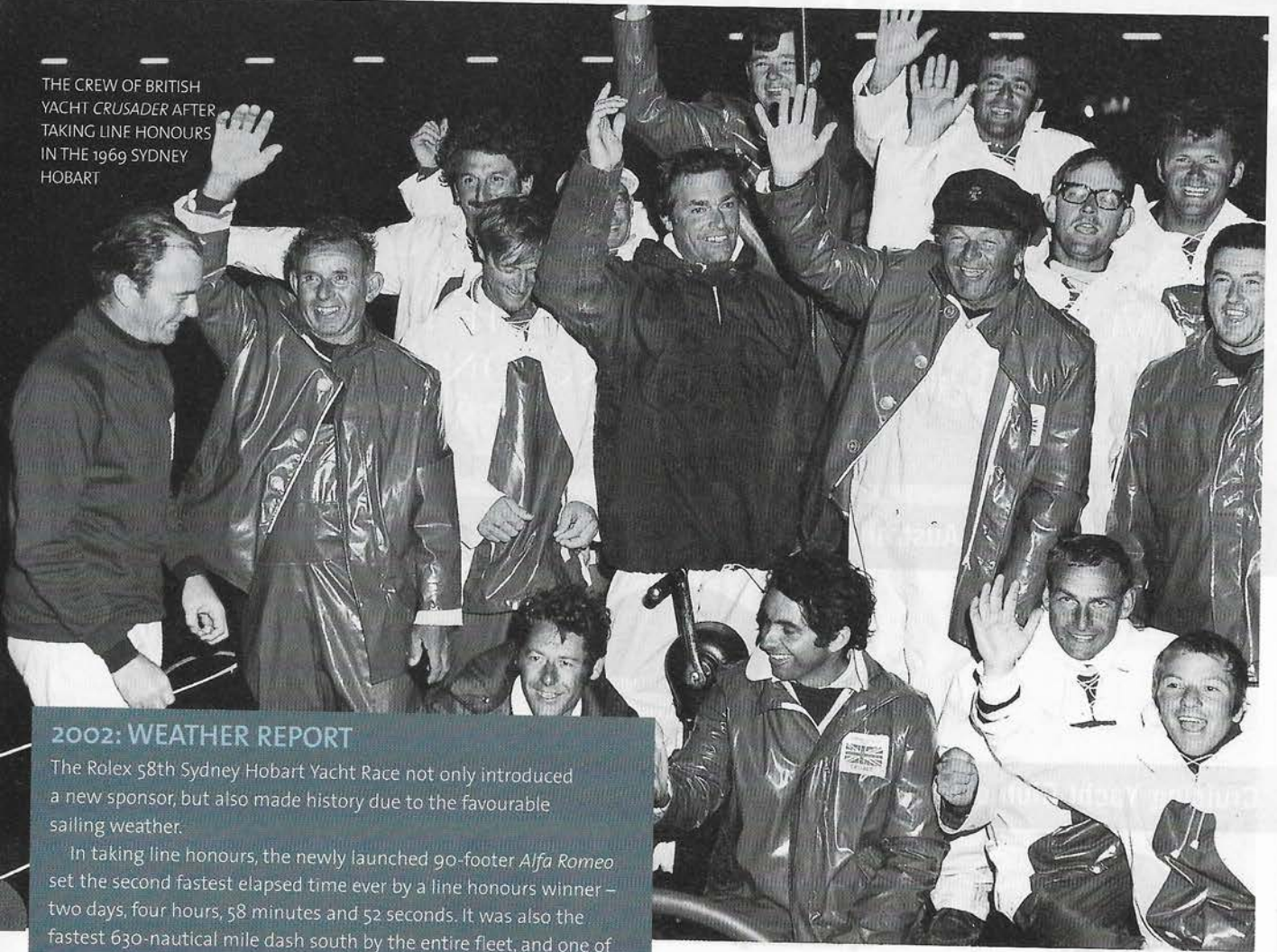
PL	BOAT OWNER/ SKIPPER	LINE PL	DIV	ELAPSED TIME	TCF	CORRECTED TIME
1	Andrew Short Marine (Andrew Short) NSW	25	A	3 08:57:11	1	
2	Polar Star (Natasha Henley- Smith/Georgy Shayduko) NSW/Russia	26	A	3 09:03:31	1	
3	Getaway-sailing.com (Ty Oxley & Peter Mooney) NSW	34	A	3 09:50:46	1	

2002 ROLEX SYDNEY HOBART YACHT RACE – IRC RESULTS

PL	BOAT OWNER/ SKIPPER	LINE PL	DIV	ELAPSED TIME	TCF TIME	CORRECTED TIME
1	Starlight Express (Stewart Thwaites) NZ	13	A	2 16:15:48	1.258	3 08:50:36
2	Quest (Robert Steel) NSW	18	B	2 20:03:41	1.195	3 09:20:00
3	Another Challenge (Lou Abrahams) Vic	20	B	3 01:04:55	1.113	3 09:20:25
4	Chutzpah (Bruce Taylor) Vic	22	B	3 01:49:12	1.114	3 10:14:08
5	Hollywood Boulevard (Ray Roberts) NSW	9	B	2 14:50:51	1.310	3 10:19:49
6	Red Rock Communications (Christopher Bowling) NSW	43	C	3 12:37:43	0.980	3 10:55:10
7	Pippin (David Taylor) NSW	38	C	3 10:08:08	1.012	3 11:07:16
8	Ichi Ban (Matt Allen) NSW	11	B	2 15:03:12	1.320	3 11:13:49
9	Formulaonesailing.com (Bob Robertson/Alex Thomson) UK	14	A	2 16:35:04	1.289	3 11:14:58
10	Impeccable (John Walker) NSW	45	C	3 14:11:53	0.969	3 11:31:33
11	Alfa Romeo (Neville Crichton) NSW	1	A	2 04:58:52	1.596	3 12:33:28
12	Toecutter (Robert Hick and partners) Vic	28	C	3 09:19:14	1.044	3 12:53:55
13	Ragamuffin (Syd Fischer) NSW	17	B	2 19:11:03	1.268	3 13:11:22
14	Grundig (Sean Langman) NSW	2	A	2 06:42:50	1.558	3 13:14:39
15	Fitness First Sting (Terry Mullens) NSW	16	B	2 18:54:22	1.276	3 13:22:20
16	Bacardi (Graeme Ainley & John Williams) Vic	35	C	3 09:57:27	1.042	3 13:23:59
17	Santana (Mike Kelaher) NSW	41	C	3 12:12:10	1.030	3 14:43:44
18	Nips-N-Tux (Howard de Torres) NSW	23	B	3 07:36:54	1.096	3 15:15:29
19	AFR Midnight Rambler (Ed Psaltis & Bob Thomas) NSW	33	C	3 09:45:20	1.071	3 15:33:37
20	Dreamland (Brook Lenfest) USA	15	A	2 18:37:53	1.318	3 15:49:13
21	P&O Nedlloyd (David Beak & Michael Spies) NSW	29	B	3 09:34:05	1.079	3 16:00:43
22	Canon (Mike Slade) UK	3	A	2 07:55:58	1.600	3 17:29:33
23	Andrew Short Marine (Andrew Short) NSW	25	B	3 08:57:11	1.113	3 18:06:03
24	Polar Star (Natasha Henley- Smith/Georgy Shayduko) NSW/Russia	26	B	3 09:03:31	1.113	3 18:13:06
25	No Fearr (Philip Coombs) Vic	27	B	3 09:04:11	1.121	3 18:52:45
26	Getaway-sailing.com (Peter Mooney & Ty Oxley) NSW	34	B	3 09:50:46	1.113	3 19:05:41
27	Australian Skandia Wild Thing (Grant Wharington) Vic	4	A	2 09:33:31	1.600	3 20:05:38
28	Broomstick (Michael Cranitch & Ray Wallace) NSW	8	A	2 14:49:43	1.473	3 20:32:48
29	Sea Jay (Scot Wheelhouse) NSW	30	C	3 09:36:57	1.141	3 21:07:25
30	Nicorette (Ludde Ingvall) SWE	5	A	2 10:15:00	1.600	3 21:12:00
31	Brindabella (George Snow) NSW	6	A	2 13:24:26	1.518	3 21:12:58
32	Komatsu St Malo (Shane Kearns) NSW	49	C	3 17:27:23	1.044	3 21:23:33
33	Magnavox 2UE (Stan Zemanek/Mark Gray/ Julie Hodder/Peter Sorenson) NSW	7	A	2 14:36:47	1.513	3 22:44:01
34	Merit Navigator (Ian Treleaven) NSW	10	A	2 14:53:59	1.510	3 22:58:43

Disqualified: *Loki* (Stephen Ainsworth) NSW and *Peugeot Racing* (Malcolm
& Christophe Vanek) FRA

THE CREW OF BRITISH YACHT *CRUSADER* AFTER TAKING LINE HONOURS IN THE 1969 SYDNEY HOBART



2002: WEATHER REPORT

The Rolex 58th Sydney Hobart Yacht Race not only introduced a new sponsor, but also made history due to the favourable sailing weather.

In taking line honours, the newly launched 90-footer *Alfa Romeo* set the second fastest elapsed time ever by a line honours winner – two days, four hours, 58 minutes and 52 seconds. It was also the fastest 630-nautical mile dash south by the entire fleet, and one of these rare occasions when there was not a single retirement from the race at sea. The only casualties were forced retirements of *TrumpCard* from Queensland and *Valheru* from Tasmania after collisions at and soon after the start.

After four tough passages in the previous four races, starting with the tragic 1998 event, the fleet of 55 that made it out through Sydney Heads had an enjoyable race. Apart from a couple of tacks up the Derwent River for a few boats, it was straight sailing to Hobart. The winds came consistently out of the eastern half of the compass, from the east, south-east and north-east for almost the entire voyage, never getting above 30 knots.

Not a single southerly or south-westerly front was experienced, only minimal damage was reported, and for *Alfa Romeo*, the breeze was exceptionally kind. Sailing well wide of the rhumbline, *Alfa Romeo* experienced the best of the easterly and south-easterly breezes down the NSW south coast, across Bass Strait and down the Tasmanian east coast.

Unlike the crew of *Alfa Romeo*, the crew of *Quest* had to wait 25 hours to confirm their overall IMS win as the little veteran *Zeus II* slowly sailed up the Derwent. Less than a mile from the finish line her time ran out, but she finished a great second overall, 21 years after she won the race in 1981. One elapsed time record was set – the 32-footer *Krakatoa* achieving the fastest time ever for a boat of her size. ■

2002 ROLEX SYDNEY HOBART YACHT RACE – PHS DIVISION

PL	BOAT OWNER/ SKIPPER	LINE PL	DIV	ELAPSED TIME	TCF TIME	CORRECTED TIME
1	Delta Wing (Bill Koppe) NSW	51	A	3 20:53:18	0.839	3 05:56:33
2	Kickatinalong (Mike De Berg) NSW	39	A	3 10:14:00	0.979	3 08:32:22
3	Berrimilla (Alex Whitworth) NSW	53	A	3 23:23:44	0.855	3 09:30:56
4	Magic (Philip Spry-Bailey) Vic	46	A	3 15:50:43	0.938	3 10:21:18
5	Wahoo (Brian Emerson) NSW	40	A	3 10:52:59	0.998	3 10:45:02
6	Mark Twain (Hugh O'Neill) NSW	48	A	3 17:27:21	0.937	3 11:49:12
7	Strewth (Geoff Hill) NSW	21	A	3 01:20:08	1.143	3 11:51:07
8	She II (Peter Rodgers) NSW	47	A	3 16:01:08	0.954	3 11:59:47
9	Aspect (David Pescud) NSW	19	A	2 20:34:31	1.231	3 12:24:58
10	Infinity III (Martin James) NSW	12	A	2 15:55:58	1.322	3 12:31:09
11	Anteater (Phil Hearse) NSW	32	A	3 09:44:34	1.043	3 13:16:27
12	Krakatoa (Rod Skellet) NSW	24	A	3 07:49:45	1.073	3 13:37:58
13	Bright Morning Star (Randal Wilson & Hugh O'Neill) NSW	37	A	3 10:06:21	1.048	3 14:02:19
14	Quiddity (Peter Hoving) NED	42	A	3 12:29:14	1.019	3 14:03:01
15	Andromeda III (Chris Dawe) Vic	50	A	3 20:21:05	0.936	3 14:29:13
16	Police Car (Alan Duffy) NSW	44	A	3 13:13:06	1.030	3 15:46:30

THE CRUISING YACHT CLUB OF AUSTRALIA

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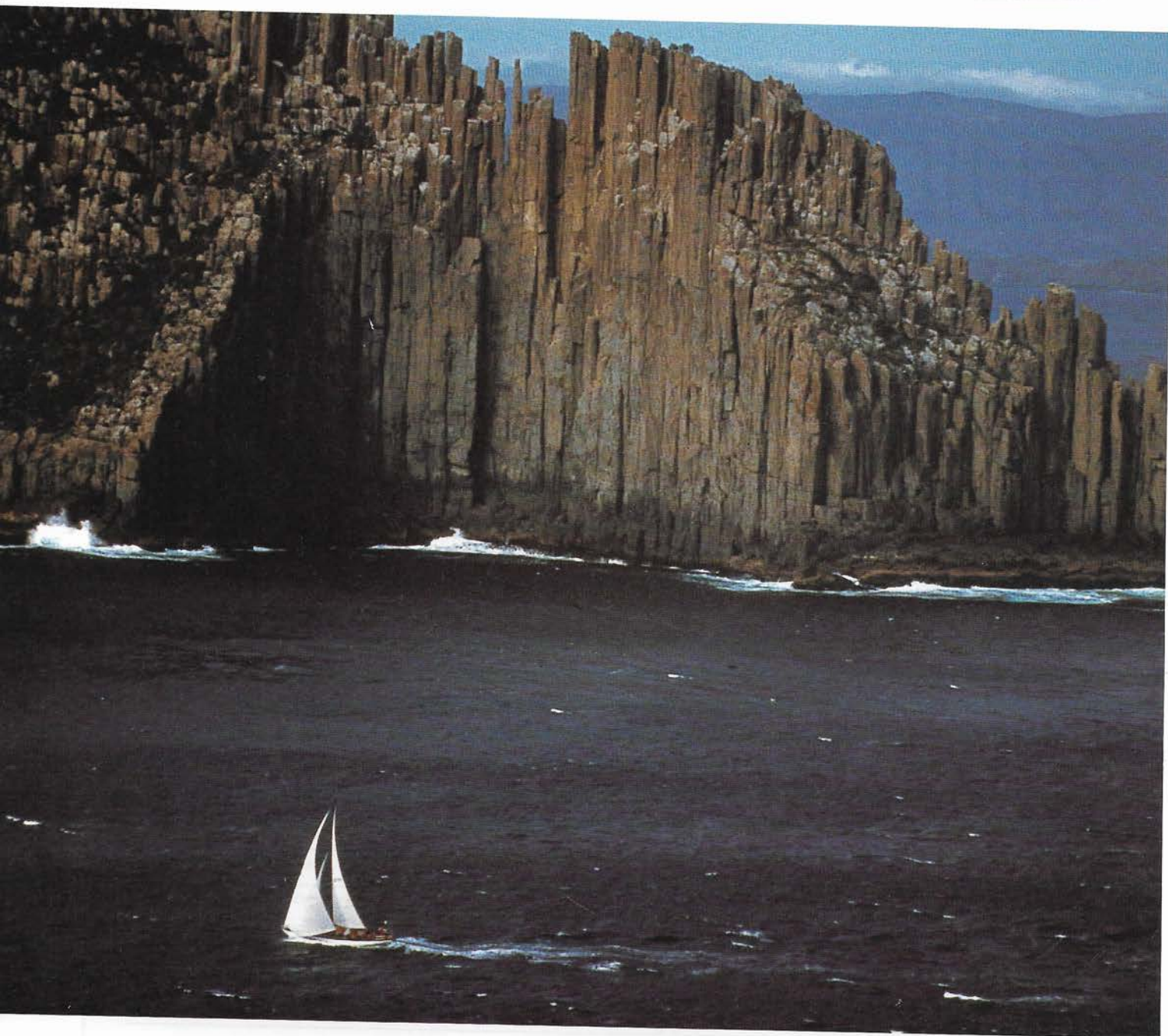
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THE CONTENDERS

Your complete guide to who's who in the Rolex Sydney Hobart Yacht Race 2003

Compiled by Lisa Ratcliff

Photos courtesy of Andrea Francolini, Richard Bennett,
Ian Mainsbridge, Peter Campbell and Rolex

** Applications to enter and crew lists are as provided to the CYCA by 18 November 2003.
Details are correct at time of going to press.*

