

# OFFSHORE

YACHTING | AUSTRALIA

THE MAGAZINE OF THE CRUISING  
YACHT CLUB OF AUSTRALIA

DECEMBER 2004/  
JANUARY 2005



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# FIRST THOUGHT

This leeward view of *Konica Minolta* hard on the wind shows the sheer power of modern super maxis. *Zana*, as she was then known, was off Sydney, before the Brett Bakewell-White design missed out on Line Honours in the 2003 Rolex Sydney Hobart Yacht Race by just fourteen minutes. Since then the New Zealand yacht has undergone modifications and owner Stewart Thwaites is eager for a re-match with Line Honours victor *Skandia*.



PHOTO: ANDREA FRANCOLINI

# AT THE HELM

Thanks and welcome from the commodores of the Cruising Yacht Club of Australia and the Royal Yacht Club of Tasmania



In 1945, around 50 intrepid sailors set out on a race from Sydney to the far off port of Hobart. Little did they know the history that they would write, or the immense challenge they set for those that have followed over almost six decades of the Sydney Hobart Yacht Race.

This year's Rolex Sydney Hobart fleet is one of the best assembled in the race's history. There are over 120 boats, including representatives of six other

countries, all Australian states and the ACT. There will be state-of-the-art maxis and grand prix boats participating alongside veteran boats that were themselves state of the art when first they participated in the Sydney Hobart Yacht Race, and boats participating in the inaugural cruising division.

The race promises to be an intriguing battle for Line Honours, a closely fought contest for the overall handicap win, and a challenge for all crews. Elsewhere in this edition of *Offshore Yachting* you will find a detailed analysis of the fleet and information on all boats that had applied to participate by the time that this edition went to print.

On behalf of my fellow flag officers and the Board of the Cruising Yacht Club of Australia, I would like to thank all those involved in the organisation and staging of our race for their enormous contribution, particularly with the additional logistics of an anniversary year. We rely on a large number of volunteers in both Sydney and Hobart, and acknowledge with thanks the contributions and sacrifices they make. Our friends at Royal Yacht Club of Tasmania, and in particular Commodore Marion Cooper and Past Commodore Bidy Badenach, are again providing valuable support.

The Cruising Yacht Club of Australia is extremely fortunate to enjoy a close relationship with Rolex, the world's foremost supporter of yachting. Rolex's support of the Rolex Sydney Hobart, and the lead-up regatta, the Rolex Trophy, is gratefully acknowledged.

Finally, on behalf of the Cruising Yacht Club, I extend a warm welcome to the crews and supporters of competing boats, and thank you for your participation. We wish you a safe and enjoyable race.

To all our members and their families, all the best for the festive season and for the New Year.

*Martin James, Commodore, Cruising Yacht Club of Australia*



The Royal Yacht Club of Tasmania is delighted to be associated with the 60th anniversary Rolex Sydney Hobart Yacht Race.

As the first woman elected Commodore of the RYCT, I am very proud to have the opportunity to work with the CYCA and the sponsor of the event, Rolex, to ensure the success of this magnificent event.

Our dedicated band of volunteers is, as always, enthusiastic to provide the

expertise required to professionally finish the race. From the start of the race on 26 December to the finish of the last vessel, it will be 'all hands on deck' for all involved in the Liaison Centre on the Docks, the Information Centre, the Finishing Box, radio room and patrol boats. There is a mood of anticipated excitement among the members and staff around the Club.

The Race Control Centre will be the Board Room and we look forward to welcoming the officials from the CYCA and offering them some RYCT hospitality.

We really appreciate the continuing contribution of the Hobart Ports Corporation who cooperate with the RYCT Sydney Hobart Organising Committee to prepare the dock area and make every endeavour to berth the finishing vessels to the satisfaction of the skippers and the general public. Without their support we would be unable to provide the traditional warm welcome.

The Tasmanian Police Marine Division will once again be on 'stand by' in the vicinity of Flinders Island with a camera crew aboard. Their support as always is highly appreciated.

The Sydney Hobart is an exciting time for Hobart and the docks come alive at the finish of the event. Yachts and crews are assured of a traditional rousing welcome from local, interstate and overseas visitors irrespective of whether they finish first or last.

The annual Boags Sailing South Race Week, which is now firmly established as Tasmania's outstanding Regatta, will start on 2 January. The King of the Derwent will be the first race, and we encourage owners and skippers to stay on in Hobart to enjoy this regatta and the associated social activities.

I extend my best wishes to all competitors in the 60th Rolex Sydney Hobart Yacht Race for a great and safe race and a personal invitation to visit the RYCT and enjoy some of our hospitality. We will be delighted to see you.

*Marion Cooper, Commodore, The Royal Yacht Club of Tasmania*

# YOUNG CHALLENGE

The youngest crew ever to compete is scheduled to take part in this year's Rolex Sydney Hobart Yacht Race, with the young sailors aboard a highly competitive boat. Adrian Herbert reports



CHRIS LEWIN  
AND TEAM  
MELBOURNE UNI  
CREWMEMBERS  
ON A TRAINING  
SAIL ON  
MELBOURNE'S  
PORT PHILLIP BAY

When the Sydney 38 *Another Challenge* heads out for this year's Rolex Sydney Hobart Yacht Race, the young crew will be facing a special challenge of their own.

With an average age of just 21, this crew will be the youngest ever to take on the race.

The scheduled crew of seven men and three women are all Melbourne University students and members of Team Melbourne Uni, an organisation put together with the backing of the university to introduce students not only to ocean racing but to a wide range of project management skills as well.

Team Melbourne Uni has not only put together a sailing crew of 10, it has organised a shore team of 20 more students who have responsibilities such as

“With Channel Seven’s help, the boat will be fitted with 24-hour access web cameras accessible to anyone at any time during most of the race”

establishing and maintaining sponsorship partnerships, public relations, publicity and marketing, communication, meteorology, maintenance and engineering.

But what about sailing experience? Well, there is no shortage of that, either.

Skipper Chris Lewin, 21, who initiated and has driven the entire project, gained his AYF Yachtmaster

certificate in England at just 18. He has logged over 10,000 nautical miles of big boat sailing, including competing in the Fastnet race in 2001 and has sailed in several Sydney 38 national championships and completed numerous delivery trips.

Watch leader Stuart Kennedy is also an experienced offshore sailor and recently spent some time in the UK helping Melbourne sailor Nick Moloney prepare his Open 60 *Skandia* for the single-handed around the world Vendee Globe event.

Six others are world championship level dinghy sailors and nine have completed Melbourne Sydney or Sydney Melbourne passages on Sydney 38s.

The team started sailing together on the Elliot 9 *Pacesetter* based at the Royal Melbourne Yacht Squadron. Lewin had previously sailed on the boat and persuaded the owner to let the team borrow it.

Sailing *Pacesetter* in last season's Skandia Geelong Week Regatta Scotchman's Hill series in the VYC division, they took two firsts and one second place. Team members have also raced on Sydney 38s in the last two Hamilton Island Race Weeks.

By the beginning of this offshore season, Lewin estimated the sailing team members had already sailed together for close to 1500 hours.

## Sponsors aboard

In April, Lewin started discussions with Sydney Yachts about getting access to a Sydney 38 for the Rolex Sydney Hobart Yacht Race. When Lou Abrahams decided to have a new boat built and sell *Another Challenge*, Sydney Yachts put the proposal to him that he delay the sale to allow the students to charter the boat for four months to compete in the Hobart Race.

Abrahams agreed to postpone the sale until February 2005 and the students agreed to “pay a bit of the difference between Lou's sale price and the purchase price”.

A number of sponsors has now come aboard including Channel Seven. With Channel Seven's help, it is planned that the boat will be fitted with 24-hour access web cameras for the Hobart Race.

The cameras should be accessible to anyone at any time during most of the race via the Internet. And the technology will also enable the feed to be manipulated to provide broadcast quality transmission for live crosses for television.

At the time of writing, it was planned to fit the boat with up to three cameras giving views forward and aft and with one possibly fitted on a swivel that the crew would be able to adjust to give views of deck action.

The team has taken delivery of *Another Challenge* and has planned a shake down voyage to Sydney and a practice 'race' to Hobart before the real thing. ■



# FLEET DOUBLES FOR 60TH CELEBRATION

Celebration of the 60th event has attracted the largest fleet in a decade for the 2004 Rolex Sydney Hobart Yacht Race, more than double the number of starters in 2003. Peter Campbell reviews the fleet and what it means for ocean racing

To 'do a Hobart' is the ambition of almost every sailor in Australia and for many around the world. The Cruising Yacht Club of Australia's historical records show that a total of 4,692 yachts have set sail on the daunting 628 nautical miles to Hobart in the past 59 years, most returning to race several times, a number of them in more than 20 races.

The yachts have been crewed by an estimated 41,560 sailors, many of them backing up again and again. More

than 60 have achieved 25 races or more, the record a remarkable 43 Hobarts by veteran Tasmanian yacht owner John 'The Fish' Bennetto.

On Boxing Day 2004, another 124 boats crewed by about 1,500 men and women are expected to set sail south from Sydney Harbour. It will be the largest fleet since the 50th anniversary Race when a massive 371 boats took part. Significantly, this event will check the downward spiral in numbers over the past three years,



CROWDS THROUGH  
THE CYCA MARINA ON  
RACE DAY MORNING  
PHOTO:  
IAN MAINSBRIDGE

which saw just 56 boats start in 2003, the smallest fleet since 1966.

Enthusiasm among yacht owners and their crews to be part of the 60th anniversary Race, and the celebrations in Hobart, has certainly played a major factor in the doubling of the fleet for 2004, but other factors also augur well for the future of ocean yacht racing in Australia.

### Popularity widened

By changing the premier handicapping method to IRC, the CYCA has widened the popularity of the event among yacht owners, while the introduction of a One Design Division a couple of races back has borne fruit this year with 13 Sydney 38s in the fleet. There are several newly launched Sydney 38s among them, while the overall fleet includes at least a dozen state-of-the-art maxis and grand prix racing yachts launched within the past two years.

When the deadline for Applications to Enter the 60th anniversary Rolex Sydney Hobart closed on 12 November, the fleet totalled 124 boats from all Australian States and the ACT, plus 10 overseas entries

representing Great Britain, New Zealand, Hong Kong, Spain, Germany and the US. However, between then and Boxing Day there is always a small attrition rate and the final fleet on the line (two lines, in fact, because of the numbers) may well be reduced to between 115 and 120 boats.

Nevertheless, as Commodore Martin James said when announcing details of the race at the CYCA in early November: "In size and quality the fleet measures up to the best we have seen. It has only been exceeded nine times – for the 50th race in 1994 (371 starters) and during the heyday of ocean racing in the 1980s.

"The fleet epitomises what the Rolex Sydney Hobart is all about – a race for boats big and small, old and new. It represents a broad cross-section of ocean racing in Australia," the Commodore added.

At the time of writing, the 124-boat fleet comprises 69 boats from New South Wales, 28 from Victoria, 8 from Tasmania, 2 from Queensland, 3 from South Australia, 2 from Western Australia and 3 boats registered in the ACT. The 9 overseas entrants include four representing Great Britain, one from New Zealand, one from Spain, one from Germany, one from Hong Kong and a US crew with a chartered Beneteau 47.7.

### Keen competition

Heading the fleet again this year are the two 98-footers (see story on page 16) which virtually match-raced all the way to Hobart last year, Grant Wharington's *Skandia* from Mornington Yacht Club in Victoria and Stewart Thwaites' *Konica Minolta* (the former *Zana*) from the Royal Port Nicholson Yacht Club in Wellington, New Zealand. Both have made modifications for this race designed to make them even faster.

*Skandia* now has a bowsprit, and a canard forward rudder designed by Don Jones to complement its massive canard keel. *Skandia* will also have two 'secret weapons' in state-of-the-art spinnakers while 'maxi chaser' *AAPT*, Sean Langman's Open 66, plans to use a huge kite-like spinnaker, developed in conjunction with NASA in an attempt to generate the extra downwind speed to beat the super maxis.

New Zealand naval architect Brett Bakewell-White has added a bowsprit for the Kiwi super maxi and modified the water ballast system to make it more effective. Plans to change to a canting keel did not go ahead, because of the upper speed limit on IRC ratings. (She has a taller rig and carries more sail area than *Skandia*.)

A third super maxi, a new 90-foot *Nicorette*, built in Sydney for Ludde Ingvall, is racing under the burgee of the CYCA, and also with the triple foil system of canard, canting keel and rudder.





THE KER 55 AERA FROM THE UK WILL HEAD THE OVERSEAS CHALLENGE FOR OVERALL WINNER

The line-up of state-of-the-art ocean racers reflects the impact that the Rolex Sydney Hobart Yacht Race has had on the development of yacht design and construction, on sail design and sail-making, and on yacht equipment, from winches to navigation systems.

This extends well beyond the super maxis, among both overseas and Australian yacht owners, with a number of new boats entered and new owners entering former champion yachts.

Heading the international challenge for Overall winner is *Aera*, a Ker 55 from Great Britain, to be skippered by Jez Fanstone, the former Volvo Challenge skipper. *Aera* was second top-scoring boat in the 2003 Admiral's Cup in England to Bob Oatley's Reichel/Pugh-designed 60-footer *Wild Oats*, which pioneered canting keels in ocean racing. *Aera* won the Rolex Big Boat Series in San Francisco in September 2004.

The two boats will meet again in the Rolex Sydney Hobart Yacht Race, with the Admiral's Cup champion now racing as *Wild Joe*, owned by Steven David and to be skippered in the 60th Rolex Sydney Hobart Yacht Race by America's Cup skipper and designer Iain Murray. To comply with CYCA regulations, the yacht has undergone changes that will limit the degree of cant which can be achieved by her foil system but still promises to be a formidable opponent.

German yachtsman Felix Scheder-Bieschin has built a Marten 49 in Auckland named *Vineta*, in a bid to repeat the success of another German yacht, *Raptor*, which won the 50th Sydney Hobart Race in 1994. Designed by Reichel/Pugh, the carbon fibre foam core hulled Marten 49 is described as a fast sports cruising boat.

#### Overseas and local flavours

Scheder-Bieschin is an experienced ocean-racing yachtsman who has competed in three Fastnet races, three transAtlantics and a Buenos Aires Rio race.

Several overseas crews from the US and Britain are chartering local boats, including Sydney 38s, a Volvo 60 and a Beneteau 47.7.

On the local scene, Michael Spies, the skipper of the 2003 Overall winner, the Beneteau 40.7, *First National Real Estate*, launched a new Beneteau 44.7 in late September with the same sponsor and same name. As he did so successfully with his previous boat, Spies has optimised the boat in a bid to achieve the rare honour of back-to-back Overall wins for the Tattersalls Cup.

Among his rivals will be another recently launched 44.7, *Prime Time*, owned by David Mason with world champion sailor Neville Wittey as his sailing master/tactician. In the Cabbage Tree Island Race in early November, *First National Real Estate* beat *Prime Time* around the 180 nautical mile course by six minutes, taking first place on IRC corrected time while *Prime Time* had to be content with sixth place.

From Melbourne, highly competitive Sandringham

Yacht Club Commodore Phil Coombs has a newly imported DK46, *Dekadence*, which made its offshore debut in the Melbourne to Stanley Race.

In Adelaide, Geoff Boettcher has just launched a new *Secret Men's Business*, a Reichel/Pugh 46 built in Melbourne by Mal Hart, the builder of *Skandia*. The boat features a trim tab to improve its windward performance.

#### Young and old

A feature of this year's Race will be one-design racing between a record 13 Sydney 38s, including the Melbourne University student team with its average age of 21. Skippered by Chris Lewin, they have chartered the former Australian champion Sydney 38, *Another Challenge*, from Lou Abrahams who is preparing a new Sydney 38, *Challenge*, to sail in his 42nd Sydney Hobart Yacht Race.

Another veteran yachtsman who will be skippering a new boat (that is for him) is Hobart yachtsman John Bennetto, who has bought *Quest*, the Nelson/Marek 46, which Bob Steel campaigned so successfully, including winning the 2002 Rolex Sydney Hobart Yacht Race and the 2003 Australian IRC Offshore Championship.

Bennetto this year will be sailing in his 44th Sydney Hobart, the record for this event. His first race was back in 1947 and he is determined to win the race before he hangs up his sailbag.

Although in his late 70s, Bennetto will not be the oldest skipper racing this year. Middle Harbour yachtsman John Walker, now 82, is again skippering his Peterson 36, *Impeccable*, in his 21st Hobart Race, while Peter Kurts, who turned 80 this year, will be sailing in at least his 35th, taking south his two-times Sydney Hobart Race winner, *Love & War*, a classic Sparkman and Stephens designed wooden boat. *Love and War* was Overall winner in 1974 and 1978 and also represented Australia at the Admiral's Cup.

Another past winner in the fleet is the original *Wild Oats*, a Farr 43, which CYCA Vice Commodore Roger Hickman skippered to victory in 1993. Hickman, who is sailing master on Matt Allen's Farr 52, *Ichi Ban*, has chartered *Wild Oats* to fellow CYCA Member Howard Piggott.

Queenslander Donald Freebairn has entered the 1968 Overall winner, *Koomooloo*, her beautiful varnished timber hull beautifully restored.

Three women have been nominated to skipper boats this year and many women will be crewmembers. The female skippers include Alison Thompson on *Next*, a Sydney 38, Elizabeth Coleman on *Liberté*, an Oceanic 46 which is a Queensland Cruising Division entry, and British sailor Jakki Moores on the chartered Sydney 38, *Lexar*.

Ed Psaltis and Bob Thomas, who won the storm-battered 1998 race with their Robert Hick-designed 35-footer *AFR Midnight Rambler*, are back with another boat of the same name, this time a Farr 40 One Design.

It's been a tough year for wellknown Middle Harbour

MICHAEL SPIES' NEW FIRST NATIONAL REAL ESTATE WILL BE MAKING A STRONG BID FOR A SECOND SUCCESSIVE OVERALL VICTORY



yachtsman Rob Reynolds, who lost his previous boat *Tara* on the return delivery voyage after the Sydney Gold Coast Race. Keen to compete in the 60th Race, Reynolds found a replacement in a Reichel/Pugh 43 called *Pla Loma IV*, which at the time of writing was due to arrive from South-East Asia in late November.

The top four placed owner/skippers in the IMS Overall handicap category of the 2003 Rolex Sydney Hobart Yacht Race will be back again for the 60th.

Michael Spies will be racing his new *First National Real Estate*, Melbourne yachtsman Thorry Gunnerson is returning with his Peter Joubert-designed wooden boat, *Tilting at Windmills*, CYCA Member Howard De Torres will be competing again with his IMX40, *Nips N Tux*, and Bruce Taylor from the Royal Yacht Club of Victoria will also be returning with his Sydney 38, *Chutzpah*.

So too are the IRC Overall placegetters, headed by Michael Spies. Also back again after a second in IRC last year is Victorian yacht designer Robert Hick with the little *Toecutter*.

The large fleet will be one worthy of celebrating the 60th anniversary of one of the world's best and most varied long ocean races.

As Commodore Martin James said in announcing details of the 2004 race, support from members of yacht clubs around Australia – people who come back year after year – is important for the future of this icon of Australian summer sport.

### iBurst communication

The CYCA will take another significant step forward in the use of information technology for the 2004 Rolex Sydney Hobart Yacht Race and lead up events.

Race officials will use the first commercially available mobile broadband service – iBurst – for the 60th Rolex Sydney Hobart Yacht Race and Rolex Trophy race management and media services.

The CYCA and Personal Broadband Australia (PBA) have signed a three-year wireless connectivity agreement for the Rolex Sydney Hobart Yacht Race media centre to be equipped with iBurst.

CYCA race management team members on committee boats offshore will use iBurst during the Rolex Trophy regatta to upload finishing times to the media centre and thus enable final results to be published quickly and efficiently while race management teams are still out on the water.

Trials have proved iBurst signals to be strong from Sydney Harbour, and for up to five nautical miles out to sea.

Rolex Sydney Hobart media centre staff have tested iBurst and report the combination of wireless connectivity and mobile broadband improves communication, productivity and cost efficiency.

PBA is to provide wireless connectivity solutions to the CYCA – in collaboration with its alliance partner NetComm – on an ongoing basis with the system also to be used for other harbour and offshore events. ■

## CRUISING SOUTH

To cruising sailors – such as the crew of *Natsumi*, pictured – the Sydney Hobart passage is about the journey rather than the destination. But to many, sailing up the Derwent River to berth with the race fleet at Constitution Dock would be a once-in-a-lifetime experience. Now, at last, sailors can cruise to Tasmania as part of the Rolex Sydney Hobart Yacht Race.

When the CYCA was formed in Sydney 60 years ago, one of the first objectives was to organise a cruise to Hobart. Instead, the planned cruise became a race and developed into the Sydney Hobart Yacht Race.

For the 2004 event, the CYCA has officially endorsed a cruise to Hobart which will comprise a special Cruising Division of the race.

Cruising Division boats may be only a small part of the big fleet this year, but ahead of them is some fabulous cruising in Tasmanian waters (see page 31) which will no doubt attract more cruising enthusiasts to future events.

Typical of the Cruising Division entries are the Western Australians, who will sail the 53-foot Saltersboats *Natsumi*. They believe in enjoying their cruising but also want to experience the challenge of the bluewater classic.

*Natsumi* is owned and skippered by semi-retired commercial boat broker Gil Waller whose sons “work to support Dad’s sailing habits”, according to son Simon, 27.



Simon’s brother Matthew, 29, and five other West Australians make up the crew. “All of us have wanted to compete in a Rolex Sydney Hobart Yacht Race and the new Cruising Division will give us the opportunity to sail

the 628 nautical mile race the way we enjoy sailing, but to also be part of the atmosphere created by the race fleet in Hobart,” says Simon.

Another Cruising Division skipper, Lake Macquarie yachtsman Mike Kelaher, is philosophical about why he has entered his Swan 43 *Santana* for its eighth Sydney Hobart. “For me, it’s about the journey rather than the destination, although sailing up the Derwent River and into Constitution Dock is the thrill of a lifetime,” he admits. “The battle for Line Honours is important to many, but not for us; it’s about spending the maximum amount of time on the water sailing with friends and appreciating the beauty of the coastline while still joining in the celebrations at the end of the race.”

Rules for the Cruising Division allow yachts to motor, use their autopilots, and to put in to port to re-stock supplies or simply anchor in sheltered water for a peaceful night’s sleep. – Lisa Ratcliff

# MAXIS TO THE MAX

The biggest boats in the 60th anniversary Rolex Sydney Hobart Yacht Race will be a trio of super maxis up to the minute in ocean racing design, construction, rigs and sails, writes Peter Campbell

The three super maxis heading up the fleet for the 60th Rolex Sydney Hobart Yacht Race should provide a close battle for Line Honours.

The 98-foot *Skandia*, which narrowly won Line Honours last year, uses the latest canting keel technology. *Konica Minolta* (ex *Zana*), also 98 foot, uses shifting water ballast which it was not able to use in the last race. The new 90-footer *Nicorette* also uses canting keel technology. They all, of course, have carbon fibre hulls and masts and working sails.

Grant Wharington's *Skandia*, from Mornington Yacht Club in Victoria, and Stewart Thwaites' *Konica Minolta* (as *Zana*) from Royal Port Nicolson Yacht Club in Wellington, New Zealand, virtually match-raced to Hobart last year in what was dubbed the trans-Tasman duel of the titans.

This year they will have added competition from the new *Nicorette*, built in Sydney for Ludde Ingvall, who won Line Honours in 2000 with his previous maxi of the same name.

Unfortunately, shipping deadlines in Europe have prevented the 2002 Line Honours winner, *Alfa Romeo* (Neville Crichton), returning to Australia after her illustrious Northern Hemisphere campaigns over the past two years.

