

OFFSHORE

YACHTING | AUSTRALIA



THE MAGAZINE OF THE CRUISING
YACHT CLUB OF AUSTRALIA

DECEMBER 2005 / JANUARY 2006

SPECIAL EDITION

ROLEX SYDNEY HOBART YACHT RACE

HALVORSENS ARE BACK

Famous yachtsmen
as Official Starters

INTER- NATIONAL FLEET

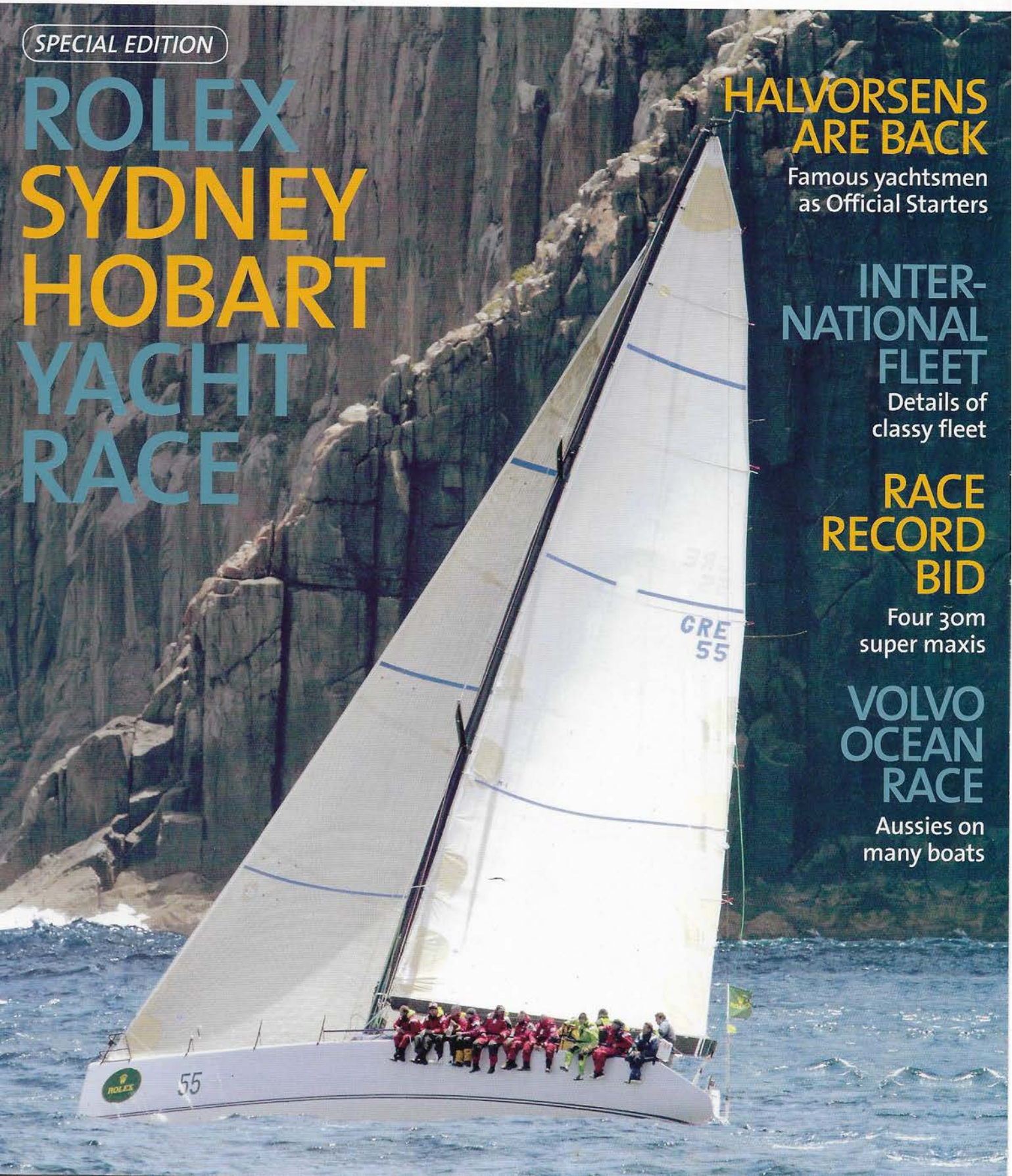
Details of
classy fleet

RACE RECORD BID

Four 30m
super maxis

VOLVO OCEAN RACE

Aussies on
many boats



contents

december/january 2005-06



PHOTO: Carlo Borlenghi/Rolox



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COVER: *Aera*, Overall Winner of the 60th Rolex Sydney Hobart Yacht Race, sails past Cape Raoul.

PHOTO: Daniel Forster

AT THE HELM

We, at the Cruising Yacht Club of Australia, are looking forward to this year's Rolex Sydney Hobart Yacht Race, the 61st running of the event.



At the time of writing this column, we are expecting up to 90 yachts to line up for the start on Boxing Day. It looks to be a top quality fleet, with entries from four super maxis, and a smattering of new and exciting boats in the middle of the fleet including the very competitive Cookson 50s and DK 46s, the new *Loki* from Sydney and the imported *Flirt* from Melbourne.

The Sydney 38 One Design fleet will provide very competitive racing, together with all the boats of varying size and age that make up the bulk of our fleet and are the backbone of the race. There is a good number of international competitors and, as usual, a strong contingent from other states. No one has done it tougher to get to the start than the *Brolga 33 Berrimilla* being sailed double handed from the UK back to Australia after competing in the Rolex Fastnet Race.

The Rolex Sydney Hobart each year attracts sailors new to ocean racing but it also brings them back year after year to enjoy the challenge. This year at least 27 sailors who have competed in 25 or more Hobarts will be sailing once more. One missing will be the remarkable John Bennetto who has hung up his sea

boots after competing in 44 races.

We are looking forward to more extensive television coverage from our new telecasters, Channel 7. They will continue reporting on the race at least until the winner of the Tattersalls Cup for Overall IRC handicap is known. We will have radio coverage of the start through Sailors Radio as well as during the race.

Our official starting team comprises those famous yachtsmen Magnus and Trygve Halvorsen, and senior yachting journalist Peter Campbell. They will get the fleet underway at 1320 hours, allowing 20 minutes of live broadcast before the race start.

We could not run this major ocean race without the cooperation and dedication of our staff, the support of the Royal Yacht Club of Tasmania, and the tireless support of our willing volunteers, both here in Sydney and in Hobart. The Club is indebted to the loyalty and unselfish attitudes of our volunteers.

I wish all competitors a safe and fast journey to Hobart. Good luck to you all - I look forward to seeing you in Hobart. ■

Geoff Lavis

Commodore, Cruising Yacht Club of Australia



The Royal Yacht Club of Tasmania is delighted to be associated with the 61st Rolex Sydney Hobart Yacht Race. I am very proud to work once again with the Cruising Yacht Club of Australia and the sponsor of the event, Rolex, to ensure that this truly magnificent blue water classic has a highly successful outcome.

On Boxing Day we will witness the start of what is regarded as one of the toughest and most prestigious yacht races in the world. The race is of extreme importance to Hobart and Tasmania as a whole and we hope to generate early interest through a dockside historical display of highlights from each of the past 60 races.

The yachts and their crews are assured of a traditional rousing welcome from locals and visitors, irrespective of whether they finish first or last. The Rolex Sydney Hobart is an exciting time for Hobart and the docks come alive during the finish of the event. The race information centre at the club and the liaison centre at the docks will operate from midday on Boxing Day until the last yacht finishes.

Our dedicated band of volunteers is enthusiastic about providing the knowledge and skills required to professionally finish the race and it will be all hands on

deck at the liaison centre, the information centre, the finishing box, radio room and on board patrol boats.

Hobart Ports Corporation continue to make a significant contribution to the event and we really appreciate their cooperation with the RYCT Sydney Hobart Organising Committee. Without Ports' support we would be unable to provide the successful finish and traditional warm welcome. The Tasmanian Police Marine Division once again will be 'on standby' in the vicinity of Flinders Island. Their support is also highly appreciated.

The official Trophy Presentation will be held at the RYCT on 1 January at 11am, followed by the traditional craybake/seafood fest.

Boags Sailing South Race Week, Tasmania's outstanding regatta, will start on 2 January with the King of the Derwent the first race. We urge boats to stay on in Hobart to enjoy this regatta and associated social activities.

I wish all competitors in the 61st Rolex Sydney Hobart Yacht Race good breezes, fair sailing and I look forward to welcoming you to Hobart and the RYCT. ■

Marion Cooper

Commodore, The Royal Yacht Club of Tasmania

CYCA SIGNS NEW PUBLISHING AGREEMENT FOR OFFSHORE YACHTING

The Cruising Yacht Club of Australia is delighted to announce it has signed an agreement with the specialised custom publisher, The National Publishing Group (NPG), to publish the Club's prestigious magazine *Offshore Yachting*.

NPG specialises in marine and hospitality publications. Earlier this year they launched a new title, *Ocean Magazine*, for the luxury marine sector, which has received wide acclaim and is proving highly successful.

NPG CEO/Publisher Anthony Twibill and CYCA Commodore Geoff Lavis formalised the agreement, which will commence with the production of the February/March 2006 issue of the bi-monthly title.

"I am delighted that the CYCA has selected NPG to be the new publishers of *Offshore Yachting*," said Anthony.

"As a keen yachtsman, I certainly know much of *Offshore Yachting's* history to date. Together with our Managing Editor of *Ocean Magazine*, Hillary Buckman, we are looking forward to making a significant contribution to what is already considered the benchmark offshore yachting publication," he added.

Commodore Geoff Lavis echoed these sentiments. "We are looking forward to the new association and to a seamless transition to the new publishing house. Judging by the look of NPG's *Ocean Magazine*, members



Commodore Geoff Lavis and *Offshore Yachting's* New Publisher Anthony Twibill seal the deal

can expect a further enhancement of the quality and readability of *Offshore Yachting*.

"I would also like to take this opportunity to acknowledge the efforts of our previous publisher, FPC," the Commodore added.

The magazine's current publishing timetable will continue and the distribution to Club members and newsagents will remain unchanged under the new agreement. ■

Editorial contributors and advertisers should contact Hillary Buckman, Managing Editor, NPG at offshore@npg.com.au.

The new generation of Burke Beathables used in the Burke Offshore, Coastal and Dinghy ranges are lighter, more supple, 100% waterproof & windproof and have greatly increased breathability that will enhance your comfort and performance. Head to www.burkemarine.com.au for a comprehensive look at the Burke breathable range. Breathe easy.

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BURKE

HALVORSENS ON START LINE AGAIN

The Cruising Yacht Club of Australia has invited two famous Sydney Hobart Race winning yachtsmen and a veteran yachting journalist to be the official starters for this year's Rolex Sydney Hobart Yacht Race. Commodore Geoff Lavis announces the team.



Sixty years ago two intrepid young Norwegian-born boat designers and builders trimmed the sails of their first ocean racing yacht *Saga* as they watched the code flags and listened for a shotgun blast to signal the start of the 1946 Sydney Hobart Race.

Down in Tasmania a teenage lad who sailed dinghies on the Tamar River was tuning in his family's radio to hear a commentary of the start of the second only Sydney Hobart, an event that was to capture his imagination and his personal involvement.

All three were destined to play a significant role in Australia's great blue water classic and on Boxing Day, 26 December 2005 they will make a further contribution by firing the CYCA's historic cannons to send the fleet on its way south.

The yachtsmen, Trygve and Magnus Halvorsen, finished second overall on handicap in their first Sydney Hobart, but went on to win five Hobarts, including a remarkable three successive races with *Freya*.

The Tasmanian lad, Peter Campbell, went on to become a newspaper and radio reporter, eventually a prominent yachting journalist working for daily newspapers, as editor of *Modern Boating* and *Offshore Yachting* magazines, and Media Director for many years of the Rolex Sydney Hobart Yacht Race. In these various roles as a yachting journalist, he has been involved in the race for more than 50 years, including several times sailing to Hobart aboard the Radio Relay Vessel.

In line with the Club's policy of recognising significant contributions to the event's formative years, we have invited Trygve and Magnus Halvorsen and Peter Campbell to be the three person starting team that will fire the cannons on Boxing Day to farewell the fleet.

It is 60 years since the Halvorsen brothers first sailed to Hobart and their success with the boats they designed, built and sailed has so far never been challenged.

Magnus, now 87, recalls that first race in *Saga* in an article elsewhere in this magazine. "We were hit by a sou'wester of storm severity the like of which was not seen for another 52 years...it lasted for three days, with

enormous seas," he has written. *Saga* was later becalmed for 12 hours at the entrance to the Derwent, but still finished second overall.

The Halvorsens' next boat was *Peer Gynt* which came third in the 1947 Sydney Hobart and achieved two successive firsts in the 1948 and 1949 Trans-Tasman Races. Then came *Solveig*, a lighter boat that took line honours and placed second overall in the 1953 Sydney Hobart. The following year, Trygve and Magnus became ill on the eve of the race and their navigator, the late Stan Darling, skippered *Solveig* to victory.

Their fourth yacht was *Anitra V*, which racked up an incredible win and three seconds in the Sydney Hobart between 1956 and 1959. *Norla* followed, with a win in Division 1 of the 1960 race.

The final Halvorsen yacht and perhaps the most triumphant, was *Freya* – a double-ended development of *Solveig*. The 38-footer achieved a Rolex Sydney Hobart Race record that possibly will never be beaten – three successive wins, in 1963, 1964 and 1965.

As a yachting journalist, and an active CYCA member for 34 years, Peter Campbell has also made a significant contribution to the Sydney Hobart Yacht Race through his skills as a writer and commentator, as Editor of *Offshore Yachting* for many years (he is back in the chair for one more edition) and as Media Director of the award-winning Rolex Sydney Hobart Yacht Race. The Media Information Centre established by Peter and his staff has long been recognised as one of the best for any sporting event in the nation and ranking highly among international yachting events.

Peter's services to the sport of yachting, both as a professional and for voluntary services, were recently recognised when he received his second Media Award from Yachting Australia.

The CYCA is pleased to have as official starters of the 2005 Rolex Sydney Hobart Yacht Race three men who have made their mark on our great ocean racing event, notably in its formative years. ■

Additional source: "The Victorious Vikings" by David Colfelt, Offshore Yachting, December/January 2001-2002

The victorious crew of the Halvorsen brothers' *Freya* in 1963, left to right, Keith Brown, Trygve Halvorsen, Trevor Gowland, Magnus Halvorsen, Stan Darling, Barry Gowland and Sam McRae. PHOTO – CYCA Archives

CLASSIC FLEET FOR HOBART

Entries for the 2005 Rolex Sydney Hobart Yacht Race have exceeded expectations and they come from right across the broad spectrum of ocean yacht racing, reports editor Peter Campbell

An outstanding fleet of around 90 boats will line up at 13:20 hours (1.20pm) on Boxing Day, 26 December for a spectacular and colourful start to the 2005 Rolex Sydney Hobart Yacht Race. The Cruising Yacht Club of Australia had been expecting 70 to 80 starters after last year's 60th celebration of what Commodore Geoff Lavis describes as the "world's premier ocean race...certainly the toughest."

In fact, when Applications to Enter closed in early November they totalled 95 boats from five overseas nations and seven states and territories of Australia.

The fleet represents the world's best in racing under the internationally accepted IRC rating handicap system, in both quality and quantity. It has always ranked in stature with the Rolex Fastnet Race in England and with the Bermuda Race in the USA but they are biennial events. Many consider the Rolex Sydney Hobart the best annual long ocean race in the world and in terms of in race management, safety, communications, and marketing, the event is highly regarded internationally. The 60th Rolex Sydney Hobart Yacht Race in 2004 was the major award winner among sporting events in New South Wales.

The entry list for the 2005 Rolex Sydney Hobart Yacht Race underlines the Cruising Yacht Club of Australia's ongoing concept of this famous international ocean race. It is an egalitarian event, attracting yachts as small as 30-footers (9.0m) up to the maximum of 98-footers (30.0m), sailed by crews who range from weekend club sailors to professionals from the America's Cup and Volvo Ocean Race circuits.

While the fleet for the 61st annual race is below the 116 yachts that set sail last year to celebrate the 60th anniversary of Australia's bluewater classic, it is the second largest in the past six years.

To "do a Hobart" has again drawn sailors and boats from around the world, from at least one 18-year-old on his first great race south to an 83-year-old logging his 22nd Hobart Race. The youngest skipper is 23. Victorian Lou Abrahams will be sailing his 43rd race while Tasmanian John Bennetto, who would have been

sailing his 45th race, has decided to hang up his sea boots. Wellknown Sydney sailor Tony Cable will be heading south for the 42nd time while Victorian Bernie Case will reach the seamarke of 40 races to Hobart.

While several yachts and many sailors come from around the world each year to contest the Rolex Sydney Hobart, no one will have done it tougher than Alex Whitworth and crewmember Peter Crozier. Whitworth, a veteran of a dozen Hobart Races, has battled personal injury and boat damage in gales to finish these races in the stoutly built Peter Joubert-designed 33-footer *Berrimilla*.

Around the world in *Berrimilla*

After last year's race, Whitworth and Crozier set off from Hobart in *Berrimilla* to sail halfway round the world to compete in this year's Rolex Fastnet Race in England. They placed second in the two-handed division and were awarded the Royal Ocean Racing Club's (RORC) Seamanship Award. When *Offshore Yachting* went to press they were sailing *Berrimilla* back to Australia for the 2005 Rolex Sydney Hobart. Due in Sydney in mid-December they were, in early November, battling gales in the Southern Ocean.

This year's race will see historic entries by two veteran yachts. The Rum Consortium's *Phillip's Foote Witchdoctor* and Graeme Ainley and John Williams' *Bacardi* will be on the starting line for the 25th time, equalling the record of the now retired *Mark Twain*.

No yachting event in the world attracts such huge media coverage – except, of course, the America's Cup and the Volvo Ocean every four or five years – than does the start on Sydney Harbour on Boxing Day, 26 December every year. This year, the Seven Network, the new official broadcaster, is promising an outstanding live coverage of the start and continued sport and news coverage until at least when the Overall Winner is announced.

To accommodate Seven's live coverage, the start of the 61st Rolex Sydney Hobart will be at 13:20 hours (1.20pm) allowing 20 minutes of lead-up time before



Crew of *Challenge* prepare to re-hoist the mainsail after weathering the gale in 2004. PHOTO – Carlo Borlenghi/Rolex

the CYCA's historic cannon thunders out to send the fleet on its way to sea from a single line on Sydney Harbour just north of Shark Island. An additional live coverage of the start will come through the Sailor's Radio program on FM 107.3 while this and other radio networks will follow the race to its finish.

Several significant changes announced earlier this year auger well for the future of the Rolex Sydney Hobart Yacht Race. Firstly, the CYCA announced that the maximum upper length overall (LOA) would remain at 30m in the foreseeable future and that the upper speed limit, the handicap factor which in the past may have restricted mast height and sail area of the biggest boats, had been lifted, along with the restriction of 10 degrees swing for canting keels in line with international rules. Then the CYCA and Rolex announced that the sponsorship by the famous Swiss-based watch company had been extended to 2010, covering both the Rolex Trophy regatta in mid-December and the Rolex Sydney Hobart Yacht Race.

Big boat owners have reacted most favourably and the contest for line honours is unprecedented in the history of the race – four 30m super-maxis, two of them the very latest in design, construction and the high technology of yacht racing. All four of them, Neville Crichton's *Alfa Romeo*, Bob Oatley's *Wild Oats XI*, both launched within the last six months, Grant Wharington's re-built and upgraded *Skandia* and Stewart Thwaites' *Konica Minolta*, have the potential to smash *Nokia's* race record. (see following article)

George Snow is back again with his famous Jutson 79 *Brindabella* while that innovative yachtsman Sean Langman has chartered last year's line honours winner, the 90-footer *Nicorette* and entered it as *AAPT2*. He also has nominated his Open 66 *AAPT* but when *Offshore*

Rolex Sydney Hobart Yacht Race 2005

OFFICIAL NAME

Rolex Sydney Hobart Yacht Race 2005

DISTANCE & COURSE

From Sydney Harbour into the Tasman Sea, sailing 628 nautical miles down the East Coast of Australia, crossing the eastern Bass Strait, then down the East Coast of the island State of Tasmania, rounding Tasman Island and crossing Storm Bay to finish at Hobart on the Derwent River.

START

On Sydney Harbour, from a starting line approximately 200m north of Shark Island, at 1320 hours (1.20pm) on Boxing Day, Monday, 26 December 2005.

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 renowned Swiss-based international watch-maker.

EXPECTED FLEET

A fleet of about 90 boats is expected to line up for the start on 26 December 2005, with entries from all States of Australia, New Zealand, Great Britain, Ireland, Germany and Sweden for this 61st annual bluewater classic.

OFFICIAL STARTERS

Trygve and Magnus Halvorsen and Peter Campbell

OPEN RACE RECORD

1 day 19 hours 48 minutes and 2 seconds,

set by *Nokia* (DEN/AUS) in 1999. Record by a conventionally ballasted yacht: 1 day 20 hours 29 minutes and 50 seconds, by *Brindabella* (AUS) in 1999.

OVERALL WINNER (TATTERSALLS CUP)

The Overall Winner of the Rolex Sydney Hobart Yacht Race 2005 shall be the first placed yacht on corrected time under IRC (International Rule Club)

2004 WINNERS

Line Honours: *Nicorette* (Ludde Ingvall) Cruising Yacht Club of Australia, AUS)

IRC Overall:

Aera (Nicholas Lykiardopulo, Royal Yacht Squadron, UK) Starters: 116 boats, 59 finishers



Loki, the new Reichel/Pugh 60, will be a strong IRC contender. PHOTO – Andrea Francolini

Yachting went to press he hadn't announced which boat he would skipper or whether one or both boats would be on the starting line.

While the media spotlight will be on these front-runners, there are many other exciting boats in the fleet – the downwind flyers *AAPT* and the British Open 60 *Hugo Boss*, the latter representing Great Britain, a couple of ex-Volvo 60s, the powerful new 50-footer *Chieftain* representing Ireland and featuring a canting keel, its Melbourne-based sistership *Living Doll*, a new and bigger *Loki* and several other new Australian boats including three DK 46s, *Dekadence*, *Hollywood Boulevard* and *Shogun*.

As Geoff Ross, owner/skipper of *Yendys* points out, the weather will have an influence not only the prospects of a race record by one of the maxis, but will also have a considerable bearing on the Overall IRC winner – whether that boat comes from the maxis, the 50 to 60-footers, the 40 to 50-footers or from one of the smaller boats – and there are couple of potential winners among the 30-footers in *Tow Truck* and *Toecutter*.

Who will be the Overall Winner?

So which boat will be the Overall winner of the 61st Rolex Sydney Hobart Yacht Race and have her name engraved on the historic Tattersalls Cup? It's much harder than picking the winner of that other great Australian handicap race, the Melbourne Cup. These days you can also lay a bet on the Rolex Sydney Hobart, with race guru Peter Shipway drawing the analogy that only one horse, Makybe Diva, has won three Melbourne Cups in a row and only one yacht, *Freya*, has won three Rolex Sydney Hobart Races in succession – with neither feat likely to be repeated in his lifetime.

If the maxis get a record-breaking dash to Hobart then the line honours winner would also have a strong chance of winning on IRC, despite their high ratings. *Nicorette* came close to the double last year with line honours and a second overall and *Alfa Romeo* held her time in five of the nine races at Hamilton Island Race Week in August. *Alfa Romeo*, *Wild Oats XI*, *Skandia*, *Konica Minolta* or even *Nicorette* could achieve a unique result – line honours, a

race record and first place Overall. However, history is against them; in 60 years the line/handicap double has been achieved only five times.

Two wellknown sailors are making a dash from Cape Town to Sydney to compete in the Rolex Sydney Hobart in between legs of the Volvo Ocean Race around the world. Grant Wharington, skipper of the sole Australian Volvo 70, *Brunel Sunergy*, will skipper his other big boat *Skandia* whilst Adrienne Cahalan, the sole woman in the Volvo Race and navigator of *Brasil 1*, will navigate *Wild Oats XI* to Hobart – her 15th Hobart Race.

AAPT, the Open 66 has been a maxi chaser for all her races to Hobart but she has also had some handicap wins in other ocean races. This year will see another downwind flyer in the fleet, the British-owned Open 60 *Hugo Boss*, which will be skippered by round-the-world sailor Alex Thompson with Australia's solo sailing adventurer Nick Maloney joining him in the crew. Thompson first made news in the 1998-99 Clipper Race when, at the age of 24, he became the youngest skipper ever to win a round-the-world race. He has had many further sailing achievements with both he and Maloney competitors in the 2004-2005 Vendee Globe.

Among the 50 to 60-footers, the stand-out boat is probably the new *Loki*, Stephen Ainsworth's state-of-the-art Reichel/Pugh design which features an advanced fin/bulb keel. *Loki* won her maiden race at Hog's Breath Race Week at Airlie Beach, finished second overall in this series and then third in the highly competitive IRC class at Hamilton Island Hahn Premium Race Week.

New owner for *Ichi Ban*

The line-up of IRC boats of around 50-foot LOA is arguably the best in the history of the race, headed by Geoff Ross' Judel/Vrolijk 52 *Yendys*, which won line and IRC honours in the recent 414 nautical mile Gosford to Lord Howe Island Race, and the Farr 52 *Goldfinger*, the former *Ichi Ban* recently purchased by the successful Victorian yachtsman Peter Blake.

Under past owner Matt Allen this boat has had some outstanding results, including winning IRC Division A of the 2003 Rolex Sydney Hobart, followed by an IRC win at Sailing South Race Week and Geelong's *Skandia* Week in early 2004. She placed third Overall in last year's Hobart Race.

Then there's Syd Fischer's Farr 50 *Ragamuffin*, always a serious contender in any ocean race, and the two Cookson 50s, *Chieftain* and *Living Doll*, both designed by Bruce Farr then modified by New Zealand builder Mick Cookson with canting keels.

Irish yachtsman Gerald O'Rourke owns *Chieftain* while Victorian Michael Hiatt owns *Living Doll*. Both raced at Hamilton Island with *Chieftain* finishing an impressive fifth in its first regatta with *Living Doll* also having a couple of good races.

An interesting new entrant is the Corby 49 *Flirt*, designed and built in the UK and imported by Victorian



For the winner... Tattersalls Cup and Rolex watch.
PHOTO – Carlo Borlenghi/Rolex

yachtsman Chris Dare. *Flirt* raced extensively in England in 2003 and 2004, including winning the prestigious Queen's Cup at Cowes Week 2003. *Flirt*, gained an IRC third and took line honours in near record time in this season's Melbourne to Stanley race across Bass Strait.

Another relatively new boat to watch is *Secret Men's Business*, a Reichel/Pugh 46 which owner/skipper Geoff Boettcher has been sailing with success in South Australian waters since finishing a creditable ninth across the line in her first ocean race, the rugged 2004 Rolex Sydney Hobart. This year she has won line and IRC honours in the Adelaide to Port Lincoln and, back on the east coast, taken IRC Division A of the Sydney Gold Coast Yacht Race.

Quest, one of the most successful Australian ocean racing yachts of the past eight years, is back again racing for the Royal Yacht Club of Tasmania with Tony Nicholson as skipper. *Quest's* career has included many IMS and IRC wins, including a first and a second in the Rolex Sydney Hobart, a win in the 2003 Australian IRC championships and wins in the Mooloolaba and Gold Coast races.

This year's fleet includes three DK46s, all with good racing results: *Dekadence* (Philip Coombs, Sandringham YC), *Hollywood Boulevard* (Ray Roberts, CYCA) and *Shogun* (Rob Hanna, Royal Geelong YC).

More production yachts

Since the Overall victory of Michael Spies with the Beneteau 40.7 *First National Real Estate* in 2003, the Rolex Sydney Hobart Yacht Race has attracted more and more well-designed production yachts. Spies now has a bigger Beneteau, a 44.7 renamed *Sirromet Life Style Wines*, which finished ninth Overall and second in IRC Division C last year, followed by IRC victories in the Boag's Sailing South Race Week in Hobart and Skandia Race Week at Geelong.

In addition, there are three Beneteau 47.7s in the fleet including the well-performed *Cougar* (Alan Whiteley) from Victoria and *Pretty Fly II* (Colin & Gladys Woods) from NSW.

Forty-footers have achieved many handicap victories in the race to Hobart, but there are few around that size in this year's fleet with successful offshore racing careers, other than the modified Farr 40 One Design

AFR Midnight Rambler, whose owners Ed Psaltis and Bob Thomas won the 1998 Rolex Sydney Hobart in their previous boat of the same name.

Of course, the well-sailed Sydney 38 One Designs can't be discounted. There are ten in the fleet, sailing as a one-design class and also in IRC, with several having the skipper and crew credentials to be Overall winner if the race is sailed in light to moderate conditions.