GUIDE TO THE FLEET

SAIL NO	BOAT NAME	OWNER	STATE	DESIGN	DIVISION	LOA (M)
8338	AFR Midnight Rambler	Ed & Sue Psaltis / Bob Thomas	NSW	Northshore 369	IMS/IRC	11.25
SA 1331	Aint Misbehavin	James Walker / Justin Ricketts / Rob Alexander	UK	Lavranos 47	IMS	14.29
NOR2	Andrew Short Marine	Andrew Short	NSW	Volvo 60	IMS/IRC	19.44
SM2	Another Challenge	Lou Abrahams	VIC	Sydney 38	IMS/Syd 38	11.58
H18	Asylum	Wayne Kirkpatrick	QLD	Sydney 38	IRC/Syd 38	11.58
4057	Aurora	J & M Holley	NSW	Farr 40	IMS	12.19
5985	Balmain Experience	Tony Williams	NSW	NSX 38	IMS	11.630
371	Berrimilla	Alex Whitworth	NSW	Brolga 33	IMS/IRC	10.16
8833	Bounder	Chris Little	UK	Farr 49	IMS/IRC	15.23
1987	Bright Morning Star	Randal Wilson	NSW	Peterson 50	PHS	15.5
C1	Brindabella	George Snow	NSW	Jutson 79	IMS/IRC	24.08
8848	Broomstick	Michael Cranitch	NSW	Modified 66	IMS/IRC	20
R33	Chutzpah	Bruce Taylor	VIC	Sydney 38	IMS/IRC	11.58
F88	Degrees of Freedom	Michael Reynolds	WA	Runnalls 38	IMS/IRC	11.6
5664	Delta Wing	Bill Koppe	NSW	Cruiser racer	PHS	13.525
SM9797	Dysons Cobb & Co	Chris Dare	VIC	Farr 47	IMS/IRC	14.32
9407	Fitness First	Michael Spies / Peter Johnson	NSW	Beneteau 40.7	IMS	11.92
SWE7	formulaisailing.com	formulaisailing.com	NSW	Volvo 60	IRC	19.44
R69	Fuzzy Logic	Paul Roberts	VIC	ILC 40	IMS/IRC	12.475
A 99	Grundig	Sean Langman	NSW	MBD 66	IRC	20
HY6572	Ice Fire	Hans Butter	WA	Mummery 45	IMS/IRC	13.85
8880	Ichi Ban	Matt Allen	NSW	Farr 52	IMS/IRC	15.79
MH 106	Impeccable	John Walker	NSW	3/4 Tonner	IMS/IRC	10.22
558	Interum	Craig King	TAS	Lyons 40	IMS	12.172
2837	Katinka	Paul O'Connell	NSW	Currawong 30	PHS	9.245
7878	KAZ	David Pescud	NSW	Lyons 52	PHS	16.2
1317	Kickatinalong	Geoff Smith	NSW	Adams 13	PHS	13.075
Sm 1400	Kontrol	Peter Blake	VIC	Hart 45	IRC	13.85
8383	Krakatoa	Rod Skellet	NSW	Young 31	IMS/IRC	9.54
YC717	Liberator	Geoff Catt	SA	Farr 42	IMS/IRC	12.9
AUS 8448	Loki	Stephen Ainsworth	NSW	Swan 48	IMS/IRC	13.8

SAIL NO	BOAT NAME	OWNER	STATE	DESIGN	DIVISION	LOA (M)
294	Love & War	Peter Kurts	NSW	S & S 47	IMS	14.281
MH888	Magnavox 2UE	Mark Gray / Julie Hodder / Peter Sorensen	NSW	Volvo 60	IMS/IRC	19.44
5350	Matangi	David Stephenson	TAS	Frers 39	IRC	11.782
93	Merlin	David Forbes / Richard Brooks	NSW	Forbes/Kaiko	IMS/IRC	15.6
54440	Midnight Rambler II	Dennis Millikan	VIC	Farr 40	IMS	12.239
A 8	Mirrabooka	John Bennetto	TAS	Frers 47	IMS	14.32
6081	Next	Alison Thompson	NSW	Sydney 38	IMS/IRC/Syd 38	11.58
SWE1111	Nicorette	Ludde Ingvall	NSW	IRM Maxi	IRC	24
5995	Nips 'N' Tux	Howard de Torres	NSW	IMX 40	IMS/IRC	12.1
2999	Obsession	Stephen Roach	NSW	Sydney 38	IRC	11.58
YV560	Pale Ale Rager	Gary Shanks	SA	Elliott 56	PHS	17.1
533	Pippin	David Taylor	TAS	Farr 37	IMS/IRC	11.4
6565	Pitch Black	Rupert Henry	NSW	Sydney 38	IMS/IRC	11.58
6606	Quest	Bob Steel	NSW	Nelson Marek 46	IMS/IRC	14.19
AU570	Ragamuffin	Syd Fischer	NSW	Farr 50	IMS/IRC	15.5
SA3300	Secret Mens Business	Geoff Boettcher	SA	MBD 42	IMS/IRC	12.75
8844	Seriously Ten	John Woodruff / Eric Robinson / Shaun James	NSW	Volvo 60	IMS	19.44
9477	Shere Khan	Richard Wyatt	QLD	Beneteau 47.7	IRC	14.53
M 10	Skandia	Grant Wharington	VIC	IRC Maxi 98	IRC	29.85
B 300	sportboatz.com	Anthony Cuschieri	VIC	MOD Thompson 870	IRC	9
6188	Strewth	Geoff Hill	NSW	MKL 49	PHS	14.97
41000	Terra Firma	Nicholas Bartels	VIC	Murray 41	IMS	12.48
5M117	Tilting at Windmills	Thorry Gunnersen	VIC	MOD J. Dory 41	IMS	12.825
R1111	Toecutter	Robert Hick	VIC	Hick 31	IMS/IRC	9.44
1986	TrumpCard	Craig Coulsen	QLD	Van de Stadt 43	IMS/IRC	13.3
2001	Utopia	John Fletcher	QLD	Adam 56	IRC	17.08
5900	Wahoo	Brian Emerson	NSW	Frers 40	PHS	12.2
2557	Witchdoctor	The Rum Consortium	NSW	Davidson 42	PHS	12
1836	Yendys	Geoff Ross	NSW	Judel Vrolijk (JV 52)	IMS/IRC	15.75
NZL 1001	Zana	Stewart Thwaites	NZ	Maxi 98	IRC	30
USA16	Zaraffa	Skip Sheldon	USA	Reichel Pugh 65	IMS/IRC	20.27

LATE ENTRIES

RQ 68	Koomooloo	D. Freebairn	QLD	Classic	IMS/IRC	12.5
3644	Sorine	B. Adamson	NSW	Carter 30	PHS	9.1m
TBA	TBA	A. Dunphy	NSW	Sydney 38	IMS/IRC/OD	11.8m



AFR MIDNIGHT RAMBLER

LOA: 11.2m
Designer: Scott Jutson (Aus)
Type: Northshore 369
Owner/skipper: Ed Psaltis, Sue Psaltis and Bob Thomas
Club: Cruising Yacht Club of Australia, NSW
Crew: E Psaltis (22), B Thomas (14), C Rockelle (4), A Psaltis (10), M Bencsik (10), J Whitfeld (11), M McKensie(1), A Taylor (8) and M Knight

After battling the fierce conditions of the 1998 race to take out the overall trophy, the owners bought a bigger boat and in 2003 recorded a Flinders Island Race win as their best result so far. The crew should be settled into the new boat by now and will be looking for a spot on the Hobart winner's podium.



ANDREW SHORT MARINE

LOA: 11.78m
Designer: Laurie Davidson (USA)
Type: Volvo 60
Owner/skipper: Andrew Short
Club: Cruising Yacht Club of Australia, NSW
Crew: A Short (10), I Short (10), K Frostad (3), B Anderson (3), P Ryan (10), G Cooper (2), P Britt, P Geddes, A Buhagiar, O Schenk and O Muyt

Well-known marine retailer Andrew Short has moved back into big boats, purchasing the Volvo 60 formerly known as *Djuice Dragon*. The original owner/skipper Knut Frostad, who campaigned this VO60 in the 2001 Volvo Ocean Race, will join the Aussie crew from Norway to help them achieve maximum speed. This is one of four VO60s racing in 2003.



ASYLUM

LOA: 11.78M
Designer: Murray Burns
 Dovell (Aus)
Type: Sydney 38 OD
Owner/skipper: Wayne Kirkpatrick
Club: Hamilton Island Yacht Club, Qld
Crew: W Kirkpatrick (1), M Spence (13), M Thompson (2), R McMullen (1), J Jockheim, D Stielow (1), A Cole (3), G Boller, P Mitchell and A Linton

Hamilton Island CEO Wayne Kirkpatrick will exchange Queensland's warm waters for a Bass Strait crossing with a mixed crew that includes the CEO of Sunsail Australia, a champion 505 sailor, a sail-maker and a cane grower who has sailed with Ray Roberts in various Asian regattas. *Asylum's* best result in 2003 was a second at the Pan Pacific Championships.



BALMAIN EXPERIENCE

LOA: 1.63m
Designer: Kaufman/Jutson (Aus)
Type: NSX38
Owner/skipper: Tony Williams
Club: Cruising Yacht Club of Australia, NSW
Crew: T Williams (1), D Young (5), C Neill (3) and J Frost

This boat has some offshore experience, including the Sydney Gold Coast (finished first in division in 2003) and Sydney Mooloolaba races, and has done plenty of harbour racing, but this will be her first Sydney Hobart race.



AIN'T MISBEHAVIN

LOA: 14.29m
Designer: Angelo Lavranos
Type: Lavranos 47
Owner/skipper: Justin Ricketts, Rob Alexander and James Walker
Club: Royal Cape Yacht Club, South Africa (UK entry)
Crew: JJ Provoyeur, R Nankin, S Enoch (2), R Petty, G McCallum, J Walker and T Mooney

The UK owners of *Aint Misbehavin* sold their businesses to sail around the world together and have cruised 15,000 nautical miles from Cape Town to take part in the 2003 Sydney Hobart. Previous owner and skipper Jean Jacques Provoyeur, one of South Africa's most famous single-handed sailors, will join the international crew for the Boxing Day classic.



ANOTHER CHALLENGE

LOA: 11.78m
Designer: Murray Burns
 Dovell (Aus)
Type: Sydney 38 One Design
Owner/skipper: Lou Abrahams
Club: Sandringham Yacht Club, Vic
Crew: L Abrahams (40), C Schmidt (7), A Simpson (18), R Richardson (3), P Milne (4), R Bath (5), I Taylor (6), R Grimes (14) and R Lloyd (17)

The two-time Sydney Hobart winner is lining up for his 41st race south with a crew that has close to 120 Hobarts between them. *Another Challenge* finished third overall on IMS in 2002 and placed second in the Sydney 38 National Championships at Airlie Beach in 2003. Lou is still achieving outstanding results as he creeps towards John Bennetto's record of 42 Hobarts.



AURORA

LOA: 12.3m
Designer: Bruce Farr (NZ/USA)
Type: Farr 40
Owner/skipper: Jim Holley
Club: Lake Macquarie Yacht Club, NSW
Crew: J Holley (15), M Holley (6), J Howard (12), Dean (5) and G Vickstrom (4)

This Lake Macquarie yacht achieved her best results in the two heavy-weather Hobarts of 1998 and 1999, where she finished second and third in division respectively. She has good crew experience, including the husband and wife team of Jim and Mary Holley and crew member Jan Howard, who has 12 Hobarts under her belt.



BERRIMILLA

LOA: 10.1m
Designer: Peter Joubert (Aus)
Type: Brolga 33
Owner/skipper: Alex Whitworth
Club: Royal Australian Navy Sailing Association, NSW
Crew: A Whitworth (11), P Crozier (8), J Van Ogtrop (7), M Robinson (1) and S Jackson

Alex Whitworth has entered this classic yacht in every race since the 50th anniversary in 1994. In the gruelling 1998 event, *Berrimilla* placed first in the PHS division and again in 1999, finished first overall on PHS. In 2003 Whitworth and his crew finished third overall on PHS handicap and we can expect another top performance in 2003.



BOUNDER

LOA: 15.28m
Designer: Bruce Farr (NZ/USA)
Type: Farr 49
Owner/skipper: Chris Little
Club: Royal Ocean Racing Club, UK
Crew: C Mitchell, J Robinson, R Powell, A Cape (11), D Butt, S Clarke (1), C Little, T Burnell, M Curthoys, B Wood and N Little

Sail no: 8833
Class: IMS, IRC
Year built: 1999
No of Hobarts: 3

Chris Little, Commodore of the RORC, has chartered the former Hobart winner *Sting* so he can cross the Sydney Hobart off his to-do list. He has campaigned a variety of boats named *Bounder* and races his Farr IC45 in the UK, US and Mediterranean. Australian Andrew Cape has navigated two overall and two line honours winners in this event.



BRIGHT MORNING STAR

LOA: 15.5m
Designer: Doug Peterson (USA)
Type: Peterson 50
Owner/skipper: Randal Wilson and Hugh O'Neill
Club: Sydney Amateur Sailing Club, NSW
Crew: R Wilson (9), H O'Neill (25), R Falk (1), T Purris (10), J Sturrock (8) and H Harding

Sail no: 1987
Class: PHS
Year built: 1986
No of Hobarts: 9

Sydney yachtsmen Randal Wilson and Hugh O'Neill have successfully campaigned *Bright Morning Star* for a number of years. Achievements include a second in the PHS division in the 2001 Sydney Gold Coast Race, and a third in PHS in the 2001 Sydney Hobart. 2002 will mark the boat's 10th Sydney Hobart race.



BRINDABELLA

LOA: 24.08m
Designer: Scott Jutson (Aus)
Type: Maxi
Owner/skipper: George Snow
Club: Cruising Yacht Club of Australia, NSW
Crew: G Snow (20), G Cromptley (10), A Jackson (10), A Header (22), P Sheldrick (10), R Snow (9), R Snow (5), T Snow, S Byron (14), E Adriannes (14), K Klein (2) (1), L Bryon-Edmond (3) and G Chessels (2)

Sail no: C1
Class: IMS, IRC
Year built: 1993
No of Hobarts: 10

With George Snow's plans to build a new boat now on hold, he will again race his 79-foot maxi, with three of his four adult children aboard. With a string of race records, including a line honours win in 1997, and her regular crew aboard, *Brindabella* should finish in the top five, although she will have her work cut out against the new 98-footers.



BROOMSTICK

LOA: 20.1m
Designer: Nandor Fa/Steinman
Type: Custom 66
Owner/skipper: Michael Cranitch
Club: Cruising Yacht Club of Australia, NSW
Crew: M Cranitch (7), B Smith (10), P McAdam (16), B Boxall (5), P Tarimo, C O'Connor (24), S Jug and S Welsh (8)

Sail no: 8848
Class: IRC, IMS
Year built: 1990
No of Hobarts: 2

Broomstick has sailed around the world three times as an Open 60, including the Vendee Globe and Around Alone, but was lengthened to 66 feet by her Sydney owners. The experienced crew, including Colin O'Connor and celebrity sailing chef Peter McAdam, are looking forward to a quick trip south and a top 10 line honours finish.



CHUTZPAH

LOA: 11.6m
Designer: Murray Burns Dovell (Aus)
Type: Sydney 38 One Design
Owner/skipper: Bruce Taylor
Club: Royal Yacht Club of Victoria, Vic
Crew: B Taylor (22), K Pierre (17), A Taylor (7), M Harris (9), L Smith (7), J Bradbury (6) and G Gourley

Sail no: R33
Class: IMS, IRC, Syd 38OD
Year built: 2002
No of Hobarts: 1

This is Taylor's fifth *Chutzpah* and, over 15 years of competing in the Sydney Hobart, he has notched up an amazing five divisional wins, plus one second and one third overall. Taylor and crew, one of 14 Victorian entries in 2003, are always a strong chance for a divisional placing.



DEGREES OF FREEDOM

LOA: 11.6m
Designer: Malcolm Runnalls (AUS)
Type: Runnalls 38
Owner/skipper: Mike Reynolds
Club: Fremantle Sailing Club, WA
Crew: M Reynolds, M Loader (1), C Waldie (5), R Bryant, T Hodgson and I Dunshore

Sail no: F88
Class: IMS, IRC
Year built: 2001
No of Hobarts: 0

This modern offshore cruiser/racer, designed and built in WA, is one of two entries from that state. It will join the fleet as part of its circumnavigation of Australia that began in June 2002 with the Fremantle to Darwin 'Splash'. The boat has competed in a number of offshore events but is yet to tackle a Bass Strait crossing.



DELTA WING

LOA: 13.525m
Designer: Boden (NZ)
Type: Cruiser/racer
Owner/skipper: Bill Koppe
Club: Cruising Yacht Club of Australia, NSW
Crew: B Koppe (3), W Koppe (2), P O'Rourke (3), W Carlsson (1), B Swan (1), S Twindley (1) and L Stockham (1)

Sail no: 5664
Class: PHS
Year built: 1975
No of Hobarts: 3

One of the oldest boats in the fleet, *Delta Wing* is a heavy steel cruiser and needs plenty of breeze to achieve good results. She is a regular competitor in the Gosford to Lord Howe Race, finishing first in the PHS division in 2002 and then winning the PHS division in the Hobart race.