An unexpected late entry is *Aspen 1*, a Sled 77 design owned by Queensland sailor Martin Wotton. The boat is the Volvo 60,

*Formula 1 Sailing* with the hull extended in a major re-build.

There should be some exceptionally fast smaller boats figuratively at least snapping at the transoms of this group all the way south. These include Sean Langman's Murray Burns Dovell-designed Open 66, *AAPT*, and the Reichel/Pugh-designed 60-footer, *Wild Joe* – the 2003 Admiral's Cup champion yacht *Wild Oats* now owned by Stephen David.

*Wild Joe* will sail in the Rolex Sydney Hobart Yacht Race with America's Cup helmsman and yacht designer Iain Murray as skipper.

## Winning ways

*Skandia*, which beat *Zana* to Hobart last summer by a mere 14 minutes, continued her winning ways through most of 2004, although she was finally beaten by the, by then modified, Kiwi super maxi in three of seven races at the Hahn Premium Race Week at Hamilton Island.

Since then, Thwaites has had the boat back in Wellington for further modifications. She now has an efficient water ballast system and a bowsprit. All of the modifications were made under the direction of the boat's New Zealand designer Brett Bakewell-White.

Since Hamilton Island, *Skandia* has won – in record time – the Hong Kong to Vietnam race in the China Sea over a similar distance to the Rolex Hobart Race. She, too, has undergone some modifications by designer, Don Jones from Victoria, including some lightening and improvements to internal weight distribution. She will also be sailing with a smaller crew, 14 compared to last year's 19.

The new *Nicorette* (see page 18) – designed again by South African-based Alex Simonis – also features the triple foil system. The carbon fibre hull was moulded by Boatspeed at Somersby near Gosford and the hull fitted out at the historic Woolwich Dock on Sydney Harbour.

*AAPT*, which last year raced as *Grundig*, looks different after a repaint but has not undergone major changes. Sean Langman will rely again on water ballast and the physical efforts of a small crew of eight excellent sailors, including Olympians Chris Nicholson and Gary Boyd and possibly a revolutionary US-made kite-like spinnaker.

The skiff style boat has had another outstanding year of sailing. After finishing second and third in the fleet in the last two Rolex Sydney Hobarts, she outpaced *Skandia* for most of the way in the Brisbane to Gladstone Race and won the IRC division on corrected time. At the end of October she added the Gosford to Lord Howe Island Race to her Line Honours successes.

*Wild Joe* (ex *Wild Oats*) will be a most interesting competitor among the maxis and super maxis. Designed by the US-based Reichel/Pugh design team and launched in late 2002, she was the first offshore racing yacht built with the designers' new CBTF (canting ballast, twin foil) concept. As *Wild Oats* she became the fastest offshore racing 60-footer in the world under the ownership of prominent Australian businessman Bob Oatley.

"Given consistent running or reaching in fresh to strong winds, many of the big boats in the 60th fleet would be capable of breaking the record"



She outsailed the maxis and super maxis at the 2002 Hamilton Island Race Week, shattered the record for the 2003 Pittwater to Coffs Harbour Race and then, in August 2003, was top scoring boat at the Admiral's Cup at Cowes, joined by *Aftershock* in a winning team from the Royal Prince Alfred Yacht Club in Sydney.

### The big guns

*Wild Joe* has been modified to meet the limitation on canting keels of 10 degrees of static heel to be eligible for the Rolex Sydney Hobart Yacht Race, but new owner Stephen David is confident the 60-footer will be a strong contender for Overall winner on IRC corrected time. "The boat has a new keel bulb, a fixed bowsprit and has been optimised for the IRC rule," explained David.

Murray designed and skippered *Raptor* to an Overall win in the 1994 50th Sydney Hobart Race and then *Bumblebee 5* to an Overall victory in the 2001 race. *Bumblebee 5* is back from overseas and will be campaigned in this race by former airline pilot and regional airline executive Michael Jones. At the time of writing, Jones had not advised the CYCA of the name of the boat for this race.

In all, 17 boats of 60 feet (18.20m) and over are scheduled to sail, including five Volvo 60s: *Andrew Short Marine*, *DHL – Getaway Sailing*, *Nokia* (ex *Magnavox*), *Seriously Ten* and *Indec Merit*, owned by Victorian David Goetz, the record holder for the Lord Howe Island race. George Snow's *Brindabella* will be back again, with all four of Snow's children in the crew, while CYCA Director Michael Cranitch and Ray Wallace have entered their Open 66, *Broomstick*. For big boat comfort in the rugged race south, the winner should be *Lady Godiva*, the Sparkman & Stephens designed 60-footer owned by Victorian David Currie and *The Active Factor*, a Thomas 67 owned by British adventurer and polar explorer Robert Swan.

Given consistent running or reaching in fresh to strong winds, many of the big boats in the 60th fleet would be capable of breaking the record of 1 day 19 hours 48 minutes and 02 seconds set by the water-ballasted Volvo 60 *Nokia* (not the same boat as entered under that name for this race). It is worth remembering that *Brindabella*, with conventional ballast, set a time of 1 day 20 hours 39 minutes and 50 seconds in the same race. ■

A REEFED DOWN  
KONICA MINOLTA,  
IN HER PREVIOUS  
INCARNATION AS  
ZANA, POWERS  
THROUGH THE  
HEAVY STUFF  
PHOTO:  
IAN MAINSBIDGE

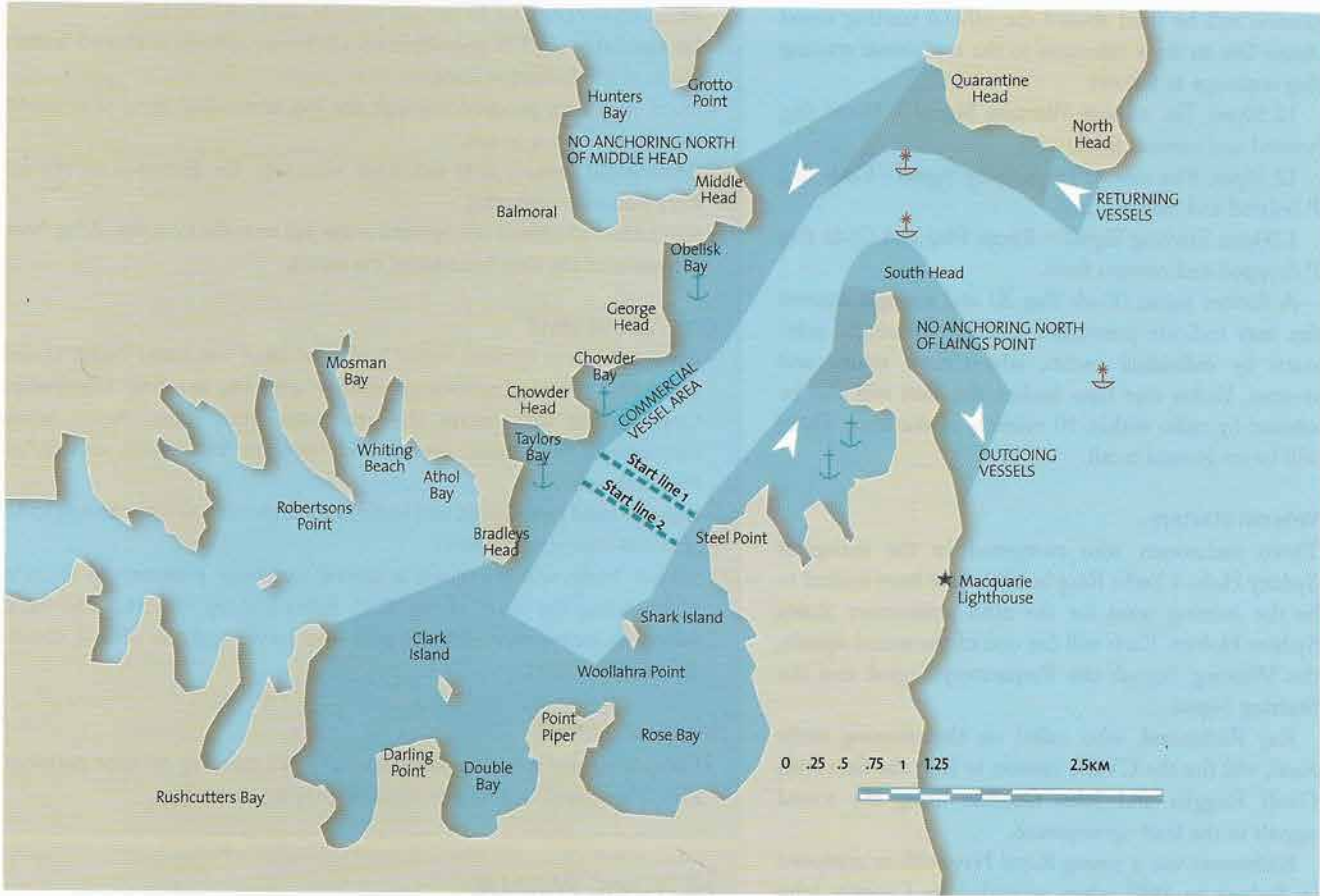


NICORETTE UNDER CONSTRUCTION. TOP, FROM LEFT: AN INTERNAL CROSS SECTION FRAME, DESIGNED TO RECEIVE THE FORCES OF THE MAST AND RIG, IS LOWERED INTO PLACE. MOULDINGS READY FOR FITTING IN PLACE. ABOVE: TWO VIEWS OF THE DECK AND HULL MOULDINGS. RIGHT: OWNER-LUDDE INGVAL AND THE DECK SECTION BEING LOWERED ON TO THE HULL PHOTOS: ANDREA FRANCOLINI



# OFF TO A GOOD START

The 60th anniversary Rolex Sydney Hobart Yacht Race is expected to attract 400,000 spectators on the water and on the Harbour foreshores



THE RACE AREA SHOWING CONTROLS TO BE ENFORCED ON 26 DECEMBER 2004

With the fleet for the 60th Rolex Sydney Hobart Yacht Race to be well in excess of 100 boats, the Cruising Yacht Club of Australia will use a two-line start to give all boats a fair start with ample room to manoeuvre.

Although the race is 628 nautical miles long and takes between three and six days to sail for most competitors, a good start will provide an important psychological advantage for the helmsman of almost any boat in the race.

The Club's replica historic cannon will send the fleet on its way at 1300 hours (1pm) on Boxing Day, 26 December, with the bigger boats starting off the front line and the rest off the back line. The two lines will be about 200 metres apart, stretching east to west across the Harbour, with the back line about 400m north of Shark Island, marked by large Rolex buoys at either end.

To compensate for the extra distance sailed in the Harbour by the smaller boats, once the fleet reaches the

Heads, the boats which start from the front line will sail a further 200 metres north to mark Victor, near North Head, while the boats that started off the back line will round mark X-ray, near South Head.

All boats will then sail 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 large Rolex buoys.

To give the yachts a clear area in which to manoeuvre before the start and then ample room to tack or gybe as they race to the Heads, the Waterways authority has declared an exclusion zone from 11am to 2pm on 26 December.

Spectator craft may not enter the exclusion zone between these times and once the race starts the racing yachts must sail within the zone until they clear the Heads. A six knot no-wash zone will cover the Harbour from a line between Garden Island and Bradley's Head

-  6 KNOTS NO WASH
-  NO ANCHORING
-  ROUNDING MARK
-  ANCHORING ALLOWED

to a line between North Head and Macquarie Light. If the wind is from the south, south-east or south-west, the fleet will have a spinnaker run to the Heads.

If the wind is from the north or north-east, then the fleet will have to tack up the Harbour to the turning marks at the Heads. This will mean some close encounters between boats, and sailing right to the edge of the exclusion zone to gain an advantage.

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

12.50pm: Ten minute Warning Signal – Event flag hoisted and cannon fired.

12.55pm: Five minute Preparatory Signal – Code flag P hoisted and cannon fired.

1.00pm: Starting Signal – Event Flag and Code flag P dropped and cannon fired.

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

#### Veteran starters

Three yachtsmen who competed in the inaugural Sydney Hobart Yacht Race in 1945 have been invited to be the starting team for the 60th anniversary Rolex Sydney Hobart. Each will fire one of the sound signals, the Warning Signal, the Preparatory Signal and the Starting Signal.

Ray Richmond, who sailed on the winning yacht *Rani*, will fire the CYCA cannon to start the fleet with Geoff Ruggles and John Gordon firing the sound signals in the lead-up sequence.

Richmond was a young Royal Navy officer stationed in Sydney in 1945 when seconded by Captain John Illingworth RN to help prepare *Rani* and then sail on the boat to Hobart. After battling a Force 9 gale, *Rani* outsailed the fleet to take Line and Overall Handicap Honours. (Richmond tells *Rani's* story in a special feature in this issue, page 48.) Richmond now lives at Bowral in the NSW Southern Highlands.

John Gordon, who lives in Mona Vale, Sydney, has been sailing for 70 years and is still actively involved in sail training at the Bayview Yacht Racing Association. He is also a member of the Brotherhood of the Coast. Gordon sailed on *Winston Churchill* in the inaugural Sydney Hobart, finishing second across the line and third on handicap.

Geoff Ruggles was a member of the Sea Scouts at Mosman Bay when he met Peter Luke and other founding members of the Cruising Yacht Club. He joined the crew of Luke's *Wayfarer* for the first Sydney Hobart Race. Aged 21, Ruggles was the youngest to sail to Hobart that year. He competed in several more Hobart Races and now lives in retirement at Kiama on the NSW South Coast. ■

## ADVICE FOR SPECTATOR CRAFT

Exclusion Zone: 11am–2pm, 26 December

- The Sydney Harbour Exclusion Zone will come into force at 11am to provide a clear passage for the historic Parade of Sail and will remain in force until 2pm. The Zone will be marked with yellow buoys and some fixed navigation aids.
- The rounding marks at the Heads will be large Rolex conical inflatable buoys, as will the sea mark, one nautical mile due east of the Heads.
- All spectator craft are to remain outside the Exclusion Zone.
- No spectator craft is permitted to anchor or remain anchored within 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 to the Commercial Vessels Area (see map opposite).
- 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.
- Sailors' Radio will broadcast a special two-hour program on 107.3FM highlighting the start of the 60th Rolex Sydney Hobart Yacht Race, including interviews with skippers and crews and the official countdown to the start.

## RACE ENTRANTS

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

## HISTORIC PARADE

To commemorate the 60th anniversary Rolex Sydney Hobart Yacht Race, the Cruising Yacht Club of Australia is planning an historic Parade of Sail, prior to the start of the race.

It is hoped that at least one yacht from each of the past 59 races will line up for the parade, sailing through the Exclusion Zone from Bradley's Head to North Head.

At least two, and possibly three, of the remaining yachts from the first fleet of nine will take part, including the beautiful ketch *Archina*, which is still sailed regularly on Sydney Harbour, and the *Kathleen (Gillett)*, which has been restored and is berthed at the Australian National Maritime Museum at Darling Harbour. The third survivor from that first race is *Wayfarer*, kept at Port Stephens and still owned by Peter Luke, a Life Member of the CYCA.

The Parade of Sail will start inside the southern end of the exclusion zone between 11am and midday (the start time will depend on the number of boats to take part) and finish about a hour later to allow the exclusion zone to be cleared ready for the race fleet to start at 1pm. Yachts participating in the Parade of Sail will be encouraged to 'dress ship', and fly battle flags from previous Sydney Hobart Yacht Races.



The Cruising Yacht Club of Australia would like to thank the following sponsors for coming on board for the 2004-2005 race series.

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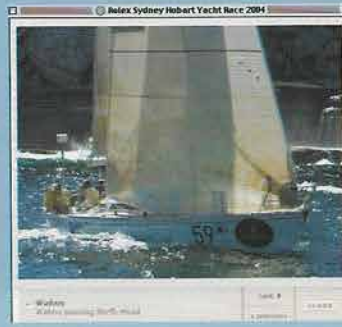
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# KEEPING TRACK



Yacht Tracker, the innovative satellite system, will again provide real-time positions of the fleet on the award-winning official website for the 60th Rolex Sydney Hobart Yacht Race

The dedicated official website for the Rolex Sydney Hobart Yacht Race, [www.rolexsydneyhobart.com](http://www.rolexsydneyhobart.com), was the second most visited Australian sporting website during the Christmas/New Year holiday period last summer. The website also received the prestigious Yahoo! award for Australian and New Zealand websites.

For the 60th 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 CYCA and web developers Massive Interactive created the website as a combination of media and public information and as a means of tracking the fleet throughout the 628 nautical mile race south. The Club 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, zoom in on a group of boats, or check on the current status of an individual boat.

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, plus 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. At the time of writing, there is already a wealth of current and archival information about the 60th Rolex Sydney Hobart Yacht Race at [www.rolexsydneyhobart.com.au](http://www.rolexsydneyhobart.com.au).

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 finish, their finishing times, provisional corrected times and overall and division positions will be flashed onto the website.

If you visit the site ahead of the race, you will find a complete list of yachts entered, along with a photograph, a description of each boat, a rundown on the crew, and the boat's racing record.

There are also special features on the website about personalities associated with Australia's most famous ocean race and the yachts. Archival data on

EACH BOAT IN THE FLEET WILL AGAIN BE EQUIPPED WITH A TRANSMITTER THAT WILL AUTOMATICALLY UPDATE ITS LATITUDE, LONGITUDE, COURSE AND SPEED

“Regularly updated news, features, photographs and weather forecasts will be posted on the site”

[www.rolexsydneyhobart.com.au](http://www.rolexsydneyhobart.com.au) includes the complete results of the 59 races since 1945, plus the weather they encountered; a summary of the Line Honours and Overall winners of those races; historical and statistical information and designers of those 59 Overall (corrected time) winners. ■



# TOP RACING TIPPED

The Rolex Trophy series is expected to provide some absorbing offshore racing in the lead-up to the 60th Rolex Sydney Hobart Yacht Race, writes Peter Campbell

ABOVE: BOATS BEAR DOWN ON AN OFFSHORE MARK IN LAST YEAR'S ROLEX TROPHY SERIES  
RIGHT: AT THE HEAD OF THE FLEET, SKANDIA BEATS TO WINDWARD  
PHOTOS: ANDREA FRANCOLINI

World champion sailors and boats are expected to produce one of the finest offshore regattas ever sailed out of Sydney when the CYCA conducts the Rolex Trophy series ahead of the Rolex Sydney Hobart Yacht Race.

The Rolex Trophy will mostly be sailed over short windward/leeward courses off Sydney Heads.

Three days of one-design racing is scheduled for the Farr 40, Sydney 38, Sydney 32 and Mumm 30 one design classes from Saturday 11 December to Monday 13 December. Up to four races are planned for each day.

Four days of competition for IRC and PHS handicap fleets is scheduled from Thursday 16 December to Sunday 19 December. Two races are planned each day.

The Rolex Trophy is a prestigious regatta for individual boats, but in both the one design and rating classes, a major feature this summer will be the Rolex Challenge for teams. This competition will be for teams of two IRC rated boats representing a country or state.



In response to the popularity of the competition, the CYCA will also include a teams event for clubs in addition to the Rolex Challenge. Once the Notice of Race is published, owners of Australian boats can seek selection to represent their country, through Yachting Australia, or their states, through state yachting associations.

To be sailed in conjunction with the Rolex Trophy, the Rolex Challenge pointscore will also include the

"Yacht owners from overseas and all Australian states are showing keen interest in the Rolex Challenge"

Rolex Sydney Hobart, with this ninth race carrying double points.

Yacht owners from overseas and all Australian states are showing keen interest in the Rolex Challenge, which replaces the Southern Cross Cup teams series conducted by the CYCA in alternate years since 1967.

#### One design

Many of the IRC and PHS yachts contesting the Rolex Sydney Hobart Yacht Race are expected to contest the Rolex Trophy rating series, while a large fleet of Farr 40s and Sydney 38s are expected to line up for the one design racing.

The Rolex Trophy series will have special significance for competitors in the Farr 40 OD class as the racing will be on similar courses to the Rolex World Championship scheduled to be held 1-4 March 2005. The CYCA expects that several of the Farr 40 owners will decide to continue racing in the IRC rating series as part of their preparations for the Worlds.

Farr 40 OD owners who have indicated they will contest the Rolex Trophy include current world champion Jim Richardson and Philippe Khan from the US,

Hasso Plattner from Germany and Vincenzo Onarato from Italy. Australian owner/skippers will include current Mumm 30 world champion Richard Perini, former Farr 40 world champion John Calvert Jones, super maxi yacht owner Neville Crichton, Marcus Blackmore, Lang Walker and Australian class president Matt Allen.

Similarly, with 11 Sydney 38s entered for the Rolex Sydney Hobart, in which they will race under IRC ratings as well as one design, the club expects a number to contest both the one design and rating series of the Rolex Trophy. Some Sydney 38s may also be included in teams contesting the Rolex Challenge. ■

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# SYDNEY 38s RECORD

The CYCA's decision to include a One Design Division in the Rolex Sydney Hobart Race has really borne fruit this year with 12 Sydney 38s in the fleet. Peter Campbell reports



Not only has the total fleet for this year's 60th Rolex Sydney Hobart Yacht Race doubled in size, so has the Sydney 38 One Design Division. Thirteen Sydney 38s have entered, providing the potential for great boat-for-boat racing and introducing many sailors to long ocean racing.

Australian designed (by Murray Burns Dovell) and Australian built (by Sydney Yachts at Nowra on the NSW South Coast), the Sydney 38 has been a success story of the Australian marine industry, with some 66 of these fast and exciting grand prix racer boats launched and sold, including overseas to the US, France and Hong Kong.

For several owners and their crews, the Rolex Sydney Hobart Yacht Race will be their first Category One long ocean race with their Sydney 38s, encouraging for the future of the event. Most will contest the IRC rating handicap division as well as in the One Design division and could do well in Overall results.

Not all are newcomers. Veteran Victorian yachtsman Lou Abrahams will be sailing his 42nd race with a new Sydney 38, to be named *Challenge*, while another Melbournian, Bruce Taylor, will be sailing his 23rd race,

the third with his current boat named *Chutzpah*. Both Abrahams and Taylor have figured high in overall handicap results over the past two races.

Abrahams, aged 77 and a two-times Overall winner of the race, has chartered his original Sydney 38, *Another Challenge*, to the youngest crew in the fleet, the Melbourne University team led by 21-year-old Chris Lewin. (See the article about this team on page 10.)

Another newly launched Sydney 38 is *Zen*, owned by Sydney yachtsman Gordon Ketelbey who previously raced *Wadadli* with success, although not in the Sydney Hobart.

Rupert Henry is back again this year with *Team Lexus*, following an IMS eighth last year, a third in the Mooloolaba race and third in the Gosford to Lord Howe Island race.

Royal Sydney Yacht Squadron members Martin and Lisa Hill have put together a strong crew for their first tilt at the Hobart in their Sydney 38, *Estate Master*, including former 18-footer champion David Witt and Olympic Laser medallist Michael Blackburn. Martin Hill has one Sydney Hobart to his credit, for Lisa it will be the first.

In addition to Lisa, listed as co-owner, two women will be skippering Sydney 38s – Alison Thompson with *Obsession* and Englishwoman Jakki Moores with the chartered *Lexar*.

This will be the third year that Jakki has raced to Hobart on a Sydney 38, but this will be her first as skipper. With a group of friends from the UK, she will be representing the Royal Ocean Racing Club.

A strong crew from Lake Macquarie Yacht Club will be campaigning *Yeab Baby* in its first Hobart Race, with joint skippers Mick Hinchey and Dennis Hume being joined by Anthony Patterson and Brett Filby. *Yeab Baby* earlier this year finished first in division and first in the Sydney 38 division in the Sydney Gold Coast race.