Lou Abrahams, a two-time Overall winner of the Rolex Sydney Hobart, is skippering his second Sydney 38 *Challenge*, as well as sailing his personal 43rd race, with a highly experienced crew. The same can be said for another Victorian, Bruce Taylor, skippering *Chutzpah* to reach the seamark of 25 Hobarts. Over the years he has notched up an amazing eight divisional wins as well as a second and a third overall with this and previous boats named *Chutzpah*.

Team Lexus, skippered by Frank Sticovich, also has a good Hobart Race record, the nucleus of her crew this year coming from her larger sistership, the 60-footer *Sydney*. Crewmember Col Wildman has raced to Hobart 36 times, Bruce Gould 35 times.

Minnows of the fleet

Two minnows in the fleet, *Toecutter* and *Tow Truck* could also snatch an IRC victory from their much larger opponents if the conditions favour them – freshening nor'easters down the New South Wales east coast, a relatively easy beat to windward across Bass Strait, lighter breezes down the Tasmanian east for the leaders and then a rollicking north-easter to bring the 30-footers home.

Toecutter, the 31-footer designed, built and skippered by Victorian Robert Hicks finished second on IRC in the 2003 race and this year has won AMS Division A and placed second in IRC Division A of the Ocean Racing Club of Victoria's Bavaria Winter Series.

This will be the first race south for *Tow Truck*, a Mumm 30, but in races north she has enjoyed many successes including twice winning the 469 nautical mile Sydney Mooloolaba Yacht Race Overall. "If we get the right weather conditions we could be in with a real show. There would be huge satisfaction in beating the big boats, it would be a real David and Goliath battle," says skipper Anthony Paterson from Lake Macquarie Yacht Club.

This year's 61st Rolex Sydney Hobart Yacht Race maintains its international status with boats or crews representing Britain, Germany, Ireland, Sweden and New Zealand. There are four New Zealand entrants, *Alfa Romeo*, *Konica Minolta*, *Viva* and *Nevenka*, Britain is represented by the Open 60 *Hugo Boss*, a Swedish crew is sailing the Sydney 38 *Savcor*, a German crew will be aboard *Live It*, a Queensland-based Beale 45, while the Irish will be sailing their own new boat, the Cookson 50 *Chieftain*.

The 61st Rolex Sydney Hobart Yacht Race will be another Great Race South! ■

SUPER-MAXIS SET UP FOR RACE RECORD

Alfa Romeo and *Wild Oats XI*, the world's newest and fastest super-maxis, have the potential to smash the race record in the 2005 Rolex Sydney Hobart Yacht Race, predicts Peter Campbell.

Technically, everything points to a race record in the Rolex Sydney Hobart Yacht Race 2005. The super-maxis can carry more sail area on towering rigs, there is no swing limit on their canting keels, and performances so far indicate the latest boats are another quantum leap in hull and appendage design, in sails and in highly sophisticated sail and canting keel controls.

Only the weather could spoil the prospects of the world's newest and fastest ocean racing yachts, the 30m long super-maxis *Alfa Romeo* and *Wild Oats XI*, not to mention the rebuilt and faster *Skandia*.

However, even light breezes or heavy headwinds may not stop them averaging at least 15 knots over the 628 nautical mile course – they are just that fast in all sea and wind conditions.

Fifteen knots is what they must average to beat the record of 1 day 19 hours 48 minutes and 02 seconds set by the Volvo 60 *Nokia* in a heavy weather reaching dash in the 1999 race. *Nokia* averaged 14.40 knots to slash 19 hours from the existing record.

To be specific, the line honours winner must cross the finish line off Castray Esplanade before 09:08 hours on 28 December 2005 to break the record.

This time takes into account the fact that this year's 61st Rolex Sydney Hobart Yacht Race will start from Sydney Harbour at 13:20 hours on 26 December whereas the 1999 race started at 13:00 hours. The later start is to allow the new official broadcaster, the Seven Network, 20 minutes of live broadcast before the race start.

Alfa Romeo and *Wild Oats XI*, launched only this year, will join two other 30m super-maxis, the older but extensively rebuilt *Skandia* and *Konica Minolta*, in the battle

for line honours this year. Another new super-maxi from New Zealand, *Maximus*, was to have competed but she lost her radical mast in the Maxi World Rolex Cup in Sardinia after brilliant performances in the Rolex Atlantic Challenge and the Rolex Fastnet Race.

Also back in the fleet is last year's line honours winner *Nicorette* the canting keel 90-footer designed by

South Africa and Netherlands-based naval architects Simonis/Voogd. Enterprising Sydney yachtsman Sean Langman has chartered the maxi and entered her as *AAPT2*, in addition to his Andy Dovell-designed Open 65 *AAPT*, which finished second across the line to *Nicorette* in last year's heavy weather Rolex Sydney Hobart Yacht Race. When *Offshore Yachting* went to press Langman had not announced whether both boats would race to Hobart and, if so, which one he would skipper.

Brindabella is back

George Snow also made a late decision to enter his famous Jutson 79 *Brindabella* for what will be the maxi's 13th consecutive Rolex Sydney Hobart.

Alfa Romeo, owned and skippered by Sydney-based New Zealander Neville Crichton, made an impressive racing debut at this year's Hamilton Island Race Week, but Bob Oatley's *Wild Oats XI* was not due for launching in Sydney until late November. Fortunately her crew are well experienced in using a canting keel to its full advantage after two years of sailing Oatley's two previous canting keel boats, a 60-footer and then a 66-footer.

US naval architects Reichel/Pugh designed both *Alfa Romeo* and *Wild Oats XI* and both have been built in Sydney by John McConaghy using the latest in carbon fibre construction techniques and materials. Both have CBTF (Canting Ballast Twin Foils) with *Alfa Romeo* having a forward rudder that can be linked through its massive hydraulic systems to the main steering rudder. The main winches and headsail and mainsail tension controls are also computer-controlled and hydraulically powered as is, of course, the canting keel.

Wild Oats XI's systems will be similar but she is said to be a new generation design boat with a markedly narrower hull and even further technical advances to her appendages. Because the building of the yacht is on a tight schedule, Bob Oatley has also entered *Wild Oats X*, his Reichel/Pugh 66 as a back-up if the big boat is not finished in time.

Grant Wharington's *Skandia* has been virtually rebuilt since the dramatic incident in the Tasman Sea when she was leading the fleet to Hobart last year. She lost her rig and canting keel and many of her sails when she capsized but the 30m hull was rebuilt and with a new, taller rig and new canting keel she has been racing competitively in the northern hemisphere this year. She contested Skandia Week, the Rolex Fastnet Race and the Maxi World Rolex Cup and won the Barcelona Race in the Mediterranean in record time.

New Wild Oats XI, nearing completion in Sydney. PHOTO – Andrea Francolini



Stewart Thwaites' *Konica Minolta* has broken four race records this year after having her hull strengthened following structural problems in last year's Rolex Sydney Hobart. She broke the record in a race from Auckland to Noumea and more recently in New Zealand's Coastal Classic. She does not have a canting keel, relying on water ballast.

So confident is Oatley of his boat's potential that after finishing in Hobart – hopefully first and in record time – he has arranged to fly a delivery crew down to sail the boat back to Sydney immediately to compete in the 25th Pittwater to Coffs Harbour Race, which starts 2 January 2006. He set the record for this race with his 66-footer *Wild Oats X* earlier this year, which has also been entered in this year's Rolex Sydney Hobart.

No upper limit

Crichton is equally confident of taking line honours in the Rolex Sydney Hobart and of breaking the race record, talking of slashing up to 14 hours from *Nokia's* time. "Given a relatively constant breeze of 15 knots with slightly sprung sheets the new boat will average 22 knots and we can sail the course in 1 day and 5 hours," he says.

In what is shaping up as a three, possibly four-boat bid for line honours to Hobart between *Alfa Romeo*, *Wild Oats XI*, *Skandia* and *Konica Minolta*, their chances of breaking the race record have been enhanced by a significant change in the rules for this year's race.

There is now no upper speed limit, enabling boats to sail without a handicap restriction that may have previously limited sail area, the use of water ballast or canting keels or mast height.

Under the new international rules, boats with canting keels also will no longer be restricted in the degree of cant, allowing them to swing their keels to design limits from the vertical. However, the rules also require them to have back-up controls that can lock the keel in the vertical.

Apart from the four 30m super-maxis, the next biggest and fastest boat is *AAPT2*, the former *Nicorette* which took line honours in last year's Rolex Sydney Hobart following the retirement of *Skandia* and then *Konica Minolta* in dramatic circumstances. In the New Year the 90-footer broke its mast off the Gold Coast on a social sail following the Rolex Sydney Hobart Yacht Race, with a new mast due to be stepped in late November.

Behind the 79 foot *Brindabella* the 60 footers are next in line with Stephen Ainsworth's new Reichel/Pugh designed *Loki*, the British entry *Hugo Boss*, an Open 60 to be skippered by Alex Thompson, and the Volvo 60s *ABN AMRO* (Andrew Short) and *Seriously Ten* (John Woodruff) expected to produce a tight finish.

The CYCA will invite these bigger boats to compete in the Big Boat Challenge, that great clash of the giants on Sydney Harbour on Tuesday, 13 December. Many of the big boats are expected to also race in the prestigious Rolex Trophy rating series from 15-18 December in a significant lead-up to the 2005 Rolex Sydney Hobart Yacht Race starting on Boxing Day, 26 December. ■



"...in 15 knots with slightly sprung sheets the new boat will average 22 knots."

Alfa Romeo powers to windward at Hamilton Island.

PHOTO – Andrea Francolini/Ateko



Nicorette (now AAPT2) sailing to victory in last year's Rolex Sydney Hobart.

PHOTO – Daniel Forster/Rolex



Nokia surfs across Bass Strait in 1999 record race. PHOTO – Ian Mainsbridge

THE RECORD-BREAKERS

In the 60 years since the Rolex Sydney Hobart Yacht Race was first sailed in 1945, the race record has been broken nine times. 2005 could see another record.

Four 30m super-maxis, with unrestricted use of canting keels and the largest sails ever seen in the ocean classic, are out to break the race record in the 2005 Rolex Sydney Hobart Yacht Race. Technically, they have every chance of doing so, but the weather is always a deciding factor.

The current record was set in 1999 when the former Volvo 60 round-the-world race, *Nokia*, sailed by a Danish/Australian crew, surfed across Bass Strait in a westerly gale to slash 19 hours off the previous record with an extraordinary time of 1 day 19 hours 48 minutes and 02 seconds.

To break that record, the line honours winner of the 2005 Rolex Sydney Hobart Yacht Race must cross the line by 09:08 hours on 28th December. (*Nokia* started the 1999 race at 13:00 hours (1pm); this year's race starts at 13:20 hours (1.20pm).

Over the past 60 years almost every record-breaker has set a benchmark in elapsed time for the 628 nautical mile course. Since *Morna* cut more than 36 hours off the time set by *Rani* in the inaugural Sydney Hobart in 1945, the record breakers been:

1946: *Morna* (NSW) – 5 days 2 hours 53 minutes 33 seconds. (First yacht to break six days for the 628

nautical mile course and slashing 36 hours off *Rani's* time in the inaugural race in 1945).

1948: *Morna* (NSW) – 4 days 5 hours 1 minute 21 seconds. (First yacht under five days).

1951: *Margaret Rintoul* (NSW) – 4 days 2 hours 29 minutes 01 seconds

1957: *Kurrewa IV* (Vic) formerly *Morna* – 3 days 18 hours 30 minutes 39 seconds. (First yacht under four days).

1962: *Ondine* (USA) – 3 days 03 hours 49 minutes 16 seconds (In breaking *Kurrewa IV's* record, *Ondine* set a time that stood until broken by *Helsal* in 1973).

1973: *Helsal* – 3 days 01 hour 32 minutes 09 seconds.

1975: *Kialoa III* (USA) – 2 days 14 hours 36 minutes 56 seconds (First yacht under three days).

1996: *Morning Glory* (Germany) 2 days 14 hours 07 minutes 10 seconds (*Kialoa's* race record broken after 21 years).

1999: *Nokia* (Denmark/Australia) 1 day 19 hours 48 minutes 02 seconds for an Open Race Record (water ballast allowed) and first yacht to break two days for the course. *Brindabella* (Australia) set a record for a conventional yacht of 1 day 20 hours 39 minutes 50 seconds.

2005 could see another remarkable line honours contest for the Rolex Sydney Hobart Yacht Race. ■

REV-UP FOR ROLEX TROPHY

The prestigious 2005 Rolex Trophy rating series will be more attractive and exciting for smaller boats, with three IRC divisions planned for the mid-December series, reports Peter Campbell

In a change from previous years, the 2005 Rolex Trophy will have three, possibly four, IRC divisions based on ratings, with the objective of making the event more attractive to smaller boats.

At the same time, the CYCA has announced that teams for the Rolex Challenge must comprise two boats from different rating IRC divisions in the Rolex Trophy and the Rolex Sydney Hobart Yacht Race.

The Rolex Trophy will be sailed offshore from Sydney, with the one-design series from 10-12 December and the rating series from 15-18 December. The Rolex Challenge teams event comprises results in the Rolex Trophy rating series and the Rolex Sydney Hobart Yacht Race, with points weighted for the long race.

CYCA Rear Commodore and Sailing Committee Chairman Roger Hickman, says that having three rating divisions in the Rolex Trophy will give boats of widely varying size and performance the opportunity for better boat-on-boat competition.

"The longer course of about 22 nautical miles for Division 0 and Division 1 boats will give the bigger boats a much longer time and distance to use their spinnakers," says Sailing Committee chairman Hickman. "It means that maxi and super maxis will get more time racing... a better return on their investment for the owners, with legs of three to four miles.

"The smaller boats will have far better competition between boats of similar ratings and not just see the maxis sail away into the distance and possibly domination corrected time results, as has been the case with just one IRC division," he added.

The Rolex Trophy rating series 2005 fleet will be split into three divisions, based on rating:

Division 0 for yachts with a minimum rating of 1.395. This will include boats such as the 60 to 66-footers *Loki*, *Vanguard*, *Aftershock* and *Another Duchess*, up to the super maxis *Alfa Romeo*, *Skandia*, *Konica Minolta* and the new *Wild Oats XI*.

Division 1 for boats with a minimum rating of 1.210 and less than 1.395, including boats such as the DK46s,



Close racing offshore in the 2004 Rolex Trophy. PHOTO – Daniel Forster/Rolox

Hollywood Boulevard, *Dekadence* and *Shogun*.

Division 2 for boats with a rating band of between 0.95 and 1.210, covering smaller and older boats in the fleet, including Sydney 38s such as *Chutzpah* and *Estate Master* and low rating older boats such as *Impeccable*.

With an expected wide range of competing boats, both in size and age, the faster yachts in Division 0 and Division 1 will sail a longer windward/leeward course than the Division 2 boats, with courses set so that both divisions take around 1 hour 15 minutes for the first boat to complete their course. This will mean setting two windward marks, with a gate at the leeward end to be used by all boats.

The Rolex Challenge will be open to teams of two boats representing Nations or States and Territories of Australia. One boat must be drawn from the Division 0 or Division 1, and one from Division 2, of the Rolex Trophy rating divisions. This means teams could comprise a super maxi such as *Skandia* and a Sydney 38 such as *Chutzpah* representing Victoria.

The Rolex Trophy one design series is expected to attract strong fleets of Sydney 38s, Sydney 32s and Farr 40s. The Sydney 38 class will use the Rolex Trophy as a lead-up to its first international series in Sydney in March 2006 while the Farr 40 is very active again with several new and enthusiastic new owners sailing this season. ■

BOXING DAY BONANZA

Hundreds of thousands of spectators at home and on the Harbour will get an outstanding view of the always-spectacular start of 61st Rolex Sydney Hobart Yacht Race on Boxing Day, 26 December 2005.

With the fleet for the Rolex Sydney Hobart Yacht Race expected to drop back to 90 boats following the bumper fleet for last year's 60th anniversary race, the Cruising Yacht Club of Australia will revert to a single line start for this year's event.

Although the Rolex Sydney Hobart Yacht Race is 628 nautical miles long and takes between three and six days to sail, winning the start is considered an important psychological advance for the helmsman of almost every boat in the race. With four super maxis and many other large grand prix racing yachts in the fleet, the start and the race to the Heads will be unique in international ocean racing events.

The CYCA has invited two famous ocean racing yachtsmen, Trygve and Magnus Halvorsen, and the veteran yachting journalist Peter Campbell to be the Official Starters for the 61st annual Rolex Sydney Hobart Yacht Race. The Halvorsen brothers won five Sydney Hobart Races back in the 1950s and 1960s including three successive races with *Freya*. Campbell has had an association with the race going back more than 50 years, including as longtime Editor of *Offshore Yachting* magazine and Media Director of the Rolex Sydney Hobart Race.

Start at 1.20pm this year

The Official Starters will fire the Club's historic cannon to send the entire fleet on its way in the 628 nautical mile ocean race at 1.20pm on Boxing Day, 26 December, ten minutes later than last year to allow more time for lead-up national live television coverage by the Seven Network, which will start at 1.00pm.

The single line will stretch across the Harbour, about



Start of the 2004 Rolex Sydney Hobart. Photo: Carlo Borlenghi

400m north of Shark Island, marked by large Rolex buoys at either end.

From the start, the fleet will race down the Harbour to round Mark Xray, near South Head, then out to Mark Zulu, one nautical mile east of the Heads, before turning south on the rhumbline course to Tasmania. Each of the rounding marks will be a large Rolex buoy and each must be left on the boat's starboard side as they round – often creating exciting incidents.

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 NSW Maritime Authority has declared an exclusion zone from 11am to 2.20pm on Boxing Day, with the area for the racing yachts clearly marked by yellow buoys.

The Port of Sydney will be closed from 9.00am to

ADVICE FOR SPECTATOR CRAFT

The Exclusion Zone – 11am to 2.20pm.

The Sydney Harbour Exclusion Zone will come into force at 11am. The Zone will be marked with yellow buoys and some fixed navigation aids.

The rounding Mark Xray at the Heads will be large a Rolex conical inflatable buoy, as will Mark Zulu, one nautical mile due east of the Heads.

All spectator craft must remain outside the Exclusion Zone until 2.20pm.

No spectator craft is permitted to anchor or remain anchored within 100m 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 (see map)

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

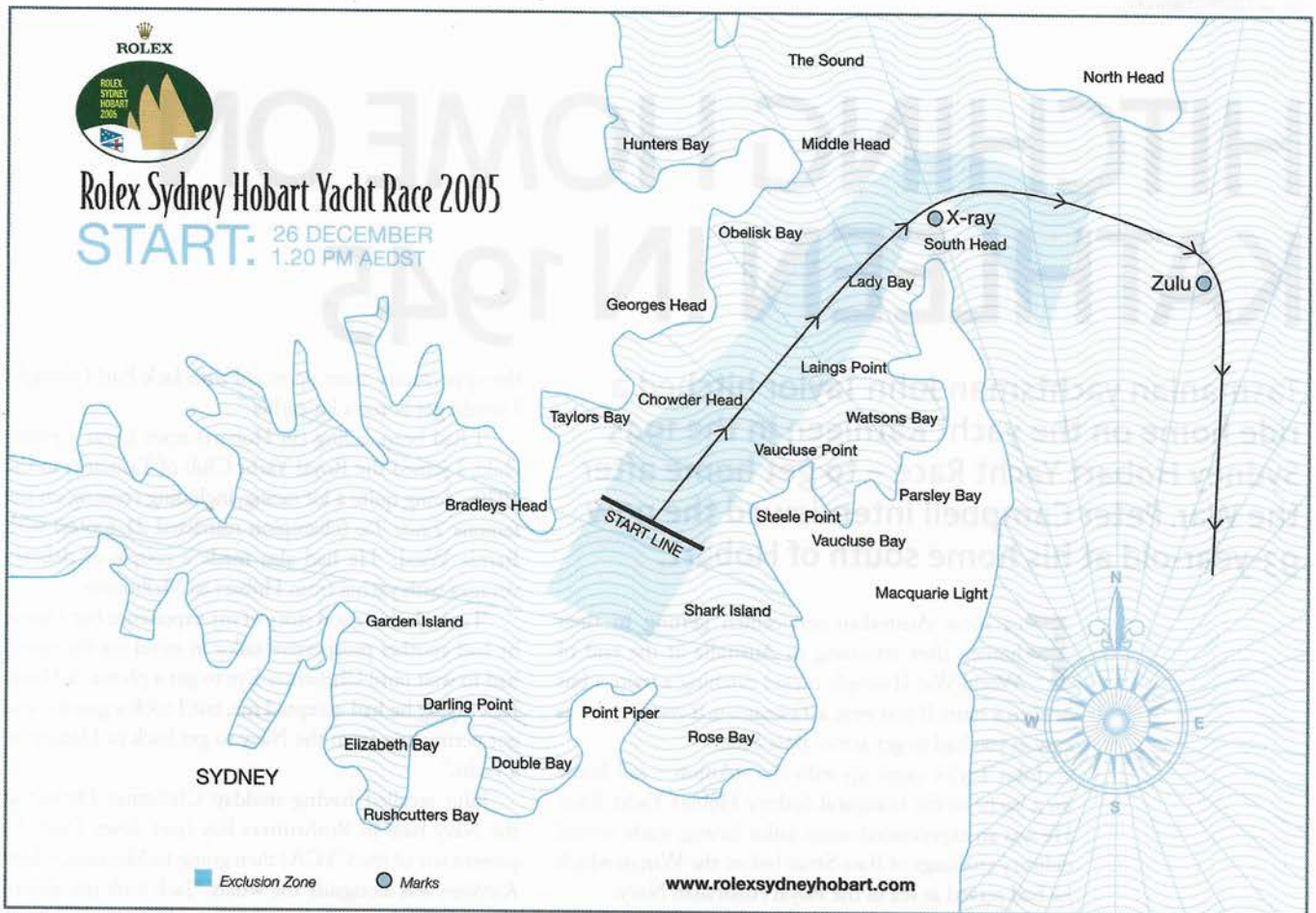
Control Vessels

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

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

Race Entrants

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



4.00pm to commercial shipping. A 6 knot no-wash zone will cover the Harbour from Garden Island and Bradley's Head to a line between North Head and Macquarie Light.

Spectator craft may not enter the exclusion zone between these times and once the race starts the competing yachts must sail within the zone until they clear the Heads.

If the wind is from the south, southeast or southwest, the fleet will have a spinnaker run to the Heads.

If the wind is from the north or northeast, the fleet will have to tack up (beat to windward) down the Harbour to the turning mark at the Heads. This will mean some close encounters between competing yachts as they cross tacks, some sailing right to the edge of the exclusion zone to gain tactical advantage.

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:

1310 hours (1.10pm) - 10 minute Warning Signal - Event flag hoisted and cannon fired.

1315 hours (1.15pm) - 5 minute Preparatory Signal - Code flag P hoisted and cannon fired.

1320 hours (1.20pm) - 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 starts (OCS - On Course Side) by individual yachts, which must return and re-start. Yachts that have broken the start will also be advised by radio within 10 minutes of the start. There will be no general recall. ■

SPECTATOR VANTAGE POINTS

In what has been a Boxing Day tradition for Sydney since 1945, thousands take to the water and the foreshores of the Harbour to watch the start of the Rolex Sydney Hobart. Sometimes it is a colourful spinnaker start, at other times a beat to windward with the yachts crossing tacks as they race towards the Heads and out to sea.

On the water, spectators who position themselves in the eastern channel can watch the race start and follow the fleet down the Harbour to the Heads and out to sea.

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

Please follow the advice of officials on the water and stay well clear of the Exclusion Zone between 11.00pm and 2.20pm to ensure that Boxing Day is enjoyable and safe for all afloat.

On water: Either side of the start line, Steele Point on the east and Taylor's Bay on the west. Spectator boats can position themselves in the western channel at Chowder Bay, Obelisk Bay and waters to North Head or in the eastern channel, north of Shark Island, in Rose Bay, Watsons Bay, Camp Cove and around South Head.

On land: the best vantage points are Bradley's Head, Chowder Bay, Georges Heights and Middle Head on the western shore; Shark Island, Steele Point, Vaucluse Point, South Head and The Gap on the eastern shore; North Head in the north - which offers a magnificent panoramic view back up the Harbour and also out to sea and down the coast.

HITCHING HOME ON KATHLEEN IN 1945

Tasmanian yachtsman John Taylor hitched a ride home on the yacht *Kathleen* in the 1945 Sydney Hobart Yacht Race – to get home after the War. Peter Campbell interviewed the now 93-year-old at his home south of Hobart.

For most Australian servicemen getting to their homes after returning to Australia at the end of World War II simply meant catching a train, a bus or even a tram. If you were a Tasmanian, it wasn't quite as easy as you had to get across Bass Strait.

John Taylor came up with the solution – sail home on a yacht in the inaugural Sydney Hobart Yacht Race. He was an experienced ocean sailor, having made several delivery crossings of Bass Strait before the War, in which he had served at sea in the Royal Australian Navy.

He scored a berth on Jack Earl's *Kathleen*, the famous ketch now part of the Australian Maritime Museum's historic fleet at Darling Harbour. He reached home in Hobart after a stormy voyage of eight days and six hours, one of about 50 intrepid sailors who set sail on nine yachts in that historic first race.

A retired apple grower, John lives with Molly, his wife of 57 years, on their property near Margate, down the D'Entrecasteaux Channel, and while his second and last Sydney Hobart Race was the third race in 1947, he continues to take an active interest in the famous event. "I haven't missed watching the start since it was first on television," he said as he told me the story of sailing in the inaugural Sydney Hobart Race.

John Taylor is the last surviving Tasmanian crewmember and one of only five in Australia from that first race 61 years ago. Two of them, John Taylor and Gordon Elliott, who now lives in retirement on the NSW North Coast, sailed on *Kathleen*.

So how did John, a Tasmanian serving in the RAN, get to sail aboard a New South Wales boat?

In late 1945, with World War II recently ended, John was back in Sydney waiting, like many others, to be demobilised and able to return to their homes throughout Australia. But as he had joined up in Hobart, he had to be demobbed there.

"There was a long waiting list of servicemen and women and the only means of getting back to Tasmania was by train (to Melbourne) and on the *Nairana* (passenger ship) across Bass Strait," he recalled. "When

the opportunity came up to sail with Jack Earl I thought I would get home a lot earlier."

"I had been sailing (in Hobart) since I was a young child. I joined the Royal Yacht Club of Tasmania in the 1930s, doing quite a lot racing, including crewing on the famous *Tassie Too* (champion restricted 21-footer) with Bernie Ward." He had also made a couple of delivery voyages with yachts from Hobart to Melbourne.

"I gave Jack a good story of my experience but I knew he had another prospective sailor in mind for the race. I had to wait until Christmas Eve to get a phone call from Jack saying he had accepted me, but I took a gamble and got permission from the Navy to get back to Hobart on a yacht."

John recalled having midday Christmas Dinner at the Navy base in Rushcutters Bay (just down from the present site of the CYCA) then going to Mosman, where *Kathleen* was alongside the wharf. "Jack took me aboard and showed me how everything worked, then took me home to have a meal with his family. Then I went back and slept my first night on *Kathleen*," he added.

John had no regular yachting wet weather gear in Sydney. "I only had Navy clothing, but amongst it was a pair of Navy overalls; I also had a sleeveless woollen jacket that someone had given me. So I had the overalls and the jacket; that was my sailing gear...and my Navy hammock."

When he joined the RAN he had been fitted out with naval clothes, a kit bag – and a hammock. "I was told then 'this is the most important ...look after it...it will be the best friend you have got',...and the chappie who gave me that advice was right. I took it from ship to ship but eventually you had to return it (on being discharged). On *Kathleen* I didn't have a bunk...I just rolled out the hammock on the floor."

No sailing shoes or boots? "When I was racing in the Derwent I never wore shoes...but I had thick woollen socks and I wore those when it was cold.

John Taylor can recall the start at 11.00am on Boxing Day, 26 December 1945. "We started in a north-east to northerly breeze – quite fresh – but *Kathleen* carried full sail, including a topsail," he told me.

"Then (on the afternoon of the second day) we got the usual southerly and that scattered the fleet," he said, recalling shortening sail. We tried to punch through I, but that was a bit too much, so we hove to ...we were pretty comfortable even though it lasted all night and most of the next day."

When I was racing on the Derwent I never wore shoes



Above) John Taylor looks through his scrapbook at his home at Margate in Tasmania. (left) *Kathleen* still turns out to sail in the Gaffers Day Race on Sydney Harbour. PHOTOS – Peter Campbell

Apparently skipper Jack Earl injured his knee during the rough weather, forcing Earl to stay below. In fact, as *Kathleen* neared Gabo Island, the crew suggested to Earl that they turn return to Eden and put him ashore.

"We had one crew member (Tom Bull) who was a chemist and he was very good to Jack, who was in a lot of pain. When it was put to Jack that we go back, there was a definite 'No, No'...and so we carried on. The first thing to do when we arrived (in Hobart) was to get Jack to hospital."

With Earl incapacitated, the key helmsman on board was an experienced Sydney yachtsman named 'Sebby' Stephens. "He was a man who was partly paralysed in the arm and the leg, but he was just about revered by Sydney yachtsmen," John said. "He was a great asset...a very good helmsman and a very knowledgeable yachtsman."