DYSONS COBB & CO

LOA: 14.32m
Designer: Bruce Farr (NZ/USA)
Type: Farr 46
Owner/skipper: Chris Dare
Club: Sandringham Yacht Club, Vic
Crew: C Dare (2), P Walsh (9), A Brown (15), S Campbell (1) and J Goldsmith (3)

Sail no: SM 9797
Class: IMS, IRC
Year built: 1993
No of Hobarts: 9

Previously called *Ninety Seven*, this 47-footer beat a fleet of much bigger yachts in the treacherous conditions of the 1993 race to take line honours. 2003 marks the 10th anniversary of that historic win and one of the original crew members, Adam Brown, will join skipper Chris Dare, a champion dinghy sailor, and the Victorian crew.



FITNESS FIRST

LOA: 11.94m
Designer: Bruce Farr (NZ/USA)
Type: Beneteau 40.7
Owner/skipper: Michael Spies and Peter Johnson
Sail no: 9407
Class: IMS
Year built: 2001
No of Hobarts: 2
Club: Cruising Yacht Club of Australia, NSW
Crew: M Spies (26), A Roxburgh (9), M Hughes (3), A Joyce, G Harland (10) and W Miller (10), L Ratcliff (9)

If the breeze favours mid-sized boats, *Fitness First* will be a strong chance for a divisional win. Since her launch, the boat has placed well in every major ocean race she has competed in. Current Hobart Open Race record-setting skipper Michael Spies and part owner Peter Johnson, sailing in his first Hobart, have assembled a top crew.



FUZZY LOGIC

LOA: 12.475m
Designer: Murray Burns Dovell (Aus)
Type: ILC 40
Owner/skipper: Paul Roberts and Bill Lennon
Sail no: R69
Class: IMS, IRC
Year built: 1994
No of Hobarts: 2
Club: Royal Yacht Club of Victoria, Vic
Crew: P Roberts (2), B Lennon (2), B Murphy (4), A Kingston, D Judge, M Read, S Stewart and C Krell

Roberts and Lennon, who previously owned the two-time Hobart contender *Raffles*, have spent the winter months refurbishing their recent purchase for its inaugural Sydney Hobart under new ownership. The crew has raced offshore extensively in southern waters, recently sailing *Fuzzy Logic* in the qualifying Melbourne to Stanley Race, placed third on corrected time.



ICHI BAN

LOA: 13.85m
Designer: Alan Mummery
Type: Mummery 45
Owner/skipper: Hans Butter
Club: Hillarys Yacht Club, WA
Crew: H Butter, P Peche (1), R Lally (2), A Hill, A Lindham (2), L Ward, S Macintosh, M Dickman (2), M Balinski (6), G Bishop (6), S Wilder, M Sluzny and F Allanz (3)

This former Sydney yacht now represents Western Australia where she has picked up some line honours and handicap silverware in the Fremantle to Geraldton and Fremantle to Bunbury races. International yachtsman Philippe Peche, who crewed on the Orange catamaran that sailed around the world in 64 days, is the boat's secret weapon.



IMPECCABLE

LOA: 10.2m
Designer: Doug Peterson (USA)
Type: ex-IOR three-quarter tonner
Owner/skipper: John Walker
Club: Middle Harbour Yacht Club, NSW
Crew: J Walker (19), F Nelson (9), R Moore (14), M Scott (7) and D Doherty (7)

Impeccable has a long list of achievements in this race, including a third overall and first in division in 1993. More recently, she picked up a third in IRC and IMS division in 2002. Walker, now aged 81 and the oldest skipper in the fleet, has completed all 19 Hobarts on board this yacht.



FORMULA 1 SAILING.COM

LOA: 19.44m
Designer: Bruce Farr (NZ/USA)
Type: Volvo 60
Owner/skipper: Denise Caffari
Club: Cruising Yacht Club of Australia, NSW
Crew: D Caffari, F Burgin, G Sweet Escott, B Bingham, D Copp, C Czujack, A Brancaglioni, M Scallan, M Dawson, S Hearn and M Rijkeboer

UK sailing company Formula 1 Sailing has once again teamed up with Getaway Sailing to enter the 2003 Sydney Hobart. It has chartered the former *Innovator Kvaerner* Volvo 60 training boat for the ride south. British yachtswoman Denise Caffari will lead an experienced team of Rolex Fastnet and Atlantic Rally Crossing sailors.



GRUNDIG

LOA: 20m
Designer: Andy Dovell (Aus)
Type: MBD Open 66
Owner/skipper: Sean Langman
Club: Newcastle Yacht Club, NSW
Crew: S Langman (11), D Sudarno (11), J de Kock (4), C Nicholson (2), J Crawford (6) and B Perry (5)

Grundig almost caught the much bigger line honours winner *Alfa Romeo* in the 2002 Rolex Sydney Hobart, and in 2003 Langman is hoping that some minor tweaking and the lighter crew weight (eight crew) will make the difference between a second and a first. Former 18-foot skiff and 49er world champion, and Volvo Ocean Race crewman Chris Nicholson will once again join the regular crew.



ICHI BAN

LOA: 15.83m
Designer: Bruce Farr (NZ/USA)
Type: Farr 52
Owner/skipper: Matt Allen
Club: Cruising Yacht Club of Australia, NSW
Crew: M Allen (14), J Flannery (5), R Hickman (26), S Gordon (9), A Thompson (3), G Prescott (18), C Garnett (1), P Inchbold (17), D Morrow (2), S Jackson (2) and P McTaggart (2)

Ichi Ban boasts a top crew, including Craig Prescott and Peter Inchbold, both sailing their 18th Hobart, and six-time Bluewater Champion and two-time Sydney Hobart winner Roger Hickman. In 2003 *Ichi Ban* won Sailing South Race Week, took line honours in the Southport to Mackay Race and placed third in the Brisbane to Gladstone and Gosford to Lord Howe Island races.



INTERUM

LOA: 12.172m
Designer: David Lyons (Aus)
Type: Lyons 41
Owner/skipper: Craig King
Club: Bellerive Yacht Club, Tas
Crew: C. King (4), P. Grafton (1), J. Nibbs (9), N. White (1), J. Healey (1), P. Armstrong, D. Meincke (7), S. Coad, T. Roberts (6), J. Nibbs

After a two-year absence, *Interum* is returning with a mixed crew of young talented Hobart sailors and seasoned veterans. As *Cuckoos Nest*, this boat won the gale-swept 1993 Hobart on overall handicap and finished second over the line, and has returned to commemorate the 10th anniversary of that historic result.



KATINKA

LOA: 9.245m
 Designer: Peter Joubert (Aus)
 Type: Currawong 30
 Owner/skipper: Paul O'Connell
 Club: Cruising Yacht Club of Australia, NSW
 Crew: P O'Connell (9), S McGhee (3), S Gould, C Ackland, D Hughes and B Ackland

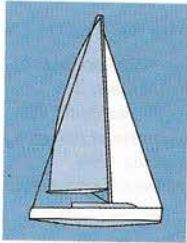
This will be *Katinka's* fifth trip to Hobart and O'Connell's first as skipper. His father Des has sailed in 27 Hobarts and has assisted in preparations, but won't be on board. The crew has been training for two years with the aim of improving the boat's previous best result of a third in the PHS division. Returning to ocean racing, *Katinka* won the IMS division of the race to Cabbage Tree Island.



KAZ

LOA: 16.2m
 Designer: David Lyons (Aus)
 Type: Lyons 52
 Owner/skipper: David Pescud
 Club: Cruising Yacht Club of Australia, NSW
 Crew: D Pescud (12), P Thompson (17), K Jaggar (24), M Thompson (3), J Natherson (2), B Pearce (1), D Reed (1), W Ney (1) and J Crampton (1)

2003 was an extraordinary year for KAZ and the Sailors with disABILITIES program, with a non-stop record-breaking circumnavigation of Australia. David Pescud's best result has been a divisional win with a previous boat in the tough 1998 race. Experienced yachtsmen Kim Jaggar and Phil Thompson will join him again.



KICKATINALONG

LOA: 13.075m
 Designer: Joe Adams (Aus)
 Type: Modified Adams 13
 Owner/skipper: Geoff Smith
 Club: Royal Motor Yacht Club, NSW
 Crew: G Smith (9), B McDonald, G Moser, P Tucker, C Bosenberg (2), A Merricks, J Shepherd and P Arbuckle

Kickatinalong enters most long ocean passages and in 2002 achieved her best Sydney Hobart result yet, collecting a trophy for second in division. Skipper Geoff Smith, from Allsail Sailing School at Church Point, and his crew plan to "finish and have a good time".



KONTROL

LOA: 13.85m
 Designer: Don Jones/Mal Hart (Aus)
 Type: Hart 45
 Owner/skipper: Peter Blake
 Club: Sandringham Yacht Club, Vic
 Crew: P Blake (1), A Manders, P Tardrew (1), J Kellet, K Mitchell, J Curnow, S Motte, K Campbell and N Cunniffe

Peter Blake's *Kontrol*, named after the organisation in the hit TV series *Get Smart*, has recorded back-to-back line honours wins in the Melbourne to Hobart and Melbourne to Stanley races over the past two years. She was also the first Australian boat to finish the 2003 Melbourne to Osaka Race. She has a strong chance for a divisional place.

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KRAKATOA

LOA: 9.54m
Designer: Greg Young (NZ)
Type: Young 31
Owner/skipper: Rod Skellet
Club: Cruising Yacht Club of Australia, NSW
Crew: R Skellet (6), C Pritchard (5), J Streeter (2) and P Cavanagh (2)

Rod Skellet, a three-time JOG Super 30 Champion, was awarded the inaugural Battery Point Trophy in 2002 for the fastest small boat to reach Hobart, then went on to finish second on IRC in the Sydney Mooloolaba Race. After completing the 2,225-nautical mile Transpac Race in 2003, the 627-nautical mile race to Hobart will seem like a cruise.



LOKI

LOA: 14.83m
Designer: German Frers (ARG)
Type: Swan 48
Owner/skipper: Stephen Ainsworth
Club: Cruising Yacht Club of Australia, NSW
Crew: S Ainsworth (6), A Kirby (19), M Bellingham (12), P Beales (10), A Foster (10), C Gorman (6), M Gorman (1), M French (2), M Saby (9), M Clougher (6) and R Hall (4)

Stephen Ainsworth's magnificent Swan 48 has had some impressive results, including first in the 2001 Australian Offshore Championship (IRC), second in division at the 2002 Swan Cup, and first on IRC in the 2001 British Trophy Series. The crew, including experienced offshore sailor Tony Kirby, will enjoy a comfortable ride to Hobart.

MAGNAVOX 2UE



LOA: 19.44m
Designer: Bruce Farr (NZ)
Type: Volvo 60
Owner/skipper: Mark Gray, Julie Hodder and Peter Sorensen
Club: Cruising Yacht Club of Australia / Middle Harbour Yacht Club, NSW
Crew: P Sorensen (3), J Hodder (7), M Gray (4), P Bremner (12), L Harrison (12), P West (12), T Poole (23), A Buckland (15), A Mills (4) and W Gray

This boat won the 1998 Volvo Race as *EF Language* and finished third on line honours in the 2000 Hobart Race as *illbruck*. Now, *Magnavox 2UE* is one of four Volvos racing south and has plenty of talent on board.



MERLIN

LOA: 15.6m
Designer: Phil Kaiko (USA)
Type: Cruiser racer
Owner/skipper: David Forbes and Richard Brooks
Club: Royal Sydney Yacht Squadron, NSW
Crew: D Forbes (9), T Bold (15), C Thornton (8), R Dickson (4), A Dickson, R Brooks (3), P Warburton (4), G Nelson, J Dunstan (25), C Dwyer and E Saalfeld (6)

Well-known *Zeus II* skipper Jim Dunstan will navigate this cruiser racer south for its first Sydney Hobart for Olympic gold medallist David Forbes and Richard Brooks. Apart from the 2003 Sydney Gold Coast Yacht Race, *Merlin* hasn't done much offshore racing, but the crew is well experienced.



LIBERATOR

LOA: 13m
Designer: Bruce Farr (NZ/USA)
Type: Farr 42
Owner/skipper: Geoff Catt
Club: Cruising Yacht Club of South Australia, SA
Crew: G Catt (3), R Hunter (4), R Carter (5), R Pope (2), J Flanagan (2), D O'Leary (2), K Cook (2), J Culley (2), D Catt and D Ryder

Following two unsuccessful attempts at completing the 627-nautical mile passage, the crew is once again preparing for the Boxing Day start. *Liberator* is a regular Adelaide to Port Lincoln and CYCSA Offshore Series competitor and has achieved good results in both events. Nothing will stop this crew from reaching Hobart in 2003!



LOVE & WAR

LOA: 14.218m
Designer: Sparkman & Stevens (USA)
Type: S&S 47
Owner/skipper: Peter Kurts
Club: Cruising Yacht Club of Australia, NSW
Crew: P Kurts (29), L May (30), M Hesse (23), S Kurts, M Yanez (4), E McCarthy, M Heenan (9), J Cowling, R Cable and S Will

This classic timber sloop is the second oldest boat in the fleet. She is a two-time overall (1974 and 1978) and multiple divisional winner, including top placing in the 20-year veteran division of the 1994 50th anniversary race. Kurts, one of the race's oldest skippers at 79, and son Simon will campaign the magnificent boat.



MATANGI

LOA: 11.782m
Designer: German Frers (ARG)
Type: Frers 39
Owner/skipper: David Stephenson
Club: Tamar Yacht Club, Tas
Crew: D Stephenson (4), S Walker (5), G Always (8), M Whitmore (5), J Van Zetten (4), N Butler, A Goode and C Jones

One of four Tasmanian entries in 2003, *Matangi* completed numerous ocean races under her previous owner and Stephenson has continued to campaign the boat in long offshore passages such as the Melbourne to Stanley Race and Melbourne to Launceston Race, where in 2002 she picked up a second in division.



MIDNIGHT RAMBLER II

LOA: 12.239m
Designer: Bruce Farr (NZ)
Type: Farr 40
Owner/skipper: Dennis Millikan
Club: Royal Melbourne Yacht Squadron, Vic
Crew: D Millikan (17), R Hiam (15), C Webster (7), J Hutter (3), T Boyd (1), C Williams and M Batson

Dennis Millikan and his regular crew have completed plenty of offshore racing miles since taking ownership in 1998, including three Sydney Hobarts, two Melbourne to Stanley and three Melbourne to Grassy Point races. *Midnight Ramblers II's* best result in a Hobart Race was a fifth place on corrected time in 1991.



MIRRABOOKA

LOA: 13.4m
Designer: German Frers (ARG)
Type: Frers 47
Owner/skipper: John Bennetto
Club: Royal Yacht Club of Tasmania, Tas
Crew: J Bennetto (42), P Foster (16), P Knott (3), L Griffiths (9), S Muir (9), B Watson (25) and P Fletcher (18)

There's plenty of experience on this boat with almost 140 Hobarts between the crew members. John Bennetto sailed his first Hobart in 1947 and is now the record holder with 42 races. *Mirrabooka* has competed in every Hobart since being launched and is one of only five yachts that finished both the storm-swept 1993 and 1998 races.



NEXT

LOA: 11.78m
Designer: Murray Burns Dovell (Aus)
Type: Sydney 38 One Design
Owner/skipper: Alison Thompson
Crew: A Thompson (2), J Moores (1), D Eagle (1), W Yorke and J Hughes

It's been many years since an all-women crew raced to Hobart, and for the first time, raising awareness and funds for breast cancer research has been part of the campaign strategy. *Next* finished second in the Sydney 38 division in the 2002 Rolex Sydney Hobart Yacht Race. Thompson is one of two female skippers competing in 2003.



NICORETTE

LOA: 24m
Designer: Simonis - Voogd (SA)
Type: IRM Maxi
Owner/skipper: Ludde Ingvall
Club: Royal Swedish Yacht Club, SWE
Crew: L Ingvall (4), C Malouf (9), C Ward (8), A Cahalan (13), A Young, A Nossiter (3), P Merrington (6), W McCarthy (2), T Mullens (4), B DeCoster, M White (1) and R Bouzaid

Ingvall has made substantial changes, including fitting a canting keel, in a bid to repeat his 2000 line honours victory. A star-studded crew including acclaimed navigator Adrienne Cahalan, Olympic sailor Anthony Nossiter, Whitbread crewman Richard Bouzaid and winning America's Cup sailor Will McCarthy will join Ingvall, a former world maxi champion and two-time Fastnet winner.



NIPS 'N' TUX

LOA: 12.1m
Designer: Neils Jeppersen (DEN)
Type: IMX40
Owner/skipper: Howard De Torres
Club: Cruising Yacht Club of Australia/
 Royal Sydney Yacht Squadron, NSW
Crew: H De Torres (5), M De Torres (2), C Anderson (25), J Dock (4) and A Boxall (6)

Nips 'N' Tux has a good racing track record. Veteran yachtsman Col Anderson, whose name was added to the 25ers honour board in 2003, will once again join De Torres, a Sydney plastic surgeon, and son Matthew. *Nips 'N' Tux* finished mid-fleet in 2002 on handicap and will be looking for a better result in 2003.