“Two women will be skippering Sydney 38s including one heading an RORC crew”

A new perpetual trophy for the Sydney 38 One Design Division of the Royal Sydney Hobart is the re-dedicated One Design Trophy, a superb silver tray donated by CYCA Member Vince Walsh who was a prominent skipper in the heyday of One Ton level rating racing offshore. ■

THIRTEEN SYDNEY 38s HAVE BEEN ENTERED FOR THE RACE PROVIDING THE POTENTIAL FOR GREAT BOAT RACING  
PHOTO: ANDREA FRANCOLINI

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Rolex Sydney Hobart Yacht Race





# SAILORS NOT OUT!

Cricket scores set by some prominent yachtsmen were celebrated at this year's pre Rolex Sydney Hobart Yacht Race Quiet Little Drink cocktail party, writes John Dawson

In reaching his score of 25 races, Michael Green has set an impressive family record of 60 Hobarts with his late father Peter Green's 35. His achievement was celebrated at the 2004 Quiet Little Drink (QLD) cocktail party for veterans of 25 or more Hobart races. The event also marked Tony Cable sailing in an amazing 40 races and Don Mickleborough reaching his 80th birthday.

For once, QLD committee convenor Tony Cable had to take a back seat as a guest of honour. With Peter Shipway overseas, Steve 'Mothy' Jarvin became master of ceremonies for the evening, aided by Frank Stikovich, his old sailing and QLD mate, and I even got in a few words.

Old salts who attended included Steve Old, Col Wildman, Colin Betts, David 'Slingshot' Slingsby, Geoff Lee, Rolfe Mische, Richard 'Sighty' Hammond, Bruce Jackman, 'Sherro' Sheridan, George Snow, Jimmy Bourke, Ian 'Clean-up' Kiernan, Carol Hocking (representing her late husband David) and a number of my local mates, some of them travelling by boat to the CYCA.

Tony Cable is only the fourth yachtsman (and the first portside runner winch hand) to achieve 40 Sydney Hobarts, after 'Sighty' Hammond, John 'The Fish' Bennetto and Lou Abrahams.

Maurie Cameron presented Cable with his award and then, in reminiscing, I reminded Tony of our first meeting in Hobart in 1965 with Mickleborough and *Southerly*.

Among the sailors in that year's race were the legendary 'Rawmeat', 'Thunder', 'The Hunt' and 'Rubber' Kellaway. Also remembered was the galeswept 1970 race when a quarter of the fleet had to retire, a

record number in those days. The crew on the Alan Payne-designed *Fare-Thee-Well* that year included Cable and myself, owner Jim Easdon, 'Tweetie' Thompson, David Lawson, Ross Shaw, Barney Davies and Oddy 'The Viking' Karlsen.

I was fortunate enough to have sailed with Michael's dad in *Pacha* in the early 1970s and with others such as Col Wildman and David Slingsby and with him in 1974 aboard Ray Kirby's *Patrice III*, the 47ft S&S design that won the Blue Water Championship in 1975. Peter Green was a great heavy weather sailor.

So father and son have now achieved 60 races between them – a record that may never be broken.

No, Mickleborough hasn't done 40 Hobarts – not yet! However, as the doyen of cruising and ocean racing in this part of the world, Don celebrated his 80th birthday among some fine old sailors and friends, and the QLD party rolled on and on.

*Southerly*, 'the legend' could easily be seen on the marina where she has been berthed for nearly 50 years.

I saw Mickleborough just a few days before handing this to the editor and we talked about a few of his old

"Tony Cable is only the fourth yachtsman to achieve 40 Sydney Hobarts"

habits. I wondered, how did he get to 80? That indeed is a sailing secret! ■

*Footnote: Gail Lewis-Bearman, Les McClean, Alan Brown, Phil Grounds and the experienced Breakfast Club all provided great organisation for yet another great QLD cocktail party.*

ABOVE LEFT: TONY CABLE, LEFT, WITH RICHARD HAMMOND  
ABOVE: DON MICKLEBOROUGH, RIGHT, WITH SOME OF THE SAILING FRIENDS WHO HELPED HIM CELEBRATE HIS 80TH BIRTHDAY

# RADIO RELAY VESSEL

David Kellett and a team of experienced ocean racing yachtsmen will once again run the 24-hour Radio Relay Vessel service from aboard the cruising vessel *Four Seasons*



DAVID KELLETT: HIS TEAM WILL RUN THE USUAL TWO 'SKEDS' A DAY THROUGH THE RACE

The cruising yacht *Four Seasons* will again be the Radio Relay Vessel for the 2004 Rolex Sydney Hobart Yacht Race. The owner of the *Four Seasons* has again made available his Ron Holland-designed 68-footer to act as radio relay vessel for the 2004 Rolex Sydney Hobart Yacht Race.

Cruising Yacht Club of Australia member Harcourt Gough will be providing the radio relay vessel for the third year in succession in what CYCA Commodore Martin James describes as a "magnificent gesture of support".

Gough, one of the two owners of Gough and Gilmour, the national independent supplier of Caterpillar machinery, plus parts and service, has

extensively cruised *Four Seasons* in CYCA events in the Pacific and the Whitsunday Islands as well as the voyages to Hobart. He says he "is pleased to offer his support to continue the high level of safety coverage that the Radio Relay Vessel provides the great race".

Heading the CYCA team for the fifth consecutive year will be David Kellett, a past Commodore of the CYCA and current Vice President of the International Sailing Federation and a veteran of 30 Sydney Hobart Races.

Joining Kellett in a team of highly experienced ocean racing yachtsmen will be Colin Wildman, who has sailed in the Sydney Hobart Race 35 times, John Harris (25), Colin Tipney (22), Frank Sticovich (13) and Paul Kerrigan (9).

Also in the crew will be Anthony Owen who has sailed in 10 Hobart Races. He plans to return from his honeymoon on Christmas eve for the voyage. Another member of the team, James Daymond, a regular crewman aboard the yacht *Sydney* with Kellett, will be making his first trip south.

"*Four Seasons* will be an excellent boat for the job, a fine sea boat and is fully equipped with top of the line communication and navigation equipment, including two HF radios and a

satellite phone," says Kellett.

Kellett and his team will run a 24-hours a day radio operation aboard *Four Seasons*. They will conduct two compulsory position schedules ('skeds') and two weather skeds with the fleet each day throughout the race. They will also monitor the race frequency and the international distress frequencies around the clock.

After a successful introduction in the 2001 Rolex Sydney Hobart Yacht Race, 6516kHz will remain the primary race frequency and 4483kHz will continue to be the back-up frequency.

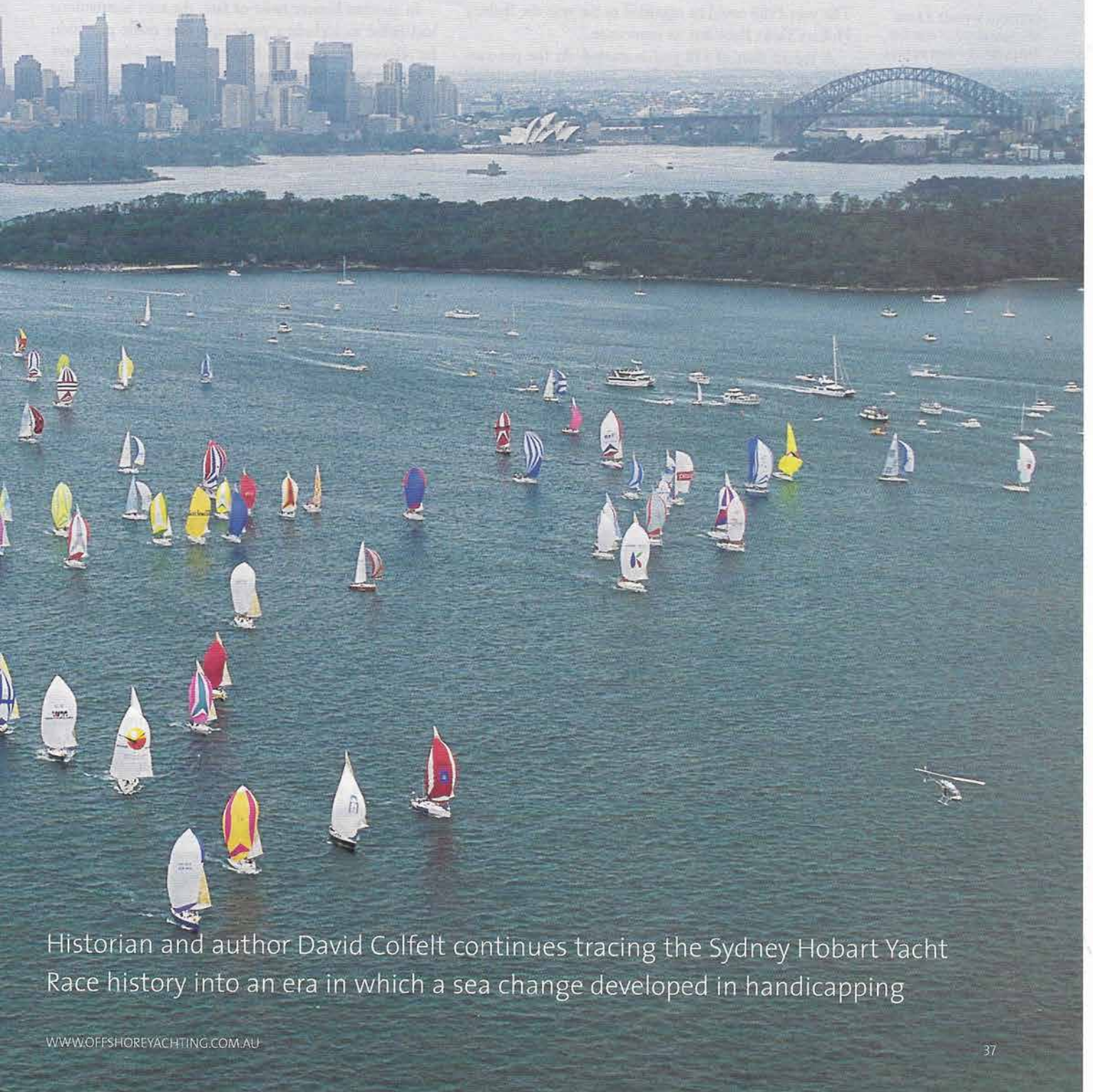
*Four Seasons* will maintain a position approximately in the middle of the fleet and is due to berth in Hobart on the morning of 30 December. ■

A RETROSPECTIVE:  
**THE SYDNEY HOBART**  
FIFTH DECADE, 1985–1995





# RACES



Historian and author David Colfelt continues tracing the Sydney Hobart Yacht Race history into an era in which a sea change developed in handicapping



OPENING SPREAD: A RARE SPINNAKER START FOR THE ANNIVERSARY YEAR IN 1994  
 PHOTO: JONO KNIGHT  
 ABOVE: *DRAKE'S PRAYER*, RUNNING IN LIGHT AIR. A PROTEST DENIED HER AN OVERALL WIN IN 1985.  
 ABOVE RIGHT: *SOVEREIGN* REACHING IN STRONG CONDITIONS. SHE TOOK LINE HONOURS AND WAS THE OVERALL WINNER IN 1987  
 PHOTOS: RICHARD BENNETT

The year 1985 could be regarded as the year the Sydney Hobart Yacht Race lost its innocence.

A record fleet of 178 yachts started. At the pre-race briefing, Race Director Gordon Marshall admonished the skippers: "We've got a half-mile long starting line and it should be four miles long. There's going to be a terrible crush of boats there; everyone should exercise caution and be calm and reasonable."

In the light north-east conditions at the start there were boats gunwale to gunwale along the line. You could have walked deck to deck from one end to the other, and there were numerous minor collisions. One collision would go on to become, to offshore racers, as controversial as cricket's underarm bowling incident in the one-day match between Australia and New Zealand at the MCG in 1981.

The 24m *Ragamuffin* overtook the 13m *Drake's Prayer* at the line with no way to get through, and the crew of *Drake's Prayer* fended her off. No one at the time gave a second thought to this technical infringement in view of the race-briefing admonitions and the fact that there were similar incidents among so many yachts. This would all change in Hobart.

The nor'easter freshened in the afternoon and then, at about 9pm, a southerly slammed through the fleet, lasting for 48 hours. *Drake's Prayer* arrived in Hobart 3 days 20 hours and 07 minutes after the start, 9th over the line and 15-and-a-half hours behind the Line Honours winner, *Apollo*; by the next afternoon, however, she was almost a certainty to win on handicap. But an 11th hour protest was lodged by *Sagacious* against *Drake's Prayer*, citing the collision (fending off) with *Ragamuffin* at the start. *Sagacious* had not been affected by the incident, but she was within her legal right to lodge a third-party protest. She also stood to win the race if the protest succeeded, being placed second on corrected time.

*Drake's Prayer* had not protested *Ragamuffin*; if she had, she would have won, and there would have been no issue. But she found herself charged with not reporting a collision, to which she had no defence, and the international jury found its hands legally tied; the protest was upheld, and *Drake's Prayer* received a 20 per cent penalty giving her a new position of 37th. As Mr Bumble said: "The law is a [sic] ass".

In another bizarre twist of fate, the race instructions had failed to include a paragraph that made provision for elevating yachts to higher placings when others finishing before them were penalised. Thus, there could be no first place-getter. The Tattersalls Cup for the Overall winner was presented to the second place yacht, *Sagacious*, as the yacht with the 'best corrected time' (bar room lawyers later argued that this honour still belonged to *Drake's Prayer*, because there was no provision in the rules to change her corrected time, only to change her finishing place, but this detail was either overlooked or ignored in Hobart with the need to settle the dust and declare a result).

The year 1985 showed that ocean racing had reached a new era in competitiveness, and it galvanised the CYCA into doing something about the crowded conditions at the starting line. Two starts, five minutes apart, had been ruled out by harbour authorities as it was thought it would have been too difficult to control the spectator fleet. Starting the race outside the harbour was unthinkable, due to the national spectacle the Race had become.

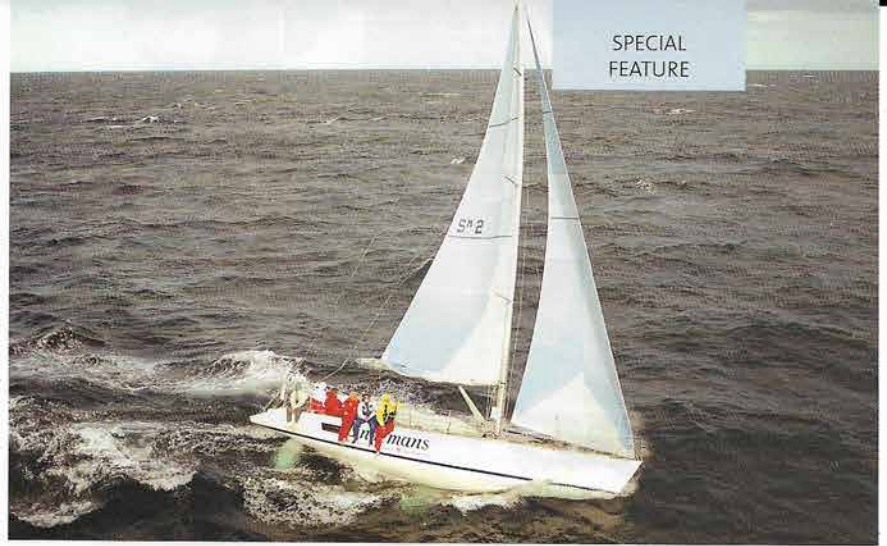
It was decided the next race would have two starting lines, 400 metres apart, with the larger/faster boats using the forward line, a system kept in following years.

#### Double winner

The 1986 fleet of 123 included two brand new boats, the largest maxi in the world, *Sovereign*, and Peter Kurts' new IOR machine, *Madeline's Daughter*, fancied to win Line Honours and Handicap Honours respectively. Both were out of the race in a matter of 48 hours when a southerly change swept through, *Sovereign* with rig failure and *Madeline's Daughter* with steering problems. It was a little boat race won by the 11m *Ex Tension* with the 24m maxi *Condor* taking Line Honours.

*Sovereign* was back in 1987 in a large fleet which included a number of new boats. The fleet flew down the NSW coast with fresh north-east winds and then ran into a southerly that robbed *Sovereign* of her chance at a race record. She nevertheless did take out 'the double' – Line and Handicap Honours – in a race dominated by maxis.

The 1988 race was tough with 32 per cent of the fleet of 119 retiring when, after an early dream run in north-east winds with a 3-4 knot southerly set running along



the edge of the continental shelf, a southerly came in and blew for two days and nights at 30–40 knots. It produced steep, backless waves as it opposed the east coast current and took a heavy toll of contestants. *Ragamuffin* took Line Honours and the 10m *Illusion* Handicap Honours in one of the slowest races in recent times. It was the first time a Russian entry took part, *Veter*, from Vladivostok.

#### New rules era

The introduction of the IMS made 1989 a landmark year. It was heralded as 'a new era in ocean racing'. IMS was designed to bring back into offshore racing not only older IOR boats that had been out-designed by the new 'grand prix' IOR designs but also to encourage family cruiser-racers to compete. More than half the fleet of 126 raced under IMS, with best placings going to both racer and cruiser designs, demonstrating the 'even-handedness' of this handicapping system. The Tattersalls Cup for the Overall winner was still awarded to the winner under IOR and would continue to be until 1992, when joint firsts and separate trophies would be awarded.

Alan Bond's 25m maxi *Drumbeat* took Line Honours, just as his Bond Brewing went into receivership and he began his long odyssey through legal sargasso weed. Overall Honours went to Lou Abrahams in *Ultimate Challenge*, his second handicap victory (the first was with *Challenge* in 1983).

That year, 1989, also saw the introduction of a new sponsor of the Sydney Hobart Race, NorTel Australia Pty Ltd, the Australian subsidiary of Northern Telecom,

global supplier of digital telecommunications switching systems. Nortel sponsored the race for two years.

A total of 105 boats set sail in light south-south-east conditions in 1990, lead out of the harbour by the high-tech, professionally run, world scalp-hunting maxi *Rothmans* (sponsored by and named after the cigarette company), skippered by British Olympian and world champion yachtsman Lawrie Smith. *Rothmans* excited a lot of interest from the press, and she was pitched, in a very hot maxi division, against Syd Fischer's *Ragamuffin* (which had won Line Honours in 1979 as *Bumblebee 4* under John Kahlbetzer), and *Brindabella*, *Condor*, *Freight Train* and *Bobsled*.

The second and third days of the race featured a building black nor'easter that sent the fleet charging down the south coast of NSW. Records looked set to tumble. There were wild gybes and broaches; one of the handicap favourites, *Madeline's Daughter*, did a wipe-out and damaged her rig; several crew from *Northern Security* were washed overboard. *Ultimate Challenge* smashed her rudder in a collision with a sunfish. Then in Bass Strait the fleet encountered a wild sou'wester gusting up to 50 knots.

#### Puffed out

On 28 December *Rothmans* was photographed off the Tassie coast under spinnaker which (oops!) bore the Rothman's logo, a violation of IYRU Rule 26 forbidding advertising. When *Rothmans* got to Hobart, the Race Committee informed her skipper that there was reason to believe she may have violated the advertising rule, and in her declaration *Rothmans* confessed to the deed,

ABOVE LEFT: *DRUMBEAT* ON HER WAY TO LINE HONOURS VICTORY IN 1989.  
ABOVE: *ULTIMATE CHALLENGE* WAS THE OVERALL WINNER IN 1989  
PHOTOS: RICHARD BENNETT

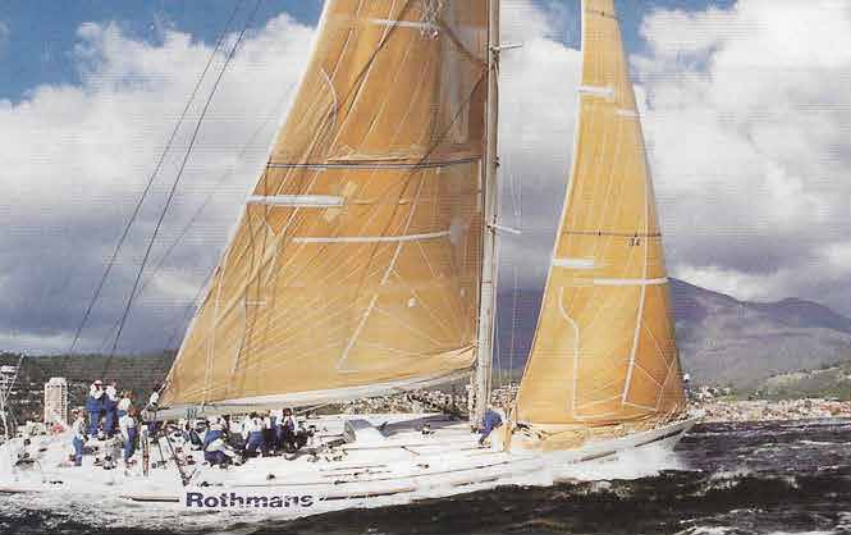
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TASMANIA

*A Rejuvenating Journey*



ABOVE: ROTHMANS SAILS UP THE DERWENT FIRST IN 1990, BEFORE HER SKIPPER STUBBED OUT VICTORY WITH HIS FINISHING DECLARATION.

ABOVE RIGHT: ATARA SOON AFTER THE START IN 1991. THE FORMER MADELINE'S DAUGHTER WAS THE IOR WINNER

PHOTOS: PETER CAMPBELL



for which she was penalised 10 per cent of placings which cost her Line Honours, 2nd Overall on IOR and the maxi division trophies. And there was hell to pay in the ensuing days with anti-smokers leading the attack on this yacht's participation in races on the Derwent.

Syd Fischer finally got his first Line Honours Hobart race trophy with *Ragamuffin* as a result of *Rothmans'* penalty, and *Sagacious V*, which had been sailed brilliantly, hell-for-leather all the way under helmsman Steve Kulmar and Gary Appleby, won the Tattersalls Cup for the Overall winner.

The Race had a new sponsor in 1991 – Kodak, Australia's largest photographic and electronic imaging company, which brought a lot of marketing expertise to the race. The big maxis were absent, but there were a number of 60-foot 'pocket maxis' to liven the action at the front end of the fleet. With the ever-increasing pressure of commercialisation and sponsorship, advertising was permitted on spinnakers.

The starter's gun (fired from Shark Island using a replica of one of Captain Cook's cannons specially commissioned by the CYCA Breakfast Club) sent 99 yachts across the line. A Performance Handicap System (PHS) division, where arbitrary handicaps are awarded based on past performances, was added, and contestants had to nominate to race in one of three divisions – IOR (33 boats), IMS (48 boats) or PHS (18 boats).

The race began in a 12-knot nor'easter, which built in the afternoon. It continued through the night, building next day to 30 knots ahead of a southerly change.

Leaders hit the southerly in Bass Strait, where they experienced short choppy seas and 25-knot winds.

*Brindabella* took Line Honours, the first yacht from the landlocked Canberra Ocean Racing Club to do so and the smallest yacht since *American Eagle* in 1972 to be first over the line. There were only eight retirements in the race, the lowest number since 1987.

The IOR Division was won by *Atara* (formerly *Madeline's Daughter*), with Lou Abrahams and *Ultimate Challenge* breathing down her neck and finishing only two minutes behind. IMS Division was won by *She's Apples*, a Jarkan 12.5, and PHS by *Allegro*, a Mottle 33.

#### Sponsorship snapped up

Pleased with the previous year's race, Kodak signed up for another three years as sponsor. And, for the first time in many a year, a cash prize was offered by the sponsor: \$100,000 for the first boat to beat *Kialoa's* course record set in 1975 – 2 days 14 hours 36 mins 56 secs.

The year 1992 also saw another first: there were to be two Overall Handicap winners, one racing under IOR and one under IMS, placing these two on an equal footing.