In addition to Jack Earl, 'Sebby' Stephens, Tom Bull and John Taylor the crew comprised Gordon Elliott ("he was the youngest") and a "farmer named Ted Blore...a bit of rough stuff didn't worry him."

Life on the stoutly-built *Kathleen*, a Colin Archer-style double-ended ketch, was relatively comfortable, even during the southerly gale, but the weather did reduce the capacity for cooking hot meals. "I do recall that when it was my turn on the tiller the best (food) I got was a bucket passed up through the companionway with some biscuits," he said. "But at other times we had better meals."

Kathleen sailed up the Derwent River to a great reception, but under reefed sails. "We struck one of the big north-westerns as we came up the Derwent and two of the yachts, *Mistral* and *Horizon*, were damaged and forced to turn and run down south to Tinderbox for shelter," John added.

After crossing the finish line off Hobart's Castray Esplanade, John Taylor guided *Kathleen* to an anchorage off Battery Point, not far from the present site of the Royal Yacht Club of Tasmania. "The little *Rani* (which won line and handicap honours) was in Watermans Dock

but the rest of the fleet were all around the waterfront."

After taking skipper Jack Earl ashore and to hospital, then "straightening up ship" John went ashore for a beer (or two) at the Travellers' Rest Hotel with his friend Billy. They had both joined up on the same day, but had not seen each other for three years, so John was "a little late getting home."

"Next morning I had to report to the Naval people and the first question they asked me was when had I arrived," John recalled with a grin. "I got into hot water for not reporting in immediately I reached Hobart. I had to explain the way I had travelled, but I was not excused."

"Next day I went up to Brighton for a medical, got a fortnight's leave and that was the end of the Navy for me."

"I then went back to my old job in Hobart. I took up apple growing in 1950 and have been here for 50 years. Within 12 months of my return, Molly and I were married...she had been waiting on dock. "He came in all salty and gave me a salty kiss!" quipped Molly during the interview.

Molly Taylor gave husband John a 'leave pass' to sail in the third Sydney Hobart Race aboard the well-known Hobart yacht *Matthew Flinders*, but after that he got too busy running his orchard. He gave up sailing, Molly her tennis and they took up golf together.

John Taylor has fond memories of the late Jack Earl and *Kathleen* and treasures a scrapbook of newspaper cuttings with dramatic headlines about the inaugural (now Rolex) Sydney Hobart Yacht Race that brought him home to Hobart safely after the War. Among them are two faded photos, one of *Kathleen* crossing the finish line the Derwent River and the other of the crew, which reads:

'Bearded and grim like mariners of old, the men who battle the *Kathleen* against a strong northerly in the Derwent yesterday to bring her third across the line in the Sydney-Hobart ocean race...last of the four yachts which entered the Derwent yesterday morning, she finished first of the group at 5.20pm.'

AND THE WINNER IS?

Roger Hickman, skipper of two previous Overall Winners of the Rolex Sydney Hobart Yacht Race, explains the IRC handicap system that will decide the real winner of the blue water classic.

With four super maxis expected in this year's fleet, the media and general public focus will more than ever be on the battle for line honours, but the real winner of the Rolex Sydney Hobart Yacht Race will be the Overall Winner, decided on corrected time using the IRC (International Rule Club) system of handicapping.

IRC is used throughout the world to determine most major ocean races, a handicap system designed to provide a level playing field for all competitors, be they 30-footers or 98-footers, newly built of carbon fibre or constructed of timber 30 years ago.

The Overall Winner will be the boat in the IRC handicap category with the lowest corrected time. Within this category boats are placed in divisions, grouped according to their size and/or potential boat speed. The IRC rule will cover the vast majority of boats in the fleet, including those with water ballast and canting keels. Other yachts may choose to race under the PHS (Performance Handicap System), a club operated adjustable correcting system based on previous performances by the yachts.

A significant change in the rules this year is that there will be no upper speed limit, enabling boats to sail without a handicap restriction that may have limited sail area, the use of water ballast or canting keels or mast

height. Under new rules, those boats with canting keels also will no longer be restricted in the degree of cant, allowing them to swing their keels to design limits from the vertical.

A maxi or super maxi yacht can take Line Honours and also be Overall Winner, but historically the latter is most likely to be a much smaller boat. An unknown factor is the weather and this will always have an influence on the handicap results.

Small boats dominated the Overall results in the 2003 Rolex Sydney Hobart Race but last year saw the top ten places on IRC corrected time shared by a wide range of boats. Overall winner was *Aera*, a 55-footer, but second place on handicap went to the Line Honours winner, the 90-footer *Nicorette*. In third place was a 50-footer, *Ichi Ban* followed by the Open 66 *AAPT* that had finished second across the line.

Nearing the end of the 628 nautical mile race, the classic 46-footer *Love & War*, built of timber in 1973, looked a strong chance of winning the Tattersalls Cup awarded to the Overall Winner. She ended up seventh overall but won her IRC division.

For the 2005 race, as each boat finishes, its elapsed time will be adjusted by a mathematical calculation using its pre-set TCC (for IRC handicap category boats) or TCF (Time Correction Factor for PHS handicap category boats).

The boat with the lowest corrected time will be declared the handicap winner of its chosen handicap category, be it IRC or PHS. However, only those yachts racing under IRC will be eligible to Overall Winner and have their name engraved on the Tattersalls Cup.

The IRC rating handicap system is administered by the Royal Ocean Racing Club in the UK and uses information such as the length, breadth, depth and generally the style of the boat, while the construction and size of the sails is also taken into account. This rule is also constantly evolving; however only very small changes happen each year.

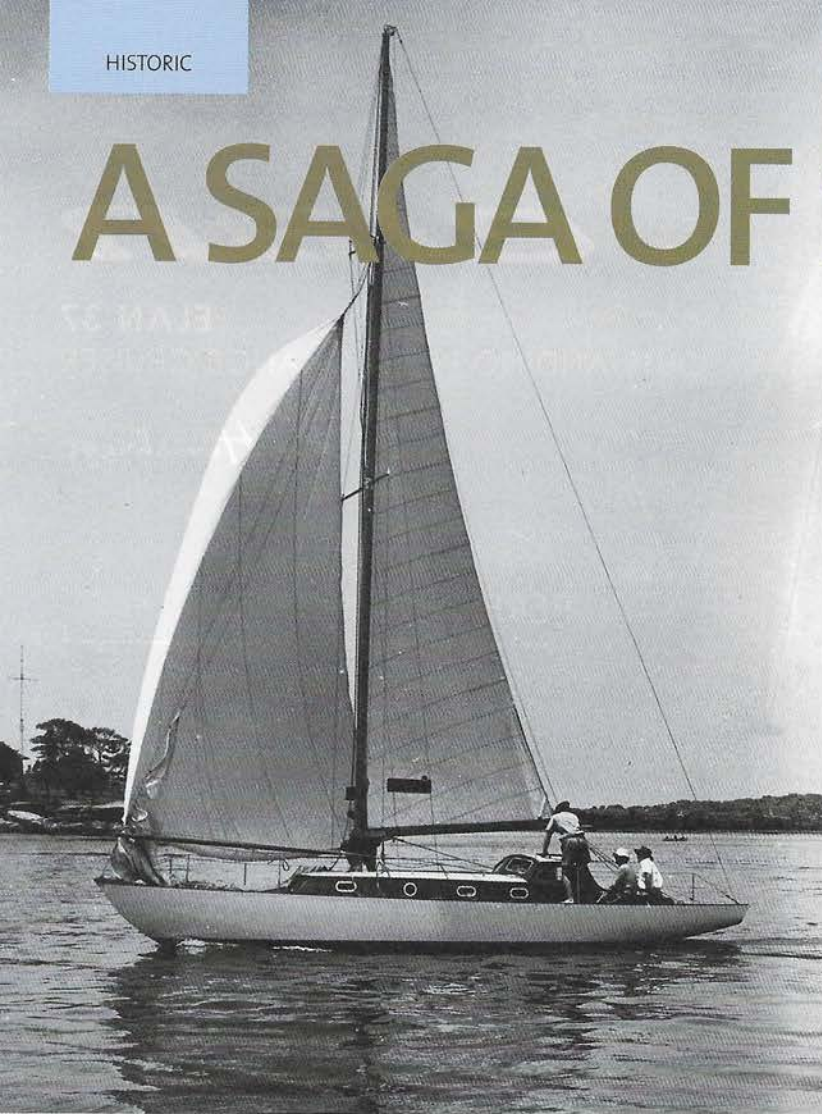
Handicapping the entire fleet is the backbone of the Rolex Sydney Hobart Yacht Race and ensures everybody has a chance, not always a good chance, but a chance never the less. ■

Roger Hickman is a Rear Commodore of the CYCA and Chairman of the Sailing Committee. He was skipper/sailing master of Overall Winners, Wild Oats in 1993 and SAPAusmaid in 2000. He has competed in 28 Sydney Hobart Yacht Races.

Hidden Agenda
– well handicapped



A SAGA OF SAILING



Magnus Halvorsen, who will be one of the Official Starters of the 2005 Rolex Sydney Hobart Yacht Race, recalls his first race to Hobart, indeed his first ocean race, aboard *Saga* in 1946.

Imagine setting off in a Rolex Sydney Hobart Yacht Race with no engine, no radio communications, no self-inflating life raft - and none in the crew having ever been out of sight of Sydney Heads under sail!

That's how it was for us in 1946, the second Sydney Hobart race. On any one of the above items, race entry would be refused these days.

World War II had ended just 16 months before. We still had wartime rationing of food, fuel and fabrics. Most materials were very scarce. Priority went to housing, which itself had austerity restrictions. Disposals of wartime materials helped in some areas, but generally when special equipment was needed, it was do-it-yourself.

Australia had no ocean yacht racing, as such, before World War II but when Sydney yacht clubs began resuming regular racing, my brother Trygve and I became interested. We had built our own 34 foot yacht before the war. She was a capable all-rounder and we named her *Enterprise* after the successful America's Cup defender.

Ocean racing sounded great fun, so we designed *Saga*



Life was little more comfortable aboard the Halvorsen's second yacht *Peer Gynt*...they realised the need for proper rest during hard ocean races. Photo - CYCA Archives

for the 1946 Hobart Race. With a length overall of 34.5 feet, she was built in 1946 at the family boatshed of Lars Halvorsen Sons Ply Ltd at Ryde in Sydney. She had some of *Enterprise's* characteristics, with a counter stem.

Prior to the 1950s there were no synthetics for boating. Sails were cotton. Sheets were sisal or the preferred manilla hemp (not the cannabis variety). Anchor rope was coir. Spinnakers had headboards. Only coir could be stowed wet. The others were prone to mildew and rot unless dried beforehand. Manilla did not swell as much as sisal when saturated. Stretch was a problem with both.

Wet weather gear before plastics was a real headache. Oil skins were best, but sticky and difficult to don in confined spaces. To no avail, I made some garments from waterproof canvas.

Saga had no headsail sheet winches, she had a small coaming-mounted ratchet drum for the mainsheet, but 'handy-billies' were mostly used when muscle couldn't cope. (Modern sheet winches were not on the market until 1963.)

We had no speedo, no wind instruments, no anemometer and, of course, no electronic navigation equipment. Life jackets had kapok flotation. Our radio receiver was a household mantle 6-volt with broadcast band only. Navigation lights were kerosene lanterns.

We did have some stout oars, one long enough for emergency steering and sculling. The log was a Walkers, spun by a rotor on a long line. (Much amusement when crossing another yacht with her log-line streamed!)

Experienced trawler skippers from Eden tried to dissuade us from sailing across "the paddock" (Bass Strait). It was taboo territory to them. They told of a steam trawler engulfed by a huge wave. So much water went down the funnel her boilers were extinguished!

With a sense of adventure and faith in our boat we were going anyway. But there was a hitch. Race requirements

The Halvorsen brothers' first ocean racing yacht *Saga* on the Harbour before the start of the 1946 Sydney Hobart Yacht Race. PHOTO - CYCA Archives.

stipulated that the owner must be a member of a recognised yacht club. The newly formed Cruising Yacht Club had insufficient time to process our applications for membership, so brother Bjarne was nominated as owner, being a member of the Sydney Amateur Sailing Club. He didn't sail in the Hobart Race.

Trygve and I were joint-skippers. Colin Jew (ex Navy) was navigator while Thor Gauslaa (a sailmaker and also ex wartime Navy) and Predrik Svensen (a visitor from Norway) made up the complement of five. At 28, I was the eldest.

From the Boxing Day start, the weather was light and pleasant most of the way down the New South Wales coast. Apart from a dead calm off Kiama, sea breezes prevailed. The far South Coast and Bass Strait became a different matter!

Bass Strait storm

We were hit by a sou'-wester of storm severity the like of which was not seen for another 52 years, in the disastrous 1998 race. It lasted for three days, with enormous seas. In Hobart we were told that the weather we were in was the worst at that time of the year for 66 years!

Punching into such headwinds and seas at the storm's peak produced a pounding which had to be overcome. So we developed a technique of sailing up the wave and falling away on its crest. It was a zigzag course, but very effective.

Another problem was that in these conditions, the helmsman became too exposed in the cockpit. So we used an oar to extend the tiller and boat was steered with a little shelter behind the doghouse.

With the storm at last over, we sailed *Saga* in close to the coast, making a landfall well south of Eddystone Lighthouse on Tasmania's north-east tip. The wind then turned light westerly with quite gusty intermittent squalls off the high hills. On a calm sea with the familiar smell of gum trees - what a contrast to the previous few days!

From Freycinet we punched into a sou'easter of 20 knots through the night, finally rounding Tasman Island during the night. A few hours after sun-up we were at the mouth of the Derwent River. And there we stayed for 12 hours, totally becalmed!

We were only 11 miles from the finish but the sea breeze which usually arrives before midday didn't kick in until dusk.

On finishing we were told that we would probably win on handicap. It was not to be. The loss of half a day at the river mouth was too much. Coming from behind, *Christina*, a 33ft Colin Archer type designed and built by our father Lars Halvorsen in 1933 pipped us on the post. We were pleased, however, that *Saga's* time bettered that of *Rani*, which had won the inaugural Sydney Hobart in 1945. ■

Magnus, now aged 87, and Trygve Halvorsen, 85, went on to win five Sydney Hobart Races with their boats, including three successive races in the 1960s with Freya. Magnus sailed in 30 Sydney Hobarts before hanging up his saibag.

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TRACKING THE FLEET

Yacht Tracker, the CYCA's innovative satellite system, will again provide real time positions of the fleet.

The dedicated official website for the Rolex Sydney Hobart Yacht Race 2005, www.rolexsydneyhobart.com, is the second most visited Australian sporting website during the Christmas-New Year holiday period.

For the 61st Rolex Sydney Hobart Yacht Race, the same website, using Yacht Tracker will again lead the world in providing real time information on the progress of the fleet to the public, the media and to competitors at sea.

The Cruising Yacht Club of Australia and web developers Massive Interactive created www.rolexsydneyhobart.com as a combination of a media

and public information website and a means of tracking the fleet throughout the 628 nautical mile race south.

The CYCA will again equip each boat in the fleet with an Inmarsat D+ transmitter, which will automatically update the yacht's latitude, longitude, course over ground 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, and the speed currently being achieved through the water, as well as the direction in which the boat is sailing.

Website viewers will be able to look at the overall state of the fleet or zoom into a group of boats, as well as accessing the current status of an individual boat. For 2005, an innovative and new method of showing the position of the yachts is planned.

In addition to the constant real time position reports via Yacht Tracker, positions received from the fleet will be immediately converted by the site's highly sophisticated mathematics into a report on the website that shows each yacht's position in the fleet, distance to the finish line, as well as its progressive corrected time position under the IRC and PHS handicap categories.

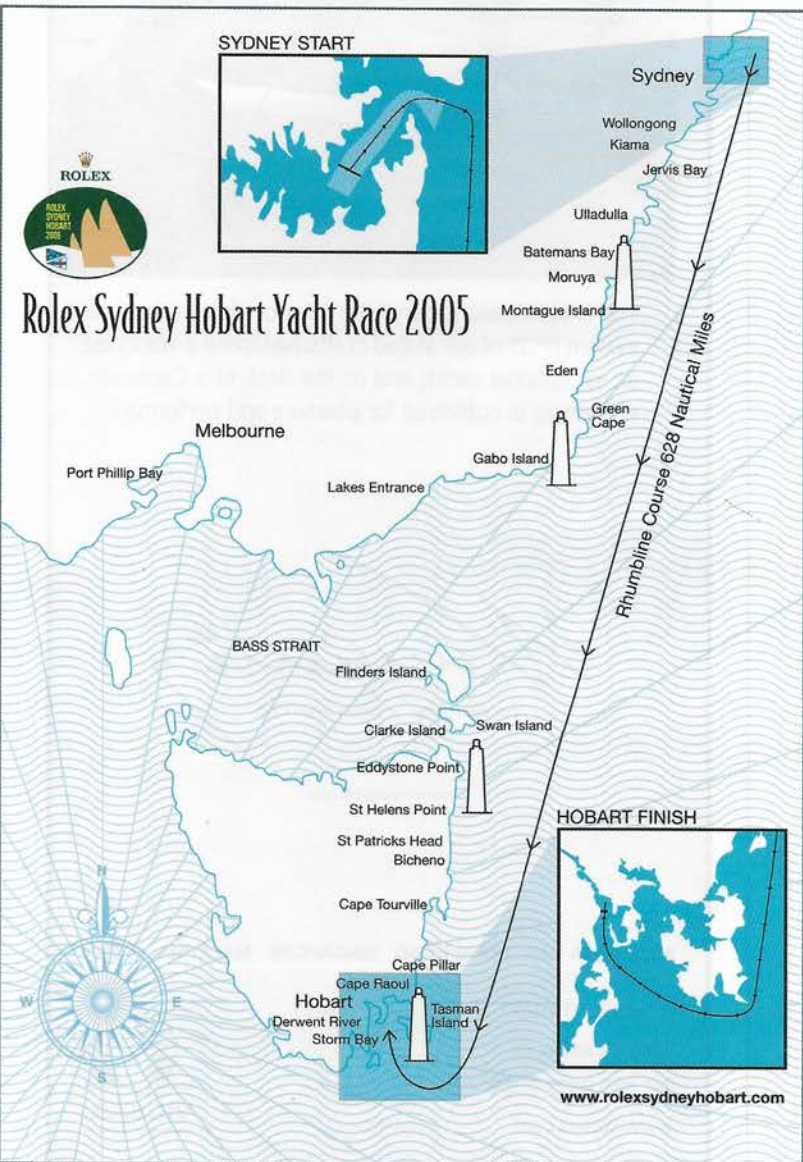
Viewers will thus be able to find the line honours and handicap position of each boat in the fleet, updated every ten minutes.

The web site www.rolexsydneyhobart.com already contains a wealth of current and archival information about the Rolex Sydney Hobart Yacht Race, an ocean classic that began in 1945 and last celebrated its 60th anniversary. During the race, regularly updated news releases, background features, photographs and interviews, as well as weather forecasts will be added to the website. As the yachts cross the line off Hobart's historic Battery Point, their finishing times and overall and division positions will be flashed onto the web site.

In the lead-up to the 61st Rolex Sydney Hobart Yacht Race 2005, the official website includes the complete list of yachts entered, along with a photograph, a description of each boat, a rundown on the crew, and the boat's past racing record.

Archival data on www.rolexsydneyhobart.com includes the complete results of the past 60 races since the first in 1945, plus the weather they encountered; a summary of the line and overall handicap winners of those races; historical stories and statistical information; designers of those 60 Line and Overall winners. ■

- Martin James



RADIO RELAY VESSEL

Champion skiff sailor John Winning has made available to the CYCA his motor cruiser *JBW* as the Radio Relay Vessel for the 2005 Sydney Hobart Yacht Race.

John Winning is not only a successful businessman through the Winning Appliances whitegoods retail stores and a champion 18-foot skiff sailor, but he is most generous when it comes to supporting all levels of the sport of sailing, from dinghies to ocean racing.

His latest contribution is providing the Cruising Yacht Club of Australia with his ocean-going motor cruiser *JBW* to be the Radio Relay Vessel for the 2005 Rolex Sydney Hobart Yacht Race.

Winning will skipper *JBW*, a 20-metre twin screw displacement cruiser on the 628 nautical mile voyage south with the fleet with CYCA past Commodore and ISAF Vice-President David Kellett, a veteran of 31 Hobarts including a win aboard *Sovereign* in 1987, again heading the CYCA radio relay team.

For Winning this will be his sixth voyage to Hobart, the previous five as a crewmember on the maxis yachts *Apollo* and *Ballyboo* (including line honours in 1976) and the former Admiral's Cup yacht *Love & War*.

Built entirely of timber in Sydney in 1997 and named after John Winning's father, John Berry Winning, *JBW* is a masterful blend of tradition and convenience. Alf Lean, who worked with the famous Alan Payne, drew the lines for the boat, which was built under the direction of Ian Perdreau, who will be part of the crew during the Rolex Sydney Hobart along with the boat's regular captain, Andrew "Steak" Copley, and Mark Anderson.

The vessel has a displacement of 60 tonnes, with a deck level main saloon and raised wheelhouse. It sleeps nine in four cabins. Winning has already made voyages to Lord Howe Island and twice to New Zealand with *JBW*. "I wanted to support the high standard of safety coverage of the greatest ocean race in the world in a tangible way," says Winning.

Although he has raced in five Rolex Sydney Hobart Races, John Winning is best known for his successes in high performance 18-foot skiffs and his support for the Historical Skiffs. Nevertheless, his interest in sailing is vast and he is a member of almost every sailing or yacht club on the foreshores of Sydney Harbour, from the Vaucluse Amateur 12ft Sailing Club to "the two Squadrons". He is President of the Australian 18ft Sailing League at Double Bay.



Radio Relay Vessel *JBW*.

He began his sailing as a six-year-old at Vaucluse in a six foot 'mini sabot' built for him by his father and has since raced in Sabots, VJs, 12-foot skiffs, Flying Ants, Flying 11s and VSs before graduating to the 'big skiffs' – the 18-footers. The World Champion in 2000, he currently skippers the 18-footer *Yandoo* with the League fleet.

Winning has been a major supporter and enthusiastic sailor with the Historical Skiff Association whose members have re-created many of the most famous gaff-rigged skiffs of early last century. John owns *Alruth*, *Australia* and the recently launched *Mistake*, each boat designed and named after early skiffs. He won the 'intergalactic' championship for historical skiffs in New Zealand in January 2003.

David Kellett's CYCA crew aboard *JBW* will be Colin Wildman who has sailed in 36 Hobarts, along with Colin Tipney (23 Hobart races) both of whom are making their fifth trip as part of the Radio Relay Vessel team. "*JBW* will be a most suitable Radio Relay Vessel; she is fully fitted with top of the line communication and navigation equipment," says Kellett.

Kellett and his team will run a 24-hour radio operation aboard *JBW*, including two compulsory position reports ('skeds') and two weather 'skeds' each day throughout the race. They will monitor the race frequency, 6516Hz, and the international distress channels around the clock. ■ – Peter Campbell

ROLEX SYDNEY HOBART YACHT RACE STATISTICS – 1945-2004

NUMBER OF SYDNEY HOBART YACHT RACES CONDUCTED BY THE CRUISING YACHT CLUB OF AUSTRALIA SINCE 1945:

60 annual races. (The 2005 Race will be the 61st).

NUMBER OF YACHTS TO HAVE COMPETED: 1945-2004:

4,814 (3,928 completing the race, 889 retiring).

ESTIMATED TOTAL CREW TO HAVE COMPETED:

An estimated 42,813 between 1945 and 2004. In last year's 60th race, 1,253 sailors were aboard the 116 starters.

AVERAGE SIZE OF FLEETS, 1945-2002: 80.23 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.

LAST YEAR'S FLEET (2004):

116 starters, 59 finishers, and the largest fleet since 1994.

RACE RECORDS

(years in which the record has been broken):

- 1945:** *Rani* (UK) – 6 days 14 hours 22 minutes (First race)
- 1946:** *Morna* (NSW) – 5 days 2 hours 53 minutes 33 seconds. (First yacht to break six days for the 628 nautical mile course).
- 1948:** *Morna* (NSW) – 4 days 5 hours 1 minute 21 seconds. (First yacht under five days).
- 1951:** *Margaret Rintoul* (NSW) – 4 days 02 hours 29 minutes 01 seconds.
- 1957:** *Kurrewa IV* (Vic) formerly *Morna* - 3 days 18 hours 30 minutes 39 seconds. (First yacht under four days).
- 1962:** *Ondine* (USA) – 3 days 03 hours 49 minutes 16 seconds (In breaking *Kurrewa IV*'s record, *Ondine* set a time that stood until broken by *Helsal* in 1973).
- 1973:** *Helsal* (NSW) – 3 days 01 hour 32 minutes 09 seconds.
- 1975:** *Kialoa III* (USA) – 2 days 14 hours 36 minutes 56 seconds (First yacht under three days).
- 1996:** *Morning Glory* (Germany) 2 days 14 hours 07 minutes 10 seconds (Kialoa III's race record broken after 21 years).
- 1999:** *Nokia* (Denmark/Australia) 1 day 19 hours 48 minutes 02 seconds for an Open Race Record (water ballast allowed) and first yacht to break two days for the course. The elapsed time of *Brindabella* (Australia), 1 day 20 hours 39 minutes 50 seconds, set a record for a conventional yacht.

RECORD HOBARTS BY INDIVIDUAL YACHTSMEN: Up to and including the 2004 Rolex Sydney Hobart Yacht Race, 68 yachtsmen have having sailed in 25 or more races. John Bennetto (Tasmania) has sailed in 44 races, Richard Hammond (NSW) reached in 40, then retired, as has Bennetto. Lou Abrahams (Victoria) has sailed in 42 races. Tony Cable (NSW) 41 times.

RECORD HOBARTS BY YACHTSWOMEN: Ten women have sailed in 10 or more Sydney to Hobart Races, as of the 2004 Race, Adrienne Cahalan has raced to Hobart 14 times, Amanda Wilmot 12 times, while Vanessa Dudley, Gail Harland, Sally Gordon and Felicity Nelson have each competed 11 times. Kerry Goudge, Lea Myer and Jan Howard have each raced 10 times, while Audrey Brown took part in 12 races, sailing and aboard the radio relay vessel.

RECORDS HOBARTS BY YACHTS: *Mark Twain*, a Sparkman & Stephens 38, has competed in 25 Sydney Hobarts, her last being in 2002. *Phillip's Foote Witchdoctor*, a Davidson 42 sloop, and *Bacardi*, a Peterson 44, will be on the starting line for the 25th time this year. *Impeccable*, a Peterson 34, has sailed in 21 races, *Polaris of Belmont*, a Cole 43, 20 times, while Margaret Rintoul II has sailed in 21 Hobarts,

YOUNGEST SKIPPERS: The youngest recorded nominated skipper is Sean Kirkjian (17) who skippered his parents' yacht, *Lady Ann*, in the 1986 Race with his mother, Ann, as navigator. In 1976, the maxi yachts, *Ballyhoo* and *Apollo*, finished first and second across the line, *Ballyhoo* skippered by Jack Rooklyn and *Apollo* skippered by his son, Warwick, then aged 19. Tasmanian 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 own yacht, *Dixie Chicken*, in the 1998 Race,

OLDEST SKIPPER: Alby Burgin skippered his 52-footer, *Alstar*, in the 2000 Sydney to Hobart at the age of 84. Alby sailed in 32 Sydney to Hobarts, winning with *Rival* in 1961

OLDEST SAILOR EVER: Probably Alby Burgin or perhaps a Tasmanian in an early race.

YOUNGEST SAILOR EVER: Quite a number of teenage boys and girls have sailed with their fathers (and mothers), including Tasmanian Ken Gourlay's 14-year-old son who sailed on *Kismet* in 1957. (Since 1998 the CYCA has set an age limit of 18 years).

FIRST AND 50TH RACES: Peter Luke and the late 'Boy' Messenger sailed in the first and 50th races. Luke skippered his own yacht *Wayfarer* in the first Hobart; Messenger sailed aboard *Horizon*. Luke, still owns *Wayfarer*.

FIRST WOMEN TO COMPETE IN THE SYDNEY HOBART RACE: Jane ('Jenny') Tate, from Hobart, sailed with her



RSHYR

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. The Jane Tate Memorial Trophy is presented each year to the first placed female skipper in the Rolex Sydney Hobart Yacht Race.

FIRST ALL-WOMEN CREW TO COMPETE IN THE SYDNEY TO HOBART: *Barbarian* (1975) skippered by Vicki Wilman.

LARGEST COMPETITORS: In 2003, *Skandia*, (AUS) and *Zan/Konica Minolta* (NZ), both 98 feet (30m) LOA, finished first and second respectively for Line Honours. Both yachts competed again in 2004, but did not finish. Four yachts of 30m LOA have entered for the 2005 race.