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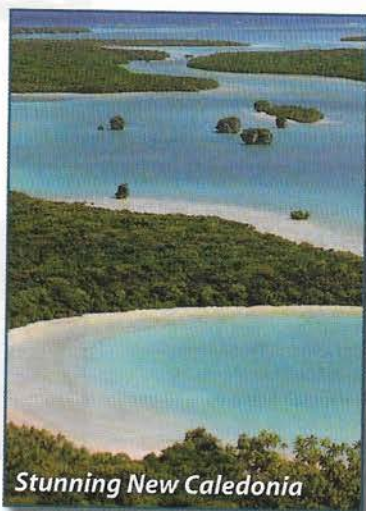
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OBSESSION

LOA: 11.95m Sail no: 2999
 Designer: Murray Burns Dovell (Aus) Class: IRC, Syd38OD
 Type: Sydney 38 One Design Year built: 2000
 Owner/skipper: Scott Wheelhouse No of Hobarts: 1 and Mark Hunter
 Club: Cruising Yacht Club of Australia, NSW
 Crew: S Wheelhouse (7), M Hunter (5), C Williams, S Roach (1), J Chase (1), P Allen, D Hession (2) and R Ely

Once again *Obsession* is heading south in the competitive Sydney 38 OD fleet. This time, Scott Wheelhouse (ex *Sea Jay*) has teamed up with local yachtsmen Mark Hunter and Steve Roach to charter *Obsession* from getaway-sailing.com. It should be another great race for this veteran team.



PIPPIN

LOA: 11.4m Sail no: 533
 Designer: Bruce Farr (NZ/USA) Class: IMS, IRC
 Type: Farr 37 Year built: 1984
 Owner/skipper: David Taylor No of Hobarts: 10
 Club: Royal Yacht Club of Tasmania, Tas
 Crew: D Taylor (8), A Taylor (5), D Cunningham (5), J Nixon (9), S Bromham (3), A Byrne (2), A Seja (1) and S Bond (7)

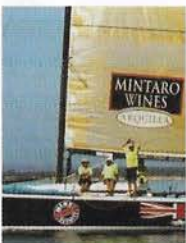
Pippin is a seasoned Hobart entrant, completing her 10th race in 2002. The Farr 37 will this time race under the RYCT's burgee and remain in Hobart where her owners recently relocated. Her best result was in the 1996 race when she placed second in the PHS division.



QUEST

LOA: 14.19m Sail no: AUS6606
 Designer: Nelson/Marek 46 Class: IMS, IRC
 Type: Nelson Marek 46 Year built: 1997
 Owner/skipper: Bob Steel No of Hobarts: 5
 Club: Cruising Yacht Club of Australia, NSW
 Crew: R Steel (16), M Green (24), S Reffold (8), C Crafoord (17), J Goluzd (23) and D Ellis (22)

Quest had an outstanding summer of 2001–2002, winning the IRC division at the 2002 Hamilton Island Race Week, overall winner of the 2002 Rolex Sydney Hobart, the 2003 IRC Australian IRC Championships, and then IMS and IRC division 1 in the Sydney Mooloolaba Race. The crew is virtually unchanged for 2003 and includes Michael Green heading to Hobart for the 25th time.



SECRET MENS BUSINESS

LOA: 12.75m Sail no: SA3300
 Designer: Iain Murray (Aus) Class: IMS, IRC
 Type: Murray 42 Year built: 1996
 Owner/skipper: Geoff Boettcher No of Hobarts: 5
 Club: Cruising Yacht Club of South Australia, SA
 Crew: G Boettcher (16), T Hill (5), T Crabb (1), S Nolan (1), A Henshall and P Bolton (4)

This two-time South Australian IMS champion is a regular Sydney Hobart competitor. This time Geoff and his regular crew had a dabble in the Sydney 38 class, chartering a one-design for the Sydney Gold Coast Race, but they are looking forward to another Hobart campaign on their trusty steed. She is one of three South Australian entries.



PALE ALE 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: 12
 Club: Cruising Yacht Club of South Australia, SA
 Crew: G Shanks (5), C Shanks (4), D Shanks (3), A Mitton (2), G Constable (3), J Burkett, T Wharton (4), C Wall-Smith (16), J Elder (4), M Wilson (5) and M Young

Pale Ale Rager has achieved notable results, including PHS third overall in the 1999 Hobart, PHS fifth overall in the storm-swept 1998 race, line honours in the 2002 and 2003 Adelaide to Port Lincoln races and late 2003, set a new race record in the Haystack Island Race. Shanks' children Catherine and David will be part of the crew.



PITCH BLACK

LOA: 11.78m Sail no: 6565
 Designer: Murray Burns Dovell (Aus) Class: IMS, IRC
 Type: Sydney 38 OD Year built: 2002
 Owner/skipper: Rupert Henry No of Hobarts: 0
 Club: Cruising Yacht Club of Australia, NSW
 Crew: R Henry, D Henry (6), R Howard (14), R Howard, W Howard (2), A Mathers, J Westacott, J Davis

After a 10-year break, skipper Rupert Henry is making a sailing comeback, but this time to ocean racing rather than dinghies, where he represented Australia in 420s and 470s. Two father-and-son combinations (David and son Rupert and Rob Howard and sons Will and Richard) will join the crew for *Pitch Black's* first Sydney Hobart.



RAGAMUFFIN

LOA: 15.05m Sail no: AUS70
 Designer: Bruce Farr (NZ/USA) Class: IMS, IRC
 Type: Farr 50 Year built: 1995
 Owner/skipper: Syd Fischer No of Hobarts: 8
 Club: Cruising Yacht Club of Australia, NSW
 Crew: S Fischer (33), A Ellis (36), M Hayes and P Eadie

This IMS champion has consistently delivered a top handicap placing, thanks to the experience Fischer, the overall winner in 1992. The crew is race-tuned following a third on handicap in the Sydney Mooloolaba and an overall win in the Sydney Gold Coast earlier in 2003. She has since been optimised with a sweptback spreader rig making her a major chance in the overall handicap honours.



SERIOUSLY TEN

LOA: 19.5m Sail no: 8844
 Designer: Laurie Davidson (USA) Class: IMS
 Type: VO60 Year built: 2001
 Owner/skipper: John Woodruff, Eric Robinson and Shaun James No of Hobarts: 0
 Club: Cruising Yacht Club of Australia, NSW
 Crew: J Woodruff, E Robinson, S James, M Mottl, T Braidwood (10), B Perry (1), B Rutherford (1) and G Miles (8)

John Woodruff, who previously owned *The Dreamtime*, has moved into big boat sailing with this Volvo 60, the backup boat for the Dj Juice Dragon campaign for the last Volvo Ocean Race. He and his co-owners will be vying to be the first Volvo 60 to reach Hobart from a fleet of four. In their first race, *Seriously Ten* took line honours in the Gosford to Lord Howe Island Race.

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SHERE KAHN

LOA: 15.5m
Designer: Bruce Farr (NZ)
Type: Beneteau First 47.7
Owner/skipper: Richard Wyatt
Club: Cruising Yacht Club of Australia, NSW
Crew: G Fraser (23), R Wyatt, P Duffield (28), B Riley (21), B Smith (13), M Salmon (10), W Fraser (1), K Marjoribans, M Jensen, D Leask (2) and K Logan (1)

A highly experienced crew, including skipper Graeme Fraser and veteran yachtsman Peter Duffield, will join Queensland owner Wyatt for his first Hobart race. The boat's maiden offshore race was 2003's Sydney Gold Coast Race and the owner is hoping for a solid performance in its inaugural race south.



SKANDIA

LOA: 30m
Designer: Don Jones (Aus)
Type: Super Maxi
Owner/skipper: Grant Wharington
Club: Mornington Yacht Club, Vic
Crew: G Wharington (15), B Walker (5), I Johnson (5), G Taylor (5), T Ede (2), W Oxley (2), S Bond (5), P Dorian (5) and J Rae (5)

A line honours win has eluded Grant Wharington so far, but with this new super maxi, one of two 98-footers in the fleet, he is preparing for a trans-Tasman duel for the trophy with *Zana*. Australian-designed and built, this boat is bow to stern carbon fibre and features a canting keel and a highly experienced crew.



SPORTBOATZ.COM

LOA: 9m
Designer: Steve Thompson (NZ)
Type: SB30
Owner/skipper: Anthony Cuschieri
Club: Royal Brighton Yacht Club, Vic
Crew: J Theuma (1), P Vaudrey, A Smith, A Gregory, C Jeffreys and A Erikson

The average age of this Victorian crew is 21 and in their words, they hope to "win the biggest race with the smallest yacht and the youngest crew". A brand-new boat, it has made some heads turn on Port Phillip Bay. Experienced skipper Jason Theuma, 21, will lead the crew south and hopefully into the record books with co-skipper Philip Vaudrey.



STREWTH

LOA: 14.95m
Designer: David Lyons (Aus)
Type: MKL 49
Owner/skipper: Geoffrey Hill
Club: Cruising Yacht Club of Australia, NSW
Crew: G Hill (5), B Johnson, B Gould (34), C Simpson (8), R Carlier (23), S Wall (5), B Collis (2), S Taylor (4), S Dunn (6), D Ward, B Owen and L Walsh

Since its launch 18 months ago, *Strewth* has collected its fair share of silverware, including first on PHS in the 2003 Sydney Gold Coast and Sydney Mooloolaba races and first on PHS in the CYCA's Summer Series. Bruce Gould, lining up for his 34th Race, Ralph Carlier and international sailor Ben Johnson will be the brains trust.



TERRA FIRMA

LOA: 12.48m
Designer: Iain Murray (Aus)
Type: Murray 41
Owner/skipper: Nicholas Bartels and Martin Vaughan
Club: Sandringham Yacht Club, Vic and Cruising Yacht Club of Australia, NSW
Crew: N Bartels (4), M Vaughan (1), C Byrne (1), S Roberts, C Pope (1) and M Tate (1)

In the year she was launched, *Terra Firma* won the Sydney Hobart Race (1995) and in 1997 picked up a divisional win. In 2003 the crew joined the Sydney Gold Coast fleet and finished strongly on IMS. Owner Bartels expects to finish among the top IMS boats.



TILTING AT WINDMILLS

LOA: 12.825m
Designer: Peter Joubert (Aus)
Type: John Dory 42
Owner/skipper: Thorry Gunnersen
Club: Sandringham Yacht Club, Vic
Crew: T Gunnersen (11), J Cain (5), P Cherry (2), A Roberts, R Lindberg (6), J Alexander (2) and M Grant

It's been four years since this classic timber boat sailed south with the Sydney Hobart fleet. Her best result to date was a second on handicap in the stormy 1998 race. *Tilting at Windmills* is a regular competitor in long offshore events, including the Melbourne to Hobart race and has recently returned from circumnavigating New Zealand's South Island.



TOECUTTER

LOA: 9.45m
Designer: Robert Hick (Aus)
Type: Hick 31
Owner/skipper: Robert Hick
Club: Royal Yacht Club of Victoria, Vic
Crew: R Hick (10), D Miles (9), B Bult (6), G Hope (8), B Kelly (3), N Currie (1) and J Dusting

This new Hick 31 will be skippered by its designer, Robert Hick, and will prove a tough competitor for the other 30-footers. In 2002, the previous *Toecutter* finished 12th on IRC handicap after being becalmed when in a winning position. The new boat has the same designer and builder, the same owners, name, the sails and sail number, and hull colour, but has a different keel, a heavier fin keel and different mast.



TRUMPCARD

LOA: 13.3m
Designer: Van de Stadt (NED)
Type: Van de Stadt 43
Owner/skipper: Craig Coulsen
Club: Royal Queensland Yacht Squadron, Qld
Crew: C Coulsen (3), A Cowen (6), R Hart (6), J Doherty (5), S Gaddes (3), B Harrison (3), I Barr (3), R Cowen (2), C Cooke and S Hart (3)

This yacht was perhaps the last cold-moulded timber boat built in Australia. In 2002 *TrumpCard* was involved in a start line collision, which forced her out of the race but wasn't enough to dampen the owner's enthusiasm – he was the first to enter in 2003. The boat has also raced in several Melbourne to Hobart and Melbourne to Devonport races.



UTOPIA

LOA: 17.08m
Designer: Joe Adams (USA)
Type: Adams 56
Owner/skipper: John Fletcher
Club: Mooloolaba Yacht Club, Qld
Crew: TBA

Sail no: 2001
Class: IRC
Year built: 1987
No of Hobarts: 3

Queensland entry *Utopia* last raced to Hobart in the stormy 1993 race as part of a circumnavigation of Australia, and 10 years on, the owner is hopeful of an easier passage. *Utopia* competed in many northern races, including the Darwin to Ambon (line honours twice) and Brisbane to Gladstone races up until the late 1990s, but hasn't raced recently.



WAHOO

LOA: 12.35m
Designer: German Frers (ARG)
Type: Frers 40
Owner/skipper: Brian Emerson
Club: Cruising Yacht Club of Australia, NSW
Crew: B Emerson (5), B Ratcliff (37), B Simpson (22), P Taylor (6), D Whitfield (6), M Thomas (3), T Trevallion (2) and A Johnson (1)

Sail no: 5900
Class: PHS
Year built: 1985
No of Hobarts: 2

Brian Emerson has developed a taste for competing in the Sydney Hobart and will once again have a keen and experienced crew aboard, including longtime sailing mates Barry Simpson and Bill Ratcliff. *Wahoo's* best result was a third in division in the 2001 race and Emerson is hoping for an equal or better result in 2003.



WITCHDOCTOR

LOA: 12m
Designer: Laurie Davidson (NZ)
Type: ex-IOR Two Tonner
Owner/skipper: The Rum Consortium

Sail no: 2557
Class: PHS
Year built: 1979
No of Hobarts: 22

Club: Cruising Yacht Club of Australia, NSW
Crew: M Cameron (28), T Cable (39), G Barter (27), C Troup (14), M Rafferty (8), P Sainsbury (14), M Rafferty (8), M Milroy (2), S March and D Thompson

This crew has amassed an amazing 135 Hobart races between them, led by Tony Cable (39) and two of the Rum Consortium's syndicate of owners, Maurie Cameron (28) and Geoff Barter (27). The yacht itself has sailed in 22 Hobarts, which is just three off the record held by *Mark Twain*.



YENDYS

LOA: 15.75m
Designer: Judel Vrolijk
Type: Judel Vrolijk 52
Owner/skipper: Geoff Ross

Sail no: 1836
Class: IMS, IRC
Year built: 2002
No of Hobarts: 0

Club: Cruising Yacht Club of Australia, NSW
Crew: G Ross, G Simmer, N Macdonald (2), L McDonald (1), J Vila, J Freeman, D Blanchfield, P Broughton, R Allanson and B Clarke

Geoff Ross, winner of the 1999 Sydney Hobart with his previous *Yendys*, has assembled an outstanding crew to reinforce his chances of a second overall win, including Australia's Grant Simmer, internationally acclaimed navigator Juan Vila and Volvo Ocean Race skippers Lisa and Neal McDonald. *Yendys* was formerly *Banco Espirito Santos*, the 2002 top IMS-rated grand-prix offshore yacht in Europe.

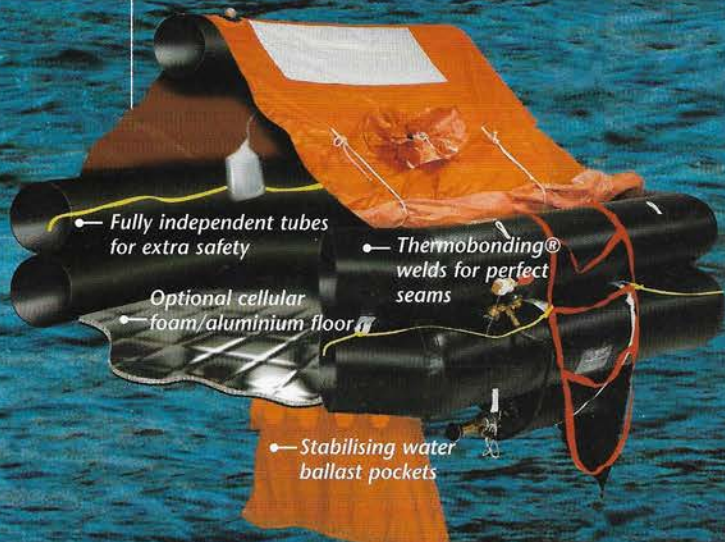


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ZANA

LOA: 30m
Designer: Bakewell-White (NZ)
Type: Super maxi
Owner/skipper: Stewart Thwaites
Club: Royal Port Nicholson Yacht Club, NZ
Crew: S Thwaites (3), P Sutton (3), D Barcham (4), S Bannatyne, M Stechmann (1), J Allen (2), E Tam (3), R Greer (3), S Cotton (2), R Keenan (2), J Ferris (2), A Nolan, J McDowell (2), R Sutton (1) and M McDowell

After several years of campaigning the veteran *Starlight Express*, Thwaites and business partner Paul Hakes joined forces to create this 98-foot super maxi. Many of the original crew have made the transition to the line honours contender and it will remain to be seen which of the two 98-footers (*Zana* or *Skandia*) reaches Hobart first.