Separate but comparable trophies were to be awarded. Kodak also established the Kodak Gold Cup to be presented to the first yacht in Division A of IMS. A section racing under the Tasman Performance Handicap System (TPHS) was also established. And another milestone: for the first time in the history of the race, there were two all-women crews.

## AN ERA OF CHANGE

The fourth decade of racing to Hobart saw a tremendous upheaval in the rating/handicapping system and the decline and fall of the International Offshore Rule (IOR), the design development and handicapping system born in 1968 when the American CCA rule was merged with the British RORC rule under which the CYCA had raced since its inception. The IOR successfully guided the shape of ocean racing yachts

until the late seventies, when designers increasingly began to exploit loopholes.

Being a point measurement system (taking measurements of yachts at specific locations) the IOR was open to 'hacking' – such as attaching 'bumps' at measurement points to increase measurement dimensions at these points, thereby artificially lowering the resultant rating. It also encouraged other unwholesome trends, such as pinched

sterns that made yachts rate better but also made them much more difficult to control downwind.

As the eighties progressed, the administrators of the rule were bringing in changes in rapid succession to plug the ever-increasing number of 'leaks in the dyke' – to the point when it became necessary to modify even the latest designs yearly to remain competitive. Although the IOR was still strong at top-level

Line Honours in 1992 went to *New Zealand Endeavour* with the third fastest time on record – 2 days, 19 hours, 19 minutes 18 seconds (five hours outside from *Kialoa's* record (and the \$100,000). *Assassin* was first in the IMS division (52 yachts); and Syd Fischer, after years of being a bridesmaid in the Sydney Hobart, finally stepped to the altar, *Ragamuffin* taking out first in the IOR division (against 33 contestants). The TPHS division was won by *Amazon*. There was some dissatisfaction with the fact that the IMS results were announced 24 hours after the IOR results.

#### Four days of hell

The 1993 race was one of the toughest Hobarts and one in which a deep low created four days of hell, with 64 per cent of the fleet retiring, only 37 out of 104 finishing the course. Two yachts foundered east of Narooma, the first such losses on a Hobart Race. The crews were rescued from life rafts by other contestants. One skipper was washed overboard and survived five hours in horrendous seas at night before being spotted by a freighter and ultimately plucked from the water by the crew of a yacht already in trouble with a broken mast and damaged hull.

Off the south-east corner of NSW, very strong southerly winds met a swift opposing east coast current and, with who knows what else coming out of Bass Strait, the result was diabolical square waves 10m high.

Line Honours went to *Ninety Seven*, a new Farr 47 sailed by Andrew Strachan, the smallest yacht in 40 years to be the first to Hobart.

IMS was won by *Micropay Cuckoo's Nest*, a 40-footer off the board of bright young Australian designer David Lyons; it finished only two hours behind *Ninety Seven*. The IOR winner was *Solbourne Wild Oats*.

*Charisma* won the TPHS division. Another notable performance was that of veteran Bill Ratcliff, who skippered his 21-year-old S&S 34 *Marara* to a third place in IMS.

A one-off spectacle on Sydney Harbour was the sight of a record fleet of 371 yachts heading down the harbour under spinnaker on Boxing Day 1994 in the 50th anniversary Race. The fleet was divided into 11 IMS divisions, including 30- and 20-year veterans



divisions, and three divisions racing under TPHS. Among the 30-year veterans were *Archina* and *Winston Churchill*, which took part in the inaugural race in 1945, and a number of crew who sailed in the first Hobart, including Boy Messenger (he sailed on *Horizon* in the first race), who skippered *Musket Cove Resort Fiji*, and Peter Luke (co-founder of the CYCA and skipper of *Wayfarer* in the first race), who crewed on *Charisma*. Other 'first fleeters' Norman Hudson and Ray Richmond (*Rani*), were in Hobart for the celebrations at the end of the Sydney Hobart Race.

Three starting lines were necessary to accommodate the fleet, which had moderate southerly conditions at the start shifting to south-east as they headed down the NSW coast. The following day the weather backed to the north-east, giving the leaders a swift run across Bass Strait, but then the honeymoon was over, and a south-west gale, followed by a second front at 50 knots plus, caused 63 retirements.

The maxi ketch *Tasmania* (formerly *New Zealand Endeavour*) was given a tumultuous welcome when it took Line Honours in Hobart, with a time of 2-16-48-04, a little over two hours off *Kialoa's* 1975 record. *Raptor* was the IMS winner overall. Notable performances among the veterans were Don Mickleborough's *Southerly* (1st in the 30-year Vintage division) and *Love & War* (1st among the 20-year veterans), Peter Kurts' S&S 47 in which he won the 1974 and 1978 Hobart Races.

Navigator Richard 'Sightie' Hammond set a record for the man with the most Hobart Races (36) under his belt – sailing on *Canon Maris*, the veteran Alan Payne designed *Tasman Seabird* (vintage 1958) skippered by Mr Clean-up Australia, Ian Kiernan. ■

ABOVE LEFT: WINNING SKIPPERS OF THE 1993 - ROGER HICKMAN, SOLBOURNE WILD OATS, IOR; NIGEL HOLMAN, MICROPAY CUCKOO'S NEST, IMS; ANDREW STRACHAN, NINETY SEVEN, LINE HONOURS. ABOVE: THE LARGE FLEET IN HOBART AFTER THE 50TH ANNIVERSARY RACE, 1994. PHOTOS: PETER CAMPBELL

competition in the mid-eighties, (18 three-boat teams contested the Admiral's Cup in 1985), in the latter 1980s IOR boat numbers declined steadily and, particularly at club level, owners became increasingly dissatisfied with it. It was producing expensive, uncomfortable, difficult-to-sail boats; the rule administrators were applying band-aids where organ transplants were required.

The American Measurement Handicapping System (MHS) pioneered in 1976 and developed over the next nine years

was designed to reduce opportunities for rule exploitation and to make it possible for cruising and cruising/racing yachts to compete with a chance of winning.

In November 1985, the Offshore Racing Council adopted the American system as a second international rule with the new name of International Measurement System (IMS). It wasn't offered as an option by the CYCA until 1989 (and even then the Hobart Race Overall winner was still decided by the IOR).

But soon the number of yachts opting to race under IMS exceeded those in the IOR division, and IMS was placed on an equal footing, joint IMS/IOR winners being announced in 1992 and 1993.

In 1994 IMS became the official system for determining the Overall winner of the Hobart.

IMS was to continue to be used for the next ten years but with growing dissatisfaction at the complexity of its scoring and the time it took for results to be calculated.

# THE DARK ART OF HANDICAPPING

A super maxi yacht is almost certain to take Line Honours in the 60th Rolex Sydney Hobart Yacht Race, but the real winner, the Overall winner on corrected time, is likely to be a much smaller boat. Roger Hickman, CYCA Vice Commodore, explains

How is the winner of the Rolex Sydney Hobart Yacht Race decided? This is a question which is often asked. Many people find it difficult to understand how a boat such as *Skandia*, which got the gun by being first to Hobart last year, was not credited as being the Overall winner.

This year the Cruising Yacht Club of Australia will use the IRC (International Rule Club) time correction system to decide which boat is the Overall winner and the winner of the historic Tattersalls Cup.

The Overall winner will be the boat in the IRC category with the lowest corrected time.

Within the IRC category, boats will be given placings within divisions, each division being a grouping of boats of similar size and/or potential boatspeed.

“It may seem a somewhat dark art, but handicapping makes it possible for all yachts, large and small, old and new, to have an equitable chance of winning”

Most of the boats in the big fleet will compete under the IRC, including those with water ballast and canting keels.

This means that a maxi or super maxi yacht could take Line Honours and also be Overall winner, but looking at the history of the race the latter is most likely to be a much smaller boat. In fact, small boats dominated the Overall results in last year's Race under both IRC and the IMS handicap categories. Note that the IMS category is no longer being used.

The production Beneteau 40.7, *First National Real Estate*, took first place under both IRC and IMS. In the IRC category, it won from the Hick 30, *Toecutter* and the Sydney 38, *Chutzpah*. The first Division A boat on corrected time was the Farr 52, *Ichi Ban*, which placed 16th overall, while the Line Honours winner, *Skandia*, a 98-foot super maxi, placed 19th.

## New divisions

This year, to celebrate the 60th anniversary of the Sydney Hobart Race, there will also be 20-Year and 30-Year Veteran Yacht divisions within the IRC category. In addition there will be a Sydney 38 One Design division, with

a large fleet of these boats expected to race. All of these boats will also be competing in the general IRC competition and be eligible for the Overall first place.

The race will also include a Performance Handicap (PHS) category, a Club-operated adjustable time correcting system based on performance, and a Cruising Division without handicaps, but a scoring system.

Line Honours is clear and easy to understand – the first boat to finish the 628 nautical miles passage race is the Line Honours winner. The owner/skipper and his crew collect a swag of trophies, and get much of the media coverage.

## Overall winner

To the general public and, possibly, many sailors, the handicapping system that produces the Overall Winner is highly complex and confusing. However, this year that confusion will be reduced as there will, at least, be only one rated time correction category.

Generally, the Line Honours winner is one of the biggest boats, and possibly one of the newest. The bigger boats have longer waterlines, and it is a scientific fact that in displacement mode (travelling in the water rather than planing or surfing), the longer the waterline the higher the hull speed and thus the greater the potential to be first to Hobart.

It may seem a somewhat dark art, but handicapping makes it possible for all yachts, large and small, old and new, to have an equitable chance of winning, if sailed to the optimum. This makes possible the magic of the Sydney Hobart Yacht Race – its tradition of David and Goliath and hare and tortoise type battles.

The Hobart Race has always had a handicap Overall winner, but the method of calculating this winner has changed a number of times. Over the years, the CYCA, as the organising authority for the race, has used what could be described as the most creditable and most popular time correction system globally at the time.

For 2004, as each boat finishes, its elapsed time will be adjusted by a mathematical calculation and the boat with the lowest corrected time will be declared the handicap winner of its chosen handicap category, be it IRC or PHS.

The Performance Handicap System is used by the CYCA for racing within Sydney Harbour. Ocean racing



that are not necessarily revealed to the general yachting fraternity.

The Royal Ocean Racing Club in England administers this handicap system, which has become popular in Britain as well as in Australia.

The IRC is very permissive and actively endeavours to rate most types of yachts.

It has become popular because of its long-term goal of rating new and old boats as equitably as possible and its simple application, the IRC handicap method, has proven very popular in Australia in recent years.

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

To establish the maximum size, or fastest boat that can enter – the Upper Limit – the CYCA, as organising authority, uses two criteria: a maximum length of 30m and a maximum IRC number of 1.615.

Taking into account all the information about a yacht that the IRC rule uses to calculate the handicap, it is fair to say that two yachts that have a similar handicap will perform generally about the same, given an assortment of weather conditions. Therefore, two super maxis with an IRC number of 1.615 or so should have a close and exciting race to

HANDICAPPING ENSURES EVERY BOAT IN THE FLEET HAS A CHANCE OF WINNING, BUT AN ASSORTMENT OF WEATHER CONDITIONS IS REQUIRED TO EVEN OUT THOSE CHANCES  
PHOTO: IAN MAINSBRIDGE

clubs have joined forces to get a good spread of boats for the data used to fine tune the system. Performance is the driving factor. The handicap number relates to actual sailing performance rather than to the potential of the design as with IRC.

If a boat performs poorly then the handicapper will, as in the Melbourne Cup, give it a more favourable handicap; but, if a boat performs well, its handicap will be increased. This is time on time handicapping. In a long race it gives more time to smaller or slower boats relative to larger or faster boats.

#### IRC method

It is more difficult to understand how, under the IRC rating handicap system, a boat's time correction handicap number (which does not vary) is calculated. However, once that number has been set, the corrected time for a race is calculated in the same way as with PHS, also using the time on time method.

The IRC corrected time method uses information such as the size and shape of a boat and its sails. The rule is evolving; however, with small changes made each year

Hobart – as was the case with *Skandia* and *Zana* last year.

But the IRC also enables boats of different size to compete against each other.

In a typical race last year, the 52-footer *Ichi Ban* had an elapsed time of 3 days 3 hours 33 minutes 44 seconds and the 30-foot *Toecutter Pippin* an elapsed time of 3 days 19 hours 55 minutes 27 seconds.

*Ichi Ban's* IRC Handicap was 1.323, giving her a corrected time of 4 days 3 hours 58 minutes 08 seconds.

*Toecutter's* IRC Handicap was 1.041, giving her a corrected time of 3 days 23 hours 41 minutes 35 seconds.

As a result, even though *Ichi Ban* crossed the finish line 16 hours ahead of *Toecutter*, *Toecutter* beat her by 4 hours 16 minutes and 34 seconds on corrected time and took second place Overall in the IRC category while *Ichi Ban* placed 16th. ■

\* Roger Hickman, is Vice Commodore of the CYCA and Chairman of the Sailing Committee. He was skipper/sailing master of Overall winners, Solbourne Wild Oats in 1993 and SAP Ausmaid in 2000. He has competed in 27 Sydney Hobart Yacht Races.

# TATTERSALLS CUP TO IRC WINNER

In a significant change, the historic Tattersalls Cup will be awarded to the Overall Winner of the IRC time correction category of the 60th Rolex Sydney Hobart Yacht Race. Peter Campbell reports

The Overall Winner of the 60th Rolex Sydney Hobart Yacht Race will be the boat that wins the IRC (International Rule Club) category. The historic Tattersalls Cup will be awarded to the crew of this boat.

The Tattersalls Cup has for the past ten years been presented to the boat that wins the IMS (International Measurement System) handicap category. The trophy had previously been awarded to the winner of the IOR (International Offshore Rule) handicap category and before that, to the winner under various rated handicap systems.

The handicap winner of the inaugural race in 1945, *Rani*, was the first to have its name engraved on this magnificent silver cup, presented to the Cruising Yacht

Club of Australia as a perpetual trophy by the estate of the late George Adams, the founder of the Tattersalls lottery.

The change from the IMS to the IRC rule has clearly helped boost entries for the 2004 race. Virtually every boat in the fleet will have a chance of

winning the Tattersalls Cup, from conventional craft to water ballasted and canting keel yachts.

Although there will be no IMS category this year, the PHS (Performance Handicap) category will continue, as will the increasingly popular One Design division for the Sydney 38 class.

Explaining the change to IRC, Cruising Yacht Club of Australia Vice Commodore Roger Hickman noted: "The CYCA keeps the position with the handicap rating rules under constant review. The IMS rule, and before it the IOR rule, served the race well as the primary grand prix rating rules of their time.

"However, we found ourselves in a position where IMS had declined in popularity and support, thus rendering it inappropriate as the handicap category from which the Overall Winner is determined."

Hickman explained that the IRC rule had gained popularity and support in Australia and overseas at the same time as the IMS had been losing support. However, he pointed out that although the IRC rule had now gained international recognition through the International Sailing Federation (ISAF), it was not designed as a rating rule for grand prix boats.

A 'new' trophy awarded for the 60th Race will be the re-dedicated One Ton Trophy, which will now serve as a perpetual trophy for the Sydney 38 One Design class, a fitting new class to follow the famous One Tonners in level rating ocean racing.

More than three decades ago, the CYCA was quick to support the national and international interest in level rating racing between the One Tonners and has followed this with the successful introduction of a one-design division in the Rolex Sydney Hobart Yacht Race.

Although One Ton class yachts were not one-design boats, they did have to conform to a single rating. The One Ton Cup became one of the most sought-after trophies in international racing, attracting the world's leading designers, sailmakers and yachtsmen.

Australia won the One Ton Cup in 1971 when Syd Fischer chartered *Stormy Petrel* from Charles Curran and sailed it to victory in New Zealand.

One tonners dominated overall handicap results in Sydney Hobart Races for more than two decades. During this period winners included New Zealand's *Rainbow II* (1967) and *Pathfinder* (1971). In 1971 the first three boats in the Overall placings were actually all New Zealand one tonners.

"The CYCA keeps the position with the handicap rating rules under constant review"

Other winning one tonners have been Hong Kong's *Ceil III* (1973), *Rampage* from Western Australia in 1975, *Piccolo* from Lake Macquarie in 1976, the Sydney boat, *Scallywag* (1982), *Ultimate Challenge* from Victoria in 1989 and *Sagacious V* from Sydney in 1990.

The Admiral's Cup in England also attracted teams of one tonners, including *Ultimate Challenge* and *Sagacious* in 1987 and *Intrigue* from Tasmania in 1985, as did the CYCA's Southern Cross Cup in which Vince Walsh's *Boambillee* was a member of the winning NSW No 1 team in 1969.

Although no Sydney 38 has yet won the Rolex Sydney Hobart Yacht Race, boats from the class have achieved outstanding results under IRC handicaps.

In the 1982 race, Lou Abrahams' *Another Challenge* took third place Overall. The following year, Bruce Taylor's *Chutzpah* gained the same position. ■



LEFT: MICHAEL SPIES AFTER BEING AWARDED THE TATTERSALLS CUP FOR THE 2003 RACE  
BELOW: IAIN MURRAY ACCEPTS THE TROPHY IN 2001  
PHOTOS: PETER CAMPBELL





“The Canon Big Boat Challenge is a great concept, a great race and a great day out”

SPINNAKER DROP  
ACTION ABOARD  
SKANDIA IN LAST  
YEAR'S RACE  
PHOTO: ANDREA  
FRANCOLINI

**Canon**

big boat challenge

# BIG BOAT CHALLENGE

This year's Canon Big Boat Challenge will once again start with a bang, writes Lisa Ratcliff

When the biggest racing yachts in Australia and New Zealand flex their collective crew muscle on the world's most beautiful harbour, it's hard to escape the fact that the countdown to the start of the Rolex Sydney Hobart Yacht Race has begun.

This year's Canon Big Boat Challenge – one of Sydney's most spectacular sporting events – marks the start of the lead-up events before the 60th anniversary Sydney Hobart Yacht Race. This year the event will be held on Friday, 10 December, the day before the start of the One Design component of the Rolex Trophy Series.

For the second year, yachts sporting canting keel twin foil technology, such as Bob Oatley's new Reichel/Pugh 66 *Wild Oats*, which finished second overall at this year's Rolex Maxi Worlds, and his previous *Wild Oats*, now called *Wild Joe* and skippered by Stephen David, will be invited to compete, as will high rating IRC grand prix racers.

At least four Rolex Sydney Hobart Yacht Race Line Honours contenders are expected to line up. These should include last year's Hobart Race Line Honours winner, Grant Wharington's 98-foot super maxi *Skandia* from Victoria and the close runner-up *Konica Minolta* (Stewart Thwaites) from New Zealand.

Ludde Ingvall's recently launched brand new 90-foot *Nicorette* should also be on the line along with George Snow's *Brindabella* – a five-times Line Honours winner in this event, Sean Langman's radical 66-foot skiff *AAPT*, the ex-America's Cup yacht *Spirit* (Kookaburra Challenge), with its ballast keel back in place after its

unfortunate grounding near the Sydney Opera House in October, plus a handful of round the world racer Volvo 60s.

The Canon Big Boat Challenge was the brainchild of James Fewtrell, Canon's general manager of corporate communications, and each year his huge frame (he is a former NSW Waratahs forward) can be spotted above the crowd as he mingles post-race with the many skippers and crews who have become friends through his association with this event.

## Cannon's roar

“The Canon Big Boat Challenge is a great concept, a great race and a great day out,” Fewtrell says.

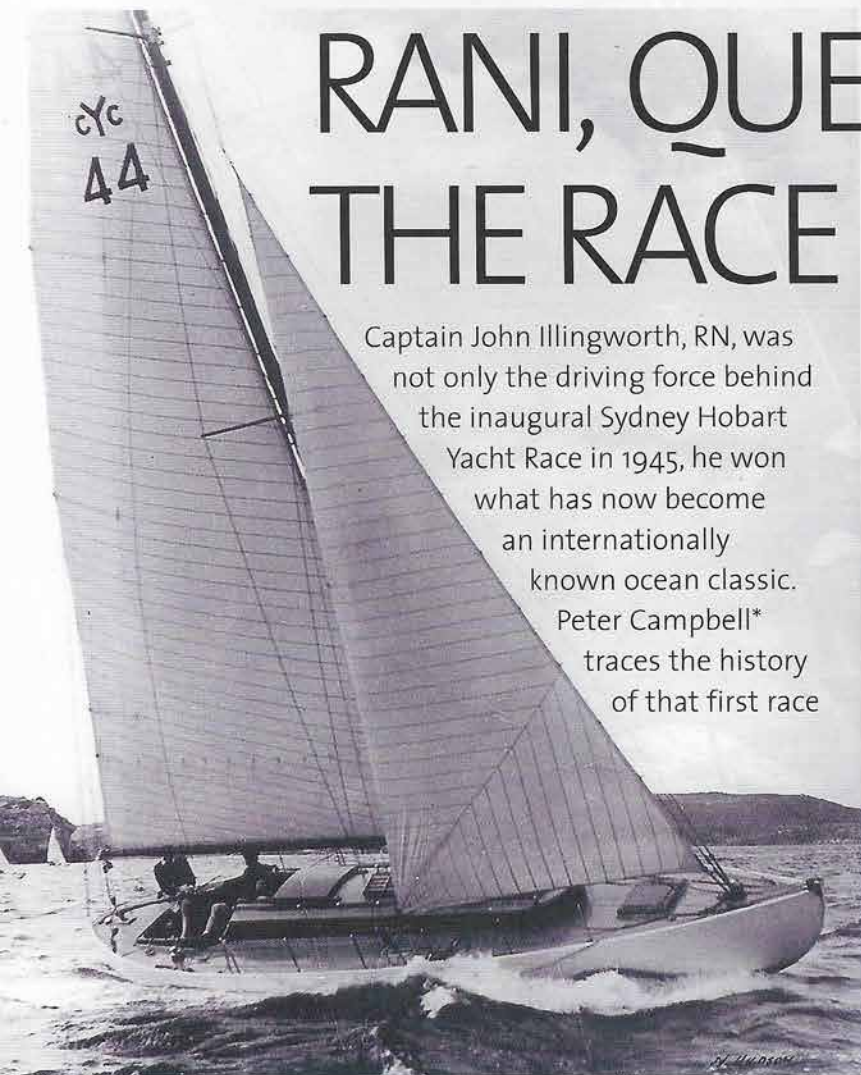
This year marks the 11th Canon Big Boat Challenge and like last year's 10th anniversary race, a Canon Australia representative will fire the Cruising Yacht Club of Australia's replica 19th century cannon at 12.30pm to signal the start of the 14 nautical mile race from off Steele Point, Nielsen Park.

Following the roar of the cannon, the fleet will complete two laps of Sydney Harbour, passing popular tourist destinations such as Mrs Macquarie's Chair and Fort Denison, before finishing for the cameras in front of the Opera House.

From there, guests, skippers and crews, including maybe a celebrity or two (Cathy Freeman, John Bertrand, Rupert Murdoch, Kostya Tsyu and Pat Rafter have been in past crews) will head back to the CYCA for the now infamous after race party. ■

# RANI, QUEEN OF THE RACE

Captain John Illingworth, RN, was not only the driving force behind the inaugural Sydney Hobart Yacht Race in 1945, he won what has now become an internationally known ocean classic. Peter Campbell\* traces the history of that first race



RANI WAS THE SMALLEST YACHT BUT WAS DRIVEN HARD BY ILLINGWORTH, PICTURED RIGHT WITH CAP

Just nine yachts set sail from Sydney on 26 December 1945 in the inaugural race to Hobart. *Rani*, the smallest boat in the fleet and skippered by Captain John Illingworth, not only took Line Honours, but won the race on handicap.