Smallest Official Competitor: *Klinger*, NSW (1978) – LOA: 27 feet (8.23m)

LARGEST LINE HONOURS WINNERS: *Nicorette*, Australia (2004) – LOA: 89 feet (27.38m); *Skandia*, Australia (2003) – LOA: 98 feet (30m); *Alfa Romeo/Shockwave*, Australia/New Zealand (2002) – LOA: 89 feet (27.43m).

SMALLEST LINE HONOURS WINNER:

Nocturne, NSW (1952) – LOA 35ft.

LARGEST OVERALL HANDICAP WINNER:

Sovereign (1987) – LOA: 84 feet (25.6m)

SMALLEST OVERALL HANDICAP WINNER:

Screw Loose (1979) – LOA 30 feet (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), *Sovereign*, NSW (1987).

CLOSEST FINISH FOR LINE HONOURS: 1982, *Condor* (GBR) beat *Apollo* (NSW) across the line 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.

OLDEST YACHTS TO COMPETE: According to CYCA Life Member and historian Alan Campbell, more than 30 yachts built before 1938 have competed in the Sydney Hobart, including Line Honours winners *Morna* (*Kurrewa IV*) and *Astor*, which were built in the 1920s.

OVERALL AND LINE HONOURS WINNERS AND THEIR DESIGNERS, 1945-2004: Available on the RSHYR web site – www.rolexsydneyhobart.com

MOST SUCCESSFUL DESIGNER OF OVERALL WINNERS: Bruce Farr (NZL/USA) – 15 Overall Winners. ■

These statistics have been compiled up to and including the 2004 Rolex Sydney Hobart Yacht Race, based on records available from the Cruising Yacht Club of Australia, the Royal Yacht Club of Tasmania, retired RYCT official Rowan Johnston, yachting journalist Peter Campbell, CYCA Life Member and historian Alan Campbell, and other sources.

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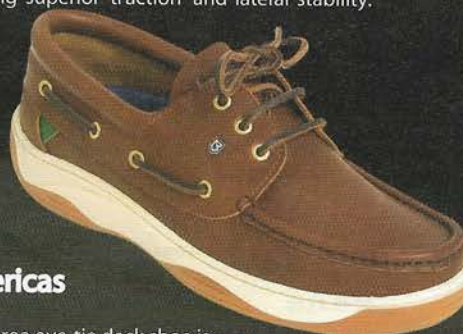
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60TH ROLEX SYDNEY HOBART YACHT RACE 2004 RESULTS

PHS Results

YACHT NAME/SKIPPER	DIV	LINE	TIME ELAPSED	H'CAP	TIME CORRECTED
1 Seriously TEN* John Woodruff & Eric Robinson, NSW	A	5	03:04:06:38	1.4611	04:15:12:18
2 Masérati Martin James/Ian Potter, NSW	A	8	03:12:44:17	1.3302	04:16:43:07
3 Nokia Steve McConaghy, NSW	A	7	03:07:44:42	1.4433	04:19:05:45
4 She II Peter Rodgers, NSW	A	45	05:06:25:31	0.9441	04:23:21:29
5 Strewth Geoff Hill, NSW	A	26	04:14:29:40	1.1522	05:07:18:42
6 Nautica Footwear BMS Randal Wilson, NSW	A	41	05:03:44:17	1.0501	05:09:56:14
7 Leila Patrick Quinn, United Kingdom	A	51	05:18:04:36	1.01	05:19:27:27
8 Ice Fire Jeff Otter, VIC	A	33	04:21:49:39	1.21	05:22:34:17
9 DHL - Getaway Sailing Andrew Lygo, NSW	A	13	04:03:06:58	1.443	05:23:01:28
10 Magic Philip Spry-Bailey, VIC	A	57	06:15:31:04	0.955	06:08:20:22

RETIRED: Wiseman's Ferry - Roger Williamson NSW More Witchcrafta - John Cameron NSW EZ Street - Trevor Cosh, NSW Helsal IIA - Bill Rawson, VIC DreamtimeA - Paul Spira, NSW Athena - David McKay, NSW Delta Wing - Bill Koppe, NSW Kaz - David Pescud, NSW Komatsu A Few Good Men - Shane Kearns, NSW Andrew Short Marine Andrew Short, NSW Kickatinalong - Geoff Smith, NSW Chance of Shenval - Robert Green, VIC Windsong of Mornington - Jim Watson, VIC Phillip's Foote Witchdoctor Maurie Cameron, NSW Indec MeritA David Gotze, VIC
Notes: Seriously TEN - Penalty of 1 hour applied by Race Committee - SI 30.5.

20 YEAR VETERAN Overall

YACHT NAME/SKIPPER	ACTUAL ELAPSED	H'CAP TIME	CORRECTED TIME
1 Bacardi John Williams(22)/Graeme Ainley, VIC	04:18:05:11	1.042	04:22:52:41
2 Pippin David Taylor, TAS	05:01:29:04	0.994	05:00:45:20
3 Aurora Jim Holley, NSW	05:02:39:36	1.054	05:09:17:01
4 By Order Of The Secretary George Shaw VIC	05:17:11:20	0.978	05:14:10:15
5 Berrimilla Alex Whitworth, NSW	06:17:35:21	0.891	05:23:58:33
6 Sailmaker Jason Van Zetten, TAS	05:16:39:36	1.094	06:05:30:22
7 Gillawa David Kent ACT	07:18:23:19	0.876	06:19:16:35

RETIRED: Uptown Girl, R Winton NSW. Lady Godiva, David Currie, VIC. Impeccable, John Walker NSW Outlaw, Ray Semmens, VIC. Grasshopper, Graham Jackson, NSW.

30 YEAR VETERANS DIVISION

YACHT NAME	ELAPSED TIME	H'CAP	CORRECTED TIME	SKIPPER
1 Love & War	04:13:30:36	1.019	04:15:35:26	Peter Kurts, NSW
2 MCQ Polaris	05:18:20:18	0.977	05:15:09:24	Chris Dawe, NSW

RETIRED: Stormy Petrel Kevin O'Shea, NSW Ray White Koomooloo Donald Freebairn, QLD

CRUISING DIVISION Overall

YACHT NAME	ELAPSED TIME	SKIPPER
1 Salterboats Natsumi	05:23:32:03	Gil Waller, WA

RETIRED: Santana Mike Kelaher, NSW



Aera - Overall winner 2004. PHOTO: Carlo Borglenghi

SYDNEY 38 Overall

YACHT NAME	TIME ELAPSED	SKIPPER
1 Chutzpah	04:05:16:55	Bruce Taylor, VIC
2 Team Lexus	04:06:17:16	R Henry, NSW
3 Another Challenge	04:14:00:47	Chris Lewin, VIC
4 Lexar	05:00:37:18	Jakki Moores, UK

Retired: Estate Master - Martin Hill, NSW Challenge Lou Abrahams, VIC Zen Gordon Ketelbey, NSW Obsession Martin Johnson, NSW Hidden Agenda Graham Gibson, NSW Horwath BRI Tony Levett, NSW Yeah Baby Mick Hinchey & Dennis Hume, NSW

ROLEX CHALLENGE 2004

Final Rolex Challenge National/State team placing:

1. New Zealand (Konica Minolta, Yendys) 953 points
2. New South Wales (Targé, Brindabella) 923 points
3. Australia (Ragamuffin, Ichi Ban) 911 points
4. Victoria (Dekadence, Skandia) 867 points
5. Europe (Aera, Vineta) 866 points

Final Rolex Challenge Club team placings:

1. Clubs Victoria (Another Challenge, Fuzzy Logic) 965 points
2. Cruising Yacht Club of Australia (Prime Time, Nips-N-Tux) 717 points

MAJOR PERPETIAL TROPHY WINNERS

JJ Illingworth Trophy (First Boat to Finish): Nicorette, Ludde Ingvall, NSW

Jack Rooklyn Memorial Trophy (First Boat out of Sydney Harbour): Nicorette, Ludde Ingvall, NSW

F&J Livingstone Trophy (First Boat Due South of Tasman Island): Nicorette, Ludde Ingvall, NSW

Polish Trophy (For Boat Travelling from the furthest Port to compete): Leila, Patrick Quinn, UK

Jane Tate Memorial Trophy (Highest placed Female skipper): Lexar, Jakki Moores, UK.

Gordon Marshall Memorial Trophy (Winner of Veterans Division): Love & War, Peter Kurts, NSW

City of Hobart Trophy (Navigator of First Tasmanian Yacht on Corrected Time): Craig King, Interum, Tas

Port of Hobart Trophy (First Tasmanian Boat IRC): Interum, Craig King, Tas

Battery Point Trophy (First Small Boat across the Finish Line): Cure Our Kids, Stephen Roach, NSW

One Ton Cup (Rededicated to Sydney 38 Division Winner): Chutzpah, Bruce Taylor, Vic

Bill Owen Memorial Trophy (Navigator of Winning Boat IRC): Aera, Hugh Agnew, UK

Alan Payne Memorial Trophy (Designer of Winning Boat): Aera, Jason Ker, UK

Apollo Trophy (First Boat under 18.5 m LOA across the Finish Line): Aera, Nick Lykiardopulo, UK

Tattersalls Cup, RORC Plaque, Government of Tasmania Trophy (First Boat on IRC Overall): Aera, Nick Lykiardopulo, UK

Tasmanian Government 25 Year Medallions: Ralph Carlier (Strewth), Graeme Fraser (Santana), Jack Guluzd (Ragamuffin), Mike Hesse (Love & War), Tony Poole (Austmark), Robbie Burns (More Witchcraft)



IRC Results

YACHT NAME/SKIPPER	DIV	LINE	TIME ELAPSED	TIME H'CAP	IRC Overall CORRECTED
1 Aera Nick Lykiardopolou/Jez Fanstone, United Kingdom	A	4	03:02:33:43	1.326	04:02:52:09
2 Nicorette Ludde Ingvall, NSW	A	1	02:16:00:44	1.614	04:07:18:57
3 Ichi Ban Matt Allen NSW	A	6	03:07:39:33	.317	04:08:54:40
4 AAPT Sean Langman, NSW	A	2	02:22:30:42	1.552	04:13:26:03
5 Brindabella George Snow, NSW	A	3	03:00:46:50	1.514	04:14:11:23
6 Loki Stephen Ainsworth NSW	B	11	04:01:06:09	1.141	04:14:47:38
7 Love & War Peter Kurts, NSW	E	24	04:13:30:36	1.019	04:15:35:26
8 Nips-N-Tux Howard De Torres, NSW	C	19	04:05:45:53	1.098	04:15:44:16
9 First National Real Estate* Michael Spies, NSW	C	15	04:04:59:50	1.112	04:16:18:32
10 Chutzpah Bruce Taylor, VIC	C	16	04:05:16:55	1.112	04:16:37:32
11 Team Lexus Rupert Henry, NSW	C	21	04:06:17:16	1.112	04:17:44:38
12 Interum Craig King, TAS	B	20	04:06:02:14	1.134	04:19:42:37
13 Dekadence Philip Coombs, VIC	A	10	04:00:41:32	1.21	04:20:59:51
14 Courtesan Philip Childs, WA	D	30	04:17:01:05	1.039	04:21:25:33
15 Austmark Gunter Lindner-Schmidt, NSW	A	12	04:01:08:51	1.212	04:21:44:34
16 Wild Oats Howard Piggott, NSW	D	29	04:15:45:20	1.056	04:22:00:50
17 Bacardi John Williams/Graeme Ainley, VIC	D	31	04:18:05:11	1.042	04:22:52:41
18 Pippin David Taylor, TAS	E	39	05:01:29:04	0.994	05:00:45:20
19 Integrity Andrew Stoeckel, NSW	D	28	04:15:44:36	1.083	05:01:01:05
20 Hardys Secret Mens Geoff Boettcher, SA	A	9	03:23:07:38	1.276	05:01:22:56
21 Another Challenge Chris Lewin, VIC	C	25	04:14:00:47	1.112	05:02:20:04
22 Elektra Michael Hiatt, VIC	B	22	04:12:15:37	1.134	05:02:46:02
23 Cure our Kids Stephen Roach, NSW	D	32	04:18:53:36	1.07	05:02:56:09
24 the active factor Bret Perry, South Africa	B	27	04:15:03:36	1.119	05:04:16:34
25 Epsilon Michael Tromp, QLD	C	42	05:04:44:45	1.001	05:04:52:14
26 Prowler Christian Jackson, VIC	A	18	04:05:20:14	1.26	05:07:41:06
27 Extasea Paul Buchholz, VIC	B	23	04:13:27:16	1.172	05:08:16:50
28 Pale Ale Rager Gary Shanks SA	A	14	04:04:40:51	1.279	05:08:46:15
29 Aurora Jim Holley, NSW	D	40	05:02:39:36	1.054	05:09:17:01

YACHT NAME/SKIPPER	DIV	LINE	TIME ELAPSED	TIME H'CAP	IRC Overall CORRECTED
30 Eureka II R.J. (Robbo) Robertson, United Kingdom	A	17	04:05:19:08	1.277	05:09:23:03
31 Abbott Tout Ola Strand Andersen, NSW	C	35	04:23:01:11	1.098	05:10:41:01
32 White Hot Warren Cottis, NSW	D	38	05:00:37:40	1.088	05:11:14:35
33 Lexar Jakki Moores, United Kingdom	C	37	05:00:37:18	1.112	05:14:07:53
34 By Order Of The Secretary George Shaw, VIC	E	50	05:17:11:20	0.978	05:14:10:15
35 MCQ Polaris Chris Dawe, NSW	E	52	05:18:20:18	0.977	05:15:09:24
36 Wahoo Brian Emerson, NSW	D	46	05:10:57:16	1.038	05:15:55:51
37 Beyond Outrageous Tom Warren, VIC	B	36	04:23:13:09	1.147	05:16:44:40
38 Cadenza Gunnar Tuisk, NSW	B	34	04:21:57:08	1.168	05:17:46:06
39 Quality Equipment Alf Doedens, TAS	E	48	05:16:37:53	1.026	05:20:11:02
40 Fine Line USA Michael Bird, USA	B	42	05:03:44:37	1.136	05:20:34:22
41 Berrimilla Alex Whitworth, NSW	E	58	06:17:35:21	0.891	05:23:58:33
42 Sailmaker Jason Van Zetten, TAS	D	49	05:16:39:36	1.094	06:05:30:22
43 Tilting at Windmills Thorry Gunnensen, VIC	D	54	05:22:32:56	1.057	06:06:40:27
44 Why Do I Do It Wayne Banks-Smith, TAS	C	53	05:19:12:19	1.106	06:09:57:40
45 Rollercoaster David Bonallo, NSW	E	56	06:06:29:13	1.027	06:10:33:00
46 Addiction Richard McGarvie / Peter Davison, VIC	B	47	05:16:36:06	1.138	06:11:27:10
47 Gillawa David Kent, ACT	E	59	07:18:23:19	0.876	06:19:16:35
48 Funnel-Web Ivan MacFadyen, NSW	A	44	05:05:02:43	1.319	06:20:56:05

RETIRED

Sextant D – Denis Doyle NSWZen C – Gordon Ketelbey NSWestate MasterC
 - Martin Hill, NSWStormy PetrelE - Kevin O'Shea NSWHidden AgendaC - Graham
 Gibson NSWAspen 1A - Martin Wotton NSWPrime TimeC - David Mason
 Neville Wittey NSWHorwath BRIC - Tony Levett NSWragamuffinA - Syd Fischer
 NSWQuest Travelscene 66A - John Bennetto TASChallengeC - Lou Abrahams
 VICPekljusA - David Ferrall NSWLucifarrD - Mark Davies NSWChancellorD
 - Marcus Bleasel NSWIsabellaE - John Nolan NSWStratcorp Ninety SevenA
 - Chris Dare VICKontraA - Peter Blake VICToecutterE - Robert Hick VICUptown
 GirlD - Rod Winton NSWPla Loma IVA - Rob Reynolds NSWYellowtailA - Michael
 Cranitch NSWPretty Fly IIB - Colin Woods NSWMerlinA - David Forbes /Richard
 Brooks NSWFuzzy LogicB - Paul Roberts / Bill Lennon VICTargeA - Steven David/
 Iain Murray NSWYendysA - Geoff Ross NSW ImpeccableE - John Walker NSW
 Lady GodivaB - David Currie VIC VinetaA - Felix Scheder-Bieschin, Germany
 Sea Eagle 1B - Robert Hanna VIC Getaway-Sailing.comC - Chris Townsend NSW
 AFR Midnight RamblerB - Ed Psaltis, NSW ObsessionC - Martin Johnson NSW
 OutlawA - Ray Semmens, VIC GrasshopperE - Graham Jackson, NSWInner
 CircleD - Michael Graham, NSWKonica MinoltaA - Stewart Thwaites, NZLDream
 VentureD - Alexandra McKinnon VICRay White KoomoolooE - Donald Freebairn,
 QLDYeah BabyC - Mick Hinchey & Dennis Hume, NSW

Skandia A Did Not Finish Grant Wharington, VIC

Notes: First National - Redress of 2 minutes granted by Protest Committee

ROLEX SYDNEY HOBART YACHT RACE

WINNERS - 1945-2004

Year	Overall Winner/Skipper	Designer	Fleet	Line Honours	Designer	Elapsed Time
1945	RANI, Capt John Illingworth, UK	A.C.Barber, NSW	9	*RANI, Capt John Illingworth, UK	Arthur Barber, NSW	6:14:22:00
1946	CHRISTINA, J.R.Bull, NSW	Lars Halvorsen, NSW	19	*MORNA, Claude Plowman, NSW	William Fife, UK	5:02:53:33
1947	WESTWARD, G.D.Gibson, Tas	Jock Muir, Tas	28	MORNA, Claude Plowman, NSW	William Fife, UK	5:03:03:54
1948	WESTWARD, G.D.Gibson, Tas	Jock Muir, Tas	18	*MORNA, Claude Plowman, NSW	William Fife, UK	4:05:01:21
1949	TRADEWINDS, Merv Davey, NSW	Mervyn Davey, NSW	15	WALTZING MATILDA, Phil Davenport, NSW	Jock Muir, Tasmania	5:10:33:10
1950	NERIDA, Colin Haselgrove, SA	Alfred Mylne, Scotland	16	MARGARET RINTOUL, A.W.Edwards, NSW	Phillip Rhodes, USA	5:05:28:35
1951	STRUEN MARIE, Tom Williamson, NSW	Robert Clark, UK	14	*MARGARET RINTOUL, A.W.Edwards, NSW	Phillip Rhodes, USA	4:02:29:01
1952	INGRID, J.S.Taylor, SA	Bill Atkin, USA	17	NOCTURNE, J.R.Bull, NSW	Alan Payne, NSW	6:02:34:47
1953	RIPPLE, Ron Hobson, NSW	A.C.Barber, NSW	24	SOLVEIG, Trygve & Magnus Halvorsen, NSW	T & M Halvorsen, NSW	5:07:12:50
1954	SOLVEIG, Trygve & Magnus Halvorsen, NSW	T & M Halvorsen, NSW	17	KURREWA IV, F.& J.Livingstone, NSW/Vic	William Fife, UK	5:06:09:47
1955	MOONBI, H.S.Evans, NSW	John Alden, USA	17	EVEN, F.J.Palmer, NSW	J.Laurent Giles, UK	4:18:13:14
1956	SOLO, Vic Meyer, NSW	Alan Payne, NSW	28	KURREWA IV, F.& J.Livingstone, NSW/Vic	William Fife, UK	4:04:31:44
1957	ANITRA V, Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	20	*KURREWA IV, F.& J.Livingstone, NSW/Vic	William Fife, UK	3:18:30:39
1958	SIANDRA, Graham Newland, NSW	Arthur Robb, England	22	SOLO, Vic Meyer, NSW	Alan Payne, NSW	5:02:32:52
1959	CHERANA, Russ Williams, NSW	Alan Payne, NSW	30	SOLO, Vic Meyer, NSW	Alan Payne, NSW	4:13:33:12
1960	SIANDRA, Graham Newland, NSW	Arthur Robb, England	32	KURREWA IV, F.& J.Livingstone, NSW/Vic	William Fife, UK	4:08:11:15
1961	RIVAL, Alby Burgin & N. Rundle, NSW	Alan Buchanan, England	35	ASTOR, Peter Warner, Vic	William Fife, UK	4:04:42:11
1962	SOLO, Vic Meyer, NSW	Alan Payne, NSW	42	*ONDINE, S.A. ('Huey') Long, USA	Bill Tripp, USA	3:03:49:16
1963	FREYA, Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	44	ASTOR, Peter Warner, Vic	William Fife, UK	4:10:53:00
1964	FREYA, Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	38	ASTOR, Peter Warner, Vic	William Fife, UK	3:20:05:05
1965	FREYA, Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	53	STORMVOGEL, C.Brynzeel, South Africa	Vanderstadt, Holland	3:20:30:09
1966	CADENCE, H.S.Mason, NSW	W.Ward/R.Swanson, NSW	46	FIDELIS, J.V.Davern, New Zealand	Knud Reimers, Germany	4:08:39:43
1967	RAINBOW II, Chris Bouzaid, New Zealand	Sparkman & Stephens, USA	67	PEN DUICK III, Eric Tabarly, France	Eric Tabarly, France	4:04:10:31
1968	KOOMOOLOO, Denis O'Neil, NSW	Ted Kaufman, NSW	67	ONDINE II, S.A. ('Huey') Long, USA	Bill Tripp, USA	4:03:20:02
1969	MORNING CLOUD, Edward Heath, UK	Sparkman & Stephens, USA	79	CRUSADE, Sir Max Aitken, UK	Alan Gurney, UK	3:15:07:40
1970	PACHA, Sir Robert Crichton-Brown, NSW	Camper & Nicholson, UK	61	BUCCANEER, Tom Clark, NZ	John Spencer, New Zealand	3:14:06:12
1971	PATHFINDER, Brin Wilson, NZ	Sparkman & Stephens, USA	79	KIALOA II, Jim Kilroy, USA	Sparkman & Stephens, USA	3:12:46:21
1972	AMERICAN EAGLE, Ted Turner, USA	Bill Luders, USA	79	AMERICAN EAGLE, Ted Turner, USA	Bill Luders, USA	3:04:42:39
1973	CEIL III, Bill Turnbull, Hong Kong	Bob Miller, NSW	92	*HELSAL, Tony Fisher, NSW	Joe Adams, NSW	3:01:32:09
1974	LOVE & WAR, Peter Kurts, NSW	Sparkman & Stephens, USA	63	ONDINE III, S.A. ('Huey') Long, USA	Britton Chance, USA	3:13:51:56
1975	RAMPAGE, Peter Packer, WA	Bob Miller, NSW	102	*KIALOA III, Jim Kilroy, USA	Sparkman & Stephens, USA	2:14:36:56
1976	PICCOLO, John Pickles, NSW	Bruce Farr, NZ	85	BALLYHOO, Jack Rooklyn, NSW	Bob Miller, NSW	3:07:59:26
1977	KIALOA III, Jim Kilroy, USA	Sparkman & Stephens, USA	131	KIALOA III, Jim Kilroy, USA	Sparkman & Stephens, USA	3:10:14:09
1978	LOVE & WAR, Peter Kurts, NSW	Sparkman & Stephens, USA	97	APOLLO, Jack Rooklyn, NSW	Bob Miller, NSW	4:02:23:24
1979	SCREW LOOSE, Bob Cumming, Tas	Ron Holland, NZ/Ireland	147	BUMBLEBEE 4, John Kahlbetzer, NSW	German Frers, Argentina	3:01:45:52
1980	NEW ZEALAND, NZ Round the World Cmte	Bruce Farr, NZ	102	NEW ZEALAND, NZ Round the World Cmte	Bruce Farr, NZ/USA	2:18:45:41
1981	ZEUS II, Jim Dunstan, NSW	Peter Joubert, Victoria	159	VENGEANCE, Bernard Lewis, NSW	Rolly Tasker, WA	3:22:30:00

Year	Overall Winner	Designer	Fleet	Line Honours	Designer	Elapsed Time
1982	SCALLYWAG, Ray Johnston	Bruce Farr, NZ	119	CONDOR OF BERMUDA, Bob Bell, Bermuda	John Sharp, UK	3:00:59:17
1983	CHALLENGE, Lou Abrahams, Vic	Sparkman & Stephens, USA	173	CONDOR, Bob Bell, Bermuda	Ron Holland, New Zealand	3:00:50:29
1984	INDIAN PACIFIC, John Eyles/ Gunter Heuchmer, NSW	Bruce Farr, NZ	152	NEW ZEALAND, NZ Round the World Cmtee	Ron Holland, New Zealand	3:11:31:21
1985	#SAGACIOUS, Gary Appleby, NSW	Bruce Farr, NZ	178	APOLLO, Jack Rooklyn, NSW	Ben Lexcen (Bob Miller), NSW	3:04:32:28
1986	EX TENSION, Tony Dunn, NSW	Laurie Davidson, NZ	123	CONDOR II, Bob Bell, Bermuda	Ron Holland, New Zealand	2:23:26:25
1987	SOVEREIGN, Bernard Lewis, NSW	David Pedrick, USA	154	SOVEREIGN, Bernard Lewis, NSW	David Pedrick, USA	2:21:58:08
1988	ILLUSION, Gino Knezic, Vic	Laurie Davidson, NZ	119	RAGAMUFFIN, Syd Fischer, NSW	German Frers, Argentina	3:15:29:07
1989	ULTIMATE CHALLENGE Lou Abrahams, Vic	Ed Dubois, England	126	DRUMBEAT, Alan Bond, WA	David Pedrick, USA	3:06:21:34
1990	SAGACIOUS V, Gary Appleby, NSW	Bruce Farr, NZ	105	RAGAMUFFIN, Syd Fischer, NSW **	German Frers, Argentina	2:21:05:33
1991	IOR: ATARA, Harold Cudmore/ John Storey, Ireland IMS: SHE'S APPLES, David Strong, NSW	Bruce Farr, NZ John King, NSW	99	BRINDABELLA, George Snow, ACT	Bruce Farr, NZ/USA	3:01:14:19
1992	IOR: RAGAMUFFIN, Syd Fischer, NSW IMS: ASSASSIN, John Crawford, NSW	Bruce Farr, NZ Bruce Farr, NZ	110	NZ ENDEAVOUR, Grant Dalton, NZ	Bruce Farr, NZ/USA	2:19:19:18
1993	IOR: WILD OATS, Roger Hickman/ Bruce Foye, NSW IMS: CUCKOOS NEST, Nigel Holman, NSW	Bruce Farr, NZ David Lyons, NSW	104	NINETY SEVEN, Andrew Strachan, NSW	Bruce Farr, NZ/USA	4:00:54:11
1994	RAPTOR, A.Eichenauer, Germany	Iain Murray, NSW	371	TASMANIA, Robert Clifford, Tas	Bruce Farr, NZ/USA	2:16:48:04
1995	TERRA FIRMA, Scott Carlile/ Dean Wilson, Vic	Iain Murray, NSW	98	SAYONARA, Larry Ellison, USA	Farr Yacht Design, USA	3:00:53:35
1996	AUSMAID, Georgio Gjergja, Vic	Bruce Farr, NZ/USA	95	*MORNING GLORY, Hasso Plattner, Germany	Reichel/Pugh, USA	2:14:07:10
1997	BEAU GESTE, Karl Kwok, Hong Kong/China	Bruce Farr, NZ/USA	114	BRINDABELLA, George Snow, ACT	Scott Jutson, Australia	2:23:37:12
1998	AFR MIDNIGHT RAMBLER, Ed Psaltis/ Bob Thomas, NSW	Robert Hick, Victoria	115	SAYONARA, Larry Ellison, USA	Bruce Farr, NZ/USA	2:19:03:32
1999	YENDYS, Geoff Ross, NSW	Bruce Farr, NZ/USA	79	*NOKIA, Stefan Myralf/ Michael Spies, Denmark/Australia	Philippe Briand, France	1:19:48:02
2000	SAP AUSMAID, Kevan Pearce, SA	Bruce Farr, NZ/USA	82	NICORETTE, Ludde Ingvall, Sweden	Simonis/Voogd, SA/NED	2:14:02:09
2001	BUMBLEBEE, John Kahlbetzer /Iain Murray, NSW	Murray Burns Dovell, NSW	75	ASSA ABLOY, Neil McDonald, Sweden	Farr Yacht Design, USA	2:20:46:43
2002	QUEST, Bob Steel, NSW	Nelson/Marek, USA	57	ALFA ROMEO, Neville Crichton, NZL/Aus	Reichel/Pugh, USA	2:04:58:52
2003	FIRST NATIONAL REAL ESTATE, Michael Spies/Peter Johnston, NSW	Farr/Beneteau, France	56	SKANDIA, Grant Wharington, Victoria	Don Jones, VIC	2:15:14:06
2004	AERA, Nicholas Lykiardopulo, UK	Jason Ker, UK	116	NICORETTE, Ludde Ingvall, NSW	Simonis/Voogd, SA/NED	2:16:00:04

* NEW RACE RECORD

1985 OVERALL Winner

The rules did not provide for a first place following the penalising of Drake's Prayer which had provisionally been first prior to a protest. Nor did it allow for lower placed yachts to move up a place when other yachts were penalised. Because there was no 1st place, Sagacious officially was record as second but as the Overall Winner.