ZARAFFA

LOA: 20.49m
Designer: Reichel/Pugh (USA)
Type: Reichel/Pugh 65
Owner/skipper: Skip Sheldon
Club: New York Yacht Club, USA
Crew: S Sheldon, M Rudiger (1), T Hood Jnr, O Astradsson (5), J Clougher (6), R Erker, G Ewenson, D Flynn, G Gendell, M Joubert and R Mason

This successful American yacht, winner of the IMS and IRC divisions of the 2003 Trans Atlantic Race, will race south with an outstanding crew, including Ted Hood Jnr and Volvo Ocean Race navigator Mark Rudiger, who were on board *Assa Abloj* when she took line honours in the 2001 Sydney Hobart race. She recently placed third on corrected time in the Rolex Middle Sea Race.

LATE ENTRIES

KOOMOOLOO

LOA: 12.5m
Designer: Ted Kaufman (Aus)
Type: Classic ocean racer
Owner/skipper: Donald Freebairn
Club: Royal Queensland Yacht Squadron, QLD
Crew: D Freebairn (1), M Freebairn (1), P Sherwood (1), S Patterson (1), J Carnet (1)

Classic timber ocean racing yacht of the late 1960s with a varnished mahogany hull, *Koomooloo* won the 1968 Sydney Hobart on corrected time, and twice represented Australia at the Admiral's Cup. The oldest boat in the fleet, she has been restored to her best under her new ownership and has recently returned to racing.

SORINE

LOA: 9.1m
Designer: Dick Carter (USA)
Type: Carter 30
Owner/skipper: Ben Adamson
Club: Sydney Amateur Sailing Club, NSW
Crew: B Adamson (1), G Horn (1), I Krakover (1), A Nesbitt, A Adamson, M Hooper

Sorine has sailed in only one previous Sydney Hobart race, in 2001, when she placed fifth in PHS. However, she is a regular competitor in offshore races along the NSW coast, recently recording her second PHS win in the Gosford to Lord Howe Island Race, a good result for the crew as they prepare for the 2003 race.

TBA

LOA: 11.8m
Designer: Murray Burns Dovell (Aus)
Type: Sydney 38
Owner/skipper: Adrian Dunphy
Club: Cruising Yacht Club of Australia, NSW
Crew: TBA

A late entry, this as yet un-named Sydney 38 brings to seven the number of these one-design class boats entered in 2003, the largest to date. Sydney 38s did well in 2002 with veteran Lou Abrahams placing third overall and John Taylor's *Chutzpah* fourth overall under IMS handicaps. They placed the same under IRC handicaps.

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THE GREEN MACHINE

Geoff Ross returns to ocean racing with a new *Yendys*, his sights set on another Sydney Hobart win, writes Lulu Roseman

Business commitments in Asia over the past three years may have kept Geoff Ross away from Sydney and competitive sailing, but his enthusiasm for offshore yacht racing couldn't be stronger. Back in Australia, he will campaign a new *Yendys*, a proven 52-foot IMS grand-prix boat, in the Rolex Sydney Hobart Yacht Race 2003.

"In my heart I just left geographically," Ross says. "It was just too difficult to organise and professionally manage a team from Hong Kong because I like to do things comprehensively, so I put that passion on hold until I returned to Sydney."

The new *Yendys*, a Judel/Vrolijk 52, was transported by truck from Spain to Holland for shipping to Australia and will arrive just in time for team training in the lead-up to Australia's premier ocean yacht race. In contrast to Ross' previous boat, which was painted a Wedgwood blue, the new boat is a snappy British racing green, highlighted with orange.

Previously racing for the Banco Espirito Santo Sailing Team, *Yendys* has been the top-performing IMS boat in Europe over the past year, only its second season of racing. Triple Olympic gold medal-winning helmsman Jochen Schuermann and Juan Vila, considered one of the best navigators in the world, were crew members.

With Europe the home of the world's largest IMS grand-prix fleet, it has had to be a very competitive yacht to have achieved top ranking. "Because I like long ocean races, I was looking for the ideal boat to give us a good chance of winning overall IMS in Hobart in 2003," Ross says.

His research narrowed the decision down to either Bruce Farr, designer of his previous three boats, or a Judel/Vrolijk boat, designed by Rolf Vrolijk, responsible for the victorious Swiss America's Cup boat, *Alinghi*. "I think they are the two best yacht designers in the world. We looked at the boats that both Rolf and Bruce suggested in the European grand-prix fleet and this is the one we eventually settled on."

Before leaving Spain, optimisation work was completed on the boat in preparation for Hobart. To ensure

the hull was structurally sound, SP Composites did an engineering review. The rig has been strengthened using a new Hall's mast track for reef points – in Europe they never sail in rough enough weather conditions to require a reef in the mainsail. Lead has also been added to the keel to stiffen the yacht.

Ross is no stranger to the Sydney Hobart, having achieved success in 1999 with his Farr 52 *Yendys*. Renamed *Sting* and now owned by another CYCA member Terry Mullens, this boat has been chartered for the Hobart race by the Commodore of the Royal Ocean Racing Club in England, Chris Little, and will sail as *Bounder*.

Ross says his boat will start further ahead than he did in 1999, because the team is tried and tested. "It's the same crew as in 1999, including Neal McDonald, who in my opinion is the best UK yachtsman, Juan Vila the navigator, Grant Simmer doing tactics and David Blanchfield on the bow."

It will also be the first time a woman has been a member of the offshore *Yendys* racing crew. Lisa McDonald will co-skipper with husband Neal.

The new *Yendys* is constructed of Kevlar, which, Ross says, is structurally just as good as carbon fibre with the added advantage of a small handicap benefit in a boat of this size. "All the 50-footers in the Mediterranean are made of Kevlar," he says. "The rig, mast and boom are by Hall spars, which is as good as you can get in the world. The deck gear is Harken. A lot of the fittings on the boat are made by McConaughy Boats at Mona Vale, who provided the grinders and wheels, so there is an Australian flavour to it. The sails are all by North Sails – 3DL carbon-fibre state-of-the-art sails."

The sail wardrobe will consist of 3DL working sails and a couple of Aramid (Kevlar) sails for the jib top and staysails. The mainsail consists of 70 per cent carbon fibre and 30 per cent Aramid. The high-load jibs, the light, medium, heavy and the number four, are 100 per cent carbon fibre. The spinnakers will be decided once the pre-race training is underway, depending on the conditions and how the boat performs in Australian waters.

The navigation station is fitted with the latest regatta computers, and Ross is in the process of adding HF radios, the iridium satellite data links, GSM and CDM phone data links. The boat has the full B&G tactical race pack and a long-distance data communication facility will be installed. "Juan Vila will run all of that," says Ross. "He is well versed in those systems."

Ross is confident his new *Yendys* will be a serious competitor against other grand-prix Sydney Hobart entries such as *Ragamuffin*, *Quest*, *Sting* and *Ichi Ban*. "They're the top IMS grand-prix yachts in the country," he says. "This boat is actually set up quite like a Farr 52, similar to *Ichi Ban* with non-overlapping headsails and

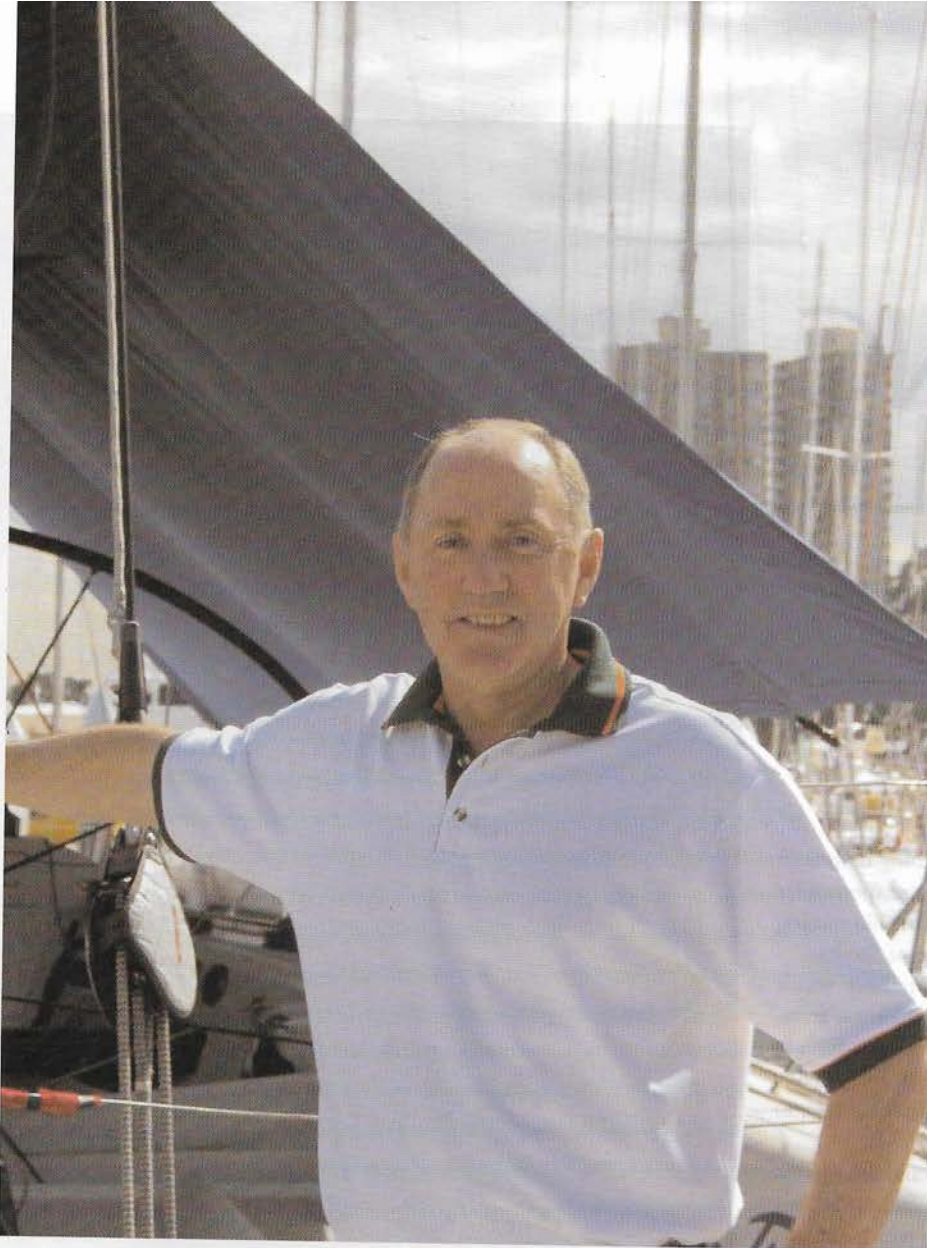


PHOTO: LULIU ROSEMAN

“We’ve lost people overboard and got them back. We’ve done thousands of hard ocean miles together and we like sailing together, doing our best”

two grinders. Apart from having a different hull profile, it’s configured in a comparable way.”

Under some circumstances, Ross expects his boat to achieve a similar boat speed to *Ichi Ban*. He is looking forward to finding that out when he goes sailing with CYCA Rear Commodore Roger Hickman.

Ross recalls, with much laughter, having competed in past Sydney Hobart races, where he usually ended up in the same patch of water as Hickman, even though they were on different boats. “When I had a Beneteau and he had *Atara* we wouldn’t see each other for three days and then all of a sudden we’d be a few hundred metres apart and we’ve been doing that for years. We’re good friends.”

Ross says he has always operated his boats like a business project, and this one will be no different. He is a firm believer that two-thirds of a long-haul race is over by the time you hit the start line.

“Like most things, it’s all in the preparation,” he says. “It’s not just getting the boat ready, but getting yourself and the team ready and having all the processes in place. The team has to be built at an experiential level and you need to get to know and trust each other. It takes time to do that properly. I think that’s how we won in 1999 and how Roger won in 2000.”

With a maximum crew weight displacement of 1,100 kilograms, the *Yendys* team of 13 won’t have to worry too much about picking at the leftover Christmas turkey. The crew has sailed and celebrated many wins together. Their bond is strong, having survived the treacherous 1998 Sydney Hobart. “We’ve lost people overboard and got them back,” Ross says. “We’ve done thousands of hard ocean miles together and we like sailing together, doing our best and winning. We love the challenge of working together collectively to perform at our peak and we like doing that as a team.” ■

FIRST THINGS FIRST

Confused by all this talk of overall winners, PHS, IRC, line honours and IMS? Roger Hickman explains what it all means

In the Rolex Sydney Hobart Yacht Race 2003, how will the winners become the winners? Many people find it difficult to understand how a boat such as *Brindabella*, which clearly got the gun by being first to Hobart in 1997, was not credited as the overall winner.

A maxi yacht can take line honours and also be overall winner, but historically the latter is most likely to be a much smaller boat. We could see a 38-footer such as *Another Challenge*, a 50-footer such as *Ragamuffin*, or even small boats such as *Toecutter* or *Impeccable* fighting for overall handicap honours in the 59th annual blue-water classic.

The overall winner of the Sydney Hobart will be the boat in the IMS (International Measurement System) handicap category with the lowest corrected time. However, many yachts also enter for the IRC (International Rule Club 2000) or, if eligible, for both rated handicap categories. Within both categories, boats are placed in divisions, grouped according to their size and/or potential boat speed. There is also a Performance Handicap System (PHS) category. This is a club-operated arbitrary adjustable system based on performance.

To the general public and, possibly, for many sailors, ocean-racing handicapping appears highly complex, even confusing. Line honours is clear and easy to understand – the first boat to finish the passage race is the line honours winner, the owner/skipper and his crew collecting a swag of trophies, and getting much of the media coverage.

Generally, the line honours winner is one of the biggest boats with the biggest crews, and possibly one of the newest boats in the fleet. The bigger boats have a longer waterline, and while a big boat is in displacement mode (travelling in the water rather than planing or surfing), it has a higher hull speed and thus the greater

potential to be first to Hobart. These so-called maxi yachts – today some are known as super maxis – also have the greater potential to set a new race record.

Ocean-racing handicapping may seem a somewhat dark science, but it does create a mechanism where all yachts, large and small, old and new, have an equitable chance of winning if sailed to their optimum levels by their crews. The traditional magic of the Sydney Hobart race is in the David versus Goliath-type battles that continue through until the last yacht in the fleet finishes the course. Every entrant that complies with the chosen handicap method can win this great race.

All Sydney Hobart races have had a handicap overall winner, although the method of calculating this winner has changed over the years. In the past, the Cruising Yacht Club of Australia, as the organising authority for the race, has run with what could be described as the most creditable and most popular handicapping system globally at the time. During my time as a competitor, three different handicapping methods have been used.

There are two major ways of handicapping – a time on time calculation or a time on distance calculation. Each boat is, by varying methods, given a handicap, and the boat is raced as hard as it can be under the prevailing wind and sea conditions.

After each boat finishes, its elapsed time is adjusted by a mathematical calculation and the boat with the lowest corrected time is declared the handicap winner of its chosen handicap category.

The CYCA embraces three methods of calculating the various handicap winners. The overall winner's prize, the Tattersalls Cup, is given to only one of these methods – IMS – the one considered the most creditable and most popular form of handicapping. The others are PHS and IRC, and the three systems are used for most ocean races in NSW waters and, for the most part, around Australia.

The PHS is administered by the CYCA. In the case of racing within Sydney Harbour, the ocean-racing clubs have joined forces to get a good spread of boats and have collected a lot of data to finetune the system. The performance of the boat is the driving feature. If a boat performs poorly, the handicapper will give the boat a better handicap in order to create more opportunity for the boat to do well.

Conversely, if a boat sails well, her handicap will be increased to bring her corrected times more in line with other competitors. Therefore, a long race would give more time to the smaller or slower boat relative to the larger boat. This is a time on time method. The number of the handicap is a relationship between boats rather than a figure that has any major significance.

Let's assume that *Wild Thing* has a PHS number of 1.4230 and *Delight* has 0.8034. *Wild Thing* races to →

← Hobart in an elapsed time of two days, eight hours, 27 minutes and four seconds, which is equivalent to 56.45111 hours. If we multiply this by her handicap 1.4230, we get 80.32993 hours as her corrected time.

Delight, on the other hand, sails to Hobart in an elapsed time of three days, 23 hours, 58 minutes and 29 seconds, so her elapsed time would be equivalent to 95.97 hours. Multiply this time by *Delight's* handicap and you get 77.1061 hours. *Delight* has a lower corrected time than *Wild Thing*, so *Delight* is placed higher than *Wild Thing* in the final handicap standings.