Captain Illingworth, a Royal Navy officer then stationed in Sydney, had been a prominent ocean racing yachtsman and yacht designer in England before the war. Invited by a group of local yacht owners who had formed the Cruising Yacht Club to join them in a cruise to Tasmania he reportedly said: "Cruise! Who the hell wants to cruise? Let's make a race of it!"

Excited by Illingworth's enthusiasm and experience of ocean racing, eight Australian owner/skippers finally joined in the 'race' although it is clear from reports that most of the yachts, wooden boats with canvas sails, few with radios and minimal safety equipment by today's standards, sailed to Hobart in cruising mode. They hove to, or took shelter when they met stormy conditions.

*Rani* was the exception. The boat was driven hard by Illingworth and his crew, but they had no idea they had won until they sailed up the Derwent River.

To race *Rani*, a 35-foot double-ended cutter designed by A.C. Barber and built in Sydney, Illingworth enlisted

a crew of young Royal Navy officers and local yachtsmen. Among them was Ray Richmond. Now in his 80s and the only survivor of that crew, he lives in retirement at Bowral in the Southern Highlands of NSW.

Richmond, then a navy engineer, recalls having been transferred at short notice in September 1945 from the flagship of the British Pacific Fleet in Tokyo Bay to serve as assistant to Captain Illingworth at the Royal Naval Maintenance and Repair Base at No 6, Woolloomooloo, Sydney. One of his first tasks was to assist in preparing *Rani* for the Sydney Hobart Race.

In addition to Illingworth and Richmond, *Rani's* crew included Lieutenant Commander John Hoggard, RNR, then navigating officer aboard a Royal Navy cruiser. Another crew member was Bill Mews, a lieutenant in the RNVR and Coastal Forces.

The Australians included Illingworth's brother-in-law Ken Vaughan, who until then had not sailed on a yacht outside Sydney Heads, and Geoff Colahan who had sailed on *Mabarani*, as the boat was called before Illingworth bought it and shortened the name to *Rani*. Providing much needed local knowledge was Norman Hudson, publisher of the Australian boating magazine *Seacraft*. He also had some sailmaking skills.

Richmond vividly remembers the start of the race, the subsequent voyage south and their surprise at discovering they were the the first boat to reach Hobart.

"We were a motley crew, not as reported in a section of the press after the race ... that we were professionals sent out from Britain especially to win this first race," Richmond said in a speech at the prize-giving dinner after the 50th Sydney Hobart Yacht Race in 1994.

"Illingworth was a master tactician; a keen ocean racer," Richmond recalls. "We plotted every mile of the way. Every half hour of every watch we had to put down our estimated position, which Illingworth or the navigator checked in due course. If we hadn't made enough pace he was disgusted and showed it."

### Incommunicado

Radios were not compulsory then. *Rani* had one on loan from a Royal Navy aircraft carrier but two valves burned out. "So we set sail with no ship to shore communications whatever," Richmond says. "No one aboard cared anyway ... no life rafts, rescue ships, no helicopters to take you off or guide you if you got lost."

On the afternoon of the second day of the race, the fleet was hit by a "southerly buster" that developed into a force 9 gale. All yachts except *Rani* hove to or ran for shelter. One retired. The storm lasted 36 hours.

When neither race officials nor the RAAF were able to make contact by either radio or in search sweeps off the coast, grave fears were held for *Rani*, the smallest boat in the fleet.

"Of the storm, I can only say it was a force 9, according to the RAAF," Richmond recalls. "The waves were reported as being 50 feet high. We were pooped ... I was on the helm at the time. We had the heading just ahead of the wave and we went down vertically; straight down and popped up again."

"We had our storm, thirty-six hours of it. We had our usual problems. Before the storm broke, Illingworth had tried his best to make every mile that we could."

"But he held on to the mainsail just a few minutes too long and it blew out; we had a 40-foot rip. We had sailmaker Norman Hudson aboard and he had 36 hours work stitching it up."

Richmond recalls one other problem the crew, and he in particular, encountered during the storm. "I learned that if you are going to stow tins and bottles below the floor of your cabin, be sure to take off the bloody labels. We didn't. "I was the 'chief cook and bottle washer' and I suffered for the rest of the race because both the bilges filled with water. The labels floated off. We tried to operate the bilge pump and it didn't work; the suction was choked with paper pulp."

### Declared missing

The storm was inevitably followed by a calm and the days dragged on. "Coming into Storm Bay we were very despondent," Richmond remembers. "Six days it had taken us. We were the smallest boat in the race and we had 34 hours and 5 minutes handicap under our belt ...

we expected the bigger boats to have tramped through. In Storm Bay, we were spotted by a small aircraft which apparently reported to the RAAF that they had seen a yacht that could have been *Rani*. That's when the RAAF at last came out and found us ... we didn't know at the time we had been declared missing for four days."

As a Catalina circled *Rani* as she sailed slowly past Cape Raoul, the crew were certain they were last in the fleet, the 'tail-end Charlie'.

"Coming into the Derwent we got the usual change of weather, a very strong wind," Richmond recalls. "Too strong for the genoa and No 2 main. Illingworth had given us the order to hank on the second jib ... the wind was getting stronger. He had just given the order to douse the genoa when she blew out in rags."

It was getting dark as *Rani* sailed up the Derwent. Richmond says the headlights of a car flashed out in Morse code: "Are you *Rani*?"

"Yes, we're *Rani*."

"*Rani* from Sydney?"

"Yes, we're *Rani* from Sydney."

"Thank God you're safe!"

It was 50 years before Richmond learned that the signals had come from Tasmanian yachtsman Len Nettelford who dashed back to the Royal Yacht Club of Tasmania to report: "*Rani* is coming in!"

Not long afterwards a launch came alongside *Rani*, "greeting us fervently", as Richmond recalls.

The launch directed *Rani* towards the finishing line and asked the skipper was there anything he wanted to know? "Yes", said Illingworth, "how are we doing?"

This was followed by "raucous laughter", Richmond says.

Illingworth had asked: "How many boats are in?" He was answered with more raucous laughter – it was New Year's Day and told "you're the first!" ■

\* Original interview transcribed and edited by Roni Starr, who also interviewed Richmond for ABC radio.

"We were pooped ... I was on the helm at the time. We had the heading just ahead of the wave and we went down vertically; straight down and popped up again"

– RAY RICHMOND,  
THE ONLY SURVIVING  
CREWMEMBER  
OF THE FIRST SYDNEY  
HOBART YACHT RACE



RAY RICHMOND,  
RIGHT, WITH THE  
LATE NORMAN  
HUDSON  
PHOTO:  
PETER CAMPBELL

### THE FINE DETAILS:

\* *Rani's* elapsed time for the 1945 Race was 6 days 14 hours 22 minutes. She won Line Honours by 17 hours and the Overall handicap by 28 hours. Second yacht to finish was *Winston Churchill* followed by *Kathleen Gillett* with *Wayfarer* taking 11 days 6 hours 20 minutes to complete the course – still a record as the longest ever elapsed time! On corrected time, *Rani* won from *Ambermerle* and *Winston Churchill*. *Rani* is still one of only five yachts to have taken the double of line and handicap honours in 59 annual races from Sydney to Hobart.

*Rani* was later wrecked after being driven ashore at Broughton Island, north of Newcastle. *Winston Churchill* foundered in the storm-swept race of 1998. *Kathleen* went on to cruise around the world, then became a trading ketch in the South Pacific until being restored after becoming part of the Australian National Maritime Museum's fleet in Sydney.

*Wayfarer* is still owned by Peter Luke who lives at Port Stephens north of Sydney. Luke was one of the founders of the Cruising Yacht Club of Australia and is a Life Member of the Club. Geoff Ruggles, who crewed on *Wayfarer*, lives in Kiama south of Sydney.

# SYDNEY HOBART STATISTICS

**Number of Sydney Hobart Yacht Races conducted by the Cruising Yacht Club of Australia since 1945:** 59 annual races. (The 2004 Rolex Sydney Hobart Yacht Race will be the 60th.)

**Number of yachts to have competed:** 1945–2003: 4,692 (3,853 completing the race; 839 retiring).

**Estimated total crew to have competed:** About 41,560 between 1945 and 2003.

**Average size of fleets, 1945–2003:** 79.52 boats per race.

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

**Smallest fleet:** Nine starters in the inaugural Sydney Hobart Yacht Race in 1945.

**Last year's fleet (2003):** 56 starters, 52 finishers, the smallest fleet since 1966.

**Notable years for race records:**

- 1946:** *Morna* (NSW) – 5 days 2 hours 53 minutes 33 seconds. (First yacht to break six days for the 630 nautical mile course.)
- 1948:** *Morna* (NSW) – 4 days 5 hours 1 minute 21 seconds. (First yacht under five days.)
- 1957:** *Kurrewa IV* (Vic) formerly *Morna* – 3 days 18 hours 30 minutes 39 seconds. (First yacht under four days.)
- 1962:** *Ondine* (US) – 3 days 3 hours 49 minutes 16 seconds. (Record stood for 11 years.)
- 1973:** *Helsal* (NSW) – 3 days 1 hour 32 minutes 9 seconds. (First and only record by concrete yacht.)
- 1975:** *Kialoa* (US) – 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. (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.

**Record Sydney Hobarts by yachtsmen:** Up to and including the 2003 CYCA Sydney Hobart Race, 61

yachtsmen had been recorded as having sailed in 25 or more races since 1945. John Bennetto (Tasmania) has sailed in 43 Sydney to Hobarts, Richard Hammond (NSW) in 40 and has since retired, while Lou Abrahams (Victoria) has sailed in 41 races. Tony Cable (NSW) achieved his 40th race in 2003.

**Record Sydney Hobarts by yachswomen:** Nine women have sailed in 10 or more Sydney to Hobart races. Up to and including the 2003 race, Adrienne Cahalan has raced to Hobart 13 times, Amanda Wilmot 12 times, Vanessa Dudley 11 times, while Kerry Goudge, Gail Harland, Lea Myer, Jan Howard, Sally Gordon and Felicity Nelson have each competed 10 times, while Audrey Brown has taken part in 12 races, sailing and aboard the radio relay vessel.

**Record Sydney Hobarts by yachts:** *Mark Twain*, a Sparkman & Stephens 38, has competed in 25 Sydney Hobarts, her last being in 2002. *Hogs Breath Witchdoctor*, a Davidson 42 sloop, has sailed in 22 races, *Margaret Rintoul II* in 21 (six times as the original *Ragamuffin*), *Bacardi*, a Peterson 44, in 21 races, *Impeccable*, a Peterson 34, in 19 races, while *Polaris of Belmont*, a Cole 43, has also sailed in 19 Hobart Races.

**Youngest skippers:** The youngest recorded 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, *Ballyboo* and *Apollo*, finished first and second across the line, *Ballyboo* skippered by Jack Rooklyn and *Apollo* skippered by his son, Warwick, then aged 19. Greg Prescott (18) skippered his father's yacht, *Hotspur*, in the 1980 Race. Liz Wardley, from Papua New Guinea, was 19 when she skippered her 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 has sailed in 31 Sydney to Hobarts, winning with *Rival* in 1961, retiring from active offshore racing in 2001.

**Oldest sailor:** Probably Alby Burgin but perhaps a Tasmanian in an early race.

**Youngest sailor:** Wellknown Perth yachtsman Rolly Tasker took his wife and daughter, then aged only four, to Hobart aboard his maxi yacht, *Siska*, back in the '70s.

# 1945–2003



There have been quite a number of teenage boys and girls who have sailed with their fathers (and mothers), including Tasmanian Ken Gourlay's 14-year-old son who sailed on *Kismet* in 1957. A 14-year-old lad sailed aboard *Aspect Computing* in the storm battered 1998 Race. (Since 1998 the CYCA has set an age limit of 18 for crewmembers.)

**First and 50th Races:** Peter Luke and the late 'Boy' Messenger sailed in the first and 50th races. Luke skipped his own yacht, *Wayfarer*, in the first Sydney Hobart Race, Messenger sailed aboard *Horizon*. Luke, who still owns *Wayfarer*, was Official Starter of the 2001 CYCA Sydney Hobart Yacht Race.

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

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

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

**Largest official competitors:** *Skandia*, AUS and *Zana*, NZL, both 98 feet (30m) LOA, finished first and second respectively for Line Honours in 2003. *Alfa Romeo/Shockwave*, AUS/NZL – LOA: 89 feet (27.43m) won Line Honours in 2002.

**Smallest official competitor:** *Klinger*, NSW (1978) – LOA: 27 feet (8.23m).

**Largest Line Honours winner:** *Skandia*, Australia (2003) – LOA: 98 feet (30m); *Alfa Romeo/Shockwave*, Australia/New Zealand (2002) – LOA: 89 feet (27.43m). Previous biggest: *Endeavour*, New Zealand (1992) and again as *Tasmania*, Tasmania (1994) – LOA: 84.3 feet (25.7m).

**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*, US (1972), *Kialoa*, US (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 before reaching Bass Strait.

**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. He believes that *Alice*, which competed in the 1948 race, was built before 1908, although no records exist.

**Most successful designer of Overall Winners:** Bruce Farr (NZL/US) – 15 Overall Winners. ■

*These statistics have been compiled up to and including the 2003 Rolex Sydney Hobart Yacht Race, based on records available from the Cruising Yacht Club of Australia, the Royal Yacht Club of Tasmania, yachting journalist Peter Campbell, CYCA Life Member and historian Alan Campbell, and other sources, including the book, The Sydney to Hobart Yacht Race 1945–2001, by Michael Ludeke.*

BLESSED BY FAVOURABLE BREEZES, THE ALUMINIUM MAXI KETCH KIALOA SET A COURSE RECORD IN 1975 WHICH WAS TO STAND FOR 21 YEARS  
PHOTO: RICHARD BENNETT

# ROLEX SYDNEY HOBART YACHT RACE WINNERS: 1945–2003

YEAR	LINE HONOURS WINNER	ELAPSED TIME	OVERALL WINNER
1945	*RANI – UK	6-14-22-00	RANI – UK
1946	*MORNA – NSW	5-02-53-33	CHRISTINA – NSW
1947	MORNA – NSW	5-03-03-54	WESTWARD – TAS
1948	*MORNA – NSW	4-05-01-21	WESTWARD – TAS
1949	WALTZING MATILDA – NSW	5-10-33-10	TRADEWINDS – NSW
1950	MARGARET RINTOUL – NSW	5-05-28-35	NERIDA – SA
1951	MARGARET RINTOUL – NSW	4-02-29-01	STRUEN MARIE – NSW
1952	NOCTURNE – NSW	6-02-34-47	INGRID – SA
1953	SOLVEIG – NSW	5-07-12-50	RIPPLE – NSW
1954	KURREWA IV – NSW/Vic	5-06-09-47	SOLVEIG – NSW
1955	EVEN – NSW	4-18-13-14	MOONBI – NSW
1956	KURREWA IV – NSW	4-04-31-44	SOLO – NSW
1957	*KURREWA IV – NSW	3-18-30-39	ANITRA V – NSW
1958	SOLO – NSW	5-02-32-52	SIANDRA – NSW
1959	SOLO – NSW	4-13-33-12	CHERANA – NSW
1960	KURREWA IV – NSW	4-08-11-15	SIANDRA – NSW
1961	ASTOR – NSW	4-04-42-11	RIVAL – NSW
1962	*ONDINE – US	3-03-49-16	SOLO – NSW
1963	ASTOR – NSW	4-10-53-00	FREYA – NSW
1964	ASTOR – NSW	3-20-05-05	FREYA – NSW
1965	STORMVOGEL – STH AFRICA	3-20-30-09	FREYA – NSW
1966	FIDELIS – NZ	4-08-39-43	CADENCE – NSW
1967	PEN DUICK 111 – FRANCE	4-04-10-31	RAINBOW 11 – NZ
1968	ONDINE 11 – US	4-03-20-02	KOOMOOLOO – NSW
1969	CRUSADE – UK	3-15-07-40	MORNING CLOUD – UK
1970	BUCCANEER – NZ	3-14-06-12	PACHA – NSW
1971	KIALOA – US	3-12-46-21	PATHFINDER – NZ
1972	AMERICAN EAGLE – US	3-04-42-39	AMERICAN EAGLE – US
1973	*HELSAL – NSW	3-01-32-09	CEIL 111 – HONG KONG
1974	ONDINE 111 – US	3-13-51-56	LOVE & WAR – NSW
1975	*KIALOA – US	2-14-36-56	RAMPAGE – WA
1976	BALLYHOO – NSW	3-07-59-26	PICCOLO – NSW
1977	KIALOA 11 – US	3-10-14-09	KIALOA 11 – US

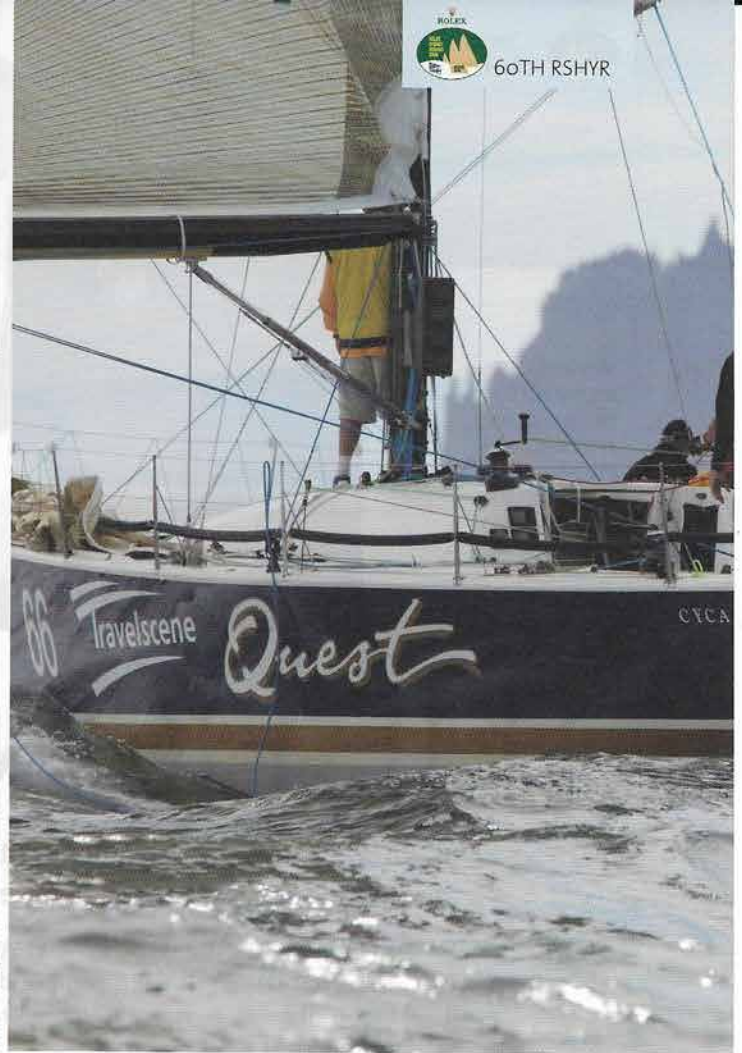


ZEUS II ON ITS WAY TO OVERALL VICTORY IN 1981 PHOTO: RICHARD BENNETT APOLLO CLOSE TO LINE HONOURS VICTORY IN 1985 PHOTO: RICHARD BENNETT

YEAR	LINE HONOURS WINNER	ELAPSED TIME	OVERALL WINNER
1978	APOLLO – NSW	4-02-23-24	LOVE & WAR – NSW
1979	BUMBLEBEE IV – NSW	3-01-45-52	SCREW LOOSE – TAS
1980	NEW ZEALAND – NZ	2-18-45-41	NEW ZEALAND – NZ
1981	VENGEANCE – NSW	3-22-30-00	ZEUS II – NSW
1982	CONDOR – BERMUDA	3-00-59-17	SCALLYWAG – NSW
1983	CONDOR – NSW	3-00-50-29	CHALLENGE III – VIC
1984	NEW ZEALAND – NSW	3-11-31-21	INDIAN PACIFIC – NSW
1985	APOLLO – NSW	3-04-32-28	SAGACIOUS – NSW
1986	CONDOR – NSW	2-23-26-25	EX TENSION – NSW
1987	SOVEREIGN – NSW	2-21-58-08	SOVEREIGN – NSW
1988	RAGAMUFFIN – NSW	3-15-29-07	ILLUSION – VIC
1989	DRUMBEAT – WA	3-06-21-34	ULTIMATE CHALLENGE – VIC
1990	RAGAMUFFIN – NSW	2-21-05-33	SAGACIOUS V – NSW
1991	BRINDABELLA – ACT	3-01-14-09	ATARA – IRELAND (IOR) SHE'S APPLES II – NSW (IMS)
1992	NZ ENDEAVOUR – NZ	2-19-19-18	RAGAMUFFIN – NSW (IOR) ASSASSIN – NSW (IMS)
1993	NINETY SEVEN – NSW	4-00-54-11	SOLBOURNE WILD OATS – NSW (IOR) MICROPAY CUCKOOS NEST – NSW (IMS)



NINETY SEVEN, LINE HONOURS WINNER IN 1993 PHOTO: PETER CAMPBELL



QUEST HEADS FOR HOBART AND AN OVERALL WIN IN 2002 PHOTO: ROLEX

YEAR	LINE HONOURS WINNER	ELAPSED TIME	OVERALL WINNER
1994	TASMANIA – TAS	2-16-48-04	RAPTOR – GERMANY (IMS)
1995	SAYONARA – US	3-00-53-35	TERRA FIRMA – VIC (IMS)
1996	MORNING GLORY – GER	2-14-07-10	AUSMAID – VIC (IMS)
1997	BRINDABELLA – NSW	2-23-37-12	BEAU GESTE – HK-CHINA (IMS)
1998	SAYONARA – US	2-19-03-32	AFR MIDNIGHT RAMBLER – NSW(IMS)
1999	*NOKIA – DEN/AUS	1-19-48-02	YENDYS – NSW (IMS)
2000	NICORETTE – SWE	2-14-02-09	SAP AUSMAID – NSW (IMS)
2001	ASSA ABLOY – SWE	2-20-46-43	BUMBLEBEE 5 – NSW (IMS)
2002	ALFA ROMEO – AUS/NZL	2-04-58-52	QUEST – NSW (IMS)
2003	SKANDIA – VIC	2-15-14-06	FIRST NATIONAL REAL ESTATE (IMS)

\* Open Race Record

**Current record for a conventionally ballasted yacht:**

*Brindabella* (AUS) – 1 day 20 hours 39 minutes 50 seconds (1999).

**Overall winners:** For the 1991, 1992 and 1993 races, two Overall winners were declared during the transition from IOR to IMS, with yachts entering either the IOR or IMS categories. Since 1994, only one Overall winner has been declared – calculated under the IMS rule.

For the 2004 Race, the Overall winner will be calculated using the IRC rule. There will be no IMS handicap category, only IRC and PHS.





NEW INDUCTEES:  
MICHAEL GREEN,  
KIM JAGGAR, AND  
PHIL EADIE WITH  
RICHARD 'SIGHTY'  
HAMMOND AND  
QLD COMMITTEE  
ORGANISER  
TONY CABLE  
PHOTO:  
PETER CAMPBELL

# THE HONOURS LIST

Three more names were recently added to the list of those who have sailed in 25 Sydney Hobart Yacht Races. Di Pearson reports

A large crowd gathered at the CYCA's Quiet Little Drink (QLD) party in late September 2004 in recognition of three more yachtsmen completing 25 Sydney Hobart Yacht Races.

Kim Jaggar, Phil Eadie and Michael Green were honoured, joining 58 others whose names appear on the plaque in the Members Bar of the CYCA.

Queensland convenor, Tony Cable, once again hosted the night with proceeds donated to the CYCA Youth Academy boat *QLD*. Cable is one of only four yachtsmen to have reached the magic 40. He has joined John Bennetto (43), Richard 'Sighty' Hammond (40) and Lou Abrahams (40).