TATTERSALLS CUP:

For 1991, 1992 & 1993 races, the winners of the IOR and IMS categories were both declared Overall winners during the

transition from IOR to IMS. However, the Tattersalls Cup was awarded only to the Overall IOR winner during this period. Since 1994 there has been only one Overall winner, from 1994 to 2003 being decided using IMS, but from the 2004 onwards the Overall winner of the Tattersalls Cup has been decided using IRC, with IMS dropped altogether as a handicap system.

** SPECIAL NOTE

The following yachts were faster than the Line Honours boat but for various reasons were not counted:

1983: NIRVANA, Marvin Green, USA (designer

David Pedrick, USA) 03:00:48:13. Disqualified for failing to give Condor enough shore room during a gybing duel up the Derwent River to the finish.

1990: ROTHMANS, Lawrie Smith (designer Rob Humphreys, UK) 02:19:07:02. Disqualified from receiving Line Honours award and penalised 10% of Overall corrected time placings for breaching Rule 26 (advertising).

1999: MARI CHA III, Robert Miller, USA (designer Philippe Briand, France) 01:18:27:10. Too big to qualify as fleet entrant, but allowed to sail as a Demonstration Yacht.

GUIDE TO THE FLEET

	SAIL NO.	BOAT NAME	OWNER/SKIPPER	STATE	CLASS	DESIGN	LOA(m)	LOA(ft)
1	A99	AAPT	Sean Langman	NSW	IRC	Open 66	20.25	66
2	AUS 1111	AAPT 2	Sean Langman	NSW	IRC	Simonis/Voogd 90	27.38	90
3	NOR 2	ABN AMRO	Andrew Short	NSW	IRC/OD	Volvo 60	19.50	64
4	S16	Addiction	P J Davison/ R W McGarvie	VIC	IRC	Inglis 38	11.62	38
5	8338	AFR Midnight Rambler	Bob Thomas & Ed Psaltis	NSW	IRC	Farr 40	12.19	40
6	NZL80	Alfa Romeo	Neville Crichton	NZL	IRC	Maxi 30m	30	98
7	TYC250	Apollonius	Julian Robinson	TAS	IRC	Robinson 41	12.6	41
8	4057	Aurora	J & M Holley	NSW	IRC	Farr 40 - One Off	12.21	40
9	SM377	Bacardi	Graeme Ainley/John Williams	VIC	IRC	Petererson 44	13.34	44
10	F308	Balance	Rolf Heidecker	WA	IRC	Lidgard 35	10.66	35
11	371	Berrimilla	Alex Whitworth	NSW	IRC	Brolga 33	10.16	33
12	S37	Beyond Outrageous	Tony Warren	VIC	PHS	Inglis 39	11.9	39
13	C1	Brindabella	George Snow	NSW	IRC	Jutson 79	24.08	79
14	8301	Cadenza	Gunnar Tuisk & Ulli Tuisk	ACT	PHS	Farr 50	15.20	50
15	SM 2	Challenge	Lou Abrahams	VIC	IRC/OD	Sydney 38	11.78	38
16	7407	Chancellor	Edward John Tooher	NSW	IRC	Beneteau First 40.7	11.92	40
17	IRL 5005	Chieftain	Gerard O'Rourke	IRL	IRC	Cookson 50	15	50
18	G990	Chikara	Chikara Syndicate	VIC	IRC	Dibley 33	10	33
19	R33	Chutzpah	Bruce Taylor	VIC	IRC/OD	Sydney 38	11.78	38
20	SM447	Cougar	Alan Whiteley	VIC	IRC	Beneteau 44.7	13.35	44
21	SM46	Dekadence	Phil Coombs	VIC	IRC	DK 46	14.10	46
22	6520	Diomedea	David & Andrea McKay	NSW	PHS	Van De Stadt 48	14.50	45
23	TBA	Dodo	Adrian Dunphy	NSW	IRC	Sydney 38	11.78	38
24	1124	Farr South	Ian Hall	TAS	IRC	Farr 38	11.16	38
25	8402	Fincorp More Witchcraft	John Cameron	NSW	IRC	Dibley	13.95	46
26	SM4321R	Flirt	Chris Dare	VIC	IRC	Corby 49	14.93	49
27	1987	Flying Fish BMS	Flying Fish	NSW	PHS	Petererson 51	15.50	51
28	R69	Fuzzy Logic	Paul Roberts/Bill Lennon	VIC	IRC	ILC 40	12.48	40
29	6351	Game Set	Stephen Roach	NSW	IRC	Bavaria Match 38	11.78	38
30	C2	Gillawa	David Kent	ACT	PHS	Cavalier 975	9.76	31
31	8880	Goldfinger	Peter Blake & Kate Mitchell	VIC	IRC	Farr 52	15.79	52
32	YC3300	Hardys Secret Mens Business	Geoff Boettcher	SA	IRC	Reichel Pugh 46	14.21	46
33	MH3	Heaven Can Wait	Peter Hollis	QLD	IRC	Welbourn 50	15.19	50
34	9797	Hidden Agenda	Graham Gibson	NSW	IRC	Sydney 38	11.78	38
35	8889	Hollywood Boulevard	Raymond Roberts	NSW	IRC	DK 46	14.10	46
36	MH60	Horwath BRI	Tony Levett	NSW	IRC/OD	Sydney 38	11.78	38
37	GBR 99	Hugo Boss	AT Racing Ltd/Alex Thomson	UK	IRC	Open 60	18.28	60
38	R6572	Icefire	Jeff Otter/ Gary Caulfield	VIC	PHS	Mummery 45	13.85	45
39	MH 106	Impeccable	John Walker	NSW	IRC	Peterson 33	10.22	33
40	5474	Infinity III	Martin James	NSW	PHS	Farr 65	19.72	65
41	M762	Inner Circle	Michael Graham/Darren Cooney	NSW	IRC	Farr 40 IOR	12.24	40
42	7008	Inon	Bruce Gray	NSW	PHS	Beneteau 64	19.5	64
43	5776	Isabella	John Nolan	NSW	IRC	Northshore 380S	11.63	38
44	A121	Jailhouse Grill	Jason Van Zetten & Mark Koppelman	TAS	PHS	Adams 13	13.18	43
45	7878	Kaz	David Pescud	NSW	PHS	Lyons 54	16.31	54
46	6146	Kioni	www.getaway-sailing.com	NSW	PHS	Beneteau 47.7	14.54	47
47	NZL1001	Konica Minolta	Stewart Thwaites	NZ	IRC	Maxi 30m	30.00	98
48	RQ80	Live It	Dirk Weigmann	GER	IRC	Beale 45	13.85	45

GUIDE TO THE FLEET



RSHYR

SAIL NO.	BOAT NAME	OWNER/SKIPPER	STATE	CLASS	DESIGN	LOA(m)	LOA(ft)
49 R50	Living Doll	Michael Hiatt	VIC	IRC	Cookson 50	15.24	50
50 60000	Loki	Stephen Ainsworth	NSW	IRC	Reichel Pugh 60	18.29	60
51 M666	Lucifarr	Mark Davies	NSW	IRC	Farr 40	12.19	40
52 93	Merlin	D Forbes/R Brooks	NSW	IRC	Kaiko 51	15.62	51
53 9407	Mr Beaks	Syndicate	NSW	IRC	Benetau 40.7	11.82	40
54 6522	Mr Kite	Andrew Buckland & Andrew Hunn	NSW	IRC	Cape 40	12.19	40
55 6388	Namadgi	Garth Brice	ACT	PHS	Bavaria 44	13.95	44
56 NZL2716	Nevenka	Peter Mummery	NZ	IRC	Townson 36	10.97	36
57 G147	Ocean Skins	Tony Fowler	VIC	PHS	Inglis 47	14.3	47
58 YC560	Pale Ale Rager	Gary Shanks	SA	IRC	Elliott 56	17.10	56
59 6419	Pekljus	David Ferrall	NSW	PHS	Radford 50	15.18	50
60 2557	Phillips Foote Witchdoctor	The Rum Consortium	NSW	PHS	Davidson 42	12.71	42
61 5527	Polaris of Belmont	Chris Dawe	NSW	IRC	Cole 43	13.20	43
62 8924	Pretty Fly II	Colin & Gladys Woods	NSW	IRC	Benetau 47.7	14.80	47
63 7447	Prime Time	David Mason	NSW	IRC	Beneteau First 44.7	13.68	44
64 R63	Prion	Michael Dolphin	VIC	IRC	Modified Mount Gay 30	9.59	30
65 G162	Prowler	Christian Jackson	VIC	PHS	Elliott 47	14.41	47
66 6606	Quest	Anthony Nicholas	TAS	IRC	Nelson Marek 46	14.18	46
67 AUS70	Ragamuffin	Syd Fischer	NSW	IRC	Farr 50	15.50	50
68 RQ68	Ray White Koomooloo	Mike Freebairn	QLD	IRC	Kaufman 41	12.55	41
69 CHI 330	Rayo	James Reid	NSW	IRC	Mumm 36	10.85	36
70 SA98	Renegade	Robert Francis	SA	IRC	Holland 40	12.60	40
71 B45	Rush	Ian & John Paterson	VIC	IRC	Corel 45	13.81	45
72 AUS2999	Savcor	Getaway Sailing	SWE	IRC/OD	Sydney 38	11.78	38
73 6285	Sea Quest	Allsail	NSW	PHS	Adams 15	15.18	50
74 8844	Seriously 10	Music Yacht Charters Pty Ltd	NSW	PHS	Volvo 60	19.46	64
75 4974	She	Peter Rodgers	NSW	PHS	Olsen 40	12.19	40
76 G4646	Shogun	Rob G Hanna	VIC	IRC	DK 46	14.10	46
77 8447	Sirromet Life Style Wines	Michael Spies	NSW	IRC	Beneteau First 44.7	13.35	44
78 M10	Skandia	Grant Wharington	VIC	IRC	Maxi 30m	30.00	98
79 508	Stormy Petrel	Kevin O'Shea	NSW	IRC	S & S 34	11.12	34
80 RQ 2001	Sweethart	Antony Love	QLD	IRC	Jutson 39	11.87	39
81 6073	Swish	Steven Proud	NSW	IRC	Sydney 38	11.78	38
82 6565	Team Lexus	Frank Sticovich	NSW	IRC/OD	Sydney 38	11.78	38
83 SM177	Tilting at Windmills	Thorry Gunnensen	VIC	IRC	MOD J. Dory 41	12.83	41
84 R1111	Toecutter	Robert Hick	VIC	IRC	Hick 31	9.15	30
85 5985	Torpan International	Gill Whitton	NSW	PHS	NSX 38	11.63	38
86 M6	Tow Truck	Anthony Paterson	NSW	IRC	Mumm 30	9.43	30
87 HW 42	Wedgetail	Bill Wild	QLD	IRC	Welbourn 42	12.80	42
88 6469	White Hot	Z Yachts	NSW	IRC	F36 Razor	11	36
89 7001	Wild Oats X	Bob Oatley	NSW	IRC	Reichel/Pugh 66	20.25	66
90 10001	Wild Oats XI	Bob Oatley	NSW	IRC	Reichel/Pugh 98	30.00	98
90 4343	Wild Rose	Roger Hickman	NSW	IRC	Farr 43	13.11	43
91 263	Wistarie	A E Ratcliff	NSW	Cruising	Moodys 38	11.40	38
92 6559	Wot's Next	Graeme Wood	NSW	IRC	Sydney 47	14.20	47
93 6068	Yeah Baby	O Andersen/ M & L Ryckmans	NSW	IRC/OD	Sydney 38	11.78	38
94 1836	Yendys	Geoff Ross	NSW	IRC	Judel Vrolijk	15.75	52
95 3838	Zen	Gordon Ketelbey	NSW	IRC/OD	Sydney 38	11.78	38


AAPT

SAIL NO: A93 LOA: 20.0m CLASS: IRC
 DESIGNER: Murray Burns Dovell (AUS)
 YEAR BUILT: 1996 TYPE: MBD Open 66
 NO. OF HOBARTS: 4
 OWNER/SKIPPER: Sean Langman
 CLUB: Newcastle Yacht Club, NSW
 CREW: TBA

Sean Langman has nominated two boats for the 2005 Rolex Sydney Hobart Yacht Race, this Open 66 currently called *AAPT*, which he has raced so successfully over the past nine years and the former *Nicorette*, the 90-footer which took line honours in last year's ocean classic. Sean has yet to announce which boat he will skipper to Hobart this year.


AFR MIDNIGHT RAMBLER

SAIL NO: 8338 LOA: 11.2m CLASS: IRC
 DESIGNER: Bruce Farr (USA) YEAR BUILT: 1992
 TYPE: Farr 40 One Design
 NO. OF HOBARTS: 1

OWNER/SKIPPER: Ed Psaltis & Bob Thomas
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: E.Psaltis (24), B.Thomas (16), C.Ruckwell (6), M.Bencsik (10), J.Whitfeld (10).
 The 1998 Sydney Hobart Race winning combination of Ed Psaltis and Bob Thomas are now campaigning a Farr 40 One Design that has been optimised for IRC. The boat competed with success in last year's Sydney Gold Coast and this year's Sydney Mooloolaba Race, where they finished 1st in division in both events. Third to finish in the recent Gosford to Lord Howe Island Race..


AAPT2

SAIL NO: AUS1111 LOA: 27.43m CLASS: IRC
 DESIGNER: Simonis/Voogd (South Africa)
 YEAR BUILT: 2004 TYPE: IRM Maxi
 NO. OF HOBARTS:
 OWNER/SKIPPER: Sean Langman
 CLUB: Newcastle Yacht Club, NSW
 CREW: TBA

Sean Langman has chartered this powerful 90-footer with a canting keel for the 2005 Rolex Sydney Hobart from Ludde Ingvall who skippered the boat through gales to take line honours in last year's 60th Rolex Sydney Hobart. The boat, then called *Nicorette*, also finished a close 2nd for IRC overall placings. She later broke her mast on a social sail off the Gold Coast.


ALFA ROMEO

SAIL NO: NZL80 LOA: 30m CLASS: IRC
 DESIGNER: Reichel/Pugh (USA)
 YEAR BUILT: 2005

TYPE: Super maxi, Reichel/Pugh 98
 NO. OF HOBARTS: 0

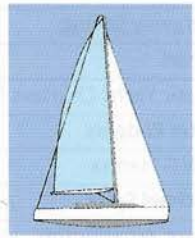
OWNER/SKIPPER: Neville Crichton
 CLUB: New Zealand Yacht Squadron, NZ
 CREW: N.Crichton and others

Alfa Romeo is a Reichel/Pugh design, built totally of carbon fibre and featuring a canting keel and twin rudders. Owner/skipper Neville Crichton took line honours in the 2002 Rolex Sydney Hobart with his previous boat and is aiming for the prestigious double of line and handicap honours, and possibly a race record. With four 98 footers on the start line, it will be a titanic battle


ABN AMRO

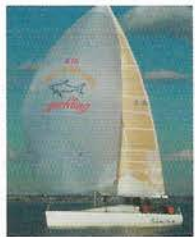
SAIL NO: NOR2 LOA: 19.46m CLASS: PHS/OD
 DESIGNER: Laurie Davidson (NZL)
 YEAR BUILT: 2001 TYPE: Volvo 60
 NO. OF HOBARTS: 3

OWNER/SKIPPER: Andrew Short
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: A.Short (13), J.Vincent (4), P.Davis (12), P.Geddes (4), P.Clithrow, P.Broughton (8), M.Willett (2), G.Watkins, M.Hunter (7), C.Cahill (2), P.Sery (1), A.Grinham, J.Sutherland, B.Anderson, A.Offord.
 Well-known marine retailer Andrew Short has gained sponsorship this year for the Volvo 60 he has campaigned so successfully over recent years. The boat that won the last leg of the 2001-2002 Volvo round-the-world race has undergone a facelift for this year's Rolex Sydney Hobart, including new paintwork and sails.


APOLLONIUS

SAIL NO: TYC2 LOA: 12.6m CLASS: IRC
 DESIGNER: Julian Robinson (AUS)
 YEAR BUILT: 1999 TYPE: Robinson 40
 NO. OF HOBARTS: 0

OWNER/SKIPPER: Julian Robinson
 CLUB: Tamar Yacht Club, Tasmania
 CREW: J.Robinson, E.Vincent (2), P.McKenna, J.Cooper (1), P.Martain (1), J.Claridge
 Owner/skipper Julian Robinson designed and built this sturdy boat from King Billy pine over celery frames and has raced the boat in the Three Peaks event around the coast of Tasmania and in two Melbourne-Launceston races, winning both the IRC and PHS divisions of this Bass Strait crossing in 2004. *Appolonius* is the second Tamar Yacht Club boat in the fleet this year.


ADDICTION

SAIL NO: S16 LOA: 11.62m CLASS: IRC
 DESIGNER: Jim Inglis (AUS) YEAR BUILT: 1994
 TYPE: Inglis 39 NO. OF HOBARTS: 1
 OWNERS/SKIPPERS: Peter Davison & Richard McGarvie

CLUB: Royal Melbourne Yacht Squadron, Victoria
 CREW: P.Davison (1), R.McGarvie (1), P.Lister (2), J.Whiteside (1), M.Setton (2), W.Baggs (1).
 Current owners have raced Addiction extensively on Port Phillip and in most ORCV offshore events since 2001, including the 2003 Melbourne to Hobart and last year's Rolex Sydney Hobart. Successes have included the RMYS Squadron Cup in 2002 and 2003, the RMYS Big Bay Race and the Ruth Nangle Race from Melbourne to Blairgowrie in 2005. The co-owners and co-skippers head an experienced crew.


AURORA

SAIL NO: 4057 LOA: 12.3m CLASS: IRC
 DESIGNER: Bruce Farr (USA)
 YEAR BUILT: 1983 TYPE: Farr 40
 NO. OF HOBARTS: 7

OWNER/SKIPPER: Jim Holley
 CLUB: Lake Macquarie Yacht Club, NSW
 CREW: J.Holley (17), M.Holley (8), G.Vickstrom (6), A.Dunlop (3), G.Marsden (12), G.Beauchamp, J.Woodward, M.Cooke (1).

This Lake Macquarie yacht achieved her best results in the two heavy weather Hobarts of 1998 and 1999, where she finished 2nd and 3rd in division respectively. Good crew experience on board this one-off Farr 40 including the husband and wife team of Jim and Mary Holley.


BACARDI

SAIL NO: 5m377 LOA: 13.34m CLASS: PHS
 DESIGNER: Doug Peterson (USA)
 YEAR BUILT: 1978 TYPE: Peterson 44
 NO. OF HOBARTS: 24
 OWNERS/SKIPPERS: Graeme Ainley & John Williams
 CLUB: Sandringham Yacht Club, Victoria
 CREW: G.Ainley (22) J.Williams (23), H.Halliburton (15), T.Crespin (16), T.Barrot (5), B.Williams (5), A.Arbalaster (10). *Bacardi* this year will be sailing her 25th Rolex Sydney Hobart Race and, along with *Phillip's Foote Witchdoctor*, will equal the record of *Mark Twain*. Co-owners, John Williams (23 races) and Graeme Ainley (22) have been almost as many times. John is the Ocean Racing Club of Victoria's current Sailor of the Year. *Bacardi* has twice won her division and been placed five times in the Hobart Race.


BRINDABELLA

SAIL NO: C1 LOA: 24.05m CLASS: IRC
 DESIGNER: Scott Jutson (AUS/USA)
 YEAR BUILT: 1993 TYPE: Jutson 79 maxi
 NO. OF HOBARTS: 12
 OWNER/SKIPPER: George Snow
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: G.Snow (23), R.Snow (10), M.Snow (2), T.Snow (2) and others.
 George Snow, along with a crew that includes two sons and a daughter, and will race the famous *Brindabella* once more to Hobart. *Brindabella* won line honours in 1997 and holds the race record for a conventionally ballasted yacht, set in 1999, as well as many other records. The 79-footer finished 3rd across the line and 5th overall under IRC last year.


BALANCE

SAIL NO: F308 LOA: 10.66m CLASS: IRC
 DESIGNER: Garry Lidgard (NZL)
 YEAR BUILT: 1998 TYPE: Lidgard 35
 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Rolf Heidecker
 CLUB: Fremantle Yacht Club, WA
 CREW: R.Heidecker, T.Read, L.Hewitt, G.Morrison, M.Wardell, J.Wardell, S.Watkins, N.Vaughan.

Balance is one of three Lidgard 35s to be built in Australia and has been extensively cruised, including an 18-month journey over Australia's top end. She has raced inshore and offshore with highlights including placing 3rd in both legs of the 2004 Geraldton Blue Water Classic. This will be the first Rolex Sydney Hobart for this Western Australian entry.


CADENZA

SAIL NO: 8301 LOA: 15.1m CLASS: TBA
 DESIGNER: Bruce Farr (USA)
 YEAR BUILT: 1990 TYPE: Farr 50
 NO. OF HOBARTS: 2
 OWNER/SKIPPER: Gunnar & Ulli Tuisk
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: U.Tuisk (7), G.Tuisk (10), D.Graham (5), R.McMahon (1), N.Cruz (1), V.Handel (1), C.Wheeler (1), A.Dennis (1).

This experienced crew, including brothers Gunnar and Ulli Tuisk who own the boat, will campaign hard during the trip south, as they have done in the CYCA Blue Water Pointscore over the past two seasons. *Cadanza* won the PHS division of this year's Sydney Gold Coast Race.


BERRIMILLA

SAIL NO: 371 LOA: 10.2m CLASS: IRC
 DESIGNER: Peter Joubert (AUS) YEAR BUILT: 1977
 TYPE: Brolga 33 NO. OF HOBARTS: 14
 OWNER/SKIPPER: Alex Whitworth
 CLUB: Royal Australian Navy Sailing Association, NSW
 CREW: A.Whitworth (13), P.Crozier (9), J.Van Ogtrop (8).

After the 2004 Rolex Sydney Hobart, Alex left for the UK, via the Falkland Islands, to contest this year's Rolex Fastnet Race where he picked up a 2nd in the two-handed division and an RORC Seamanship award. He then set sail back to Australia. In the gruelling 1998 Sydney Hobart, *Berrimilla* placed 1st in PHS Division and in 2002, finished 3rd Overall on PHS.


CHALLENGE

SAIL NO: 5M2 LOA: 11.78m CLASS: IRC/OD
 DESIGNER: Murray Burns Dovell (AUS)
 YEAR BUILT: 2004 TYPE: Sydney 38 OD
 NO. OF HOBARTS: 1
 SKIPPER: Lou Abrahams
 CLUB: Sandringham Yacht Club, Victoria
 CREW: L.Abrahams (42), C.Schmidt (14), R.Simpson (18), C.Anderson (28), R.Grimes (15), I.Taylor (6), R.Richardson (6), R.Bath (13), M.Hanniford (1).

Lou Abrahams has raced to Hobart 42 times, skippering his own boat in all but his first two races. Now aged 78, he has won the race twice, in 1983 and 1989 with previous yachts of similar name. This is his second Sydney 38 one-design yacht; he was National Champion in 2004. Lou and his crew between them have sailed in 128 Hobarts..


BEYOND OUTRAGEOUS

SAIL NO: S37 LOA: 11.9m CLASS: PHS
 DESIGNER: Jim Inglis (AUS) YEAR BUILT: 1994
 TYPE: Inglis 39 NO. OF HOBARTS: 1
 OWNER/SKIPPER: Tony Warren
 CLUB: Royal Melbourne Yacht Squadro, Victoria
 CREW: T.Warren (3) and others tba

This boat sailed in the Melbourne to Osaka (Japan) race in 2002 finishing the marathon course despite treacherous conditions. In 2003 she won the PHD division of the ORCV's Rudder Cup and the Tamar Cup as part of the Melbourne to Launceston race. She competed in the 2004 Rolex Sydney Hobart, again sailing through gales to finish the race 36th in the fleet and 6th in IRC Division B.


CHANCELLOR

SAIL NO: 7407 LOA: 11.92m CLASS: IRC
 DESIGNER: Bruce Farr (USA)
 YEAR BUILT: 2000 TYPE: Beneteau 40.7
 NO. OF HOBARTS: 1
 OWNER/SKIPPER: Ted Tooher
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: T.Toother, J.Horne, A.Michael Henins, P.Webb, M.Whitehead, G.Corris, B.Rankin, D.Fogg.

The 2004 Rolex Sydney Hobart Yacht Race was a baptism of fire for the boat and most of the crew in their first race south, but they showed prudent seamanship and sought shelter from the Bass Strait gale. Some members of the 2004 crew are back on board for this year's race. Previously *Chancellor* finished 1st in division in the Pittwater Coffs Harbour Race.



CHIEFTAIN

SAIL NO: IRL5005 LOA: 15.05m CLASS: IRC
 DESIGNER: Bruce Farr (USA)
 YEAR BUILT: 2005 TYPE: Cookson 50
 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Gerard O'Rourke
 CLUB: Western Yacht Club, IRE
 CREW: G.O'Rourke, M.Tighe, A.Deahow,
 E.O'Connor, C.Corbett, B.Griffin, D.O'Sullivan,
 G.Spain, R.Herbachty, T.Ligrad, S.Young, J.Visser.
 Irish property developer Gerard O'Rourke used
 this year's Hamilton Island Race Week as a pre-
 Hobart shakedown for his brand new boat and
 finished an impressive 5th overall in IRC. Like
 its sistership *Living Doll*, O'Rourke has taken a
 Farr designed hull and added a canting keel to
 optimise the boat for IRC racing. Could do well
 in this race if conditions suit the 50-footers.



DEKADENCE

SAIL NO: SM46 LOA: 14.1m CLASS: IRC
 DESIGNER: Mark Mills (GBR) YEAR BUILT: 2004
 TYPE: DK 46 NO. OF HOBARTS: 1
 OWNER/SKIPPER: Phil Coombs
 CLUB: Sandringham Yacht Club, Victoria
 CREW: P.Coombs (6), A.Telford (7), S.Telford (10),
 B.Young (3), C.Evans (7), P.Walsh (14), B.Anson (3),
 T.Bilham (2), M.Blom (2), T.Lamond, J.Rowe (2),
 G.Smith (2).
 One of three DK 46s in Australia, *Dekadence*
 has had some good results in offshore races. A
 proven heavy weather performer, *Dekadence*
 was 10th to finish in last year's tough Rolex
 Sydney Hobart and 6th in IRC Division A. All crew
 members but one has sailed to Hobart before
 with the newest, 23-year-old Tyson Lamond, was
 the South Australian Crewman of the Year.



CHILCARA

SAIL NO: G990 LOA: 10.0m CLASS: IRC
 DESIGNER: Kevin Dibley (NZL) YEAR BUILT: 2002
 TYPE: Dibley 33 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Chikara Syndicate
 CLUB: Royal Geelong Yacht Club, Victoria
 CREW: B.Trueeman & others
 Owned by members of Royal Geelong Yacht
 Club, *Chilcara* has been extensively raced
 offshore, include two Melbourne-Hobarts, a
 Gosford to Lord Howe Island and races from
 Queenscliff to Port Fairy (line & handicap win-
 ner 2003). Queenscliff- Apollo Bay and Queen-
 scliff-Hastings (1st on handicap 2005). During
 the winter *Chilcara* finished 2nd in the ORCV's
 Bavaria Winter Series and 2nd in the RGYC's
 winter series.



DIOMEDEA

SAIL NO: 6520 LOA: 14.5m CLASS:
 DESIGNER: Van de Stadt YEAR BUILT: 1998
 TYPE: Van de Stadt 48NO. OF HOBARTS:
 OWNER/SKIPPER: David & Andrea McKay
 CLUB: Royal Prince Alfred Yacht Club, NSW
 CREW: D.McKay (1), J.Rezek (2), A.Mckay (1),
 C.Rezek (2), M.Stephens (3), A.Maclean (1),
 J.Moore (1), J.Dean (1) A.McKay (1), J.Livings (1).
 Diomedea is a performance cruiser built for
 ocean passages and high latitude sailing.
 This is her first ocean race, but she was recently
 sailed from Airlie Beach to Sydney, her home
 port, after competing in the Hogs Breath
 Regatta. Owners, David and Andrea McKay,
 have long-term cruising plans.



CHUTZPAH

SAIL NO: R33 LOA: 11.8m CLASS: IRC/OD
 DESIGNER: Murray Burns Dovell (AUS)
 YEAR BUILT: 2002 TYPE: Sydney 38
 NO. OF HOBARTS: 3
 OWNER/SKIPPER: Bruce Taylor
 CLUB: Royal Yacht Club of Victoria, Victoria
 CREW: B.Taylor (24), G.Gourley (16), K.Piesse
 (22), J.Permezel (15), P.Sandles (4), S.Haines (4),
 A.Taylor (10), J.Brodbury (8).
 This is Bruce Taylor's sixth *Chutzpah* and over
 20 years of competing in the Rolex Sydney
 Hobart he has notched up an amazing eight
 divisional wins as well as one 2nd and one 3rd
 Overall. Taylor and crew, one of a strong fleet of
 Victorian entries this year, are always a strong
 chance for a divisional placing - even that much
 sought after Overall!