The rating handicap systems, IRC and IMS, and how the handicap number is decided by administrators, are a little more difficult to understand. However, once that number has been reached, the calculation of the elapsed time to get the corrected time is the same as with PHS.

The IMS handicap method uses a computer image of the boat's hull and a lot of information about the sails, mast, rigging and the total crew weight to obtain the basis of the handicap. The IMS method then uses this information to create a table of velocity predicted speeds. This method embraces an inclination test, which is performed by an officer of Yachting Australia. This

Handicapping the entire fleet ensures everybody has a chance of becoming overall winner

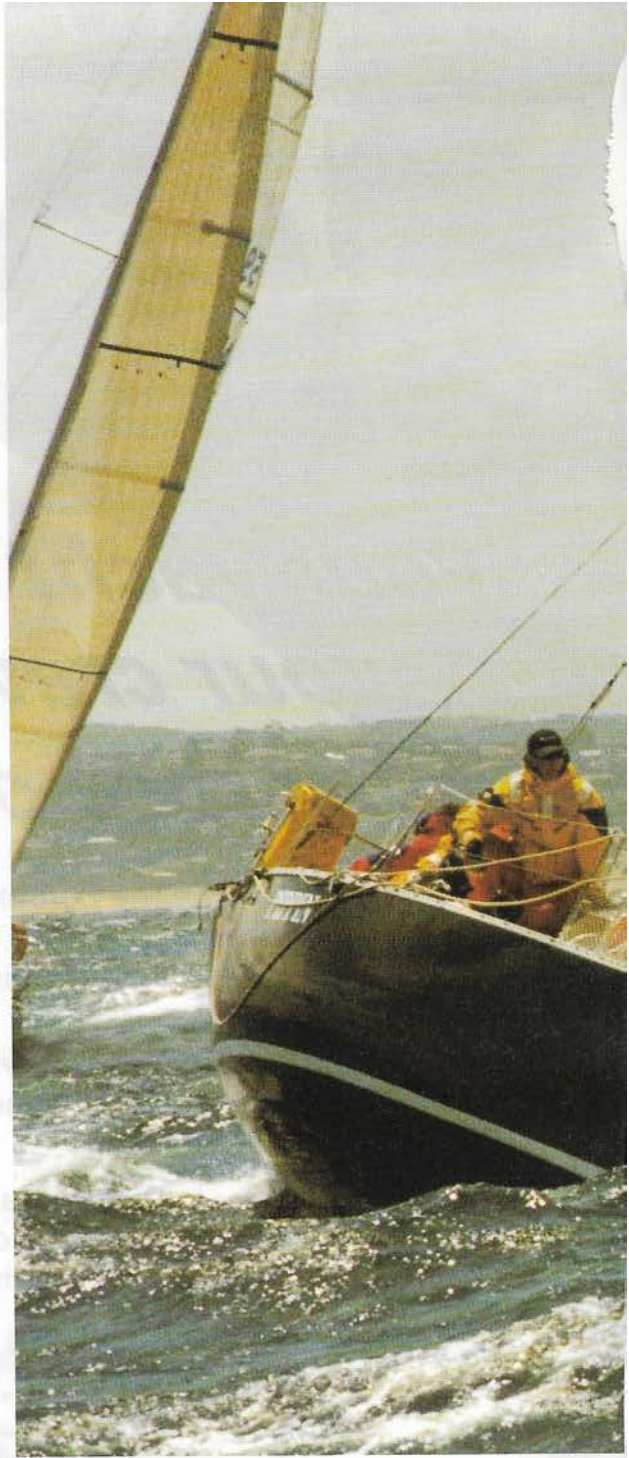
four-hour procedure includes tipping the boat over at various angles of heel to produce the stability data, which is also used in formulating the IMS handicap.

The IMS rule is constantly evolving and is managed by the International Technical Committee which, in turn, answers to the Ocean Racing Council, the world body that runs ocean racing globally. In recent times, the rule has only changed subtly, and tends to produce a certain type of yacht. While it has been the major rule in past years, not many new yachts have been built in Australia to embrace this handicap method.

The IRC handicap method uses information such as the length, breadth, depth and style of the boat, plus the construction and size of the sails. This rule is also constantly evolving. However, only very small changes happen each year and these changes are not necessarily marketed to the general yachting community.

The Royal Ocean Racing Club in England administers this handicap method, which has attracted large numbers of yachts in that country and in Australia. The rule is very permissive and actively endeavours to give most types of yachts a handicap. Because of its long-term goal of rating both new and old boats as equitably as possible and its simple application, the IRC handicap method has proved very popular in Australia. This time on time method has the same application to the elapsed time as PHS to establish the corrected time of each boat and its final placing in a yacht race.

Handicapping the entire fleet ensures everybody has a chance of becoming overall winner. It is not always a good chance, but it's a chance nevertheless.



The CYCA, after consultation with many of the competitors over many years, now allows a boat to enter either or both rating categories or the performance category. This ensures that owners who have a preference for a particular handicapping system can also have a chance of winning a category of the race.

To establish the maximum-sized boat or the fastest one that can enter the Sydney Hobart, the CYCA also looks at two criteria when determining an upper limit.

The first is simple – no yacht longer than 30 metres shall enter the Sydney Hobart. Secondly, the organising authority has chosen the IRC rule to establish the fastest yacht that may enter the race can sail. Given the understanding of the IRC rule and how it is generated, the upper limit of a yacht competing in the race is 1.61.



Taking into account all the information about a yacht that the IRC rule needs to calculate the handicap, it is fair to say that two yachts that have a similar handicap will perform generally about the same, given an assortment of weather conditions.

Therefore, two super maxis, with an IRC number of 1.6 or so, should have an incredibly close and exciting race to Hobart. Maintaining this upper limit of the race is the single most important ingredient that has captured the imagination of maxi boat owners around the globe to compete against other boats and challenge the elements. There is an IMS upper limit, but at the moment the IRC upper limit generally captures the faster yachts.

A further example using the IMS method (all three handicap methods are calculated in the same way) in

a typical race to Hobart, the 52-footer *Ichi Ban* has an elapsed time of two days, four hours, 16 minutes and 46 seconds and the 37-footer *Pippin* has an elapsed time of two days 21 hours, seven minutes and four seconds.

* *Ichi Ban*: IMS Handicap is 1.2315, elapsed time 52.2794 hours = corrected time 64.3821 hours.

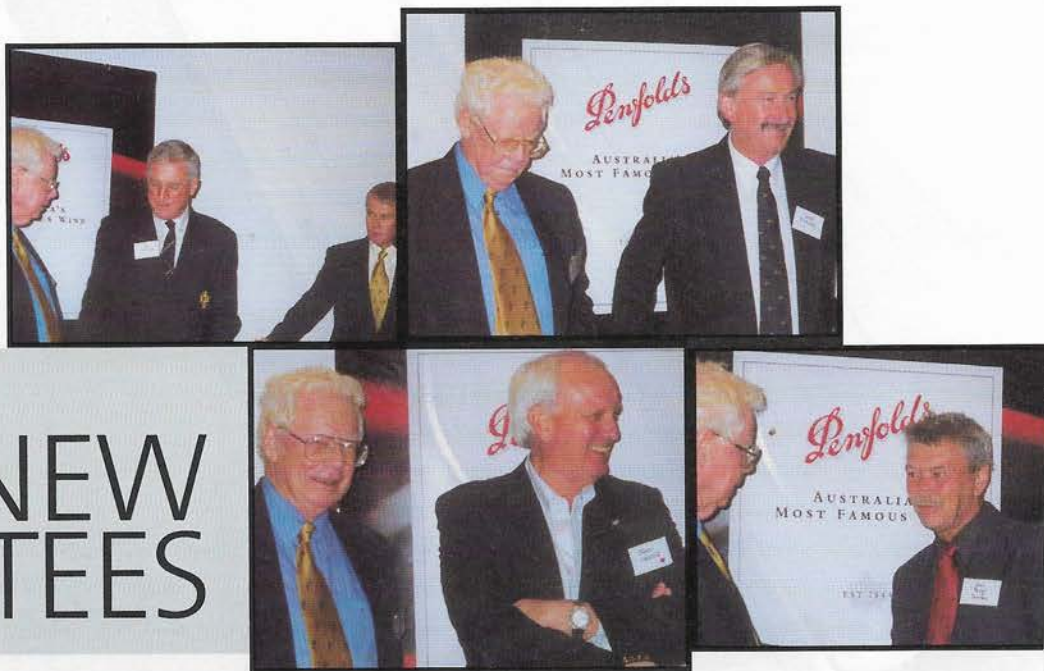
* *Pippin*: IMS Handicap is 0.9311, elapsed time 69.1178 hours = corrected time 64.3556 hours.

Pippin has the lower corrected time by 0.0265 hours or one minute and 35 seconds, so she would be placed higher than *Ichi Ban* in the final handicap standings.

In the Rolex Sydney Hobart Yacht Race 2003 every competitor has the chance to become the overall handicap winner. ■

PIPPIN, ONE OF THE SMALLER BOATS IN THE 2003 RACE, PREPARES TO HOIST ITS SPINNAKER AS THE MAXI BRINDABELLA POWERS TO WINDWARD IN THE BACKGROUND

CLOCKWISE FROM RIGHT: NEW INDUCTEES COL ANDERSON, RICHARD HAMMOND WITH BOB FRASER, IAN POTTER AND HAMMOND WITH JOHN HARRIS



NEW INDUCTEES

The annual Quiet Little Drink cocktail party at the CYCA honoured the latest Hobart heroes, reports Di Pearson

Six of Australia's well-known yachtsmen were inducted into the Cruising Yacht Club of Australia's '25 Sydney Hobart Yacht Race' Hall of Fame in a celebration at the Rushcutters Bay clubhouse in late September.

The new names engraved on the '25 Sydney Hobart' board at the club were:

- * Col Anderson (Royal Yacht Club of Victoria)
- * Jim Dunstan (Royal Sydney Yacht Squadron)
- * Bob 'Basham' Fraser (Cruising Yacht Club of Australia)
- * John 'Hanger' Harris (Cruising Yacht Club of Australia)
- * Ian 'Bugs' Potter (Cruising Yacht Club of Australia)
- * Bill Watson (Royal Yacht Club of Tasmania).

This brings the tally of Hobart heroes who have sailed in 25 and more Sydney Hobart races to 58. The individual record of 42 races is held by Tasmanian John 'The Fish' Bennetto, while Sydney navigator Richard 'Sightie' Hammond and Melbourne yacht owner Lou Abrahams have competed in 40 races each.

Doyle Fraser Sails pair Bob Fraser and Col Anderson sailed their 25th race together on Howard De Torres' *Nips 'N' Tux* in the Rolex Sydney Hobart Yacht Race 2002. Fraser, who sailed his first Hobart in 1973 aboard *Astelot*, recounted his race aboard *Audacity* in 1982 to the big crowd at the Quiet Little Drink (QLD) cocktail party: "She was the smallest boat in the fleet, a three-quarter tonner. We had a southerly the first night, then we got a big nor'easter all the way down the coast and into Bass Strait. Her owner, Norm Marr, was on his first race to Hobart ... we Chinese gybed about six times, the first one broke the boom vang and the crew thought that was it, we would have to head to Eden.

"We didn't though, we made repairs, and the winner, *Scallywag*, beat us on corrected time in Hobart by only one minute and 23 seconds. When we got to Constitution Dock, I remember somebody yelling to us, 'Bad luck, you just missed'. I sometimes reflect on what could have been."

Recalling his worst race, Fraser said: "Windward Passage, 1988. We were north of Montague Island, the seas had been severe and we had bounced off a lot of big waves. I was steering when we had a look around and realised the deck was split and moving up and down. That was the end of the race for us."

Jim Dunstan's Currawong 30 *Zeus II*, which won the 1981 race, holds the record as the smallest yacht to win the race on corrected time, along with *Screw Loose*, the overall winner in 1979. Dunstan missed out on a second victory by a mere four minutes and 47 seconds to *Quest* in the 2002 race. The pair will go again this year.

Dunstan said his best-remembered race was, of course, 1981. His worst was 1979, the year he purchased and took *Zeus II* on her first trip south. "It was the year *Screw Loose* won," he said. "We got lost in the fog and it was in the days when we were still using sextants. We finished 21st, but at least we did finish."

Col Anderson, from Melbourne, remembered the 1983 race as a standout. "That was the year we won on Lou Abrahams' *Challenge*," he said. "It was funny, because the boat didn't go well to windward. We were lucky to get mostly reaching weather and won. On docking, we filled the cockpit with beer and ice to celebrate. It froze over, and the boat nearly sank at the dock!"

For Ian 'Bugs' Potter, his first race was at age 30 in 1976 aboard *Saracen II*. "It stands out not only because it was my first Hobart, but because the owner, Jim Jamison, couldn't make it at the last moment and told me to take the boat. We finished 37th.



COL ANDERSON SAILED MANY HOBARTS WITH LOU ABRAHAMS, SOME OF THEM ABOARD *ULTIMATE CHALLENGE*

"It also stays in my memory because I had just married Helen and our honeymoon was the delivery back to Sydney with other people – we had only one night on our own, but it couldn't have been too bad, because we're still together!"

Potter added: "My three races on *Ninety Seven* have been some of my most enjoyable. It was a great boat, and her owner, Andrew Strachan, is a good man."

Apart from the six inductees, Victorian Lou Abrahams, one of Australia's most successful yachtsmen, attended the cocktail party. Having completed 40 races, his name will appear on the '40 Hobart' board, alongside those of John Bennetto and Hammond.

Bennetto and Hammond attended the evening, along with Victorian Bernie Case, a competitor in 38 Hobarts, who spoke about Abrahams' achievements. They all plan to race in this Rolex Sydney Hobart Yacht

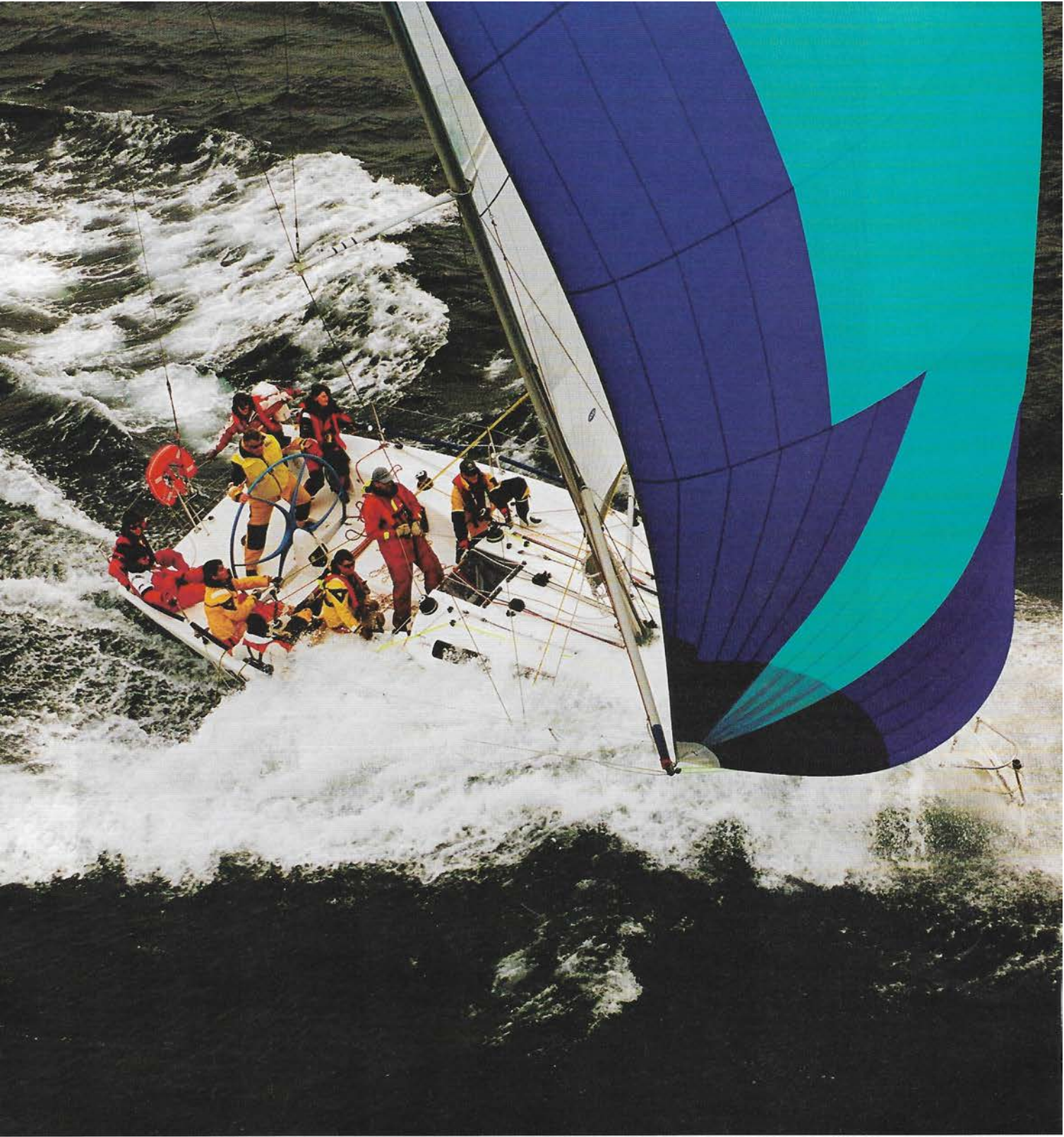
Race, except for Hammond, who suffers from a degenerative eye condition.