Phil Eadie completed most of his races with three of Australia's greatest yachtsmen – Syd Fischer, Lou Abrahams and Peter Kurts – counting two Line Honours victories on the maxi *Ragamuffin* and Overall wins on *Love & War* (1978) and Robin Crawford's *Assassin* (1992).

But the 59-year-old navigator cites 1979 aboard *Impetuous* as his most memorable, explaining: "We'd had good results that year on *Impetuous* – Admiral's Cup and others, then went to Hobart. We

got near the Tasman Light and a fog descended. We couldn't see a thing and popped out right under the lighthouse into light but no breeze! We were looking good until that point, then a few boats overtook us. It was an interesting race."

Mike Green had never sailed on a winning boat until 2002

when he helmed Bob Steel's *Quest* to victory. Prior to that he had been on five second-place getters.

Green says: "Any races I have done with Bob Steel and Andrew Strachan stick out in my mind as they are both exceptional people and exceptional sailors. It has been a pleasure sailing with both."

The 52-year-old also celebrated being part of the first father and son duo to have completed 25 races each. Green's father, the late Peter Green, created history as the first person to reach 35 races; his final was in 1988 aboard *Margaret Rintoul*.

Kim Jaggar said his first race "sticks out in my mind vividly".

"My father built a boat called *Vanessa* and at the last minute, in 1977, he handed me the boat telling me he couldn't go and that I would be taking his place. I was terrified because I couldn't really sail."

The arm-amputee school headmaster later joined David Pescud's Sailors with disAbilities as helmsman. He completed his 25th race with SWD and also helped break the Around Australia record with them last year.

All three yachtsmen have said they will race in this year's 60th anniversary race – provided they are asked!

Previous inductees Richard 'Sighty' Hammond, Don Mickleborough (also celebrating his 80th birthday at the function), Maurie Cameron, Dick 'Bart' Norman, Rolf Mische, Colin Betts, Dick Bearman, Fraser Johnson, Geoff 'Hagar' Barter, Lindsay May, Ian 'Bugs' Potter and Bruce 'Jacko' Jackson were among others who attended.

The QLD committee thanked the CYCA Breakfast Club and Members of the Associates Committee for their usual great contributions on the night. ■

"We couldn't see a thing and popped out right under the lighthouse into light but no breeze! We were looking good until that point"

## HOBART HEROES

The following are the 62 yachtsmen who have competed in 25 or more Sydney Hobart Races, according to the Quiet Little Drink committee.

### LEADING YACHTSMEN

- John 'the Fish' Bennetto (Tas) – 43 since 1947
- Lou Abrahams (Vic) – 41 since 1963
- Richard 'Sightie' Hammond (NSW) – 40 since 1953
- Tony Cable (NSW) – 40 since 1961
- Bernie Case (Vic) – 38 since 1962
- Bill Ratcliff (NSW) – 38 since 1955
- Tony Ellis (NSW) – 36 since 1963
- Peter Green (NSW) (deceased) – 35, 1947–1989
- Richard Norman (NSW) 35 since 1955
- Syd Fischer (NSW) – 35 since 1962
- Colin Wildman (NSW) – 35 since 1963
- Don Mickleborough (NSW) – 34 since 1958
- Colin Betts (NSW) – 34 since 1955
- Bruce Gould (NSW) – 34 since 1963
- Don Lang (Vic) – 32 since 1963
- Lindsay May (NSW) – 31 since 1973
- Albert Mitchell (NSW) – 30 since 1954
- Magnus Halvorsen (NSW) – 30 since 1946
- Max Crafoord (NSW) – 30 since 1953
- Peter Kurts (NSW) – 30 since 1954
- Roger Howlett (Tas) – 30 since 1969
- Lester Nibbs (Tas) – 30 since 1960
- David Kellett (NSW) – 30 since 1968
- Bruce Jackson (NSW) – 29 since 1952
- David Lawson (NSW) – 29 since 1961
- Fraser Johnston (NSW) – 29 since 1963
- John Solomon (Tas) – 29 since 1967
- Maurice Cameron (NSW) – 28 since 1974
- TWT 'Bill' Thompson (NSW) (deceased) – 28, 1956–1988
- Rod Jackman (Tas) – 28 since 1971
- Josko Grubic (SA) – 27 since 1966
- Alby Burgin (NSW) – 27 since 1951
- Stan Darling (NSW) – 27 since 1947
- Geoff Rouvray (NSW) – 27 since 1967
- Des O'Connell (NSW) – 27 since 1947
- Peter Shipway (NSW) – 27 since 1968
- Rolfe Mische (NSW) – 27 since 1963
- Richard Bearman (NSW) – 27 since 1969
- Peter Joubert (Vic) – 27 since 1968
- John Mooney (Vic) – 27 since 1969
- George 'Hagar' Barter (NSW) – 27 since 1974
- Roger Hickman (NSW) – 27 since 1974
- Michael Spies (NSW) – 27 since 1976
- Lew Carter (NSW) – 27 since 1973
- Simon Firth (Tas) – 27 since 1973
- Alan Butler (Vic) – 26 since 1946
- Warren Anderson (NSW) – 26 since 1970
- Russell Evans (Vic) (deceased) – 26 from 1968–1985
- Peter Duffield (NSW) – 26 since 1968
- Hugh Treharne (NSW) – 26 since 1968
- Jim Dunstan (NSW) – 26 since 1973
- Bill Watson (NSW) – 26 since 1973
- Colin Anderson (Vic) – 26 since 1973
- Ian Treharne (NSW) – 25 since 1973
- Ian Potter (NSW) – 25 since 1976
- John Harris (NSW) – 25 since 1973
- Bob Fraser (NSW) – 25 since 1973
- Toby Richardson (Tas) – 25 since 1973
- Graeme Freeman (Tas/NSW) – 25 since 1970
- Phil Eadie (NSW) – 25 since 1972
- Kim Jaggard (NSW) – 25 since 1977
- Mike Green (NSW) – 25 since 1978

### LEADING YACHTSWOMEN

Yachtswomen have been sailing in the Sydney Hobart Yacht Race since the very early days of the bluewater classic, but none have yet sailed 25 or more races. However, ten have sailed 10 or more:

- Adrienne Cahalan (NSW) – 13
- Amanda Wilmot (NSW) – 12
- Audrey Brown (NSW) – 12
- Vanessa Dudley (NSW) – 11
- Kerry Goudge (NSW) – 10
- Gail Hyland (NSW) – 10
- Lea Myer (NSW) – 10
- Jan Howard (NSW) – 10
- Sally Gordon (NSW) – 10
- Felicity Nelson (NSW) – 10.

# VETERAN YACHTS

Two Veteran Yacht Divisions were included for the 50th Race and the 60th Anniversary Rolex Sydney Hobart Yacht Race will be no different. Peter Campbell reports



THE PETERSON 33, *IMPECCABLE* WAS OVERALL WINNER OF THE LORD HOWE ISLAND RACE ON IMS AND SHOULD BE A STRONG CONTENDER IN THE HOBART RACE UNDER IRC  
PHOTO: IAN MAINSBRIDGE

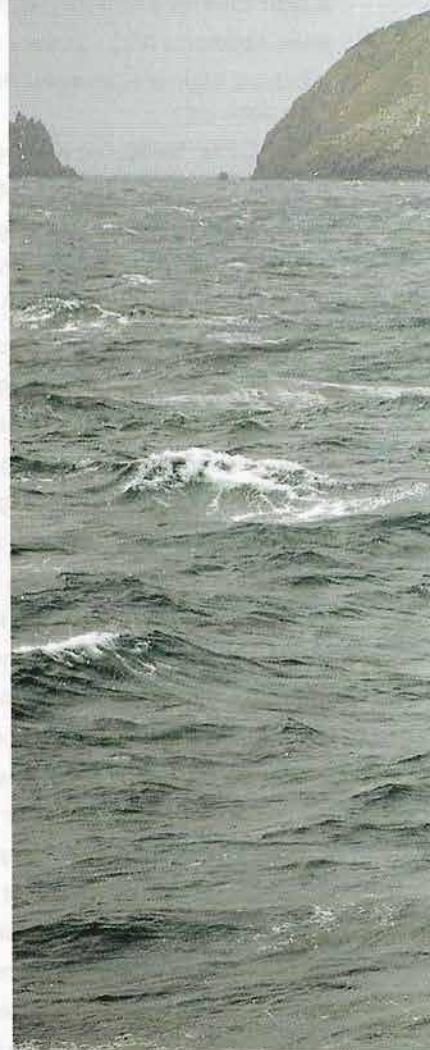
Two yachtsmen now in their 80s will be strong contenders for the 20-Year and 30-Year Veteran Yacht Divisions of the 60th Anniversary Rolex Sydney Hobart Yacht Race.

Middle Harbour Yacht Club Member John Walker, 82, will be skippering his Peterson 33, *Impeccable*, while 80-year-old Cruising Yacht Club of Australia Member Peter Kurts will be in command of his Sparkman & Stephens designed 47 footer, *Love & War*.

Both boats, their skippers and crews have excellent ocean racing records and could do well on IRC overall corrected time, as well as in the Veteran Yacht Divisions included this year to mark the 60th anniversary race.

*Love & War*, a cold-moulded timber boat launched in 1973, has twice been Overall winner of the Sydney Hobart Yacht Race (1974 and 1978) on corrected time and has represented Australia at the Admiral's Cup in England (see the Peter Kurts profile on page 92).

In the 50th Sydney Hobart Yacht Race, *Love & War* won the 20-Year Veteran Yacht Division, and this year Kurts wants to add the 30-Year Veteran Division, as well as a third Overall win. *Impeccable* this year will be competing in her 21st Sydney Hobart Yacht Race – as



“LAUNCHED BACK IN 1971, *POLARIS* HAS HAD A LONG AND SUCCESSFUL OCEAN RACING CAREER”



will her owner. Her Sydney Hobart record includes a first in division in 1993, a third Overall and other division placings. Earlier this year *Impeccable* was IMS Overall winner of the Sydney Mooloolaba race and in November she won the Gosford Lord Howe Island race on IMS, with *Love & War* second. *Impeccable* will be eligible for the 20-Year Veteran Yacht Division.

*Love & War's* major competition in the 30-Year Veteran Yacht Division will be *MCQ Polaris*, formerly *Polaris of Belmont*, the fibreglass Cole 43 now owned by Chris Dawe, a member of the Gosford Sailing Club. Designed by Peter Cole, *Polaris* was launched back in

1971 and also has had a long and successful ocean racing career, winning the Gosford to Lord Howe Island and her divisions in the Sydney Hobart Yacht Race.

*Impeccable* faces competition in the 20-Year Division from boats such as David Taylor's Farr 37, *Pippin*, from Tasmania and George Shaw's Cavalier 37, *By Order of The Secretary* from Victoria. Then there's *Berrimilla*, Alex Whitworth's Peter Joubert designed Broga 33, a veteran of 14 Hobart Races. After this Hobart, Whitworth is planning a round-the-world cruise to include the 2005 Fastnet Race in the UK. ■

NEARING THE END OF ANOTHER SYDNEY HOBART YACHT RACE, *MCQ POLARIS* REACHES ACROSS STORM BAY IN A STIFF BREEZE  
**PHOTO:**  
 RICHARD BENNETT

# GUIDE TO THE FLEET

SAIL NO	NAME	OWNER	STATE	DESIGN	LOA (M)	LOA (ft)	
1	A99	AAPT	Sean Langman	NSW	MBD 66	20	66
2	6636	Abbott Tout	Marc & Louis Ryckmans	NSW	Mumm 36	10.90	36
3	516	Addiction	Richard W McGarvie	VIC	Inglis 38	12.62	38
4	GRE55	Aera	Nick Lykiardopulo	UK	Ker 55	16.57	55
5	8338	AFR Midnight Rambler	Bob Thomas/Ed Psaltis	NSW	Farr 40	12.19	40
6	NOR 2	Andrew Short Marine	Andrew Short	NSW	Volvo 60	19.46	60
7	SM2005	Another Challenge	Chris Lewin	VIC	Sydney 38	11.78	38
8	V1	Aspen 1	Martin G Wotton	QLD	Sled 77	23.50	83
9	6314	Athena	David & Andrea McKay	NSW	Bavaria 38	11.82	38
10	4057	Aurora	Jim & Mary Holley	NSW	Farr 40 - one off	12.19	40
11	5802	Austmark	Gunther Schmidt-Lindner	NSW	Lyons/Cawse 46	14.00	46
12	SM377	Bacardi	Graeme Ainsley / John Williams	VIC	Peterson 44	13.34	44
13	371	Berrimilla	Alex Whitworth	NSW	Brolga 33	10.20	33
14	AUS37	Beyond Outrageous	Tony Warren	VIC	Inglis 39	11.90	39
15	C1	Brindabella	George Snow	NSW	Jutson 79	24.08	79
16	8848	Broomstick	Michael Cranitch/Ray Wallace	NSW	Open 66	20.00	66
17	SM371	By Order Of The Secretary	George Shaw	VIC	Cavalier 37	11.26	37
18	8301	Cadenza	Gunnar Tuisk & Ulli Tuisk	ACT	Farr 50	15.10	50
19	SM8	Chance of Shenval	Robert Green	VIC	Farr 39	12.00	39
20	7407	Chancellor	Ted Tooher	NSW	Beneteau 40.7	11.92	41
21	R33	Chutzpah	Bruce Taylor	VIC	Sydney 38	11.78	38
22	HY161	Courtesan	Philip Childs	WA	Farr	11.70	38
23	Sm46	Dekadence	Philip Coombs	VIC	DK46	14.10	46
24	GER 4014	DHL – Getaway Sailing	Getaway-Sailing Adventures	NSW	Volvo 60	19.44	60
25	TBA	Don Juan	Free Blue Ltd	Spain	Frers 52	15.85	52
26	B7101	Dream Venture	Alexandra McKinnon	VIC	Dubois 40	12.13	40
27	3433	Dreamtime	Dr Paul Spira	NSW	Holland 44	13.41	44
28	R2099	Elektra	Michael Hiatt	VIC	First 47.7	14.51	47
29	MH60	Eleni	Tony Levett	NSW	Sydney 38	11.78	38
30	SA 998	Epsilon	Michael Tromp	QLD	Van de Stadt 38	11.50	38
31	7027	Estate Master	Martin & Lisa Hill	NSW	Sydney 38	11.78	38
32	6037	Eureka II	Global Yacht Racing	UK	TBA	18.20	60
33	G5785	Extasea	Paul Buchholz	VIC	Sydney 40	12.47	40
34	6814	EZ Street	Bruce Dover	NSW	Warrick 44	13.50	44
35	1124	Farr South	Ian Hall	TAS	Farr 37	11.16	37
36	6146	Fine Line USA	Rick Montplisir	USA	Beneteau 47.7	14.54	47
37	8447	First National Real Estate	Michael Spies	NSW	Beneteau 44.7	13.68	47
38	N 11	Funnel Web	SSS Holdings P/L	NSW	Hick 50	15.21	50
39	R69	Fuzzy Logic	Paul Roberts/Bill Lennon	VIC	ILC 40	12.48	40
40	2712	getaway-sailing.com	Getaway Sailing	NSW	Grand Soleil 46	14.10	46
41	C2	Gillawa	David Kent	ACT	Cavalier 975	9.76	32



# GUIDE TO THE FLEET

SAIL NO	NAME	OWNER	STATE	DESIGN	LOA (M)	LOA (ft)	
42	R930	Helsal II	Bill Rawson	VIC	Adams 65	20.04	65
43	9797	Hidden Agenda	Graham Gibson	NSW	Sydney 38	11.78	38
44	R6572	Icefire	J Otter/G Caufield/ R Warlord	VIC	Mummery 45	13.85	45
45	8880	Ichi Ban	Matt Allen	NSW	Farr 52	15.79	52
46	MH106	Impeccable	John Walker	NSW	Peterson 33	10.22	33
47	8679	Indec Merit	David Gotze	VIC	Volvo 60	19.27	60
48	6360	Integrity	Andrew Stoeckel	ACT	Beneteau 42.7	12.95	42
49	558	Interum	Craig King	TAS	Lyons 40	12.16	40
50	5776	Isabella	John Nolan	NSW	Northshore 380S	11.63	38
51	7878	Kaz	David Pescud	NSW	Lyons 52	16.20	53
52	1317	Kickatinalong	Cintra Pty Ltd	NSW	Adams 13	13.08	43
53	6700	Komatsu A Few Good Men	Shane Kearns	NSW	Mumm 36	11.80	36
54	NZL1001	Konica Minolta	Stewart Thwaites	NZ	Maxi 30	30.00	98
55	SM1400	Kontrol	Peter Blake	VIC	Jones/Hart 45	13.85	45
56	B7766	Lady Godiva	David Currie	VIC	S & S	18.30	60
57	GBR2660R	Leila	Patrick Quinn	UK	Swan 46	14.32	46
58	6155	Lexar	Jakki Moores	UK	Sydney 38	11.78	38
59	HI 007	Liberte	Elizabeth Coleman	QLD	Oceanic 46	14.02	46
60	8448	Loki	Stephen Ainsworth	NSW	Swan 48	14.83	48
61	294	Love & War	Peter Kurts	NSW	S & S 47	14.22	47
62	M666	Lucifarr	Mark Davies	NSW	Farr 40	12.28	40
63	SM616	Magic	Phil Spry-Bailey	VIC	S & S 39	11.76	39
64	5527	MCO Polarix	Chris Dawe	NSW	Cole 43	13.20	43
65	93	Merlin	David Forbes / Richard Brooks	NSW	Kaiko 51	15.60	51
66	8402	More Witchcraft	John Cameron	NSW	Dibley	13.95	45
67	6081	Next	Alison Thompson	NSW	Sydney 38	11.78	38
68	TBA	Nicorette	Ludde Ingvall	NSW	Simonis/Voogd	27.38	90
69	5995	Nips N Tux	Howard De Torres	NSW	IMX 40	12.10	40
70	MH888	Nokia	Kookaburra Challenge P/L	NSW	Volvo 60	19.44	60
71	AUS2999	Obsession	getaway-sailing.com	TAS	Sydney 38	11.78	38
72	YC560	Pale Ale Rager	Gary Shanks	SA	Elliott 56	17.10	56
73	6419	Pekljus	David Ferrall	HK	Radford 50	15.24	50
74	533	Pippin	David Taylor	TAS	Farr 37	11.40	37
75	MH7	Pla Loma IV	Rob Reynolds	NSW	Reichel Pugh 43	13.02	43
76	8924	Pretty Fly II	Colin & Gladys Woods	NSW	Beneteau 47.7	14.80	47
77	7447	Prime Time	David Mason	NSW	Beneteau 44.7	13.35	44
78	G162	Prowler	Christian Jackson	VIC	Elliott 47	14.41	47
79	4615	Quality Equipment	Alf Doedens	TAS	Farr 37	11.42	37
80	6606	Quest Travelscene 66	John Bennetto	TAS	Nelson/Marek 46	14.00	46
81	AUS7002	Ragamuffin	Syd Fischer	NSW	Farr 50	15.50	50
82	RQ68	RayWhite Unlimited Koomooloo	Don Freebairn	QLD	Kaufman 41	12.49	41

# GUIDE TO THE FLEET

SAIL NO	NAME	OWNER	STATE	DESIGN	LOA (M)	LOA (ft)
83	3227	Rollercoaster	NSW	Sydney 32	9.73	32
84	R54	Salterboats Natsumi	WA	Roberts 53	16.00	53
85	M236	Santana	NSW	Swan 43	13.05	43
86	7744	Sea Eagle I	VIC	First 47.7	14.50	47
87	YC3300	Secret Mens Business	SA	Reichel Pugh 46	14.22	46
88	8844	Seriously Ten	NSW	Volvo 60	19.46	60
89	9412	Sextant	NSW	X412	12.50	41
90	4926	She II	NSW	Olsen 40	12.19	40
91	M10	Skandia	VIC	Maxi 30	30.00	98
92	508	Stormy Petrel	NSW	S & S 36	11.12	36
93	SM9797	Stratcorp Ninety Seven	VIC	Farr 47	14.30	47
94	6188	Strewth	NSW	MKL 49	14.95	49
95	SM2	TBA	VIC	Sydney 38	11.78	38
96	6565	Team Lexus	NSW	Sydney 38	11.78	38
97	4100	Terra Firma	VIC	Murray 41	12.48	41
98	GBR	The active factor	UK	Thomas 67	20.48	67
99	SM117	Tilting at Windmills	VIC	MOD J. Dory 41	12.83	42
100	R1111	Toecutter	VIC	Hick 33	9.93	33
101	1986	Trumpcard	QLD	Van De Stadt 43	13.30	43
102	10043	UCANTTAKEITWITHU	NSW	Sunfast 43	13.21	43
103	4182	Uptown Girl	NSW	Peterson 40	12.5	40
104	TBA	Vineta	GER	Marten 49	15.05	49
105	5900	Wahoo	NSW	Frers 40	12.35	40
106	6469	White Hot	NSW	F36 Razor	10.86	36
107	546	Why Do I Do It	TAS	Lyons 38	11.70	38
108	AUS7002	Wild Joe	NSW	Reichel Pugh 60	18.57	60
109	4343	Wild Oats	NSW	Farr 43	13.10	43
110	M5	Windsong of Mornington	VIC	Hunter 410	12.43	40
111	6224	Wiseman's Ferry	NSW	Farr 41	12.49	41
112	2557	Witchdoctor	NSW	Davidson 42	12	42
113	6068	Yeah Baby	NSW	Sydney 38	11.78	38
114	1836	Yendys	NSW	Judel/Vroljik 52	15.70	52
115	3838	Zen	NSW	Sydney 38	11.78	38
116	1987	Bright Morning Star	NSW	Petersen 51	15.55	51
117	SM2	Challenge	VIC	Sydney 38	11.78	38
118	6305	Easy Tiger	NSW	Sydney 38	11.78	38
119	A121	Sailmaker	TAS	Adams 43	13.19	43
120	6351	Game Set	NSW	Bavaria 38	11.39	38
121	5474	Maserati	NSW	Farr 65	19.70	65
122	M762	Inner Circle	NSW	Farr 40	12.19	40
123	577	Outlaw	VIC	Sayer 44	13.44	44
124	9111	Ropabull	NSW	Beneteau 42.7	12.95	42



### ABBOTT TOUT

**SAIL NO:** 6636 **LOA:** 10.9m  
**DESIGNER:** Bruce Farr (USA) **CLASS:** IRC  
**TYPE:** Mumm 36 **YEAR BUILT:** 1997  
**OWNER/SKIPPER:** Marc & Louis Ryckmans  
**NO. OF HOBARTS:** 0

**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** O. Strand-Andersen, M. Ryckmans (1), L. Ryckmans, A. Nesbitt, I. Paton (1).  
 Identical twins Marc and Louis caught the 'bug' when they were 10 and as adults have continued to sail together. The crew includes the co-chairman of Goldman Sachs, 37-year-old Andrew Stuart. Following mainsail and electrical problems during this year's Gold Coast Race, the crew is looking forward to finishing the 628 nautical mile passage, hopefully with a trophy for their efforts.



### ADDICTION

**SAIL NO:** 516 **LOA:** 11.62m  
**DESIGNER:** Jim Inglis (AUS) **CLASS:** IRC  
**TYPE:** Inglis 38 **YEAR BUILT:** 1994  
**OWNER/SKIPPER:** R McGarvie **NO. OF HOBARTS:** 4

**CLUB:** Royal Melbourne Yacht Squadron, VIC  
**CREW:** R. McGarvie, R. McGarvie jun., P. Davison (1), A. Hart, D. Palfreeman, J. Whiteside, E. Watt, N. Scanlon, I. Lyall, M. Setton (1).