DODO

SAIL NO: TBA LOA: 11.8m CLASS: IRC/OD
 DESIGNER: Murray Burns Dovell
 YEAR BUILT: TBA TYPE: Sydney 38 OD
 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Adrian Dunphy
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: A.Dunphy, R.Holstein, B.Munns,
 M.Gallagher and others
 In 2003 *Dodo* unfortunately won the
 "coveted" race to Eden as a Sydney 38 (even
 beating *Nicorette*) after destroying a mainsail.
 Undeterred, the team backed up again in
 2004 for the galeswept race to Hobart, to be
 rewarded this time with the Battery Point
 trophy for the fastest elapsed time by a small
 boat.. In 2005 *Dodo*, again heads south under
 the guise of a Sydney 38.



COUGAR

SAIL NO: SM447 LOA: 13.35m CLASS: IRC
 DESIGNER: Bruce Farr (USA)
 YEAR BUILT: 2004 TYPE: Beneteau 44.7
 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Alan Whiteley
 CLUB: Sandringham Yacht Club, Victoria
 CREW: A.Whiteley, P.Williams (12), R.Blasse
 (4), M.Turner (1), M.Wilson, S.Morrison-Jack,
 R.Lloyd (20), C.Carroll (3), P.Milne (5), M.Blair (10),
 W.Anderson (1), R.McGarvie (1), R.Ironmonger (1).
Cougar has been a most successful boat, placing
 2nd in the Sandringham Yacht Club aggregate
 for 2004-2005, taking line honours in the 2005
 Melbourne to King Island Race, finishing 3rd in
 the 2004-2005 Range Series, 4th at the 2005
 Hogs Breath Race Week at Airlie Beach and, in
 late October, winning the IRC division of the
 Melbourne to Stanley Race across Bass Strait.



FARR SOUTH

SAIL NO: 1124 LOA: 11.16m CLASS: IRC
 DESIGNER: Bruce Farr (USA)
 YEAR BUILT: 1986 TYPE: Farr/Jutson 1106
 NO. OF HOBARTS: 2
 OWNER/SKIPPER: Ian Hall
 CLUB: Port Esperance Sailing Club, TAS
 CREW: I.Hall (2), G.Rigby, M.Wolloolmuth, S.Fuit,
 B.Wright (5), W.Wright (3), J.Reid, K.Walker,
 P.Reading, B.Cogland.
 The aptly named boat *Farr South* will represent
 the southernmost yacht club in Australia, Port
 Esperance Sailing Club at Dover in the far south
 of Tasmania. *Farr South* is a Farr/Jutson 37, which
 as *Hot Property* placed 3rd in its division of the
 2000 Sydney Hobart. Among the experienced
 ocean racing and cruising crew is 72-year-old
 sailing legend Bill Wright.



FINCORP MORE WITCHCRAFT

SAIL NO: 8402 LOA: 13m CLASS: PHS
 DESIGNER: Kevin Dibley (NZL) YEAR BUILT: 1995
 TYPE: Eagle 46NO. OF HOBARTS: 3
 OWNER/SKIPPER: John Cameron
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: J.Cameron (14), R.Burns (26), T.Peek (3), M.Cormack, M.McDermott, J.O'Neill, D.Cunneen, M.Cameron, J.Oly, C.Carless, S.York (7), R.Scott.
 John Cameron has achieved some excellent results with this boat, including a 1st and a 3rd in the PHS division of the Sydney Gold Coast Race and a 2nd in PHS in the Sydney Mooloolaba Race. John wisely retired from last year's rugged Rolex Sydney Hobart and since then New Zealand designer Kevin Dibley has made modifications to the boat, including a new bulb keel.



GOLDFINGER

SAIL NO: 8880 LOA: 15.83M CLASS: IRC
 DESIGNER: Bruce Farr (USA) YEAR BUILT: 2002
 TYPE: Farr 52 NO. OF HOBARTS: 2
 OWNER/SKIPPER: Peter Blake & Kate Mitchell
 CLUB: Sandringham Yacht Club, Victoria
 CREW: P.Blake (4), J.Kellett (2), K.Mitchell (2), A.Manders, D.Kellett (1), G.Fisher, R.Green (19), C.Smethurst (2), M.Baston (4), R.McGarvie (1), K.Pearce (1), M.Hennessy, L.Lorback, M.Tonte, B.Calder (3).
 Originally called Ichi Ban and raced by CYCA Vice Commodore Matt Allen, *Gold Finger* has been bought by Peter Blake and Kate Mitchell who owned *Kontrol*. Blake skippered *Kontrol* to line honours twice in the Melbourne-Hobart race and into 2nd place in the 2003 race Melbourne-Osaka race. *Ichi Ban* has recorded some outstanding results, winning IRC Division A of the 2003 Rolex Sydney Hobart, and the 2004 South Sailing Race Week and Geelong's Skandia Week.



FLIRT

SAIL NO: SM43231R LOA: 14.93m CLASS: IRC
 DESIGNER: John Corby (GBR) NO. OF HOBARTS: 0
 TYPE: Corby 49 YEAR BUILT: 2003
 OWNER/SKIPPER: Chris Dare
 CLUB: Sandringham Yacht Club, VIC
 CREW: C.Dare (4), A.Brown (8), R.Cooper (10), S.Campbell (3), C.Ginnivan (3), S.Magnusson (3), A.Thompson (5), A.Linton (2).
Flirt was raced extensively in the UK throughout 2003 and 2004, winning several major IRC events, including the prestigious Queen's Cup at Cowes Week 2003 in which she beat *Aera*, winner of the 2004 Rolex Sydney Hobart. In Australia she has already won the IRC overall division of the ORCV's Winter Series and line honours in the 2005 Melbourne to Stanley race.



HARDYS SECRET MENS BUSINESS

SAIL NO: YC3300 LOA: 14.21m CLASS: IRC
 DESIGNER: Reichel/Pugh (USA) YEAR BUILT: 2004
 TYPE: Reichel/Pugh 46NO. OF HOBARTS: 1
 OWNER/SKIPPER: Geoff Boettcher
 CLUB: Cruising Yacht Club of South Australia, South Australia
 CREW: G.Boettcher (17), C.Craford (4), M.Hayes (6), T.Powell (5), T.Cowen (3), S.Nolan (3), S.Kemp (8), R.Fidock (8).
 This state-of-the-art IRC racer was launched just in time for the 2004 Rolex Sydney Hobart, finishing 9th across the line. The boat has had a successful season in South Australia, winning the Haystack Island Race and taking line and IRC honours in the Adelaide to Port Lincoln Race. Back on the east coast, she won IRC Division A of the Sydney Gold Coast.



FLYING FISH BMS

SAIL NO: 1987 LOA: 15.5m CLASS: PHS
 DESIGNER: Doug Peterson (USA) YEAR BUILT: 1987
 TYPE: Petersen 51 NO. OF HOBARTS: 13
 OWNER/SKIPPER: Colin Burgess
 CLUB: Sydney Amateur Sailing Club, NSW
 CREW: C.Burgess, D.Wilson (1), Hugh O'Neil (18), A.Fairclough, A.Dunn, G.Smith, A.Cribb, R.Bonnel
 A syndicate of members from Sydney Amateur Sailing Club now owns this much-travelled 51-footer which has finished all 13 Rolex Sydney Hobart Races the boat has entered, including a 3rd on PHS in 2001. *Bright Morning Star* has also sailed in 13 Gosford to Lord Howe Island Races, finishing 2nd in PHS in 2004 and 2005.



HEAVEN CAN WAIT

SAIL NO: H1 LOA: 15.19m CLASS: IRC
 DESIGNER: Hugh Welbourne (GBR)
 YEAR BUILT: TYPE: Welbourne 50
 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Peter Hollis
 CLUB: Royal Queensland Yacht Squadron, QLD
 CREW: P.Hollis, F.Johnston (30), I.Davis (19), P.Haire, S.Bennett, C.James (4), B. De Coser (3), P.Snowden (3), P.Macarthur (40), A.Dereks (3).
 Peter Hollis, a prominent member of the RQYS and three times world champion, has put together a strong team to campaign this boat for what is believed to be her first race to Hobart. *Heaven Can Wait* was built originally for Warren Johns, a well known member of Middle Harbour Yacht Club who chose the name after he survived a heart attack.



FUZZY LOGIC

SAIL NO: R69 LOA: 12.47m CLASS: IRC
 DESIGNER: Murray Burns Dovell (AUS)
 YEAR BUILT: 1994 TYPE: ILC 40
 NO. OF HOBARTS: 4
 OWNERS/SKIPPERS: Paul Roberts/Bill Lennon
 CLUB: Royal Yacht Club of Victoria, Victoria
 CREW: P.Roberts (4), B.Lennon (4), D.Judge (2), M.Reed (2), G.Steadman (2).
 Roberts and Lennon have owned this boat for three years, racing in most Victorian ocean races and also the past two Rolex Sydney Hobarts. They showed prudent seamanship last year by turning back to Eden from a galeswept Bass Strait. Along with many other boats they sheltered for three days, then officially retired after assessing the weather forecast.



HIDDEN AGENDA

SAIL NO: 9797 LOA: 11.78m CLASS: IRC/OD
 DESIGNER: Murray Burns Dovell
 (AUS) YEAR BUILT: 2000 TYPE: Sydney 38
 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Ross Trembath
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: R.Trembath (8), R.Curtis (1), R.Venn (1), B.Croucher (6), G.Sherman (1), M.Trembath (1), S.Trembath, C.Anderson, S.Kearns (8).
 Owner Graham Gibson will not be able to sail to Hobart this year. Instead the boat is being campaigned by Ross Trembath and other regular crew members. Ross has been a helmsman and navigator with Gibson for eight years on various boats he has owned. Two of Ross' sons, Simon, 21, and Martin, 19, are among the experienced crew on board for the boat's first Hobart.



HOLLYWOOD BOULEVARD

SAIL NO: 8889 LOA: 14.1m CLASS: IRC
 DESIGNER: Mark Mills (GBR)
 YEAR BUILT: 2004
 TYPE: DK 46 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Ray Roberts
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: R.Roberts, S.Broom, S.McConaghy, B.Northcote, A.Roxburgh, S.Hinton and others.
 Ray Roberts has been a successful racing yachtsman in Australia and South East Asia, with *Hollywood Boulevard* joining three other DK 46s racing south this year. *Hollywood Boulevard* was the most successful boat under 50-foot LOA in the big IRC class at Hamilton Island Race Week in August, finishing 8th overall in a series dominated by the bigger boats with canting keels.



IMPECCABLE

SAIL NO: MH106 LOA: 10.2m CLASS: IRC
 DESIGNER: Doug Peterson (USA)
 YEAR BUILT: 1980
 TYPE: ex-IOR three quarter tonner
 NO. OF HOBARTS: 21
 OWNER/SKIPPER: John Walker
 CLUB: Middle Harbour Yacht Club, NSW
 CREW: J.Walker (21), J.Nixon (11) M.Scott (8), S.Kearns (8), D.McRae (8).
 Last year John Walker was named the CYCA's Ocean Racing Veteran of the Year for the third time. He has enjoyed much success recently including winning the 2004 Sydney Mooloolaba and Gosford to Lord Howe Island Race overall. Now aged 83 and the oldest skipper in the fleet, John has completed all 21 Hobarts, and recorded a 2nd and 3rd Overall, on board this yacht.



HORWATH BRI

SAIL NO: MH60 LOA: 11.6m CLASS: IRC/OD
 DESIGNER: Murray Burns Dovell (AUS)
 YEAR BUILT: 2003 TYPE: Sydney 38OD
 NO. OF HOBARTS: 1
 OWNER/SKIPPER: Tony Levett
 CLUB: Middle Harbour Yacht Club, NSW
 CREW: T.Levett (2), B.Smart (2), D.Swales (7), J.Dryden (1).
 This Sydney 38 one design has competed in all major offshore races since being launched in 2003, winning the Sydney 38 division in this year's Sydney Mooloolaba Race. The crew has unfinished business to settle after retiring from the 2004 Rolex Sydney Hobart with crew illness. *Horwath BRI* is one of a strong line-up of Sydney 38s in the race this year.



INFINITY III

SAIL NO: 5474
 LOA: 19.7m CLASS: PHS
 DESIGNER: Bruce Farr (USA) YEAR BUILT: 1989
 TYPE: Farr 65 NO. OF HOBARTS:
 OWNER/SKIPPER: Martin James
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: B.Morrow (9), L.Stevenson (4), K.Grattan (1), J.Smith (2), A.Smith (10), F.Etter (2), T.Molchanoff (1), L.Goodridge (2), B.Smith (14), C.Flanagan (2), C.Bloggs, A.Kilkeary (2), G.Cullen (1), J.Douglas (6), B.Henderson.
 As *Brindabella*, this much raced boat won line honours in the 1989 Sydney Hobart and over the years as *Infinity III* she has taken line honours in the Gosford to Lord Howe Island Race and other long races. Sailing as *Maserati* in last year's Rolex Sydney Hobart, she placed 2nd in the PHS division.



HUGO BOSS

SAIL NO: GBR 99 LOA: 18.28m CLASS: IRC
 DESIGNER: Marc Lombard (GBR)
 YEAR BUILT: 1999
 TYPE: Open 60 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Alex Thompson
 CLUB: Royal Ocean Racing Club, UK
 CREW: A.Thomson (1), J.Robinson (1), N.Moloney, S.Clarke (1), R.Daniel (1).
 Skipper Alex Thomson is a major new talent in international yachting. He first hit the headlines in the 1998-99 Clipper Race when at the age of just 24 he became the youngest skipper ever to win a round the world race and then two years later he took the honours in the Round Britain & Ireland Race. Australian and fellow Vendee Globe 2004-5 competitor Nick Moloney will join Alex for the race to Hobart.



INNER CIRCLE

SAIL NO: M762 LOA: 12.0m CLASS: IRC
 DESIGNER: Bruce Farr (USA)
 YEAR BUILT: 1987 TYPE: Farr 40 NO. OF HOBARTS: 6
 OWNER/SKIPPER: Michael Graham/Darren Cooney
 CLUB: Lake Macquarie Yacht Club, NSW
 CREW: M.Graham (3), D.Cooney (1), C.Greenhalgh, M.Graham (1), F.Jackson (1), J.Clark (1), K.Salding.
 An older 40-footer designed by Bruce Farr, *Inner Circle* has been raced to Hobart six times and has recently completed her 7th Gosford to Lord Howe Island Race. It was a slow race that saw *Inner Circle* cross the line in 12th place and finish 10th on corrected time in the IRC division. This will be the Lake Macquarie Yacht Club owners' second race to Hobart with this boat.



ICEFIRE

SAIL NO: R65 LOA: 13.85m CLASS: PHS
 DESIGNER: Alan Mummery (NZL)
 YEAR BUILT: 1988 TYPE: Mummery 45
 NO. OF HOBARTS: 7
 OWNER/SKIPPER: Jeff Otter/ Gary Caulfield
 CLUB: Royal Yacht Club of Victoria, Victoria
 CREW: J.Otter (1), D.Fraser (1), G.Caulfield (1), D.Sturge, D.Farnen, W.Sheers, T.Klestadt, B.McKecknie, M.Reinehr (1), L.Clark, T.Hart, G.Rouvray (1).
 A former Sydney boat, *Icefire* has been campaigned from the RYCV for a year with steadily improving results, recently winning the Club's Laura Gloria winter series and the ORCV Queenscliff to Stanley race in PHD. As a proven downhill racer, the crew is looking for favourable winds in this year's Rolex Sydney Hobart.



INON

SAIL NO: 7008 LOA: 19.52 CLASS: PHS
 DESIGNER: Bruce Farr (USA) YEAR BUILT: 1996
 TYPE: Beneteau 64 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Bruce Gray
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: A. Fenwick (6), P.Swan (1), W. Coulson (1), S. Twidley (1), G. Corris, D. Fogg, D. Salter (8)
 Owner Bruce Gray has put together an experienced crew, most of whom have sailed several times in the Category 1 Gosford to Lord Howe Island Race, including Alan Fenwick who has raced to the island 10 times as well as notching up six Hobarts. *Inon* competed in the 2005 Sydney Gold Coast Race but this will be the big Beneteau's first Rolex Sydney Hobart Race.


ISABELLA

SAIL NO: 5776 LOA: 11.63m CLASS: IRC
 DESIGNER: Hank Kaufman (AUS)
 YEAR BUILT: 1998 TYPE: Northshore 38
 NO. OF HOBARTS: 1
 OWNER/SKIPPER: John Nolan
 CLUB: Royal Prince Alfred Yacht Club, NSW
 CREW: J.Nolan (1), G.Butler (1), P.Schultes (6), J.Ogilvie (1) and others.
 John Nolan sailed *Isabella* in the 2004 Rolex Sydney Hobart Yacht Race, a first for both skipper and boat. Prudent seamanship in heavy weather saw them retire to Eden. Nolan and his regular crew have raced this Northshore 38 extensively since it was launched in 1998, their best result a 1st in the PHS division of the 2001 Coffs Harbour Series.


KONICA MINOLTA

SAIL NO: NZL10001 LOA: 29.99m CLASS: IRC
 DESIGNER: Brett Bakewell-White (NZL)
 YEAR BUILT: 2003 TYPE: Super-maxi
 NO. OF HOBARTS: 2
 OWNER/SKIPPER: Stuart Thwaites
 CLUB: Royal Port Nicholson Yacht Club, New Zealand
 CREW: S.Thwaites (5), R.Keenan (8), G.Brady (4), C.Ward (8), Michael White (5), Morgan White, E.Tam (5), T.Sorsa (2), K.Hara, I.Gordon (2), K.Stanley-Harris, R.Field, C.Booth (3), M.McDowell (5), J.Wilson (2), S.Meikle (1), M. Triblovich and others.
 The third Rolex Sydney Hobart Race for this NZ super maxi. She finished a close 2nd to *Skandia* in 2003, but had to retire last year when she suffered structural damage *Konica Minolta* has done well this year with four records.


JAILHOUSE GRILL

SAIL NO: A1 LOA: 13.18m CLASS: IRC
 DESIGNER: Joe Adams (AUS) YEAR BUILT: 1982
 TYPE: Adams 43 NO. OF HOBARTS: 1
 OWNER/SKIPPERS: Jason Van Zetton & Mark Koppelman
 CLUB: Tamar Yacht Club, Tasmania
 CREW: J.Van Zetten (5), R.Matthews (10), J.Ravant, M.Koppelman (3), B.McBride (1), G.Adamson (1).
 Previously called *Sailmaker*, *Jailhouse Grill* is a well-seasoned Tasmanian yacht. This crew of hardy local sailors knows very well the ugly conditions that can arise in Bass Strait and the 'Roaring Forties'. They have a reputation of getting the job done, as they showed in battling through the tough conditions of last year's race that saw many retirements.


LIVE IT

SAIL NO: RQ80 LOA: 13.85m CLASS: IRC
 DESIGNER: Ray Beale (NZL) YEAR BUILT: 1998
 TYPE: Beale 45 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Dirk Wiegmann, Germany
 CLUB: Kieler Yacht Club, Germany
 CREW: D.Wiegmann, N.Gray (2), W.Meyer, H.Wedemeyer, T.Ehler (1), S.Oldorp, K.Oldorp, J.Kellner.
 Previously named *White Ice*, this boat has been successful in Brisbane to Gladstone and Brisbane to Noumea races. The boat also is wellknown in Europe and Queensland skipper Neil Gray and owner Dirk Wiegmann, a member of Germany's famous Kieler Yacht Club, have formed a talented German team for the challenge of crossing Bass Strait. As Neil says: "They Live for It!"


KAZ

SAIL NO: 7878 LOA: 16.2m CLASS: PHS
 DESIGNER: David Lyons (AUS) YEAR BUILT: 1993
 TYPE: Lyons 52 NO. OF HOBARTS: 5
 OWNER/SKIPPER: David Pescud
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: D.Pescud (13), K.Jagger (26), J.Natherson (5), R.Galloni (1), M.Thomson (4), D.Reed (2), M.Ralph, K.Watson (3).
 This powerful 52-footer has contested every east coast regatta and offshore race since being launched, recently placing 4th in her division of the 2005 Sydney Gold Coast Yacht Race. *KAZ* also holds the record for a circumnavigation of Australia and the boat has taken hundreds of disabled school children sailing during the return leg from Hamilton Island.


LIVING DOLL

SAIL NO: R50 LOA: 15.05m CLASS: IRC
 DESIGNER: Bruce Farr (USA) YEAR BUILT: 2005
 TYPE: Cookson 50 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Michael Hiatt
 CLUB: Royal Yacht Club of Victoria, Victoria
 CREW: M.Hiatt, A.Latta, M.Vanderwaeker, A.Wilkinson, G.Kearns, P.Fletcher, D.Russell, B.Elliott, J.Cowling, M.Bird, B.Butler.
 The canting keel on this 50-footer is the brainchild of New Zealand boat-builder Mick Cookson, working in conjunction with designers Farr Yacht Designs. The boat is fast off the breeze with best results to date being a 6th in the Sydney Gold Coast Yacht Race and a third in the Melbourne to Port Fairy race in Bass Strait. Sistership *Chieftain* sailed impressively at Hamilton Island Race Week.


KIONI

SAIL NO: 6146 LOA: 14.54m CLASS: IRC
 DESIGNER: Bruce Farr (NZ) YEAR BUILT: 2002
 TYPE: Beneteau 47.7 NO. OF HOBARTS: 1
 OWNER/SKIPPER: Andrew Lygo
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: A.Lygo (6), S.Collibee (2), G.McCord (1), P.Fitzgibbon (1), J.Peglar, R.Wright, G.Hargraves (1), T.Wallace-Smith (2), R.Carter, A.Thorpe, C.Russell-Smith, G. Antipas.
 Getway Sailing has once again chartered *Kioni*, which sailed last year as *Fine Line USA*, to compete in this year's Rolex Sydney Hobart. Skipper Andrew Lygo has assembled a great crew from the UK and USA, plus some home grown Sydney talent, and they are aiming to sail safe, fast and to have a lot of fun!


LOKI

SAIL NO: 60000 LOA: 18.29m CLASS: IRC
 DESIGNER: Reichel/Pugh (USA) YEAR BUILT: 2005
 TYPE: Reichel/Pugh 60 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Stephen Ainsworth
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: S.Ainsworth, M.Bellingham, T.Kirby, A.Barnes, B.Kellet, D.Davies, M.Sabey, G.Maguire.
 The latest *Loki* is a state-of-the-art 60-footer from Reichel/Pugh with a conventional but advanced bulb keel. She made her racing debut with an IRC victory in the first race of the 2005 Hogs Breath Race Week at Airlie Beach in August, finishing 2nd overall. Sailed impressively at Hamilton Island Race Week with a 3rd overall. She will be one to beat for the Tattersalls Cup.



LUCIFARR

SAIL NO: M666 LOA:12.28m CLASS: IRC
 DESIGNER: Bruce Farr (USA) YEAR BUILT: 1987
 TYPE: Farr 40 NO. OF HOBARTS: 1
 OWNER/SKIPPER: Mark Davies
 CLUB: Lake Macquarie Yacht Club, NSW
 CREW: M. Davies & others
Lucifarr retired from the 2004 Rolex Sydney Hobart with sail damage, a disappointing result for the third generation Lake Macquarie sailors who were taking on their first blue water classic. Not to be deterred however, Davies and his crew are back again for another attempt to conquer the 628 nautical mile stretch.



NAMADGI

SAIL NO: 6388 LOA:13.95m CLASS: PHS
 DESIGNER: J & J Design (GER) YEAR BUILT: 2003
 TYPE: Bavaria 44 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Garth Brice
 CLUB: Canberra Ocean Racing Club, ACT
 CREW: R.Scott-Murphy, P.Jones, J.Buchanan, M.Dunn, B.Hiscock, J.Hayden, P.Kayanash.
 The Canberra Ocean Racing Club, a syndicate of 25 owners that was formed over 25 years ago, owns *Namadgi*. They believe it's time cruising boats returned to serious ocean racing. *Namadgi* was campaigned in this year's Sydney Gold Coast Race, her first ocean race, Bird Island Race and Gosford to Lord Howe Island Race to prepare for her first Rolex Sydney Hobart.



MERLIN

SAIL NO: 93 LOA:15.6m CLASS: IRC
 DESIGNER: Phil Kaiko (USA) YEAR BUILT: 2000
 TYPE: Cruiser racer NO. OF HOBARTS: 2
 OWNER/SKIPPER: David Forbes & Richard Brooks
 CLUB: Royal Sydney Yacht Squadron, NSW
 CREW: D.Forbes (15), R.Brooks (5), T.Bold (17), C.Thornton (13), L.Reidt, P.Bruin (10), A.Dickson (2), R.Dickson (6), A.Heenan (11), M.Heenan (11).
 This cruiser racer picked up a 2nd in division in its first Rolex Sydney Hobart Yacht Race in 2003 but was forced out of the 2004 race with a torn mainsail. Owners David Forbes, an Olympic gold medallist, and Richard Brooks will again carry some seasoned names amongst the crew, including brothers Michael and Andrew Heenan.



NEVENKA

SAIL NO: NZL2716 LOA: 10.97m CLASS: IRC
 DESIGNER: Des Townson (NZ) YEAR BUILT: 1979
 TYPE: Townson 36 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Peter Mummery
 CLUB: Richmond Yacht Club, NZ
 CREW: P.Chisholm, P.Mummery, G.Nosworthy, D.Morrison, E.Badcock, M.Breuer, C.Syme, P.Richards.
Nevenka is making its Rolex Sydney Hobart debut this year with owner Peter Mummery electing for an international crew of three Kiwis, two Americans, two Australians and one from Britain's Royal Navy. At 23, skipper Phil Chisholm will be one of the youngest skippers in the Rolex Sydney Hobart, in fact he is three years younger than the boat.



MR BEAKS

SAIL NO: 9407 LOA: 11.92m CLASS: IRC
 DESIGNER: Bruce Farr (USA) YEAR BUILT: 2002
 TYPE: Beneteau 40.7
 NO. OF HOBARTS: 3
 OWNER/SKIPPER: Syndicate
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: TBA
 Sailing under the sponsored name of First National Real Estate, this boat was skippered by Michael Spies to Overall IRC first place in the 2003 Rolex Sydney Hobart Yacht Race. A new syndicate has been formed to compete again this year.



OCEAN SKINS

SAIL NO: G147 LOA: 14.3m CLASS: PHS
 DESIGNER: Jim Inglis (AUS) YEAR BUILT: 1995
 TYPE: Inglis 47 NO. OF HOBARTS: 1
 OWNER/SKIPPER: Tony Fowler
 CLUB: Royal Geelong Yacht Club, Victoria
 CREW: T.Fowler (1), R.Hampshire (3), J.Boyle, Tom Hasner, D.Kelly, A.Clifford (2), P.Kelly, D.Laurie (1), P.Anderson (1), D.Lanfield.
Ocean Skins is a timber-hulled sistership to the first *Wild Thing*, which Grant Wharington sailed to many successes. This is the first year of campaigning by her present owner and crew and as a qualifying race they competed in the Melbourne to Stanley Race, placing 5th in the PHD division. They also sailed in the Sydney Gold Coast and Southport Mackay races in August.



MR KITE

SAIL NO: 6522 LOA: 12.19m CLASS: IRC
 DESIGNER: Andrew Cape (AUS) YEAR BUILT: 2005
 TYPE: Cape 40 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Andrew Buckland/
 Andrew Hunn
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: A.Buckland, A.Hunn (1), C.McCullen (5), A.Jackson (14).
 This eye-catching new canting keeler made her race debut at the 2005 Hamilton Island Race Week but problems with her strange-looking 'gaff rig' and other teething problems saw her retire early in the series. Designer of the boat is the innovative, UK-based yacht designer and international navigator Andrew Cape. *Mr Kite* will be the smallest boat in the Rolex Sydney Hobart Race with a canting keel.



PALE ALE RAGER

SAIL NO: YC560 LOA: 17.1m CLASS: IRC
 DESIGNER: Greg Elliott (NZL) YEAR BUILT: 1987
 TYPE: Elliott 56 NO. OF HOBARTS: 13
 OWNER/SKIPPER: Gary Shanks
 CLUB: Cruising Yacht Club of South Australia, SA
 CREW: G.Shanks (7), N.Smith (1), D.Shanks (5), S.Bruland, D.Swete (1), G.Constable (3), J.Elder (6), M.Wilson (7), C.Shanks (5), M.Young (2), J.Gair (2).
Pale Ale Rager has achieved some notable results during its extensive racing career including PHS 3rd overall in the 1999 Sydney Hobart, PHS 5th overall in the storm-swept 1998 race and line honours in the 2002 and 2003 Adelaide - Port Lincoln races. This will be *Rager's* 14th race to Hobart and 8th with Gary as skipper.