Other Hobart heroes who enjoyed the evening were David Lawson, Don Mickleborough, Rolfe Mische, Bill Ratcliff, Lindsay May, Dick Bearman and Roger Hickman. Lee Meyer and Gail Harland represented yachtswomen who have completed 10 or more races south.

One minute's silence was held in memory of recently departed 'Boy' Messenger, and of Stan Darling, who died in November 2002.

Tony Cable once again presided over the night, with Peter Shipway adding his flair to the proceedings. Both are members of this special club of ocean-racing sailors.

Proceeds from the night go to the CYCA Youth Academy, with the CYCA's Associates Committee and the Breakfast Club giving their time to put on supper for the QLD 2003. ■



DOWN AND OUT

The Rolex Sydney Hobart Yacht Race 2003 will almost certainly include some hard downwind ocean steering, writes Rob Brown

There is nothing like the sensation of steering a yacht in open water, especially if the breeze is up and from behind. There are a lot of theories and techniques used in steering a yacht downwind, so I would like to set some basic principles in place, to make it easier for those who haven't done much steering offshore and improve the techniques of those who have been doing it for a while.

As a Sydney Hobart competitor, you will sail downwind at some stage during the race. Inevitably, you will experience one or two weather systems on the journey south. This will mean a cross-section of sailing angles as the system moves through.

As the sea conditions change with increasing wind pressure, the technique of gaining maximum performance out of the boat also changes. When we have smoother water conditions, the waves have less energy to promote surfing, so the method of steering the yacht requires a more subtle approach.

The tiller or wheel movements are smoother and subtler, and the interaction between helm and spinnaker trim is more critical in light to moderate conditions.

Let's take the scenario of sailing downwind in five to 10 knots of true wind. The water is usually relatively flat. This is probably the hardest of all the conditions to steer in because the apparent wind changes dramatically as the swell action rocks the rig from side to side.

The spinnaker has to be continually trimmed to keep it setting, and the helmsman has to anticipate the rolling action of the yacht, without over-steering. With the apparent wind moving through large angle changes, the most important aspect of sailing in these conditions is to pick the best sailing angle to keep the spinnaker setting, without sailing at too hot an angle.

For boats that don't have target charts that stipulate the appropriate true wind angle to sail in certain breeze strengths, the best way is to heat up the yacht (reach up) so you can feel the breeze on the weather side of your face. As that breeze sensation increases, steer straight, then slowly steer back down to the point where you have a consistent breeze on the weather side of your face.

Your ears were put on your head to hear, but more importantly, to feel the apparent wind when you're steering downwind! So any time you are steering, don't have a hood over your head covering your ears. You need to interact with your spinnaker trimmer, who should be calling the pressure in the spinnaker.

The trimmer can use the numbering system, which works well. One is a couple of degrees; five is away more, perhaps 10 degrees. Practice this method to get comfortable with it. As the pressure is dropping out of the spinnaker sheet, the trimmer will be right onto the helmsman: "Losing pressure, no lower than that", or "losing pressure come up three".

The secret is to try to steer up and away smoothly without overrunning the optimum angle. You can easily overdo it, with the gains made by sailing low destroyed by burning off too much speed, the spinnaker collapsing and then having to heat up aggressively to build the apparent wind in the spinnaker. Concentration is

DRAMATIC DOWNWIND
STEERING BY A SYDNEY
38 HELMSMAN IN AN
OFFSHORE RACE



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paramount, so have minimum talk onboard apart from the trimmer and helmsman.

As the breeze gets up, the pole starts to come aft and the sails have more consistent pressure in them. The waves start to get a little bigger, and then break. This means they have more energy, which can be used to promote semi-surfing. Working the crew weight and presenting the yacht's bow towards the breaking part of the wave can propel you forward.

By moving your crew weight further to weather, the yacht uses its lines on the weather side to bear away, without the need to over-steer. When the yacht speeds up through the waves' energy, the main can be sheeted on to promote further propulsion. As the yacht speeds up, the apparent wind moves forward. The pole, therefore, must be eased forward and the spinnaker sheet trimmed on.

As the yacht surges down and away, it will bury its bow into the back of the wave ahead and boat speed will

side to side to help break the water flow off the hull and therefore promote the surge. I don't like being too aggressive on this point, especially when it is marginal surfing conditions. Smooth and definite steering is the go.

As the yacht takes off and begins to surf, it is time to bear away to gain depth. To keep the surfing action going, you have to be careful not to bear off too much and burn off too much speed.

As the apparent wind pressure leaves your face, steer up slightly to re-attach the apparent wind in the rig – this will keep the momentum going. By trimming on the main, pole forward, and trimming on spinnaker, you can keep the surf action going. Sometimes, with the right waves and enough wind, you can break through and over the next wave, continuing the surf.

If the boat is beginning to roll, you are probably steering too low. The secret is to keep the speed on by arcing. If the spinnaker rolls out to weather, steer the bow towards

Your ears were put on your head to hear, but more importantly, to feel the apparent wind when you're steering downwind ... don't have a hood over your head covering your ears

decrease. The secret is to pick the time to gradually steer back up to keep the apparent wind forward as long as possible. Often the right time to start steering up is when the mainsail loads up. The main trimmer can usually hold the mainsheet at the back of the yacht to trim on when surging down a small wave.

When the yacht begins to slow, the apparent wind moves aft and loads up the main. Just as this is happening, start steering back up. The pole comes aft when you fall off the wave, and the spinnaker is eased out. Re-establish the right wind pressure on your face, and lock into the trimmers' pressure calls. Do not over-steer too high out of the bottom of the wave.

As the breeze gets stronger, the waves become bigger and break more frequently. The general sailing angle is squarer to the wind, and surfing is now on the agenda. The waves have heaps of energy to utilise. Move the pole aft and the crew further aft and some to leeward. This will help stop the yacht rolling to weather.

When sailing in waves and breezes of 20-plus knots of true wind, to get the best out of the yacht, the mast must remain as vertical as possible for as long as possible. If the rig is rolling from side to side, it is slow. Position your crew weight to prevent rolling. Also, it may be necessary to lower the pole height to flatten out the spinnaker. The leeward tweaker may come on to close the shute down when it starts to roll around. This should only come on when it starts getting uncontrollable to steer. By tweaking down too early, you pull the clew back in to the rig, which reduces the projected area of the shute and closes down the leech too much.

In these conditions, you have to place the yacht's bow towards breaking water or the deepest part of the trough of the wave ahead of the yacht. As the yacht gets involved in those areas, steer at 90 degrees to the wave and let it accelerate – you can give the helm a bit of wobble from

the centre vertical seam of the spinnaker. This will put the boat under the spinnaker and straighten up the rig.

As the spinnaker rolls to leeward, follow the centre seam with the bow of the yacht. Once again, don't overdo it, or you will continue to chase it all the way down the run. Anticipate the roll, and steer the bow in the next intended direction. Always have someone on the vang ready to release it just in case you start to wipe out. Similarly, if you start to Chinese gybe, trim on the spinnaker as fast as you can to help stabilise the yacht.

One thing that always spoils a good downhill slide in fresh conditions is a steerer that stays on the helm too long. You can get pretty tired quickly when sailing in these conditions. Roll over your steerers, every hour if necessary, so you always have an alert sailor at the helm.

At night, obviously, seeing the right spots to drop the bow into is difficult. Make sure all lights are off below, and the instrument lights are illuminated to their minimum strength. The glare from any light impairs your vision. Take note of your compass heading and true wind angle.

When things get a bit off the rails, you can refer to these instruments to back up your judgment. Don't steer by the instruments when in surfing or fresh conditions. Use your feel and steer the boat as upright as possible and go with the flow. A glance at the windex every now and then isn't a bad idea, to keep you in the zone.

It is one of the most rewarding experiences in our sport to be able to steer well downwind. In all conditions, you should be as comfortable as possible, have good vision and feedback from your crew. Someone looking behind for extra or less pressure is as important as driving the boat, and wave calls are very important when the seas get up or come from the side.

So, when you are surfing or sliding to Hobart on the downwind leg, remember, "Send me but don't sink me". Good sailing. ■



ALL ABOARD

Fancy a day on the water to watch this year's race start? Renate Ruge has the lowdown to get you prepped for a cruisy day at sea

Don't eat too much Chrissie pudding, because Boxing Day is the day for cruising and viewing the start of the big race, with more eating and drinking. Most yachties know that the first rule of a successful day out has to be about attire – comfortable clothes, soft shoes, preferably white-soled, and a hat. Sometimes a spray jacket is wise for cooler temperatures on the water or if you are really unlucky and run into torrential rain, as was the case at the 2002 Sydney Hobart start.

Be prepared for a long day out on the water. Most spectator boats head out by 11am and don't get back until late in the afternoon. Pack a small bag with sunscreen, seasickness tablets (it can get very choppy out there, especially after a couple of champagnes!) and, of course, your own supply of water. Don't forget your copy of *Offshore Yachting*, which contains a full list of competing yachts so you can brush up on the race and the boats – you'll no doubt want to contribute anecdotes to any race conversation.

If invited out on a friend's boat, ask what food and drink you can bring. Forget anything too fancy that could slip and slide and end up on the cockpit sole. If bringing a tray, make sure the food is well covered.

If you would like the work done for you, the CYCA's Blue Water Grille can provide you with a pre-packed picnic that is sailing friendly. L'Eat's Hobart Boat Pack contains freshly made hearty sandwiches, fruit, cheeses and a choccie treat for high energy! (Remember to order in advance by phoning Natalie Rose on 02 9327 7681.) The L'Eat bistro will also open early on Boxing Day to provide all boating enthusiasts with a good brekkie. Try not to drink too much alcohol – it can contribute to seasickness. If you do, stick to wine with heaps of water to prevent dehydration.

When boarding a small boat, hold on to something (or someone) and try to step into the middle of it – don't jump into it and don't straddle the gap between ship and shore. Other things to remember are to turn backwards to

climb down narrow companionways (stairs). Remember, the captain is in charge of the safety of all on board, so show your skipper respect. Also, don't throw anything overboard. Keep all litter and dispose of it on land.

If you are a new recruit on board a yacht, you may be asked to help out with a couple of duties, including helping trim the head sail, pulling on a line, winding on the winch and packing the spinnaker (when you may be affectionately referred to as a 'bilge rat'!). However, yachts generally don't hoist sail on Boxing Day – it's forbidden in the starting area – until after the start. You will, therefore, be under motor most of the time, so your main duties will be watching the contenders and toasting the sailors.

Bon voyage! ■

WHERE TO WATCH

Spectator boats who position themselves in the eastern channel can watch the start and follow the fleet down the harbour to the heads and out to sea.

To watch the fleet sail through the heads – it is advisable to move well down the harbour (towards Middle Head) from the start line before the starting gunfire. At the heads, keep well clear of the rounding marks. On-water spectators who intend to just watch the race start should position themselves on the western side of the harbour.

On land, the best vantage points are Bradleys Head, Chowder Bay, Georges Heights and Middle Head on the west; Shark Island, Steel Point, Vacluse Point, South Head and The Gap on the east; and North Head to the north.

Follow the advice of officials and stay well clear of the exclusion zone marked with yellow buoys between 12pm and 2pm to ensure that Boxing Day is enjoyable and safe for all afloat.

– Nail Patchett, Waterways

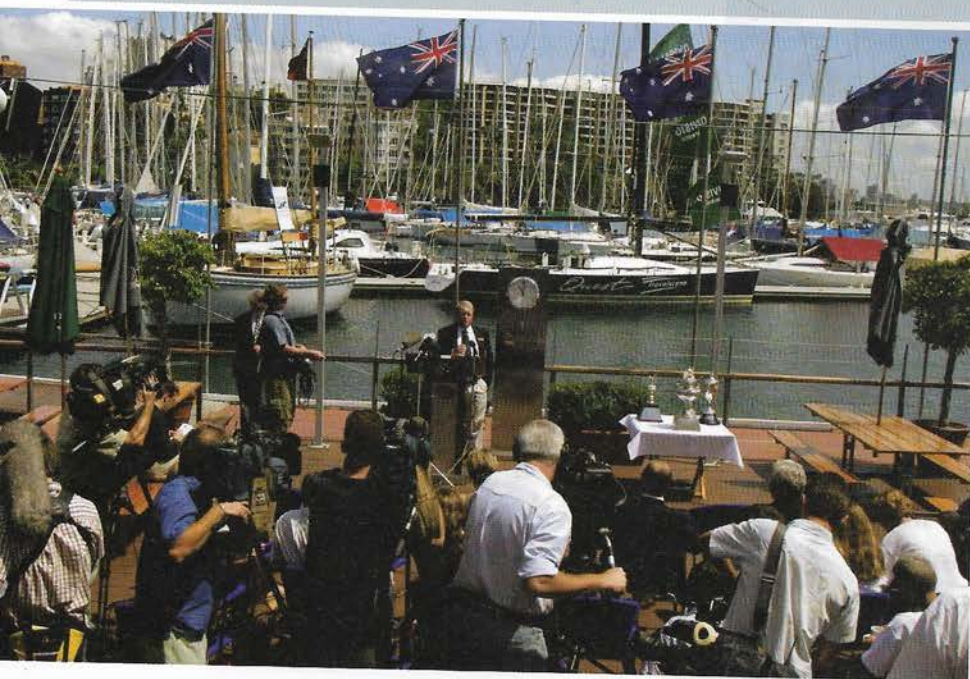
DOCKSIDE



IT WAS NOT QUITE TREASURE ISLAND, BUT MANY MEMBERS OF THE CRUISING YACHT CLUB OF AUSTRALIA, THEIR FAMILIES AND FRIENDS JOINED COMMODORE JOHN MESSENGER FOR THE ANNUAL COMMODORE'S BARBECUE ON SYDNEY'S SHARK ISLAND. THE SUN SHONE, KIDS TOOK PART IN A TREASURE HUNT AND ENJOYED CHRISTO THE CLOWN AND MEMBERS QUAFFED COLD BEER AND WINE WITH HOT HAMBURGERS. THAT IS, UNTIL THE RAIN CAME DOWN AND EVERYONE, INCLUDING THE BAND, ADJOURNED TO THE CLUBHOUSE IN RUSHCUTTERS BAY.



A MORE FORMAL EVENT AT THE CYCA WAS THE OFFICIAL LAUNCH OF THE ROLEX SYDNEY HOBART YACHT RACE 2003, WITH A STRONG ROLL-UP OF ELECTRONIC AND PRINT MEDIA AND SKIPPERS OF YACHTS HEADING FOR HOBART. AS COMMODORE MESSENGER ANNOUNCED THE FLEET, BOBBING QUIETLY IN THE POND BEHIND HIM WERE TWO YACHTS THAT HAVE CONTESTED THE RACE 58 YEARS APART ... 2002 OVERALL WINNER *QUEST* AND *KATHLEEN GILLETT*, WHICH SAILED IN THE INAUGURAL SYDNEY HOBART IN 1945. PHOTOS: ANDREA FRANCOLINI





DOWN THE RHUMBLINE

Peter Campbell tests your knowledge with this fun Sydney Hobart race quiz

I ran into my old friend Peter Shipway recently and, as we chatted about his many Sydney Hobart races, I remembered how 'Shippers' used to keep the crew on the weather rail alert with his trivia questions.