This experienced ocean racing crew will be headed up by co-owners Richard McGarvie and Peter Davison and will include Richard's 18-year-old son Rick, who is the grandson of the late Victorian Governor Richard E. McGarvie. Under its current ownership, *Addiction* has achieved good results including winning the Ocean Racing Club of Victoria's winter series a couple of years back.



### AAPT

**SAIL NO:** A99 **LOA:** 20m  
**DESIGNER:** Sean Langman & Andy Dovell (AUS)  
**CLASS:** IRC **YEAR BUILT:** 1996  
**TYPE:** MBD Open 66 **NO. OF HOBARTS:** 3

**OWNER/SKIPPER:** Sean Langman  
**CLUB:** Newcastle Yacht Club, NSW  
**CREW:** S. Langman (11), J. de Kock (3), C. Nicholson (3), S. McKnight (1), J. Crawford (6), A. Hay (4), G. Boyd.  
*AAPT* finished third over the line in last year's Rolex Sydney Hobart Yacht Race against the two super maxis and second the year before. Sean is hoping that some minor tweaking and the lighter crew weight, plus plenty of downwind sailing, will result in a top five finish. Crew includes Olympic 49er class sailors Gary Boyd and Chris Nicholson, who is also a former 18-foot skiff & 49er world champion.



### AERA

**SAIL NO:** GRE55 **LOA:** 16.57m  
**DESIGNER:** Jason Ker (UK) **CLASS:** IRC  
**YEAR BUILT:** 2003 **TYPE:** Ker 55

**OWNER/SKIPPER:** Nick Lykiardopulo  
**CLUB:** Royal Yacht Squadron, UK **NO. OF HOBARTS:** 0  
**CREW:** N. Lykiardopulo (2), J. Fanstone (3), H. Agnew (3), J. Robinson, W. Seabrook (9), J. Carrington (4), G. Stocker (2), M. Benaris (2), D. Duke (3), W. Kerr, D. Stephenson (3), L. Jamieson, G. Skuodas, K. George.

The carbon fibre *Aera* is on the register of the Royal Yacht Squadron but carries a Greek sail number. Since being launched, the powerful 55-footer has won the 2003 IRC Nationals and Cowes Week, and sailed in the Spanish team at the 2003 Admiral's Cup. This year she won the Rolex Big Boat Series in San Francisco. The crew features Fastnet and round-the-world sailors including Jez Fanstone.



### AFR MIDNIGHT RAMBLER

**SAIL NO:** 8338 **LOA:** 11.2m  
**DESIGNER:** Bruce Farr (USA) **CLASS:** IRC  
**YEAR BUILT:** 1992 **TYPE:** Farr 40

**NO. OF HOBARTS:** 0  
**OWNER/SKIPPER:** Ed Psaltis & Bob Thomas  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** E. Psaltis (23), B. Thomas (15), C. Rockelle (5), A. Psaltis (10), M. Bencsik (11), J. Whitfeld (12), T. Barker, D. Hynd (2), G. Fisher, S. Guanaria.

The 1998 Sydney Hobart Race winning combination of Ed Psaltis and Queenslander Bob Thomas are now campaigning a Farr 40 and following this year's Sydney Gold Coast Race, where they finished third Overall and first in division, they modified the boat to have another crack at an Overall win in the 60th anniversary race.



### ANDREW SHORT MARINE

**SAIL NO:** NOR2 **LOA:** 19.46m  
**DESIGNER:** Laurie Davidson (USA) **CLASS:** PHS  
**YEAR BUILT:** 2001 **TYPE:** Volvo 60

**NO. OF HOBARTS:** 2  
**OWNER/SKIPPER:** Andrew Short  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** A. Short (12), P. Davies (11), B. Anderson (2), J. Vincent (2), P. Ryan (5), P. Britt (5), P. Geddes (3), A. Buhdgair, (1), O. Schenk (2), P. Deagan (2), M. Stewart, H. Schanche.

Well-known marine retailer Andrew Short has campaigned his former Volvo round the world yacht extensively including last year's Rolex Sydney Hobart where he finished 5th over the line and this year's inaugural Southport-Mackay Race where he took Line Honours. One of five VO60s racing this year.



### ANOTHER CHALLENGE

**SAIL NO:** SM2004 **LOA:** 11.6m  
**DESIGNER:** Murray Burns Dovell (AUS)  
**CLASS:** IRC, One Design **YEAR BUILT:** 2000  
**TYPE:** Sydney 38 One Design **NO. OF HOBARTS:** 4

**OWNER/SKIPPER:** Chris Lewin  
**CLUB:** Sandringham Yacht Club, VIC  
**CREW:** C. Lewin, S. Kennedy, C. Miller, J. Neate, F. Kaufman, A. Matthews, H. Ridgway, T. Choo, I. Tay, P. Crockett.

The average age of this Victorian crew is just 21, making them one of the youngest crew ever to contest the 628 nautical mile race. Team Melbourne Uni believe they have found the yacht that will give them the edge in Lou Abrahams' Sydney 38 and have been training and fundraising for more than 12 months to get to the start line.



### ASPEN 1

**SAIL NO:** V1 **LOA:** 23.5m  
**DESIGNER:** Bruce Farr (USA) **CLASS:** IRC  
**TYPE:** Sled 77 **YEAR BUILT:** 1993

**NO. OF HOBARTS:** (1)  
**OWNER/SKIPPER:** Martin Wotton  
**CLUB:** Cruising Yacht Club of Australia  
**CREW:** M. Wotton, A. Dalton, R. Rawlings, A. Prior (6), P. Buckley (4), M. Pearce (5), G. Harland (11), D. McKay (4), P. Schwarz (1).

The former *Innovation Kvaerner* Volvo 60 training boat, now called *Aspen 1*, has a new Queensland owner who has made some radical modifications to the boat including installing a 2m fixed bow sprit and 'sugar scoop'. 18ft skiff sailor Mathew Pearce, along with Gail Harland and Andy Prior from the 2003 and 2000 Overall winning boats will bring valuable experience to the crew.





### ATHENA

**SAIL NO:** 6314 **LOA:** 11.82m  
**DESIGNER:** J & J Design (GER) **CLASS:** PHS  
**YEAR BUILT:** 1999 **TYPE:** Bavaria 38  
**NO. OF HOBARTS:** 0  
**OWNER/SKIPPER:** David & Andrea McKay  
**CLUB:** Royal Prince Alfred Yacht Club, NSW  
**CREW:** D. McKay, A. McKay, J. Rezek (2), C. Rezek (2), J. Livings, A. Maclean, a. McKay, L. Leather (4).  
 Yet another first time Rolex Sydney Hobart entrant, this Bavaria 38 is carrying an experienced offshore crew including husband and wife David and Andrea McKay and a second husband and wife team. *Athena* has been racing regularly this year including the BMW Sydney Winter Series and SOPS series.



### AURORA

**SAIL NO:** 4057 **LOA:** 12.3m  
**DESIGNER:** Bruce Farr (USA) **CLASS:** IRC  
**YEAR BUILT:** 1983 **TYPE:** Farr 40  
**OWNER/SKIPPER:** Jim Holley **NO. OF HOBARTS:** 10  
**CLUB:** Lake Macquarie Yacht Club, NSW  
**CREW:** J. Holley (16), M. Holley (7), R. Saunders (5), P. Jones (4), S. Phelps (2), P. Tolenard (2), G. Vickstrom (5).  
 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.



### AUSTMARK

**SAIL NO:** 5802 **LOA:** 14.14m  
**DESIGNER:** Lyons/Cawse (AUS) **CLASS:** IRC  
**YEAR BUILT:** 1998 **NO. OF HOBARTS:** 0  
**OWNER/SKIPPER:** Gunther Schmidt-Lindner  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** T. Hannan, P. West, T. Poole, M. Gray.  
*Austmark*, which was previously known as *Vanguard*, has been successfully campaigned by Sydney yachtsman Gunther Schmidt-Lindner including 2nd in IRC Division A of this year's Sydney Mooloolaba Race and 3rd in division in the Ingles Sydney Gold Coast Race.



### BACARDI

**SAIL NO:** 5M377 **LOA:** 13.34m  
**DESIGNER:** Doug Peterson **CLASS:** IRC  
**TYPE:** Peterson 44 **YEAR BUILT:** 1978  
**NO. OF HOBARTS:** 23  
**OWNER/SKIPPER:** Graeme Ainley & John Williams  
**CLUB:** Sandringham Yacht Club, VIC  
**CREW:** J. Williams, G. Ainley, H. Haliburton, T. Crespin, T. Barrot, D. Brotherton, R. Leapol, B. Williams.  
 Since being launch in the late 1970s, this boat has been raced continuously including 23 Sydney Hobarts, several Melbourne Hobarts and the Melbourne Stanley Race qualifier which *Bacardi* took out this year. Co-owner John Williams is an ocean racing veteran of 25 years and Graeme Ainley is the recently retired Yachting Australia president.



### BERRIMILLA

**SAIL NO:** 371 **LOA:** 10.2m  
**DESIGNER:** Peter Joubert (AUS) **CLASS:** TBA  
**YEAR BUILT:** 1977 **TYPE:** Broga 33  
**OWNER/SKIPPER:** Alex Whitworth **NO. OF HOBARTS:** 13  
**CLUB:** Royal Australian Navy Sailing Association, NSW  
**CREW:** A. Whitworth (12), J. Gardiner (4), M. Robinson (2), S. Jackson (1).  
 Alex Whitworth has entered this classic yacht in every race since the 50th anniversary in 1994. In the gruelling 1998 Race, *Berrimilla* placed 1st in PHS Division and in 1999, finished 1st Overall on PHS in the Gosford – Lord Howe Island Race. Following the Rolex Sydney Hobart Yacht Race, Alex plans to sail around the world to England and then compete in the 2005 Rolex Fastnet Race.



### BEYOND OUTRAGEOUS

**SAIL NO:** AUS 537 **LOA:** 11.9m  
**DESIGNER:** Jim Inglis (AUS) **CLASS:** PHS  
**YEAR BUILT:** 1994 **TYPE:** Inglis 39  
**OWNER/SKIPPER:** Tony Warren **NO. OF HOBARTS:** 0  
**CLUB:** Royal Melbourne Yacht Squadron, VIC  
**CREW:** T. Warren (1), J. McGill, S. Macky, G. Cartright, C. Cairns, W. Baggs, J. Wenn (1).  
 Purchased in late 2002 for entry into the Melbourne–Osaka Race, which she completed safely despite the treacherous conditions, this Inglis 39 is a Rolex Sydney Hobart newcomer. The crew admit they have aspirations but not expectations of a top result. Other worthy results include winner of PHD division of last year's ORCV's Rudder Cup Series and 1st in the Tamar Cup.



### BRINDABELLA

**SAIL NO:** C1 **LOA:** 24.08m  
**DESIGNER:** Scott Jutson (AUS) **CLASS:** IRC  
**YEAR BUILT:** 1993 **TYPE:** Jutson 79  
**OWNER/SKIPPER:** George Snow **NO. OF HOBARTS:** 11  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** G. Snow (22), G. Croyley (10), A. Jackson (11), A. Hearder (24), P. Sheldrick (10), R. Snow (9), R. Snow (6), T. Snow, M. Snow, S. Byron (14), E. Adriannes (15), K. Klien (4) (1), L. Bryon-Edmond (3), G. Chessels (4), J. Beaton (4), M. Souter (6).  
 To mark the 60th anniversary, all four of skipper George Snow's adult children will join him for his personal 23rd Rolex Sydney Hobart and the yacht's 12th. With a string of race records, including a Line Honours win in the 1997 Sydney Hobart and a new race record in this year's Cabbage Tree Island race, *Brindabella* should still finish in the top five but will have her work cut out against the latest super maxis.



### BROOMSTICK

**SAIL NO:** 8848 **LOA:** 20.m  
**DESIGNER:** Nandor Fa/Kel Steinman **CLASS:** IRC  
**YEAR BUILT:** 1990 **TYPE:** Custom 66  
**NO. OF HOBARTS:** 3  
**OWNER/SKIPPER:** Michael Cranitch & Ray Wallace  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** B. Smith (11), C. O'Connor (24), P. McAdam (17), S. Chadman, J. Bradshaw (5), S. Alle (2), P. Torimo (1), D. McPherson (3).  
*Broomstick* sailed around the world three times as an Open 60, including the Vendee Globe and Around Alone, before being lengthened to 66 feet by its Sydney owners. The experienced crew, including Colin O'Connor, who will reach the 25 race milestone this year, and celebrity sailing chef Peter McAdam, are looking forward to a quick trip south and a top 10 Line Honours finish.


**BY ORDER OF THE SECRETARY (BOOTS)**

**SAIL NO:** SM371      **LOA:** 11.26m  
**DESIGNER:** Laurie Davidson (NZ)      **CLASS:** IRC  
**YEAR BUILT:** 1979      **TYPE:** Cavalier 37  
**OWNER/SKIPPER:** George Shaw      **NO. OF HOBARTS:** 3  
**CLUB:** Sandringham Yacht Club, VIC  
**CREW:** G. Shaw, R. Brooke, W. Gardner, B. Shaw, T. Shaw, A. Smith, R. Heale, B. Allen.  
*BOOTS* has completed in most Australian offshore races including Sydney Hobarts, Melbourne Hobarts, Sydney Noumea and the Melbourne Osaka Race where she finished 3rd in division last year. Owner George Shaw will be joined by his twin sons Trent and Blair.


**CADENZA**

**SAIL NO:** 8301      **LOA:** 15.1m  
**DESIGNER:** Bruce Farr (USA)      **CLASS:** TBA  
**YEAR BUILT:** 1990      **TYPE:** Farr 50  
**OWNER/SKIPPER:** Gunnar & Ulli Tuisk  
**NO. OF HOBARTS:** 1  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** G. Tuisk (9), U. Tuisk (6), R. Mahon, M. Anderson, N. Cruz, V. Handel, A. Dennis, C. Wheeler, K. Dalton, S. van der Waal.

It's been almost 10 years since *Cadanza*, which is owned by two ACT-based brothers, last lined up with the Rolex Sydney Hobart fleet. In that time, she's been actively competing in most of CYCA long ocean races and has managed to collect some silverware along the way, notably as the Club's 2003–2004 Ocean Pointscore winner.


**CHALLENGE**

**SAIL NO:** SM2      **LOA:** 11.78m  
**DESIGNER:** MBD      **CLASS:** IRC, OD  
**TYPE:** Sydney 38 One Design      **YEAR BUILT:** 200  
**NO. OF HOBARTS:** 0  
**CLUB:** Sandringham Yacht Club, VIC  
**CREW:** L. Abrahams (41), C. Schmidt (7), R. Simpson (18), R. Richardson (4), P. Milne (5), R. Bath (6), I. Taylor (7).  
 The two-time Sydney Hobart winner is lining up for his 42nd race south with a crew that has plenty of Hobart experience. Lou enjoyed success with his previous Sydney 38, which is called *Another Challenge* and is on loan to Team Melbourne Uni who are campaigning their first Rolex Sydney Hobart. Lou is still achieving outstanding results as he creeps towards John Bennetto's record of 43 Sydney Hobarts, soon to be 44.


**CHANCELLOR**

**SAIL NO:** 7407      **LOA:** 11.92m  
**DESIGNER:** Bruce Farr (USA)      **CLASS:** IRC  
**TYPE:** Beneteau 40.7      **YEAR BUILT:** 2000  
**OWNER/SKIPPER:** Ted Tooher      **NO. OF HOBARTS:** 0  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** E. Tindall (6), T. Tooher, G. Phillips, D. Burrell (1), J. Horne, M. Bleashel.

In the last two years, *Chancellor* has picked up numerous top three placings including 1st on IRC in the Royal Prince Alfred's 2002 and 2004 Pointscore Series and 1st in division in the Pittwater-Coffs Race and the Coff Harbour Series. This will be the first Rolex Sydney Hobart for most of the crew and they will be hoping to repeat the success of last year's Overall winner, another Beneteau 40.7.


**CHANCE OF SHENVAL**

**SAIL NO:** SM8      **LOA:** 12m  
**DESIGNER:** Bruce Farr (USA)      **CLASS:** PHS  
**YEAR BUILT:** 1989      **TYPE:** Farr 39  
**OWNER/SKIPPER:** Robert Green      **NO. OF HOBARTS:** 0  
**CLUB:** Sandringham Yacht Club, VIC  
**CREW:** M. Fairweather, R. Green (21), G. Griffiths (14), N. Kavanagh (10), E. Silbereisen (11), D. Vickers.  
 This Melbourne crew of veterans are presenting for the 60th Race determined to enjoy the camaraderie and not looking for a podium result, according to owner Robert Green. This boat has cruised extensively including Sydney to Lord Howe Island and on to New Caledonia, but this will be its first ocean race.


**CHUTZPAH**

**SAIL NO:** R33      **LOA:** 11.8m  
**DESIGNER:** MBD (AUS)      **CLASS:** IRC/OD  
**YEAR BUILT:** 2002      **TYPE:** Sydney 38  
**OWNER/SKIPPER:** Bruce Taylor      **NO. OF HOBARTS:** 2  
**CLUB:** Royal Yacht Club of Victoria, VIC  
**CREW:** B. Taylor (23), K. Piesse (10), J. Permezal (17), A. Taylor (7), G. Gourley (18).

This is Taylor's fifth *Chutzpah* and over 16 years of competing in the Rolex Sydney Hobart he has notched up an amazing six divisional wins as well as one 2nd and one 3rd Overall. Taylor and crew, one of almost 30 Victorian entries this year, are always a strong chance for a divisional placing, even an Overall win at last!


**COURTESAN**

**SAIL NO:** HY161      **LOA:** 11.7m  
**DESIGNER:** Bruce Farr (USA)      **CLASS:** IRC  
**YEAR BUILT:** 1993      **TYPE:** Farr 38  
**OWNER/SKIPPER:** Philip Childs      **NO. OF HOBARTS:** 0  
**CLUB:** Hillarys Yacht Club, WA  
**CREW:** P. Childs, S. Hartley (2), A. Hill (1), I. Holder (7), B. Gilbert, T. Michael, S. Dorries, C. Duncan.  
 Perth-based surgeon Philip Childs has assembled an eclectic crew for his first Rolex Sydney Hobart Race including a geologist, sailmaker, boilermaker, airline pilot, teacher and engineer. Many of the crew have notched up more than 20 years of offshore sailing experience each and the boat has enjoyed good results in the Fremantle-Geraldton and Fremantle-Bunbury yacht races.


**DEKADENCE**

**SAIL NO:** SM46      **LOA:** 14.1m  
**DESIGNER:** Mark Mills (IRE)      **CLASS:** IRC  
**YEAR BUILT:** 2004      **TYPE:** DK46  
**OWNER/SKIPPER:** Philip Coombs      **NO. OF HOBARTS:** 0  
**CLUB:** Sandringham Yacht Club, VIC  
**CREW:** P. Coombs (5), P. Dorien (6), A. Telford (6), S. Grain (6), S. Telford (9), D. Eickmeyer (6).

Owned by new Sandringham Yacht Club Commodore Philip Coombs, this high-performance DK yacht was delivered in time for the recent Melbourne–Stanley Race, a Rolex Sydney Hobart qualifier, where she picked up a 3rd over the line. *Dekadence* will be sailed south with a highly experienced crew including former round the world sailor Peter Dorien and sailmaker David Eickmeyer.


**DHL – GETAWAY SAILING**

**SAIL NO:** GER4014      **LOA:** 19.44m  
**DESIGNER:** Bruce Farr (USA)      **CLASS:** IRC  
**YEAR BUILT:** 1997      **TYPE:** Volvo 60  
**OWNER/SKIPPER:** Getaway Sailing  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** A. Platt, A. Whall (1), A. Walker, S. Hurst, J. Whitby, B. Griffin, P. Fitzgibbon, R. Killip, A. Lygo (5), G. McCord, P. Goldsworthy (9), M. Hughes (5).  
 Getaway-sailing.com is heading south with an international team on a VO60, which was originally Paul Cayard's winning boat, *EF Language*, then Illbruck's training boat. The crew will work hard to prepare for the 60th anniversary Race with an extensive training program prior to Boxing Day. The crew is largely UK-based but will also represent Europe, Singapore and Australia.


**DON JUAN**

**SAIL NO:** TBA      **LOA:** 15.85m  
**DESIGNER:** German Frers (ARG)      **CLASS:** TBA  
**YEAR BUILT:** 1991      **TYPE:** Jenneau 52  
**NO. OF HOBARTS:** 0  
**OWNER/SKIPPER:** Ignacio Miró  
**CLUB:** Royal Alicante Regatta Yacht Club, Spain  
**CREW:** A. Sweetapple (5), I. McKinney, M. Clinch, M. Barwick, J. Lee Warner, A. Bruce, M. Ayto, G. Lumsdaine, I. Miro, T. Dallas.  
 Spanish yachtsman Ignacio Miró sailed into Sydney in September, the first international entry to arrive for the Rolex Sydney Hobart Race, having cruised more than 20,000 nautical miles on board his Jenneau 52 *Don Juan*. He arrived early to modify the boat for racing and await the arrival of his largely Spanish crew.


**DREAMTIME**

**SAIL NO:** 3433      **LOA:** 13.41m  
**DESIGNER:** Ron Holland (IRE)      **CLASS:** PHS  
**YEAR BUILT:** 1981      **TYPE:** Holland 44  
**OWNER/SKIPPER:** Paul Spira      **NO. OF HOBARTS:** 3  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** P. Duffield (29), J. Meyer, C. Walker, D. Fagan, M. Bergman, C. Corlis, B. Usher, D. Beirne, G. Mor.  
*Dreamtime* has competed in previous Sydney Hobart Races under previous owners, but this year owner Paul Spira has collected a good group of friends including key crewmember Peter Duffield who is preparing for his 30th Hobart.


**DREAM VENTURE**

**SAIL NO:** B7101      **LOA:** 12.13m  
**DESIGNER:** Ed Dubois (UK)      **CLASS:** IRC  
**YEAR BUILT:** 1987      **TYPE:** Dubois 40  
**OWNER/SKIPPER:** Alexandra McKinnon  
**NO. OF HOBARTS:** 3  
**CLUB:** Ocean Racing Club of Victoria, VIC  
**CREW:** A. McKinnon (2), B. Brown, C. Johnson, A. Merlow, M. Lansfield, B. Acaster.  
 It's been many years since this Dubois 40 competed in a Sydney Hobart Race and new Victorian owner Alexandra McKinnon is looking forward to her first as skipper with her new purchase. Previously known as *Hitimewent*, the boat was part of the 1987 winning Southern Cross Cup team and finished 3rd in the 1988 One Ton Cup.


**ELEKTRA**

**SAIL NO:** R2099      **LOA:** 14.5m  
**DESIGNER:** Bruce Farr (USA)      **CLASS:** IRC  
**YEAR BUILT:** 2001      **TYPE:** First 47.7  
**OWNER/SKIPPER:** Michael Hiatt      **NO. OF HOBARTS:** 0  
**CLUB:** Royal Yacht Club of Victoria, VIC  
**CREW:** M. Bird, B. Butler, P. Layton (1), G. Kearns, A. Harvey Latta (3), D. Russel, M. Hiatt.  
*Elektra* has achieved worthy results in many RYCV races including the Melbourne–Grassy Point (3rd), Melbourne–Port Fairy (2nd), Melbourne–Stanley (Melbourne–Apollo Bay (6th) races. This crew is looking forward to their first Rolex Sydney Hobart and have been training hard with the crew doing every conceivable race since the boat was purchased in Phuket 12 months ago.