PEKLJUS

SAIL NO: 6419 LOA: 15.24m CLASS: PHS
 DESIGNER: Graham Radford (AUS)
 YEAR BUILT: 2001 TYPE: Radford 50
 NO. OF HOBARTS: 1
 OWNER/SKIPPER: David Ferrall
 CLUB: Royal Prince Alfred Yacht Club, NSW
 CREW: D.Ferrall (1), W.Reynolds (1), B.Findlay (3), S.Newton (1), R.Robertson (3).
 Japan-based David Ferrall originally started building this 50-footer for a round-the-world race that was subsequently cancelled. The boat was launched last year and *Pekljus* competed in the 60th Rolex Sydney Hobart Yacht Race but was one of the many prudent retirements because of the Bass Strait gale and pessimistic ongoing forecast. Virtually the same crew is lining up again for 2005.


PRIME TIME

SAIL NO: 7447 LOA: 13.368m CLASS: IRC
 DESIGNER: Bruce Farr (USA) YEAR BUILT: 2004
 TYPE: Beneteau 44.7 NO. OF HOBARTS: 1
 OWNER/SKIPPER: David Mason
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: D.Mason & others
Prime Time's first Rolex Sydney Hobart last year ended unceremoniously when a log pierced the hull, filling the boat with water and swamping the radio. The Beneteau 44.7 has some impressive results to her name including 1st overall in the 2004 Savills Regatta and 3rd Overall on IRC in this year's Sydney Gold Coast. Will be a strong contender in the IRC category.


PHILLIP'S FOOTE WITCHDOCTOR

SAIL NO: 2557 LOA: 12.0m CLASS: PHS
 DESIGNER: Laurie Davidson (NLZ)
 YEAR BUILT: 1979 TYPE: Ex IOR Two Tonner
 NO. OF HOBARTS: 24
 OWNER/SKIPPER: Maurie Cameron,
 The Rum Consortium
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: M.Cameron (30), G.Barter (29), C.Troup (19), T.Cable (41), M.Milroy (3), M.Rafferty, G.Schwass (6), R.Cable (2), A.Vinson (2), R.Williams.
 This famous old campaigner will be sailing her 25th race to Hobart this year, equalling the record of *Mark Twain* for the most races by any yacht. Between them the crew has amassed 132 Rolex Sydney Hobarts, with Rum Consortium syndicate members Maurie Cameron sailing his 31st Hobart and Geoff Barter his 30th, while for crewmember Tony Cable it will be his 42nd.


PRION

SAIL NO: R63 LOA: 9.59m CLASS: IRC
 DESIGNER: David Lyons (AUS) YEAR BUILT: 1996
 TYPE: Mount Gay 30
 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Michael Dolphin
 CLUB: Royal Yacht Club of Victoria, Victoria
 CREW: M.Dolphin (3), P.Grundy (4), G.Agneu (3), I.Dolphin (1), P.Davies (1), C.Till, G.Tobin (3).
 Originally designed by David Lyons to the Mount Gay 30 box rule, this light displacement boat has the ability to chase down larger yachts in the right conditions. *Prion* is sporting a new keel and other improvements which saw the boat place 2nd overall in the PHD division of the Scotchman's Hill series at Geelong's Skandia Week and win the PHD division 1 of the 2005 Association Cup.


POLARIS OF BELMONT

SAIL NO: 5522 LOA: 13.2m CLASS: IRC
 DESIGNER: Peter Cole (AUS) YEAR BUILT: 1970
 TYPE: Cole 43 NO. OF HOBARTS: 20
 OWNER/SKIPPER: Chris Dawe
 CLUB: Gosford Sailing Club, NSW
 CREW: C.Dawe (2), N.Hoare (1), M.Chalk, J.Peoples, F.Ronge and others.
 One of the veterans of this race, *Polaris of Belmont* has competed in 20 Rolex Sydney Hobart Races, placing 2nd in the IRC division in 2001. This will be the second for the boat under the ownership of Chris Dawe, a member of Gosford Sailing Club. He and his crew sailed in this year's Gosford to Lord Howe Island Race as part of their preparation, an event the boat won on IMS and PHS in 1999.


PROWLER

SAIL NO: G162 LOA: 14.41m CLASS: PHS
 DESIGNER: Greg Elliott (NZL) YEAR BUILT: 1996
 TYPE: Elliott 47 NO. OF HOBARTS: 1
 OWNER/SKIPPER: Christian Jackson
 CLUB: Royal Geelong Yacht Club, Victoria
 CREW: C.Jackson (1), J.Newman (1), Bart Newman (1), Bill Newman (1), M.Skelton (1).
 Owner/skipper Christian Jackson was the CYCA Ocean Racing Rookie of the Year in 2003, following a very successful season of offshore racing, including handicap honours in the 2003 Southport Mackay race and a 2nd to finish in the 2003 Westcoaster. Last year *Prowler*, in her first Rolex Sydney Hobart, finishing a creditable 18th to finish and 9th on IRC corrected time in a very rough race south.


PRETTY FLY II

SAIL NO: 8924 LOA: 14.8m CLASS: IRC
 DESIGNER: Bruce Farr (USA) YEAR BUILT: 2003
 TYPE: Beneteau 47.7 NO. OF HOBARTS: 1
 OWNER/SKIPPER: Colin Woods
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: C.Woods (1), D.Brown (1), S.Grecces (1), G.Marshall (3), N.Holder (8), G.Clare (2), D.Eagle (1), N.Bedggood (2).
 After a good season last year, this well campaigned Beneteau 47.7 had to retire from her maiden Rolex Sydney Race last year because of HF radio failure. This year, the boat went north to Hamilton Island, finishing a close 4th overall in the Premier Cruising Division. Back in Sydney, she finished 2nd in IRC and 1st in PHS in the Blue Water Pointscore race to Bird Island.


QUEST

SAIL NO: 6606 LOA: 14.0m CLASS: IRC
 DESIGNER: Nelson/Marek (US) YEAR BUILT: 1997
 TYPE: Nelson Marek 46 NO. OF HOBARTS: 7
 OWNER/SKIPPER: Anthony Nicholas
 CLUB: Royal Yacht Club of Tasmania, TAS
 CREW: A.Nicholas (11), P.Foster (11), R.Jackman (27), L.Griffiths (14), M.Wearne (2), M.Jeffrey (4), D.Nicholas, P.Knott (6), M.Butler, R.Chamberlain (1).
 Sailing master Tony Nicholas has chartered *Quest* for the 2005 Rolex Sydney Hobart Yacht Race. Joining him is Rod Jackman who has sailed in 29 Sydney Hobarts while Tony's 20-year-old son Daniel will be sailing in his first race. *Quest's* career so far has included a 1st and a 2nd overall in the Rolex Sydney Hobart and wins in the Sydney Mooloolaba and Sydney Gold Coast races.



RAGAMUFFIN

SAIL NO: AUS70 LOA: 15.5m CLASS: IRC
 DESIGNER: Bruce Farr (USA) YEAR BUILT: 1995
 TYPE: Farr 50 NO. OF HOBARTS: 10
 OWNER/SKIPPER: Syd Fischer
 CLUB: Cruising Yacht Club of Australia/Royal Sydney Yacht Squadron, NSW
 CREW: S.Fischer (36) and others
 Syd Fischer, a legend in ocean racing history, is contesting his 37th race to Tasmania. This boat is the 11th to be named *Ragamuffin* and over the years she has notched up a 2nd and 3rd overall in the Hobart Race and has won the Gold Coast and Mooloolaba races. Fischer won the Sydney Hobart overall in 1992 with his previous *Ragamuffin* and has taken honours twice with his maxis *Vengeance* and *Ragamuffin*.



RUSH

SAIL NO: B45 LOA: 13.81m CLASS: IRC
 DESIGNER: Bruce Farr (USA) YEAR BUILT: 1997
 TYPE: ILC 45 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Ian & John Paterson
 CLUB: Royal Brighton Yacht Club, Victoria
 CREW: I.Paterson, J.Paterson, P.Greenwood (5), M.Bunyard, M.Wilson (5), T.Prezan (3), R.Tyson (3), J.Vanderslot, J.Dimaris, R.Leaper, I.Sheely (5), C.Masted.
 Originally designed as a Corel 45 one-design class in the USA and Europe, *Rush* is now described as an ILC 45 and was imported by Ian and John Paterson. *Rush's* first major regattas on Port Phillip were the Skandia Race Week at Geelong and the Top of the Bay Regatta, which saw *Rush* win IRC Division A after some tight racing on the bay.



RAY WHITE KOOMOLOO

SAIL NO: RQ68
 LOA: 12.49m CLASS: IRC
 DESIGNER: Ted Kaufman (AUS) YEAR BUILT: 1968
 TYPE: Kaufman 41 NO. OF HOBARTS: 8
 OWNER/SKIPPER: Mike Freebairn
 CLUB: Royal Queensland Yacht Squadron, QLD
 CREW: M.Freebairn (4), P.White (6), P.Sherwood (2), S.Paterson (1), A.Reed (2), S.Patterson (2).
 A classic timber ocean racing yacht of the late 1960s, *Koomooloo* won the 1968 Sydney Hobart and twice represented Australia at the Admiral's Cup. After being painstakingly restored to her best, *Koomooloo* made her ocean racing comeback in last year's Rolex Sydney Hobart but retired in the heavy conditions. Built in 1968, she is the oldest boat in the fleet and one of four Queensland entries.



SAVCOR

SAIL NO: AUS2999 LOA: 11.78m CLASS: IRC/OD
 DESIGNER: Murray Burns Dovell (AUS)
 YEAR BUILT: 2000 TYPE: Sydney 38 OD
 NO. OF HOBARTS: 3
 OWNER/SKIPPER: Peter Westerlund
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: P.Westerlund, M.Grabguist, M.Hultin, J.Korvenniemi, J.Marklund, R.Wallin, G.Antilla, R.Sagulin, T.Sundstrom.
Savcor will be campaigned by a Swedish sailing team which competed in this year's Rolex Fastnet Race. Heading up the team is Peter Westerlund, a keen and experienced yachtsman. "We are used to cold and wet races, so we should be comfortable in Bass Strait," says Peter. The crew is looking forward to the challenge of this internationally renowned event.



RAYO

SAIL NO: TBA LOA: 10.85m CLASS: IRC
 DESIGNER: Bruce Farr (USA) YEAR BUILT: 1995
 TYPE: Mumm 36 NO. OF HOBARTS: 0
 OWNER/SKIPPER: James Reid
 CLUB: Gosford Sailing Club, NSW
 CREW: J.Reid (1), N.Wilson (3), C.Davidson (1), R.Lott (1), M.Wright, D.Castleton.
 Veteran yachtsman Jim Reid at the age of 75 is making a return to ocean racing with a Mumm 36, designed originally as the one-design boat for Admiral's Cup teams. Jim raced to Hobart with the famous Alby Burgin aboard *Alstar* in the 50th Sydney Hobart in 1994 and again when *Alstar* won the yacht division of the 1998 Tall Ships race to Hobart.



SEA QUEST

SAIL NO: 6205 LOA: 15.18m CLASS: PHS
 DESIGNER: Graham Radford (AUS)
 YEAR BUILT: 2002 TYPE: Radford 50
 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Geoff Smith
 CLUB: Royal Motor Yacht Club, NSW
 CREW: G.Smith, G.Friend, K.Lloyd-Thomas, J.Batten, A. Choo, P.Wills, R.Waddy, B.Alexander, T.Eagle.
 Another 50-footer designed and built for an aborted round-the-world race, *Sea Quest* has been raced extensively in Australian east coast regattas and offshore passage races and in the 2004 Gosford to Lord Howe Island Race.



RENEGADE

SAIL NO: SA98 LOA: 12.6m CLASS: IRC
 DESIGNER: Ron Holland (IRE) YEAR BUILT: 1981
 TYPE: Holland 40 NO. OF HOBARTS: 5
 OWNER/SKIPPER: Robert Francis
 CLUB: Royal South Australian Yacht Squadron, SA
 CREW: R.Francis (13), M.Francis (5), J.Bowering (2), M.Roberts, P.Flaherty, C.Howard, B.Macky, B.McPeak.
Renegade has competed in five Rolex Sydney Hobarts since being built by owner Bob Francis in 1981, her best result a 2nd in division in the 1990 race. *Renegade* last competed in the stormy 1998 Sydney Hobart but has been anything but idle since then, competing in the RSAY's inshore and offshore events including the Adelaide to Port Lincoln Race, finishing 2nd this year.



SERIOUSLY TEN

SAIL NO: 8844 LOA: 19.5m CLASS: PHS/OD
 DESIGNER: Laurie Davidson YEAR BUILT: 2001
 TYPE: Volvo 60 NO. OF HOBARTS: 2
 OWNER/SKIPPER: Music Yacht Charters Pty Ltd (John Woodruff)
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: J.Woodruff, E.Robinson, G.Telford, T.Poulson, G.Wallace, C.O'Brien, P.Robinson, J.Harris, S.Price, S.Harrison, J.Lockwood, J.Barber, G.Cooke
 John Woodruff has achieved some excellent results with this Volvo 60, winning the Gosford to Lord Howe Island Race on PHS in 2003. In last year's Rolex Sydney Hobart *Seriously Ten* took out the PHS division and the Volvo 60 trophy. Hard reaching conditions will suit this boat.



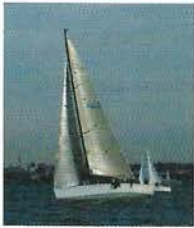
SHE

SAIL NO: 4974 LOA: 12.19m CLASS: PHS
 DESIGNER: Gary Mull (USA) YEAR BUILT: 1981
 TYPE: Olsen 40 NO. OF HOBARTS: 9
 OWNER/SKIPPER: Peter Rodgers
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: P. Rodgers & others
 Previously entered as *She II*, this 'golden oldie' of ocean racings has been sailed by Peter and his crew in nine Rolex Sydney Hobart Races and 11 Lord Howe Island Races, as well as various NSW coastal races. Good results have been achieved in the races to Lord Howe, with several PHS division placings, and in last year's rugged Rolex Sydney Hobart she placed 4th overall in PHS.



STORMY PETREL

SAIL NO: 80 LOA: 11.2m CLASS: IRC
 DESIGNER: Sparkman & Stephens (USA)
 YEAR BUILT: 1970 TYPE: S&S 36 ex One Tonner
 NO. OF HOBARTS: 8
 OWNER/SKIPPER: Kevin O'Shea
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: K.O'Shea (2), J. Maclurcan, J. Connell, G. Quinn, A. Meahaffrey.
 Sparkman & Stephens designed *Stormy Petrel* to win the One Ton Cup level rating world championship and Syd Fischer and his crew sailed her to victory in the 1971 Cup in New Zealand. Current owners Kevin O'Shea has steadily brought her back to her best and *Stormy Petrel* won the CYCA's Blue Water Pointscore race to Flinders Islet in late October on IRC corrected time.



SHOGUN

SAIL NO: G4646 LOA: 14.1m CLASS: IRC
 DESIGNER: Mark Mills (IRE) YEAR BUILT: 2005
 TYPE: DK46 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Rob Hanna
 CLUB: Royal Geelong Yacht Club, Victoria
 CREW: R. Hanna (1), T. Bull (1), C. Beretta (1), G. O'Brien, T. Smeaton, B. King, C. McCrann, P. Gloede, S. Jacobson.

Shogun is a new DK46, which made it offshore racing debut by winning the Apollo Bay Race in Bass Strait. She competed in the Sydney Gold Coast Race, Hogs Breath Race Week and Hamilton Island Race Week with mixed success.. The experienced crew includes Geelong sailmaker Tony Bull as a tactician and sail trimmer. Sailed impressively to place 2nd overall in the 2005 Melbourne-Stanley Race.



SWEETHART

SAIL NO: RQ2001 LOA: 11.87m CLASS: IRC
 DESIGNER: Scott Jutson (AUS) YEAR BUILT: 1993
 TYPE: Jutson 39 NO. OF HOBARTS: 3
 OWNER/SKIPPER: Antony Love
 CLUB: Royal Queensland Yacht Squadron, QLD
 CREW: A. Love (4), S. Markwell (4), P. Lewis (6), G. Somerville (1), C. Robinson, I. Schmalkuche, P. O'Driscoll, J. Perkins.

Formerly known as *Liberator*, *Sweethart* is a regular starter in inshore and coastal races in Queensland, including the Brisbane to Gladstone Race (best result 3rd on IMS in 2003) and with an experienced crew, should be competitive in the fresher conditions.



SIRROMET LIFE STYLE WINE

SAIL NO: 8447 LOA: 13.35m CLASS: IRC
 DESIGNER: Bruce Farr (USA) YEAR BUILT: 2004
 TYPE: Beneteau 44.7
 NO. OF HOBARTS: 1

OWNER/SKIPPER: Michael Spies
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: M. Spies (28), P. Gardner (26), M. Hughes (3), D. Cummes (3), J. Wolis (2) and others.
 Michael Spies has sailed in 28 Sydney Hobart races, skipping the Overall winner *First National Real Estate* in 2003 and co-skipping the record-breaking *Nokia* in 1999. He replaced the 2003 boat with this then new Beneteau 44.7, gaining a 2nd in IRC Division C. in last year's Hobart. Spies went on to win the 2005 Sailing South Race Week in Hobart, Skandia Race Week in Geelong and the IRC Cruising Class at Hamilton Island Race Week.



SWISH

SAIL NO: 60 LOA: 11.7m CLASS: IRC/OD
 DESIGNER: Murray Burns Dovell (AUS)
 YEAR BUILT: 2001 TYPE: Sydney 38 OD
 NO. OF HOBARTS: 0

OWNER/SKIPPER: Steve Proud
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: S. Proud, K. Meyboom, O. Lee, G. Barnum, J. van Ogtrop (8), O. Lee, J. Hall (1), W. Hamilton, J. Rodger, M. Stoeckel (2).
Swish has been a regular competitor in major east coast races over the past five years, but this will be the Sydney 38's first trip to Hobart. Encouraged by a regular crew who boast a wealth of local and international experience, owner Steve Proud is hoping for a strong performance in what will be a hotly contested Sydney 38 one design division..



SKANDIA

SAIL NO: M10 LOA: 30.0m CLASS: IRC
 DESIGNER: Don Jones (AUS) YEAR BUILT: 2003
 TYPE: Super-maxi NO. OF HOBARTS: 2
 OWNER/SKIPPER: Grant Wharington
 CLUB: Mornington Yacht Club, Victoria
 CREW: G. Wharington & others

Skandia has been virtually rebuilt since the dramatic incident in the Tasman Sea when she was leading the fleet to Hobart last year. The 30m hull was rebuilt and with a taller rig and new canting keel she has been racing competitively in the northern hemisphere this year, including Skandia Cowes Week and the Rolex Fastnet Race in England and the Maxi World Rolex Cup and Barcelona Race in the Mediterranean before being shipped back to Australia. Line honours winner of the 2003 Rolex Sydney Hobart.



GAME SET

SAIL NO: 6351 LOA: 11.78 CLASS: IRC
 DESIGNER: J&J Designs (GER)
 YEAR BUILT: 2004 TYPE: Bavaria Match 38
 NO. OF HOBARTS: 1

OWNER/SKIPPER: Stephen Roach
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: S. Roach (2), S. Wheelhouse (9), J. Donatti, J. Chase (3), N. Williams (3), D. Hessign (3) C. Hirst, A. Hornidge.
 This boat has been successfully sailed by a number of different skippers. She competed in last year's Rolex Sydney Hobart Race and was among the large number of retirements.



TEAM LEXUS

SAIL NO: 6565 LOA: 11.6m CLASS: IRC/OD
 DESIGNER: Murray Burns Dovell (AUS)
 YEAR BUILT: 2001 TYPE: Sydney 38 OD
 NO. OF HOBARTS: 2
 OWNER/SKIPPER: Frank Sticovich
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: F.Sticovich (13), C.Wildman (36),
 J.Woodford (19), R.McClelland (2),
 J.Sticovich (2), B.Gould (35).

Team Lexus is competing in her third Rolex Sydney Hobart Yacht Race. This year she will be campaigned south by nucleus crew from her larger sistership, the 60-footer *Sydney*. Skipper Frank Sticovich has competed in 13 Hobarts, watch captain Colin Wildman has contested 36 Hobarts, helmsman John Woodford has been south 19 times and Bruce Gould has contested 35.



TOW TRUCK

SAIL NO: M6 LOA: 9.43m CLASS: IRC
 DESIGNER: Bruce Farr (USA)
 YEAR BUILT: 1997 TYPE: Mumm 30
 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Anthony Paterson
 CLUB: Lake Macquarie Yacht Club, NSW
 CREW: A. Paterson, B. Filby, G. Van Dijk,
 P. Williams.

Tow Truck has competed in most offshore races pointing north over the last four years, so we feel this year is as good as any for a shot at the great race south," says owner/skipper Anthony Paterson. He admits that the boat is not overly suited to extended offshore racing but points that it has twice won the 469nm Sydney Mooloolaba Yacht Race. *Tow Truck* is one of the smallest boats in the fleet.



TILTING AT WINDMILLS

SAIL NO: 5M177 LOA: 12.83m CLASS: IRC
 DESIGNER: Peter Joubert (AUS)
 YEAR BUILT: 1999 TYPE: Mod John Dory 42
 NO. OF HOBARTS: 5
 OWNER/SKIPPER: Thorry Gunnensen
 CLUB: Sandringham Yacht Club, Victoria
 CREW: T.Gunnensen (14), R.Lindberg (6), P.Briggs
 (2), M.Grant (2), S.Greaves (1), A.Roberts (2),
 C.Turner, J.Cain (6).

Tilting at Windmills, a comfortable cruiser/racer and built in timber, achieved remarkable success in the 2003 Rolex Sydney Hobart Yacht Race when she finished 2nd overall in the IMS division. In last year's rugged race, Gunnensen took things easy to finish 43rd on IRC corrected time. While the boat has competed in five Rolex Sydney Hobarts, owner Gunnensen has also spent time cruising, including circumnavigating New Zealand's South Island.



WEDGETAIL

SAIL NO: HW42 LOA: 12.8m CLASS: IRC
 DESIGNER: Hugh Welbourn (GBR)
 YEAR BUILT: 2005 TYPE: Welbourn 40
 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Bill Wild
 CLUB: Royal Queensland Yacht Squadron, QLD
 CREW: B.Wild (1), K.Costin (7), P.Elkington (2),
 D.Hutchison (8), V.Prentice (1), D.Senogles (15),
 V.Dudley (11), A.Smith (13).

Wedgetail made its offshore racing debut in this year's long coastal race from Southport to Mackay, finishing 2nd on corrected time. Skipper Bill Wild has put together an excellent crew for the boat's first race to Hobart, with Kevin Costin as sailing master and Peter Elkington as navigator. The highly experienced Darren Senogles is a watch captain along with Darren Hutchinson.



TOECUTTER

SAIL NO: R1111 LOA: 9.15m CLASS: IRC
 DESIGNER: Robert Hick (AUS)
 YEAR BUILT: 2003 TYPE: Hick 31
 NO. OF HOBARTS: 3
 OWNER/SKIPPER: Robert Hick
 CLUB: Royal Yacht Club of Victoria, Victoria
 CREW: R.Hick (12), D.Miles (11), B.Bult (8), G.Hope
 (8), J.Dusting (2), P.Cannon (1), J.Davis.

This will be the fourth Rolex Sydney Hobart for *Toecutter* which ranks with *Tow Truck* and the Mount Gay 30 *Prion* as the three smallest boats in the fleet. In the 2003 race *Toecutter* finished 2nd on IRC overall results but last year withdrew in the tough conditions. *Toecutter* has won AMS Division A and placing 2nd in IRC Division A of the ORCV's 2005 winter series.



WHITE HOT

SAIL NO: 6469 LOA: 11.0m CLASS: IRC
 DESIGNER: Brett Bakewell-White (NZL)
 YEAR BUILT: 2004 TYPE: F36 Razor
 NO. OF HOBARTS: 1
 OWNER/SKIPPER: Warren Cottis/Z-Yachts
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: W.Cottis (5), T.Hilloway (3), I.Douglass (3),
 J.Wood.

White Hot is an IRC optimised Foundation 36 built in Western Australia, with a new keel, rudder and rig configuration by Brett Bakewell-White, the designer of the super-maxi *Konica Minolta White Hot* made her ocean racing debut in the rugged 2004 Rolex Sydney Hobart, finishing 7th in IRC Division D. This year she finished 6th in IRC overall of the Sydney Mooloolaba Race.



TORPAN INTERNATIONAL

SAIL NO: 5985 LOA: 11.63m CLASS: PHS
 DESIGNER: Kaufman/Jutson (AUS)
 YEAR BUILT: 1994 TYPE: NSX38
 NO. OF HOBARTS: 1
 OWNER/SKIPPER: Gill Whitton
 CLUB: Manly Yacht Club, NSW
 CREW: G.Whitton, T.Williams, B.Green, J.Frost,
 K.Robinson, H.Crawford, C.Breen.

In its one and only Rolex Sydney Hobart, *Torpan International*, known then as *Balmain Experience*, came away with the top PHS trophy. The boat also collected a 2nd in division in this year's Sydney Mooloolaba Yacht Race and has recorded a divisional win in the Sydney Gold Coast Race. More recently the NSX38 gained 3rd in the PHS division of the 2005 Gosford-Lord Howe Island Race.



WILD OATS X

SAIL NO: LOA: 20.25m CLASS: IRC
 DESIGNER: Reichel/Pugh (USA) YEAR BUILT: 2003
 TYPE: Maxi NO. OF HOBARTS: 0
 OWNER/SKIPPER: Bob Oatley
 CLUB: Royal Prince Alfred Yacht Club, NSW/
 Hamilton Island Yacht Club, QLD
 CREW: TBA

Owner Bob Oatley has entered his 66-foter *Wild Oats X* as an insurance against his new 98-footer *Wild Oats XI* not being completed in time. This boat was IRC champion at the 2005 Hamilton Island Race Week and holds the record for the Pittwater to Coffs Harbour Race.



WILD OATS XI

SAIL NO: 10001 LOA: 30m CLASS: IRC
 DESIGNER: Reichel/Pugh (USA) YEAR BUILT: 2005
 TYPE: Super maxi NO. OF HOBARTS: 0
 OWNER/SKIPPER: Bob Oatley
 CLUB: Royal Prince Alfred Yacht Club, NSW/
 Hamilton Island Yacht Club, QLD
 CREW: A.Cahalan (14), M.Richards, G.Wiseman (4),
 I.Murray (3), T.Wiseman, K.Sheridan (2), I.Smith (7),
 T.Tindill (1), S.Jarvin (17), R.Goodrich, C.Harmsen
 (11), A.Pratt (1), A.Runow (16), A.Merrington,
 P.Merrington (10), P.Westlake (1), R.Naismith (2),
 J.Hildebrand (1), A.Rice (1), D.Sampson (6).
Wild Oats XI is one of four super-maxis, all built
 to the maximum LOA of 30m, contesting the
 2005 Rolex Sydney Hobart. The star-studded
 crew includes world match racing champion
 Mark Richards and renowned international
 navigator Adrienne Cahalan.



YEAH BABY

SAIL NO: LOA: 11.78m CLASS: IRC/OD
 DESIGNER: Murray Burns Dovell (AUS)
 YEAR BUILT: 2000 TYPE: Sydney 38 OD
 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Ola Anderson/
 Marc & Louis Ryckmans
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: O.Anderson (1), E.Vieytes (1), M.Ryckmans
 (1), L.Ryckmans (1), H.Funder (1).
 The owners of the Mumm 36 *Abbott Tout* in
 last year's race have upgraded to the Sydney 38
Yeah Baby for this year's race. After a creditable
 30th place finish last year and runners-up for
 the Battery Point Trophy, the owners and crew
 are hoping for a podium finish in the Sydney 38
 one-design division this year.



WILD ROSE

SAIL NO: 4343 LOA: 13.11m CLASS: IRC
 DESIGNER: Bruce Farr (USA) YEAR BUILT: 1985
 TYPE: Farr 43 NO. OF HOBARTS: 9
 OWNER/SKIPPER: Roger Hickman
 CLUB: The Cruising Yacht Club of Australia, NSW
 CREW: R. Hickman (28), S. Gordon (9), P. Inchbold
 (4), S. Newton (1), G. Prescott (18), D. Morris (2).
 Sailing as *Wild Oats*, *Wild Rose* won the 1993
 Sydney Hobart on corrected time and was the
 last yacht to win the Tattersalls Trophy under the
 old IOR handicap system. A two-time CYCA Blue
 Water Champion, *Wild Rose* will be campaigned
 south by Roger Hickman, a veteran of 28 Rolex
 Sydney Hobarts, and his experienced crew.



YENDYS

SAIL NO: 1836 LOA: 15.75m CLASS: IRC
 DESIGNER: Judel Vrolijk
 YEAR BUILT: 2002 TYPE: Judel Vrolijk 52
 NO. OF HOBARTS: 2
 OWNER/SKIPPER: Geoff Ross
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: G.Ross (10), D.McConville (12), G.Johnson
 (18), T.Addis (10), S.Kirkjian (9), J.Scott (6), S.Hunt,
 C.Simpson, D.McGain, K.Futouris, S.Cotton,
 J.Shearer, D.Blanchfield.
 Owner/skipper Geoff Ross bought this
 champion European IMS boat to win a second
 Rolex Sydney Hobart (he won in 1999 with his
 previous *Yendys*). In 2003 *Yendys* placed third in
 IMS Division A of the Rolex Sydney Hobart, but
 last year she retired. *Yendys* recently won line
 honours and the IRC of the 2005 Gosford
 to Lord Howe Island Race.