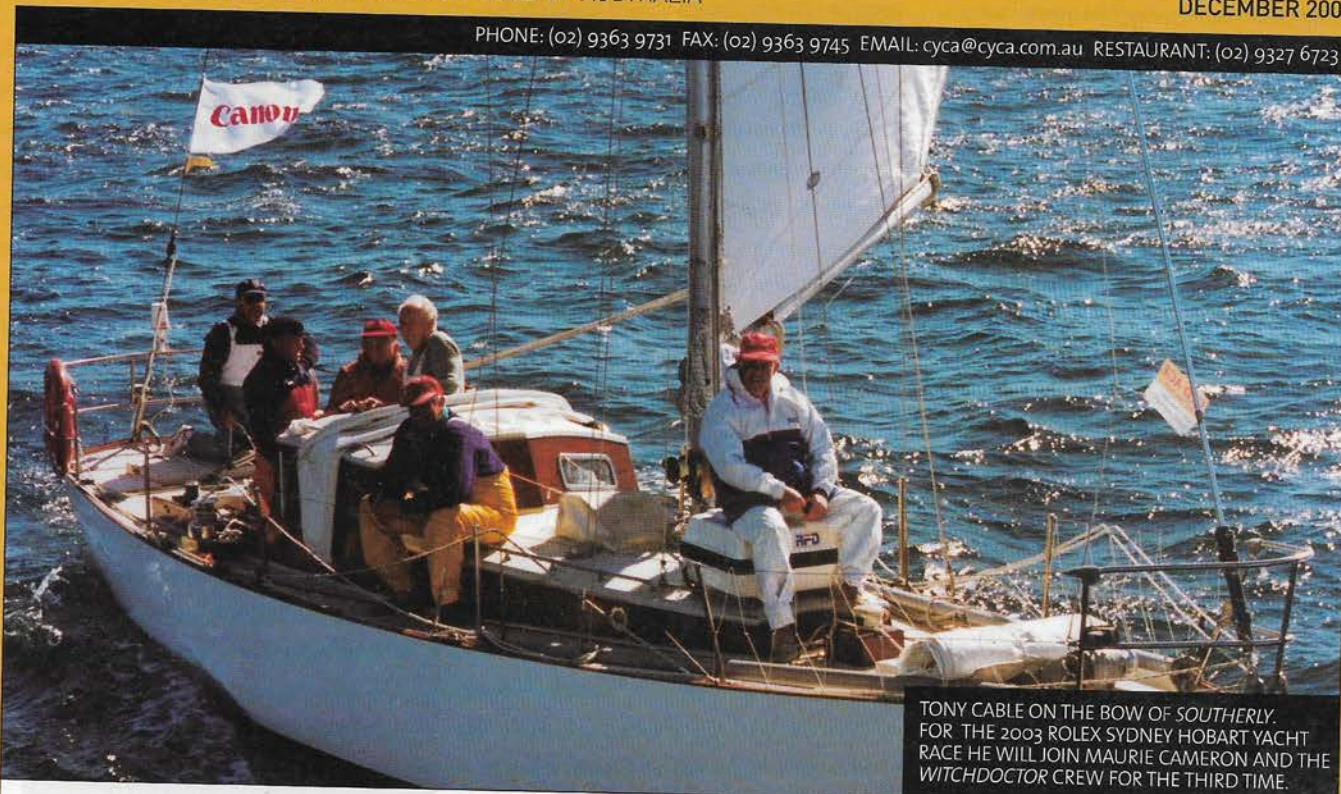
Later, scanning through several past copies of *Offshore Yachting*, I found an interesting list of trivia questions that yachties might like to quiz each other on coming up to the 2003 race. So, how much does your crew *really* know?



1. What is Bob Steel doing in the picture (left)?
2. Name the current open race record holder for the Hobart and the time she took to sail the 627-nautical mile course.
3. Which yacht held the Sydney Hobart race record for the longest time and which yacht finally broke that record?
4. *Rani* took line and handicap honours in the first Hobart Race in 1945. What happened to her?
5. Who was the smallest overall winner?
6. Who was the winning team in the Southern Cross Cup when the CYCA first introduced this series as Australia's equivalent to the Admiral's Cup?
7. Apart from the Sydney Hobart, the Gosford to Lord Howe Island Race is the only annual Category One ocean race held in Australia. Name the three yachts that have won the race twice on handicap.
8. Overseas yachts have a good record in the Sydney Hobart. Which countries have had overall winners since the first race, apart from Australia?
9. Broadening our trivia as we sail south, when and where was Australia's first sailing regatta held?
10. Taking the double of line and handicap honours is a rarity in the Sydney Hobart. Can you name the first Australian boat to achieve this distinction?
11. What was the closest line honours finish in the race, and between which yachts?
12. The 2002 Rolex Sydney Hobart Yacht Race also saw a close margin for line honours. By how much did *Quest* win the Tattersalls Cup and from which boat?
13. What have been the smallest and the largest fleets to race from Sydney to Hobart, and in what years?

THE FINISH LINE

1. Bob Steel is throwing his old watch into the Derwent River before receiving his new Rolex Yacht-Master from Rolex's Richard de Leyser for winning the 2002 race. (Steel later remembered his wife had given him the old watch as a gift, and had a diver retrieve it from the river!)
2. *Nokia*, with a time of one day, 19 hours 48 minutes and two seconds, set in 1999.
3. *Kialoa* (USA) held the record from 1975 until the German maxi *Morning Glory* clipped 29 minutes off her time in 1996 with two days, 14 hours, seven minutes and 10 seconds.
4. *Rani*, which was skippered to Hobart by the late John Illingworth RN, ended her days wrecked on Stockton Beach, north of Newcastle.
5. *Screw Loose*, in 1979. She was a Tasmanian boat which had an LOA of 9.14 metres (30 feet).
6. NSW won the inaugural Southern Cross Cup in 1967 with the team of *Mercedes II* (Ted Kaufman), *Calliope* (Charles Middleton) and *Moonbird* (Norman Brooker).
7. *Legend* (1979 and 1981), *Narcissus* (1984 and 1990) and *Margaret Rintoul II* (1995 and 1998).
8. Great Britain and the USA (2 each), New Zealand (3), Hong Kong, Ireland, Germany and Hong Kong/China (1 each).
9. On the Derwent River, Hobart, Tas, on 5 January 1827. No results were kept.
10. *Sovereign*, owned by Bernard Lewis and skippered by David Kellett, in 1987.
11. *Condor* (GBR) beat *Apollo* (NSW) across the line by seven seconds in 1982.
12. *Quest* won IMS overall and the Tattersalls Cup from *Zeus II* by four minutes and 47 seconds.
13. Smallest fleet: nine boats in 1945. Largest fleet: 391 in 1994. ■



TONY CABLE ON THE BOW OF *SOUTHERLY*. FOR THE 2003 ROLEX SYDNEY HOBART YACHT RACE HE WILL JOIN MAURIE CAMERON AND THE *WITCHDOCTOR* CREW FOR THE THIRD TIME.

TONY CABLE HEADING FOR HIS 40TH HOBART RACE



Tony Cable, a CYCA member since 1964, will this year be only the fourth person to chalk up 40 Sydney Hobart races and to join an exclusive club on the Honour Board in the Coaster's Retreat.

The existing three members of the '40 Club' are Richard 'Sightie' Hammond (from Sydney), John Bennetto (from Hobart) and Lou Abrahams (from Melbourne).

In his own words, Cable will be "the first bloke from the lower deck to come through the ruck", the others being either famous navigators or skippers. "I think of myself as only a second- or maybe third-rate forward hand," he tells *Onshore* with typical self-deprecation.

"Just because I've done 40 races doesn't make me a better sailor. I once said facetiously to my old school mate, Huey Treharne, when he was receiving his recognition for 25 Hobarts, that [the numbers] would make me a better sailor than him ... he'd only done 25, and I'd done 35! I'm more like the ordinary golfer at the local club who's never got his handicap down below 16 or so."

So, why does he keep coming back? "You know, people seldom seem to mention that they just like ocean racing ... that they like the sea. I basically just like going out there and I like going with a particular type of people ... I gravitate to 'fun' type of crews ... I like the camaraderie," he says.

Cable's experience in the Hobart ranges from *Tarni*, in 1961, which still had cotton sails, to *Merit* in 2002, a state-of-the-art Volvo 60 with shiftable ballast.

"I've done all the rough ones since 1961 – I've seen the well-known seven-year cycle, beginning with 1963, when we took seven days, 17 hours to finish, then 1970, 1977, 1984, 1993 and 1998. 1963 was probably the hardest, in retrospect ... seven days, 17 hours ... but then I was inexperienced and thought they were probably all like that."

Cable, who enjoys a laugh and a beer with his mates, was co-founder, with John Dawson, of the Quiet Little Drink (QLD) in Hobart, a party that grew from the first event in 1969 – when they kicked off in the Shipwright's Arms at 10am New Year's Day with a shout of 200 beers and ended later

that day after 1,467 beers were consumed – to an event in later years that made a mockery of its name where some 21,000 beers were downed.

The QLD died a natural death as the boats got faster and when by New Year's Day, many crews had gone home. Aside from being just a drinking session for yachties, however, the QLD over the years has raised thousands of dollars for charity, sending young Tasmanian sailors to the UK to broaden their ocean-racing horizons in the Fastnet Race and sponsoring one of the original Elliott class yachts in the Youth Sailing Academy fleet, one of which still bears the name *QLD*.

The QLD now takes the form of a cocktail party or a dinner, when new members are added to the 25+ Hobarts Honour Board. Funds are still raised for good causes, which, as far as Cable is concerned, is its *raison d'être*.

Cable served as a member of the Board from 1975 to 1986 and was Chairman of the Publications Committee during that time. He is currently a member of the CYCA Archives Committee.

David Colfelt

2003 OCEAN RACER AWARDS

The CYCA has called for nominations for the 2003 Ocean Racer of the Year Awards.

Apart from the CYCA, other clubs that conduct ocean races have been asked to nominate candidates they feel would be eligible for the four award categories:

- Ocean Racing Yachtsman of the Year
- Ocean Crew Person of the Year
- Ocean Veteran of the Year
- Ocean Rookie of the Year.

Nominations should be forwarded to the CYCA, with a brief history of the candidate's offshore successes over the past 12 months. In particular, yacht owners and skippers are encouraged to make nominations for the Ocean Crew Person of the Year through their Club.

"The Ocean Racer of the Year Awards gives recognition to our outstanding ocean racing sailors, not only successful owners and skippers, but also newcomers to the sport, as well as individual crew members," CYCA sailing manager Justine Kirkjian says.

"At the same time, the award recognises the great contribution of long-time ocean-racing yachtsmen through the Ocean Veteran of the Year Award."

Nominations close on Monday 1 December, with the awards Presentation taking place at the CYCA on Wednesday, 17 December 2003. Find out more information from the CYCA Sailing Office on (02) 9363 9731.



THE FREMANTLE VOLUNTEER SEA RESCUE GROUP WAS ABLE TO KICK-START ITS REPLACEMENT RESCUE BOAT FUND WITH A \$25,000 DONATION FROM THE CYCA'S SOLAS TRUST.

WEST AUSTRALIAN ROLEX SYDNEY HOBART YACHT RACE SKIPPER THANKS SEARCH-AND-RESCUE ORGANISATION

The Fremantle Volunteer Sea Rescue Group (FVSRG) in Western Australia is the latest recipient of a sizeable donation from the CYCA Safety of Life at Sea Trust (SOLAS), which was established after six men lost their lives in the 1998 Sydney Hobart race.

Mike Reynolds, one of a small number of West Australian skippers entered in the 2003 Rolex Sydney Hobart Yacht Race, presented the cheque on behalf of the SOLAS Trust at a function held at the Royal Perth Yacht Club last month.

"During my offshore racing and cruising I have seen the value of volunteer organisations such as Fremantle Volunteer Sea Rescue on a number of occasions," says Reynolds. "Happily, I have not required its services in life-threatening situations myself, but I have a number of close friends who might not have been with us today were it not for such organisations.

"I was delighted to be asked to represent the SOLAS Trust," he adds.

At the cheque presentation, FVSRG President Kerry Fitzgerald announced that the generous donation of \$25,000 from the SOLAS Trust was a major contribution to the launch of the Fremantle Volunteer Sea Rescue replacement rescue boat fund.

"We rely largely on the community in order to maintain our 24-hour service, because we only receive about 12 per cent of our operational costs from government grants. We are extremely thankful to the Cruising Yacht Club of Australia's Safety of Life at Sea Trust for choosing our organisation.

"The money will be utilised to purchase life-saving equipment for the new vessel, including stretchers, oxygen delivery, radio direction finders, firefighting appliances and advanced medical kits," she says.

The SOLAS Trust has donated more than \$150,000 to search-and-rescue organisations across four Australian states and one territory.

"Being a water-based rescue service only, we discovered that FVSRG makes a significant contribution to the care of the Fremantle boating community. Its current rescue vessel has seen 10 years of service and logged more than 10,000 rescue hours. It needed support and this is the role of the SOLAS Trust. It would be great if more people got behind their local organisations and supported them when they need it," says the Trust's Chairman Martin James.

"This is the first donation we've made to a non-helicopter based organisation and we were happy to contribute such a large sum to kick start their fundraising appeal."

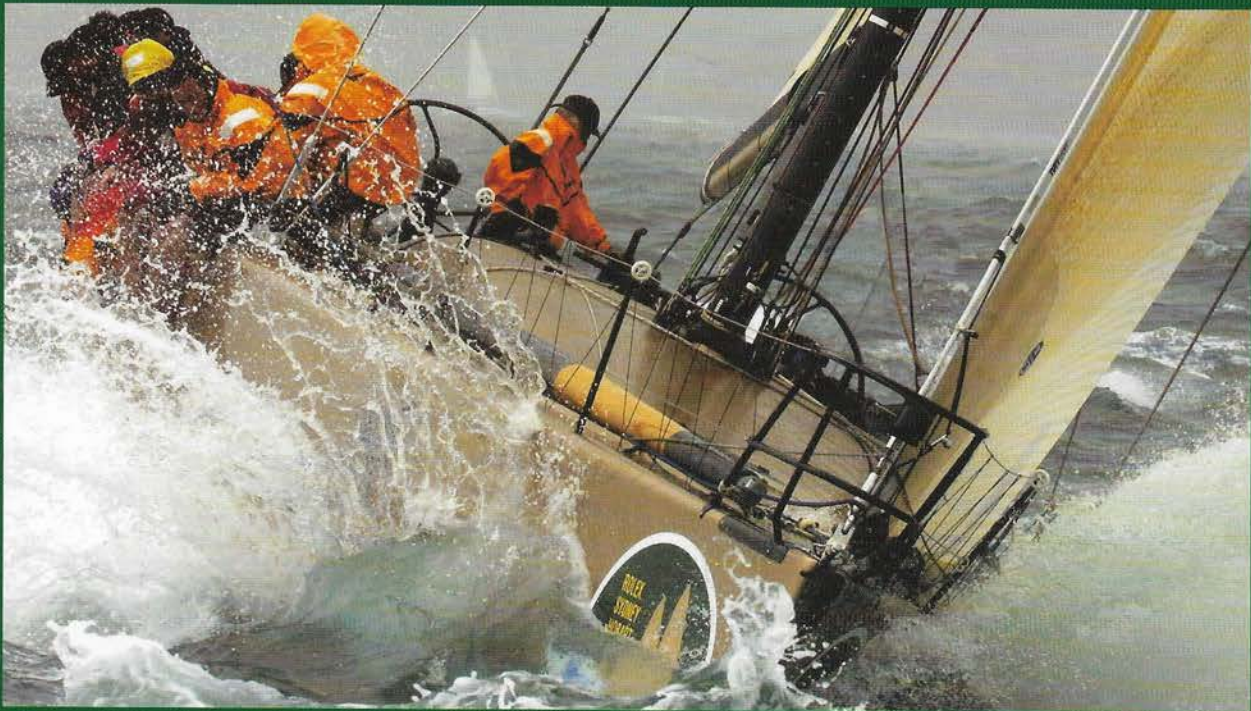
Reynolds, an electronic engineering consultant, has been circumnavigating Australia intermittently since June last year when he took part in the Fremantle to Darwin 'Splash'. From there he sailed his 38-foot boat *Degrees of Freedom* to Brisbane and finally to Sydney where it is now berthed, awaiting the start of the Bluewater Classic on Boxing Day.

Another West Australian entry in this year's Rolex Sydney Hobart Yacht Race is Hans Butter's *Ice Fire*, a former Sydney boat.

Lisa Ratcliff



(LEFT TO RIGHT) ASSOCIATES PRESIDENT GAIL LEWIS-BEARMAN CONGRATULATES THE PRIZE-WINNERS AT THE ANNUAL CYCA MELBOURNE CUP DAY. LINDA TAYLOR AND BILL HICKS, BEST DRESSED LADY AND BEST DRESSED MAN, WERE PRESENTED WITH A \$200 GIFT VOUCHER FROM EVENTS FASHIONS. A \$100 SHOE VOUCHER FROM SHOES IN THE ATTIC WAS HANDED OVER TO HELEN TAYLOR FOR WINNING THE BEST HAT COMPETITION.



THE ROLEX SYDNEY HOBART YACHT RACE
WILL NEVER DETERMINE
 WHO YOU ARE. IT WILL, HOWEVER, REMIND YOU.



When the first Sydney to Hobart race was held in 1945, the fleet consisted of nine yachts. The winning time for covering the 630-nautical-mile course was just over six and a half days. Today, "the Hobart" has grown to where it now boasts the largest fleet in the world to start a Category 1 Ocean Race. Maxi boats have been known to take line honours in less than two days. Yet, one thing has never changed. Every person in the Rolex Sydney Hobart Yacht Race learns something new about themselves. It is the very thing that keeps them moving forward. And why they come back. **THE ROLEX SYDNEY HOBART YACHT RACE BEGINS DECEMBER 26TH, 2003.**



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