WISTARIE

SAIL NO: 263 LOA: 11.4m CLASS: Cruising
 DESIGNER: Bill Dixon (USA) YEAR BUILT: 1996
 TYPE: Moody 38 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Bill Ratcliff
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: B.Ratcliff (38) and others
 Bill Ratcliff, a stalwart of the CYCA for 43 years,
 will sail his 39th Rolex Sydney Hobart Yacht
 Race in this comfortable cruising boat, recently
 returned from three months cruising north.
 A great seaman, Bill skippered his own boat
Marara in 11 races, gaining a 3rd overall on IMS
 in 1993. He has sailed his last three races on
Wahoo but has decided to support the Cruising
 Division for this year's race.



ZEN

SAIL NO: 3838 LOA: 11.6m CLASS: IRC/OD
 DESIGNER: Murray Burns Dovell (AUS)
 YEAR BUILT: 2004 TYPE: Sydney 38 OD
 NO. OF HOBARTS: 1
 OWNER/SKIPPER: Gordon Ketelbey
 CLUB: Middle Harbour Yacht Club, NSW
 CREW: G.Ketelbey (5), B.Paton (1), G.Hintags (1),
 K.Short (1), S.Paton, S.Rich (2), B.Ryan (4), G.Mink.
Zen is the second Sydney 38 owned by Gordon
 Ketelbey who has been racing these one-design
 boats for five years. He has had a few wins in
 individual races but no podium finishes yet
 with this boat. *Zen* was launched just before
 the 2004 Rolex Sydney Hobart, from which
 she subsequently retired. Gordon achieved
 good results with his previous Sydney 38 in the
 Sydney Mooloolaba, Sydney Gold Coast and
 Pittwater to Coffs Harbour races.



WOT'S NEXT

SAIL NO: 6559 LOA: 14.2m CLASS: IRC
 DESIGNER: Murray Burns Dovell (AUS)
 YEAR BUILT: 2005 TYPE: Sydney 47 CR
 NO. OF HOBARTS: 0
 OWNER/SKIPPER: Graeme Wood
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: G.Wood, M.Green (26), D.Ellis (23),
 J.Goluzd (25), H.Brodie (19), R.Jacobs (17),
 G.O'Shea (11), S.Reffold (8), T.Paola (8),
 M.Thompson (3).
 Launched in early November, *Wot's Next* is a
 sistership to *Jem*, winner of the Premier Class
 at this year's Hamilton Island Race Week, but is
 more racing orientated. Graeme Wood has put
 together a strong racing team that includes
 Sydney Hobart winning crewmembers Michael
 Green, David Ellis, Jack Goluzd and Ron Jacobs.



LATE ENTRY

GILLAWA

SAIL NO: C2 LOA: 9.76m CLASS: PHS
 DESIGNER: Bob Salthouse (NZL) YEAR BUILT: 1980
 TYPE: Cavalier 975 NO. OF HOBARTS: 1
 OWNER/SKIPPER: David Kent
 CLUB: Canberra Yacht Club, ACT
 CREW: D.Kent (1), G.Dawes (1), A.Van Haaren (1),
 J.Frawley.
 Gillawa's crew last year showed great perseverance
 to continue on across Bass Strait after sheltering
 from the gales, finally finishing after 6 days and 19
 hours at sea. David Kent has restored *Gillawa* as a
 training vessel to give ACT sailors the chance to sail
 beyond the confines of Lake Burley Griffin.

Compiled by Peter Campbell and Lisa Ratcliff

HOBART HALL OF FAME

Six more names have been added to Rolex Sydney Hobart Yacht Race Honour Roll at the Cruising Yacht Club of Australia, reports Di Pearson.

Six more yachtsmen celebrated competing in 25 Rolex Sydney Hobart Yacht Races as guests of honour at the annual Quiet Little Drink at the CYCA in September, again hosted by 'Hobart Heroes' Tony Cable (41 races) and Peter Shipway (28 races).

Mike Hesse, Jack Goluzd, Ralph Carlier, Graeme Fraser, Tony Poole and Robbie Burns joined 61 other names on the famous '25 Hobarts' board, appropriately made of Tasmania's famous boat-building timber, Huon pine.

Cordon Bleu was Tony Poole's introduction to the Hobart race in 1977 – and they were disqualified! Last year he raced on *Austmark*, in between sailing on several One Tonners, such as *Piccolo*, *Scallywag* and *Singapore Girl*. 'Pooley's' standouts were two Southern Cross Cup wins – *Canon Express* (1989) and *Extension* (1991), but he won't compete this year, "because it's my 50th birthday on December 29 and I want to spend one on land."

Army entry *Balandra* took Robbie Burns on his first trip to Hobart in 1975, but these days he races on John Cameron's *More Witchcraft*, which he will do again in this year's race.

Burns' achievements include a 1990 line honours win on Syd Fischer's maxi *Ragamuffin* and aboard *She's Apples II* for its IMS win of 1991. However, he recalls in particular his second place on John Walker's *Impeccable* in 1986, 'we got everything – light, then strong across Bass Strait, turning to a drifter towards the finish.'

Apart from celebrating 25 Hobart races, Jack 'Jacko' Goluzd attended his 80 year-old mother's wedding as her best man prior to arriving at the Q.L.D. Andrew Strachan's *Satin Sheets* in 1978 started the bug and 'Jacko' subsequently raced several times with Strachan, winning line honours on *Ninety Seven* in 1993 – at 47 feet LOA the second smallest boat to take line honours

in the history of the race. "That was my hardest; it blew from start to finish," says 'Jacko.'

'Jacko' has sailed multiple races on Syd Fischer's various *Ragamuffins* and many with Bob Steel on *Quest*, including winning in 2002. "That was my best. It was the year Greeny (Mike Green) lost his 'bridesmaid' tag," he recalls. "Everyone thought it would be a small-boat race – we were the exception. The line and handicap double on Bernard Lewis' *Sovereign* (1987) was a stand-out."

'Jacko' will go again this year, with long-time crewmate David Ellis to clock up 20 races together.

A second pair of brothers made the board (the Treharnes were first) with Graeme Fraser's induction; brother Bob was inducted in 2003. The two sailed their first Hobart races aboard *Astelot* in 1973. Graeme went on to sail three races each on *Myuna*, *Santana* and *Never A Dull Moment*, amongst others. Favourites were 1975 aboard *Duet*, "a good fast spinnaker ride" and 1994 on *Never A Dull Moment*, "because it was the 50th Anniversary race."

Mike Hesse's first Hobart Race was in 1964 on *Zilvergeest I*, but mostly he raced with the late Peter Kurts on *Love & War*, including two wins, 1974 and 1978. He was also aboard for the maxi *Ragamuffin's* line honours win of 1990.

"1974 stands out. We weren't the favourites – we just tried our hearts out and couldn't believe it when we won. I thought one of the Admiral's Cuppers would win," recalls Mike. But the 1985 *Drake's Prayer* (Peter Kurts) incident remains with him. *Drake's Prayer* was provisionally placed first overall, but a subsequent protest and penalty quashed the win. "I will never forget it," says Hesse, who will likely race again this year.

Ralph Carlier's first Hobart was on *Cardinal Puff* in 1973. He followed up mainly on local Lake Macquarie boats, but also sailed one on *Drake's Prayer*. Carlier is perhaps best known for his pastime of 'borrowing' Rolex Sydney Hobart official flags in Hobart each year.

Former inductees, Richard 'Sightie' Hammond, Don Mickleborough, Rolf Mische, Geoff 'Hagar' Barter, Bruce 'Jacko' Jackson, Phil Eadie, Mike Green and Lew Carter were there and a minute's silence was taken for missing friends, Gordon Reynolds, Peter Kurts, Barney Davies and Alan Butler, who passed away in the past year.

Once again, the CYCA Breakfast Club and members of the Associates Committee made great contributions to the success of the Q.L.D. 'cocktail party' which also raises funds for the sponsorship of a CYCA Youth Sailing Academy Boat. ■

Veteran ocean racing navigator Richard 'Sightie' Hammond (standing, second from left) with new 25 Hobart inductees at the Q.L.D. 'cocktail party', standing from left: Mike Hesse, Hammond, Ralph Carlier, Tony Poole, Graeme Fraser; seated, from left, 'Jacko' Goluzd and Robbie Burns. Photo: CYCA.



HOBART HEROES

The following are the 68 yachtsmen who have competed in 25 or more Rolex Sydney Hobart Yacht Races up to and including the 60th annual race in 2004, according to the Quiet Little Drink statisticians: Of the current total, 34 of them have sailed on an Overall Winner of the Sydney Hobart, a total of 64 winners between them.

John "the Fish" Bennetto (Tas) – 44 races since 1947 (1 win)
 Lou Abrahams (Vic) – 41 since 1963 (2 wins)
 Tony Cable (NSW) - 41 since 1961 (1 win)
 Richard "Sightie" Hammond (NSW) - 40 since 1953 (2 wins)
 Bernie Case (Vic) – 39 since 1962
 Bill Ratcliff (NSW) – 38 since 1955
 Tony Ellis (NSW) – 38 since 1963 (1 win)
 Syd Fischer (NSW) – 36 since 1962 (1 win)
 Colin Wildman (NSW) – 35 since 1963 (1 win)
 Peter Green (NSW) (deceased) – 35 races, 1947-1989 (1 win)
 Richard Norman (NSW) 35 since 1955 (2 wins)
 Bruce Gould (NSW) – 34 since 1963 (2 wins)
 Don Mickleborough (NSW) – 34 since 1958
 Colin Betts (NSW) – 34 since 1955 (2 wins)
 Don Lang (Vic) – 32 since 1953 (1 win)
 Lindsay May (NSW) – 32 since 1973 (2 wins)
 Alby Burgin (NSW) – 32 since 1951 (1 win)
 David Kellett (NSW) – 31 since 1968 (1 win)
 Max Crafoord (NSW) – 30 since 1953
 Albert Mitchell (NSW) – 30 since 1954 (2 wins)
 Fraser Johnston (NSW) – 30 since 1963 (2 wins)
 Peter Kurts (NSW) (deceased) – 30 races from 1954-2003 (2 wins)
 Magnus Halvorsen (NSW) - 30 since 1946 (5 wins)
 Roger Howlett (Tas) – 30 since 1969
 Lester Nibbs (Tas) – 30 since 1960
 Bruce Jackson (NSW) – 29 since 1952
 David Lawson (NSW) – 29 since 1961
 John Solomon (Tas) – 29 since 1967
 Rod Jackman (Tas) – 29 since 1971
 Maurice Cameron (NSW) – 29 since 1974
 Peter Duffield (NSW) - 29 since 1968
 Peter Shipway (NSW) – 28 since 1968 (2 wins)
 George "Hagar" Barter (NSW) – 28 since 1974.
 TWT (Bill) Thompson (NSW) (deceased) – 28 races, 1956-1988
 Roger Hickman (NSW) – 28 since 1974 (2 wins)
 Michael Spies (NSW) – 28 since 1976 (1 win)
 Josko Grubic (SA) – 27 since 1966.
 Stan Darling (NSW) (deceased) - 27 races from 1947-2002 (5 wins)
 Geoff Rouvray (NSW) – 27 since 1967
 Des O'Connell (NSW) – 27 since 1947
 Rolfe Mische (NSW) – 27 since 1963.
 Richard Bearman (NSW) – 27 since 1969
 Peter Joubert (Vic) – 27 since 1968
 John Mooney (Vic) – 27 since 1969
 Simon Firth (Tas) – 27 since 1973
 Graeme Freeman (Tas/NSW) – 27 since 1970
 Lew Carter (NSW) – 27 since 1973
 Hugh Treharne (NSW) – 27 since 1968 (2 wins)



Other ocean racing veterans at the Q.L.D. 'cocktail party' included, left to right, Bruce 'Jacko' Jackson, Past Commodore Hugo Van Kretschmar, Don Mickleborough and Past Commodore John Brooks. Photo: CYCA

Ian Potter (NSW) – 27 since 1976
 Colin Anderson (Vic) – 27 since 1973 (2 wins)
 Alan Butler (Vic) – 26 since 1946 (3 wins)
 Russell Evans (Vic) (deceased) – 26 races from 1968-1985.
 Warren Anderson (NSW) – 26 since 1970
 Phil Eadie (NSW) – 26 since 1972 (2 wins)
 John Harris (NSW) – 26 since 1971 (2 wins)
 Jim Dunstan (NSW) – 26 since 1973 (1 win)
 Kim Jaggar (NSW) – 26 since 1977
 Mike Green (NSW) – 26 since 1978 (1 win)
 Bill Watson (NSW) – 26 since 1973)
 Robbie Burns (NSW) – 26 since 1975 (1 win)
 Graeme Fraser (NSW) – 26 since 1973
 Mike Hesse (NSW) – 25 since 1964 (2 wins)
 Toby Richardson (Tas) – 25 since 1973 (2 wins)
 Ian Treharne (NSW) – 25 since 1968
 Bob Fraser (NSW) – 25 since 1973
 Ralph Carlier (NSW) – 25 since 1973
 Tony Poole (NSW) – 25 since 1977
 Jacko Goluzd (NSW) – 25 since 1978 (2 wins)

Leading yachswomen

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

Adrienne Cahalan (NSW) – 14 races.
 Amanda Wilmot (NSW) – 12 races.
 Audrey Brown (NSW) – 12 races.
 Vanessa Dudley (NSW) – 11 races.
 Gail Hyland (NSW) - 11.
 Sally Gordon (NSW) - 11.
 Felicity Nelson (NSW) - 11
 Kerry Goudge (NSW) - 10 races.
 Lea Myer (NSW) - 10.
 Jan Howard (NSW) - 10

SAILING SOUTH EXPANDS



Hobart's Sailing South Race Week promises to be another exciting regatta.

PHOTO - Purple Photography.



Racing for all classes...
will start with the traditional
King of the Derwent

Mount Wellington provides a striking backdrop to Sailing South Race Week in Hobart. PHOTO: Purple Photography.

The Royal Yacht Club of Tasmania's successful Boag's Sailing South Race Week in Hobart has been expanded for 2006 to include one-design and dinghy classes as well as the keelboat racing.

Vice President of the International Sailing Federation David Kellett, a regular competitor from Sydney, officially launched Sailing South at the RYCT in November. He will race again in a chartered boat, which he has yet to name.

The RYCT hopes that other interstate yachtsmen in Hobart following the Rolex Sydney Hobart Yacht Race and the Melbourne to Hobart Race will stay on for a few extra days to contest Race Week and enjoy the club's noted hospitality.

In fact, CYCA Rear Commodore Roger Hickman has already entered his veteran Farr 40, *Wild Rose* while Melbourne yachtsman Chris Dare has indicated he will race his imported 49-footer *Flirt* in Sailing South 2006.

Boag's Sailing South Race Week 2006 will be a six day regatta for IRC and PHS Keelboats, Sports Boats, Open Trailables, Cruising Yachts, One-Design and Open Dinghy Classes from 2-5 January on the Derwent River, D'Entrecasteaux Channel, Frederick Henry Bay and Storm Bay, those magnificent waterways near Hobart in Southern Tasmania.

Racing for all classes except the One-Design and Open Dinghy classes will start with the traditional King of the Derwent on 2 January, and will continue with four 12 nautical mile windward/leeward course races a distance race of about six hours duration. The Cruiser class will sail five races, including the King of the Derwent and the One Design and Open Dinghy classes will each sail six windward/leeward races on the Derwent from 2-5 January.

"We are again confident of an excellent keelboat fleet and the introduction of races for one-design classes such as Etchells, Dragons and J24s and Dinghies such as Lasers and Sabots will add a new dimension to Sailing South Race Week," says RYCT sailing manager Tony Nicholas. ■

The Notice of Race for the 2006 Boags Sailing South Race Week is now available from the Royal Yacht Club of Tasmania, telephone - (03) 6223 4955 or email - sailingsouth@ryct.org.au

LORD HOWE DOUBLE TO YENDYS



Yendys takes the lead in Gosford to Lord Howe Island Race. PHOTO – Ian Mainsbridge

Yendys won the line and IRC double in a very slow 32nd Gosford to Lord Howe Island Race, reports Peter Campbell

Prominent Sydney yachtsman Geoff Ross praised the status of the Gosford to Lord Howe Island Race as a true ocean race after taking out the double of line and IRC handicap honours in the 32nd race to the island in late October.

Ross, who won the Sydney Hobart Race in 1999, skippered his imported Judel/Vvroljk 52 *Yendys* to victory at his third attempt to win the 414 nautical mile race across the Tasman Sea. *Yendys*' double success was the first since *Ninety Seven* won in 1994 and augers well for the boat's prospects in the Rolex Sydney Hobart Yacht Race.

Relaxing with his winning crew at Lord Howe Island Bowling Club, Geoff Ross described the Gosford to Lord Howe Island Race as "unlike most other (offshore) races, this is a genuine blue water ocean race – you cannot ring the NRMA if you have a problem. It is the longest open water race/passage held annually in Australia...that's what make it a challenge and a good preparation for the Rolex Sydney Hobart Race."

Ten of the 20-boat fleet in the Lord Howe Island Race are also entered for the 2005 Rolex Sydney Hobart Race, but none could match the performance of *Yendys*, even though her elapsed time of 57 hours 03 minutes and 33 seconds was the slowest

While the race was sailed in basically light winds this year, Ross said it had been tricky getting on the

right side of the wind shifts. It took *Yendys* three hours to sail the last four miles to the finish line on Monday night.

On corrected time, *Yendys* won the IRC division from *Great Xpectations*, a Jeppesen-designed X442 skippered by Rod Wills who, like Geoff Ross, is a member of the Cruising Yacht Club of Australia. Third place went to *Local Hero*, a Sydney 36 skippered by Peter Moseley from Middle Harbour Yacht Club.

Two other Hobart Race entrant, David Forbes and Richard Brooks' Kaiko 51 *Merlin* and Ed Psaltis and Bob Thomas' Farr 40 OD *AFR Midnight Rambler* followed *Yendys* home, placing fourth and fifth respectively on IRC corrected time. *AFR*

Midnight Rambler was out of radio communication with the fleet for most of race, finally established contact using a hand-held VHF radio, which is mandatory equipment. After failing to make contact for more than two 'skeds', the crew followed the sailing instructions requirement to fire off a white flare at 2130 hours but as this was only a handheld flare it was not sighted by any other yacht despite a requested look-out for every boat. (White parachute flares are now not required, nor are they available).

In the PHS division, the Sydney Amateur Sailing Club entrant *Azzurro* scored back-to-back wins. The 14.7m Bruce Clark design is owned by a syndicate of Amateurs members and was skippered by Trevor Cosh and Jim Lawler. She beat rival *Bright Morning Star* to the finish by almost 3 hours 20 minutes and on corrected time had a similar margin over *Bright Morning Star*, owned by Randal Wilson and Hugh O'Neill, also from the SASC.

Bright Morning Star had held the lead earlier in the race but dropped back after suffering sailing damage on the first night at sea which handicapped her in the subsequent light winds.

Third place in the PHS division went to *Torpan International*, a Kaufman/Jutson 37-footer skippered by Gill Whitton from Manly Yacht Club. Both *Bright Morning Star* and *Torpan International* have nominated for the Rolex Sydney Hobart. ■

DOWN THE RHUMBLINE

Peter Campbell, Editor, Offshore Yachting



John Bennetto has decided to give up ocean racing after sailing in 44 Rolex Sydney Hobart Yacht Races

From Editor at Large, then back to Editor may confuse readers of Offshore Yachting. But it's only for this one edition, the program for the 2005 Rolex Sydney Hobart Yacht Race, whilst the magazine makes a seamless change to a new publisher, National Publishing Group (NPG). "You're a total failure as a retiree" my friends tell me, but having reached a seamar in the mid-70s I am heading back to retirement (semi at least) - and more sailing - although I will continue writing features and news stories for *Offshore Yachting*.

Offshore Yachting will be in excellent hands at NPG, with Publisher Anthony Twibill an enthusiastic yachtsman. His company already produces the excellent *Ocean Magazine*, directed primarily at the peak quality end of the luxury motor yacht market, but also covering major yachting events and the maritime property market and facilities.

Talking of retirement, that famous Tasmanian yachtsman John Bennetto has decided to give up ocean racing after sailing in 44 Rolex Sydney Hobart Yacht Races, a record not only for this event but probably for any major long ocean race in the world. His boat, *Quest*, is on the market although it has been entered for this year's race with John's longtime sailing master, Tony Nicholas, as skipper.

John is an institution in ocean racing, notably the Sydney Hobart, extolling his wisdom and seamanship skills to younger sailors. He once told me he would never ask one of his crew to do something he could not do himself, and the septuagenarian could often be seen up the mast checking the rigging before a start.

He is also a wonderful raconteur with a vast range of stories about fellow yachties (and himself). One of these concerns my late uncle, Alec Campbell, who with John, sailed their first Sydney Hobart race aboard *Kintail* in 1947. John tells how, on a delivery trip north from Tasmania, the crew had a bet that the first to get seasick had to buy a steak dinner for others once they reached Sydney.

Alec, who was to be the last surviving Anzac at the age of 103, knew he was going to be seasick as they crossed Bass Strait. According to John, Alec, being of true Scottish heritage, sneaked for'ard to the shrouds hoping to be unseen. But he was, and in being sick over the side, also lost his false teeth. "So when we got to Sydney old Alec had to buy steaks all round but couldn't eat his own because he had no teeth!" John tells the story.

John went on to sail five more times on *Kintail* but was also an agile crewman on the winning Tasmanian boat *Westward* in 1948. He also sailed a couple of races with his long-time friend Don Mickleborough on *Southerly*

before buying the first of his own ocean racers, *Norla*, back in the early 1960s. He raced his first *Mirrabooka* for several years before buying his much-loved *Mirrabooka II*, a Frers 47 in which he contested 17 successive Hobart Races until buying the 2002 Rolex Sydney Hobart Race winner *Quest* last year.

While John won't be sailing this year, the Cruising Yacht Club of Australia has invited him to be the Club's guest aboard the official starting boat when two other famous yachtsmen, Trygve and Magnus Halvorsen, and myself fire the starting signal cannons on Boxing Day.

It will be a great reunion between us and 'JB', as his fellow sailors and many friends know him. He will also be recognised at the prize giving at The Royal Yacht Club of Tasmania in Hobart on 1 January 2006.

The Rolex Sydney Hobart, over the past 60 years has produced many great seafaring characters, John Bennetto being one of them. Back in the early 1950s, two unlikely stars emerged, the Victorian graziers turned-ocean racing yacht owners Frank and John Livingston, who went on to fund a campaign to win the America's Cup.

I can remember watching John Livingston playing the bagpipes, standing at the stern of *Kurrewa IV* as they raced to the Heads in the late 1950s. All that and much more has come to light in a wonderful book called *Fast Swimming Fish KURREWA* which tells the exploits of these two great Aussie larrikin bushies who were to leave the sheep farm and race in the 1946 Sydney Hobart in their cruising ketch *Kurrewa III*, then buy the early Sydney Hobart record-holder *Morna* and rename her *Kurrewa IV*.

They added four more line honours victories, bringing the boat's total to seven wins - a record unlikely to be beaten in the history of the Rolex Sydney Hobart Yacht Race.

Their great nephew Rod Meynink has written a wonderfully researched biography of the Livingston brothers and their family, covering their Sydney Hobart racing but also his great uncles' extraordinary vision in funding the design and building of the 12-metre class yacht *Kurrewa V* as a British challenger for the America's Cup in 1964. Unfortunately, *Kurrewa V* lost a sail-off to another British boat, *Sovereign*, for the right to challenge for the America's Cup.

That did not end their yachting enthusiasm with John Livingstone developing his "Dead Secret Yacht Club" for America's Cup campaigns in 1974 and 1977. But you have to read the book to get a real insight into yet another project by these remarkable Australians, described by Sir James Hardy, who knew the brothers, as "so enterprising - so dauntless." ■ - Good sailing!

OFFSHORE RACING CALENDAR

MAJOR AUSTRALIAN AND INTERNATIONAL OFFSHORE AND INSHORE EVENTS FOR 2005-06

AUSTRALIAN

DECEMBER

- 3 Short Ocean Race, David Burke Memorial, CYCA
- 3 VYC Range Series, Port Phillip, RMYS
- 10-12 Rolex Trophy, One Design Series, CYCA
- 13 Big Boat Challenge, Sydney Harbour, CYCA
- 15-18 Rolex Trophy, Rating Series, incl Rolex Challenge teams event, CYCA
- 20 CYCA Ocean Racer of the Year Awards and Rolex Skipper's Cocktail Party, CYCA
- 26 Rolex Sydney Hobart Yacht Race, 628 nm, CYCA
- 27 Melbourne to Launceston Bass Strait Race, 192 nm, ORCV
- 28 Melbourne to Hobart Race, 486 nm, ORCV

JANUARY

- 2 Pittwater to Coffs Harbour Race, RPAYC
- 2 King of the Derwent, Hobart, DSS
- 2-5 Sailing South Race Week, Hobart, RYCT
- 7-12 J24 Australian Championship, Melbourne, SmYC
- 10-20 Int. Etchells Australian Championship, Melbourne, RBYC
- 10-21 Sail Melbourne, Olympic, Youth and other classes, various clubs
- 13-20 J24 World Championship, Melbourne, SmYC
- 24-29 Skandia Geelong Week, Williamstown & Corio Bay, RGYC
- 26 170th Australia Day Regatta, Sydney Harbour, RSYS
- 26 Australia Day Short & Ocean Pointscore Races, Botany Bay, CYCA
- 27 Ocean Pointscore, Lion Island, CYCA
- 28 Short Haul Race to Pittwater, CYCA
- 29 Short Haul Race Pittwater to Sydney, CYCA

FEBRUARY

- 3 Blue Water Pointscore Race to Newcastle, Tradewinds Trophy, Founders Trophy, 114nm, CYCA
- 4 Ocean Pointscore Race to Newcastle, CYCA
- 11 Short Ocean Race, Milson Memorial Cup, RSYS
- 11 VYC Range Series, Port Phillip, SmYC
- 18 Short Ocean Race, CYCA
- 18-19 Alfa Romeo Farr 40 Sprint Series, RSYS
- 26 Short Ocean Race, MHYC
- 25-26 Marinassess Regatta, CYCA

MARCH

- 3-5 Hamilton Island Farr 40 Australian Championship, RPAYC
- 4-5 Sailors with DisABILITIES Mini Regatta, CYCA

- 4-5 Sydney Harbour Regatta, MHYC
- 22 Short Ocean Race, RSYS
- 25 VYC Range Series, Port Phillip, SmYC

APRIL

- 1 Sydney Gold Coast Yacht Race, 384 nm, final race of Blue Water Pointscore 2005-2006, CYCA
- 8 VYC Range Series, Port Phillip, HBVC
- 7-9 Commodore's Cup, SYC
- 14 58th Brisbane to Gladstone Race, QCYC
- 22-23 Sailors with DisABILITIES Regatta, CYCA

INTERNATIONAL

DECEMBER

- 10-12 Rolex Trophy - One Design Series, Sydney, CYCA
- 13 Big Boat Challenge, Sydney Harbour, CYCA
- 15-18 Rolex Trophy - Rating Series, including first races of Rolex Challenge teams series, Sydney, CYCA
- 26 Rolex Sydney Hobart Yacht Race 2005, IRC, PHS, One Design, final race of Rolex Challenge, 628 nm. Start 1.20pm Sydney Harbour, CYCA.

JANUARY

- 2 Volvo Ocean Race, Start of Leg 2, Cape Town, South Africa to Melbourne, Australia, 6,100 nm (expected arrival in Melbourne, 17 January)
- 9-21 Sail Melbourne 2006, Olympic and International classes, Port Phillip
- 13-20 J24 World Championship, Port Phillip, SmYC
- 17 Volvo Ocean Race, Finish of Leg 2, Cape Town to Melbourne

FEBRUARY

- 12 Volvo Ocean Race, In-port race, Melbourne
- 10 Volvo Ocean Race, Start of Leg 3, Melbourne to Wellington, New Zealand 1450 nm (Pitstop)
- 17 Volvo Ocean Race, Start of Leg 4, Wellington to Rio de Janeiro, 6,700 nm

CLUBS: Cruising Yacht Club of Australia (CYCA), Royal Yacht Club of Tasmania (RYCT), Royal Prince Alfred Yacht Club (RPAYC), Royal Sydney Yacht Squadron (RSYS), Middle Harbour Yacht Club (MHYC), Derwent Sailing Club (DSS), Ocean Racing Club of Victoria (ORCV), Royal Brighton Yacht Club (RBYC), Royal Geelong Yacht Club (RGYC), Sandringham Yacht Club (SmYC), Southport Yacht Club (SYC), Royal Melbourne Yacht Squadron (RMYS), Hobson's Bay Yacht Club (HBVC).



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