**ELENI**

**SAIL NO:** MH60      **LOA:** 11.6m  
**DESIGNER:** Murray Burns Dovell (AUS)  
**CLASS:** IRC, One Design      **YEAR BUILT:** 2003  
**TYPE:** Sydney 38      **NO. OF HOBARTS:** 0  
**OWNER/SKIPPER:** Tony Levett  
**CLUB:** Middle Harbour Yacht Club, NSW  
**CREW:** T. Levett (1), B. Smart (1), D. Swales (6), A. Tompson, N. Kneipp, J. Dryden, J. Wainwright (7), F. Elliott.  
 New Sydney 38 owner Tony Levett has raced extensively since joining the one design ranks including this year's Pittwater–Coffs, Sydney Mooloolaba and Sydney Gold Coast Yacht Race where he finished 6th in the one design division. This year the Sydney 38 fleet will be vying for the re-dedicated One Ton Trophy.


**EPSILON**

**SAIL NO:** SA998      **LOA:** 11.5m  
**DESIGNER:** Van De Stadt (NETH)      **CLASS:** IRC  
**YEAR BUILT:** 1999      **TYPE:** Van De Stadt 38  
**OWNER/SKIPPER:** Michael Tromp      **NO. OF HOBARTS:** 3  
**CLUB:** Royal South Australia Yacht Squadron, SA  
**CREW:** M. Tromp (3), J. Tromp (3), F. Tromp (3), A. Jordan (3), M. Birks (1), T. Platt, M. Burrell.  
 Built by owner Michael Tromp in 1999 when he was only 28, he will again be joined for the yacht's 4th Rolex Sydney Hobart by his father Jack and Uncle Fred. *Epsilon*'s best result in this race was a 1st in division on the 2001 Sydney Hobart, the last time this boat campaigned the 628 nautical mile race.


**ESTATE MASTER**

**SAIL NO:** 7027      **LOA:** 11.78m  
**DESIGNER:** Murray Burns Dovell (AUS)  
**CLASS:** IRC, One Design      **YEAR BUILT:** 2003  
**TYPE:** Sydney 38      **NO. OF HOBARTS:** 0  
**OWNER/SKIPPER:** Martin & Lisa Hill  
**CLUB:** Middle Harbour Yacht Club, Royal Sydney Yacht Squadron, NSW  
**CREW:** D. Witt (9), P. Bremner (15), M. Blackburn (1), A. Mills (5), M. Hill (2), L. Hill, T. Shuwalow, M. Berry (1), P. McIntyre, D. Mann.  
 One of a large fleet of Sydney 38s entered in this year's Rolex Sydney Hobart Race, *Estate Master* is less than one year old and already has some notable results including 2nd Sydney 38 in this year's Gold Coast Race and 3rd in the division in the CYCA's Winter Series. Former 18-foot champion David Witt and Olympic Laser sailor Michael Blackburn will play a key role in this boat's success.



### EUREKA II

**SAIL NO:** 6037 **LOA:** 18.2m  
**DESIGNER:** Sydney Yachts (AUS) **CLASS:** TBA  
**YEAR BUILT:** 2000 **TYPE:** Sydney 60  
**OWNER/SKIPPER:** Malcolm Robertson  
**NO. OF HOBARTS:** 1  
**CLUB:** TBA  
**CREW:** TBA

UK company Global Yacht Racing has chartered this Sydney 60, a former Gosford-Lord Howe Island Race Line Honours winner and divisional placegetter in the 2001 Sydney Hobart Race, and gathered a truly international crew, including sailors from Germany, the UK, Hong Kong and the US, for the 60th anniversary Rolex Sydney Hobart Race.



### EXTASEA

**SAIL NO:** G5785 **LOA:** 12.47m  
**DESIGNER:** Murray Burns Dovell (AUS)  
**CLASS:** TBA  
**YEAR BUILT:** 1998 **TYPE:** Sydney 40  
**OWNER/SKIPPER:** Paul Buchholz **NO. OF HOBARTS:** 0  
**CLUB:** Royal Geelong Yacht Club, VIC  
**CREW:** P. Buchholz (1), S. Lee (1), B. O'Brien, B. Garner, A. Lee, P. Stephens, C. Beretta (1), T. Cross, D. Murray, L. Hassell.

Extasea is a Rolex Sydney Hobart newcomer but has extensive offshore experience in Victorian waters and was part of the 1999 Australian Admiral's Cup Team as *Sledgehammer*. The owner's previous boats have all enjoyed offshore success, including several place results in the Melbourne-Hobart Race. The Geelong crew has high expectations.



### EZ STREET

**SAIL NO:** 6814 **LOA:** 13.5m  
**DESIGNER:** Alan Warwick (NZ) **CLASS:** PHS  
**YEAR BUILT:** 1990 **TYPE:** Warwick 44  
**OWNER/SKIPPER:** Bruce Dover **NO. OF HOBARTS:** 1  
**CLUB:** Sydney Amateur Sailing Club, NSW  
**CREW:** P. Robinson (17), R. Harris (1), I. Macintosh (5), C. Davis (10), J. Sheridan (16), A. Leuchars.

*EZ Street* is a cruiser-racer from the drawing board of veteran Kiwi-designer, Alan Warwick. With her teak decks, leather lounge and internal heating, she will be a little heavier and slower than some of the light-weight flyers, but a good deal more comfortable. Her crew of nine 'grizzled veterans' has sailed together for more than 20 years and have nearly 100 Hobarts between them.



### FARR SOUTH

**SAIL NO:** 1124 **LOA:** 11.16m  
**DESIGNER:** Bruce Farr (USA) **CLASS:** PHS  
**YEAR BUILT:** 1986 **TYPE:** Farr 37  
**OWNER/SKIPPER:** Ian Hall **NO. OF HOBARTS:** 2  
**CLUB:** Port Esperance Sailing Club, TAS

**CREW:** I. Hall (2), G. Rioby, S. Fuit, S. Harrison, A. Bevan, J. Reid. Skipper Ian Hall has assembled a Rolex Sydney Hobart campaign to represent far south Tasmania, his home club being the southernmost yacht club in Australia – the Port Esperance Sailing Club. The last time this yacht competed in this event she was racing as *Hot Property* and collected a third in division.



### FINE LINE USA

**SAIL NO:** 6146 **LOA:** 14.54m  
**DESIGNER:** Bruce Farr (NZ) **CLASS:** IRC  
**YEAR BUILT:** 2002 **TYPE:** Beneteau 47.7  
**OWNER/SKIPPER:** Rick Montplaisir **NO. OF HOBARTS:** 0  
**CLUB:** Columbia Yacht Club, CHICAGO  
**CREW:** T. Jones, R. McBride, S. Cairo, A. Stone, S. Lumsden, M. Bird.

Rich Montplaisir from Chicago, US, has chartered *Kioni* to fulfill a life-long ambition of competing in a Rolex Sydney Hobart Race. Accompanying him is a team of experienced sailors who either own their own boats or race with Richard on his Tripp 42 *Fine Line*. The crew is hoping that with an optimised handicap they will be able to give the Aussies a run for their money!



### FIRST NATIONAL REAL ESTATE

**SAIL NO:** 8447 **LOA:** 13.68m  
**DESIGNER:** Bruce Farr (US) **CLASS:** IRC  
**TYPE:** Beneteau 44.7 **YEAR BUILT:** 2001  
**OWNER/SKIPPER:** Michael Spies **NO. OF HOBARTS:** 0  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** M. Spies (27), A. Roxburgh (11), W. Miller (10), L. Ratcliff (10), S. Broom (10), D. McGain (3), G. Cooper (1), N. Kingsmill (8), S. McConaghy, C. Craaford (18).

Outright handicap winner in the 2003 Rolex Sydney Hobart and 27-time Sydney Hobart veteran Michael Spies is looking to replicate his success for the anniversary event with his brand new Beneteau 44.7. The boat has undergone IRC optimisation and is in awesome form, including Overall winner of the Bird Island and Cabbage Tree Island qualifying races.



### FUNNEL WEB

**SAIL NO:** N11 **LOA:** 15.2m  
**DESIGNER:** Robert Hick (AUS) **CLASS:** IRC  
**YEAR BUILT:** 2003 **TYPE:** Hick 50  
**OWNER/SKIPPER:** Ivan MacFadyen **NO. OF HOBARTS:** 0  
**CLUB:** Newcastle Cruising Yacht Club, NSW  
**CREW:** I. MacFadyen (1), S. MacFadyen, C. Webster (8), M. Batson, N. Allen.

In a relatively short period, this Hick 50 has clocked some serious racing miles including the Melbourne – Osaka Race, where she placed 3rd over the line, and the Three Peaks Race. This year the crew, which includes the husband and wife team of Ivan and Sibby MacFadyen, the boat's owners, will carry a sextant from the first nine-boat Sydney Hobart fleet in 1945 to mark the event's 60th anniversary.



### FUZZY LOGIC

**SAIL NO:** R69 **LOA:** 12.475m  
**DESIGNER:** Murray Burns Dovell (AUS) **CLASS:** IRC  
**YEAR BUILT:** 1994 **TYPE:** ILC 40  
**OWNER/SKIPPER:** Paul Roberts & Bill Lennon  
**NO. OF HOBARTS:** 3  
**CLUB:** Royal Yacht Club of Victoria, VIC

**CREW:** P. Roberts (3), B. Lennon (3), B. Murphy (5), T. Campbell (5), D. Judge (1), M. Read (1), A. Donati, A. Macnamara, B. Howland, G. Steedman (1). Owners Bill Lennon and Paul Roberts have spent the winter months modifying their ILC 40, including a new swept back rig, for its second Rolex Sydney Hobart Race under their ownership. The crew has raced offshore extensively in southern waters and will be aiming for a divisional place.


**GETAWAY-SAILING.COM**

**SAIL NO:** 2712 **LOA:** 14.10  
**DESIGNER:** J&J Design Group **CLASS:** IRC  
**YEAR BUILT:** 2003 **TYPE:** Grand Soleil 46  
**OWNER/SKIPPER:** getaway-sailing.com  
**NO. OF HOBARTS:** 0  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** C. Townsend (2), I. Olick, A. Major (2), J. Seifert, F. Seifert, M. Westley, L. Ainsworth, G. Hargraves, S. Kafetz, S. Smith.

This near new Grand Soleil has sailed across from the Mediterranean to compete in the Race. The boat will be crewed by sailors from the UK, Germany and local Sydney based *Getaway Sailing* crew. Skipper Chris Townsend believes the boat will perform well in heavy airs with the greatest advantage when they are reaching or sailing upwind.


**GILLAWA**

**SAIL NO:** C2 **LOA:** 9.76m  
**DESIGNER:** Bob Salthouse **CLASS:** IRC  
**YEAR BUILT:** 1980 **TYPE:** Cavalier 975  
**OWNER/SKIPPER:** David Kent **NO. OF HOBARTS:** 0  
**CLUB:** Canberra Yacht Club, NSW  
**CREW:** G. Condor, G. Dawes, F. Lattimore, S. Frost, A. Van Haaren, D. Kent

David Kent has restored this boat to use as a training vessel and to give ACT sailors the opportunity to extend their sailing beyond the confines of Lake Burley Griffin. He has also incorporated a youth program and 18-year-old Finnigan Lattimore is the first of his charges to taken on this world-renowned ocean classic.


**HELSAL II**

**SAIL NO:** R930 **LOA:** 20.04m  
**DESIGNER:** Joe Adams (USA) **CLASS:** PHS  
**YEAR BUILT:** 1979 **TYPE:** Adams 65  
**OWNER/SKIPPER:** William Rawson **NO. OF HOBARTS:** 16  
**CLUB:** Royal Yacht Club of Victoria, VIC  
**CREW:** B. Rawson (6), S. Dryden (2), N. Rose (1), N. May (1), D. Colledge (2), J. Denardi (2), D. Hammon.  
*Helsal II* is not long back from almost three years away competing in the Brisbane-Gizo, Darwin-Bali, Kings Cup Phuket, Hong Kong China Sea Race, Capetown-Rio, Antigua Race Week and the Transpac. With another 40,000 nautical miles added to her log book, the boat is currently undergoing a repaint before she sets sail for Sydney for her 17th Sydney Hobart Race.


**HIDDEN AGENDA**

**SAIL NO:** 9797 **LOA:** 11.78m  
**DESIGNER:** Murray Burns Dovell (AUS) **CLASS:** IRC/OD  
**YEAR BUILT:** 2002 **TYPE:** Sydney 38  
**OWNER/SKIPPER:** Graeme Gibson **NO. OF HOBARTS:** 0  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** TBA

Graham Gibson, the former owner of the IMS champion *Ninety Seven*, is now racing in this popular one-design class where he has achieved good results including 2nd in the Sydney 38 division of last year's Sydney Gold Coast Race and 3rd in division in this year's Sydney Mooloolaba Race.


**ICE FIRE**

**SAIL NO:** R6572 **LOA:** 13.85m  
**DESIGNER:** Alan Mummery **CLASS:** PHS  
**TYPE:** Mummery 45 (NZ) **YEAR BUILT:** 1988  
**OWNER/SKIPPER:** Jeff Otter, Gary Caufield, Robin Warlord  
**NO. OF HOBARTS:** 6  
**CLUB:** Royal Yacht Club of Victoria, VIC  
**CREW:** J. Otter (1), R. Munro, R. Warland, P. Brettaugh (1), A. Cahajia (1), R. Carlile (4).

This former Sydney yacht represented Western Australia in last year's race and this year is flying the flag for Victoria. The three new owners have an impressive sailing resumé in southern waters spanning many years and have picked up some silverware along the way including 2nd in the 2000 Melbourne-Hobart race.


**ICHI BAN**

**SAIL NO:** 8880 **LOA:** 15.83m  
**DESIGNER:** Bruce Farr (USA) **CLASS:** IRC  
**TYPE:** Farr 52 **YEAR BUILT:** 2002  
**OWNER/SKIPPER:** Matt Allen **NO. OF HOBARTS:** 1  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** M. Allen (15), J. Flannery (5), R. Hickman (27), S. Gordon (10), P. Harmer (5), G. Maguire (5), A. Thompson (4), C. Garnett (2), P. Inchbold (18).

Matt Allen's Farr 52 *Ichi Ban* is heading into the 60th anniversary race as one of the favourites for an Overall win following an outstanding season including winning IRC Division A of last year's Rolex Sydney Hobart, followed by an IRC Overall win at Sailing South Week and Geelong's Skandia Week. She went on to win the IRC Australian Offshore Championship in March and the IMS Division of the Brisbane-Gladstone Race.


**IMPECCABLE**

**SAIL NO:** MH106 **LOA:** 10.2m  
**DESIGNER:** Doug Peterson (USA) **CLASS:** IRC  
**TYPE:** ex-IOR three quarter tonner **YEAR BUILT:** 1980  
**OWNER/SKIPPER:** John Walker **NO. OF HOBARTS:** 20  
**CLUB:** Middle Harbour Yacht Club, NSW  
**CREW:** J. Walker (20), F. Nelson (10), J. Nixon (10) M. Scott (7).  
 Last year John Walker was named the CYCA's Ocean Racing Veteran of the Year for the second time. He has enjoyed much success this year winning the Sydney Mooloolaba Race Overall, the Gosford to Lord Howe Island Race and has a long list of achievements in the Sydney Hobart Race including a 3rd overall. Now aged 82 and one of the oldest skippers in the fleet, Walker has completed all 20 Hobarts on board this yacht.


**INDEC MERIT**

**SAIL NO:** 8679 **LOA:** 19.27m  
**DESIGNER:** Bruce Farr (USA) **CLASS:** IRC  
**TYPE:** Volvo 60 **YEAR BUILT:** 1997  
**OWNER/SKIPPER:** David Gotze **NO. OF HOBARTS:** 1  
**CLUB:** Cruising Yacht Club of Australia, NSW, Royal Brighton Yacht Club, VIC  
**CREW:** I. Treleaven, A. Buckland.

The Line Honours winner of last year's Melbourne Hobart Race, David Gotze and his Volvo 60 *Indec Merit*, will join the 60th anniversary Rolex Sydney Hobart fleet this year. Previous owner Ian Treleaven, who has been cruising The Med for the past 12 months, will join the crew. One of five Volvo 60s competing this year.



### INTEGRITY

**SAIL NO:** 6360  
**DESIGNER:** Bruce Farr (USA)  
**YEAR BUILT:** 1995  
**TYPE:** Beneteau 42.7  
**OWNER/SKIPPER:** Andrew Stockel  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** A. Stoeckel (2), M. Stoeckel (1), F. van Ogtrop (3), J. van Ogtrop (7), D. Sturrock (2), J. Bain (1).  
 Following a divisional win in the CYCA's Winter Series and a shake down in the Sydney Gold Coast Race, *Integrity* is lining up for its first Rolex Sydney Hobart for Canberra-based skipper Andrew Stoeckel. Son Matt will join his father while experienced offshore yachtsman John van Ogtrop will be joined by his son Floris.

**LOA:** 12.95m  
**CLASS:** IRC

**NO. OF HOBARTS:** 0



### INTERUM

**SAIL NO:** 558  
**DESIGNER:** David Lyons (AUS)  
**TYPE:** Lyons 41  
**OWNER/SKIPPER:** Craig King  
**CLUB:** Bellerive Yacht Club, TAS  
**CREW:** C. King (5), P. Grafton (11), T. Roberts (7), J. Nibbs (9), N. White (2), D. Meinkie (8), T. Roberts (6).  
*Interum* is returning with a mixed crew of young talented Hobart sailors and seasoned veterans. As *Cuckoos Nest*, this boat won the gale-swept 1993 Sydney Hobart on Overall IMS handicap and was second across the line.

**LOA:** 12.16m  
**CLASS:** IRC

**YEAR BUILT:** 1993  
**NO. OF HOBARTS:** 7



### ISABELLA

**SAIL NO:** 5776  
**DESIGNER:** Ted Kaufman  
**TYPE:** Northshore 380S  
**OWNER/SKIPPER:** John Nolan  
**CLUB:** Royal Prince Alfred Yacht Club, NSW  
**CREW:** J. Nolan, G. Butler, G. Allen, G. Pugh.  
 Skipper John Nolan's lifelong goal is to compete in Australia's premier bluewater ocean race. His core crew have been sailing together since the yacht was launched in 1998, their best result a 1st Overall on PHS in the 2001 Coffs Harbour Series, and they are looking forward to completing the tough passage and being competitive amongst the second half of the fleet.

**LOA:** 11.63m  
**CLASS:** IRC

**YEAR BUILT:** 1998  
**NO. OF HOBARTS:** 0

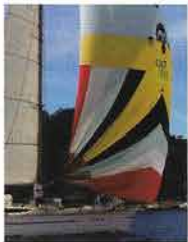


### KAZ

**SAIL NO:** 7878  
**DESIGNER:** David Lyons (AUS)  
**YEAR BUILT:** 2000  
**OWNER/SKIPPER:** David Pescud  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** A. Grundy (6), K. Hawkett (1), J. Hearne (1), J. Natherson (3), D. Reed (2), B. Silvester, M. Thompson (4), P. Thompson (18), K. Watson (2).  
 Skipper David Pescud's best result was a divisional win with a previous boat in the tough 1998 Sydney Hobart Race. Since then, he's built a Lyons 52 and sailed in four Sydney Hobarts, as well as annually taking thousands of disabled school children who live down the east coast of Australia and inland sailing during the boat's delivery trips from Hamilton Island.

**LOA:** 16.2m  
**CLASS:** PHS

**TYPE:** Lyons 52  
**NO. OF HOBARTS:** 4



### KICKATINALONG

**SAIL NO:** 1317  
**DESIGNER:** Joe Adams (AUS)  
**TYPE:** Modified Adams 13  
**OWNER/SKIPPER:** Geoff Smith  
**CLUB:** Royal Motor Yacht Club, NSW  
**CREW:** G. Smith (10), L. Sutcliffe (2), K. Lloyd-Thomas, S. Fulsten, J. Dobie, A. Beacham, S. Harper, M. Morris, S. Price, L. Henderson.  
*Kickatinalong* enters most long ocean passages and in the last two Rolex Sydney Hobart Yacht races they have collected trophies for 2nd in division. Skipper Geoff Smith, from Allsail Sailing School at Church Point, and his crew are aiming for the 'grand slam' this year having won the Sydney Mooloolaba and Brisbane Gladstone races on PHS Overall.

**LOA:** 13.075m  
**CLASS:** PHS

**YEAR BUILT:** 1980  
**NO. OF HOBARTS:** 5



### KOMATSU A FEW GOOD MEN

**SAIL NO:** 6700  
**DESIGNER:** Bruce Farr (USA)  
**TYPE:** Mumm 36  
**OWNER/SKIPPER:** Shane Kearns  
**CLUB:** Royal Australian Navy Sailing Association, NSW  
**CREW:** TBA  
 The new look *Komatsu* team is back again on Boxing Day for skipper Shane Kearns' 8th Rolex Sydney Hobart campaign. Powered this year by a Mumm 36 named after the movie about loyalty, and uncompromising code of honour and courage in the face of overwhelming odds, the team is expecting to give much larger boats a run for their money during the trip south.

**LOA:** 11.8m  
**CLASS:** IRC

**YEAR BUILT:** 1994  
**NO. OF HOBARTS:** 0



### KONICA MINOLTA

**SAIL NO:** NZL10001  
**DESIGNER:** Brett Bakewell-White (NZL)  
**CLASS:** IRC  
**TYPE:** Super maxi  
**OWNER/SKIPPER:** Stewart Thwaites  
**CLUB:** Royal Port Nicholson Yacht Club, NZ  
**CREW:** S. Thwaites (3), J. Smith (2), M. Doole, J. Wilson, D. Jolliffe (2), C. Ward (7), P. De Felile, P. Jameson (4), M. Hannon (1), T. Sorsa (1), M. Michel (8), B. Bakewell-White, M. Aldridge, E. Tam (4), J. Ferris (3), R. Keenan (6), K. Stone, K. Nishimura, I. Gordon (5), G. Brady (5), S. Miekle, A. Nolan (4), M. McDowell (4), R. Sutton (1).  
 Formerly *Zana*, this 98-footer finished just 14 minutes behind last year's Line Honours winner and is back with a crew with the same sized super maxi *Skandia*.

**LOA:** 30m  
**YEAR BUILT:** 2003

**NO. OF HOBARTS:** 1



### KONTROL

**SAIL NO:** SM1400  
**DESIGNER:** Don Jones/Mal Hart (AUS)  
**YEAR BUILT:** 1992  
**OWNER/SKIPPER:** Peter Blake  
**CLUB:** Sandringham Yacht Club, VIC  
**CREW:** P. Blake (2), A. Manders, J. Kellet (1), D. Kellet, K. Mitchell (1), J. Curnow (1), P. Burke (1), L. Hall, S. Richards, R. Lawrence.  
 Peter Blake's *Kontrol*, named after the hit TV series *Maxwell Smart*, has recorded Line Honours wins in the Melbourne-Hobart and Melbourne-Stanley races, and finished second over the line in the Melbourne-Osaka Race. Good chance of a divisional place.

**LOA:** 13.85m  
**CLASS:** PHS

**TYPE:** Hart 45  
**NO. OF HOBARTS:** 1



### LADY GODIVA

**SAIL NO:** B7766 **LOA:** 18.3m  
**DESIGNER:** Sparkman & Stephens (US) **CLASS:** IRC  
**YEAR BUILT:** 1980 **TYPE:** Swan 60  
**OWNER/SKIPPER:** David Currie **NO. OF HOBARTS:** 0  
**CLUB:** Royal Brighton Yacht Club, VIC/Cruising Yacht Club of Australia, NSW  
**CREW:** D. Currie (10), C. McSorley (14), B. Case (38), K. Harris (5), B. Nann (1), B. Barron (6), S. Morgan, M. McDonald (2).

This classic Swan 60 from Melbourne is a cruising boat that should enjoy a comfortable trip south with its four fridges and air conditioning. Owner David Currie made his return to ocean racing in this year's Sydney Mooloolaba Race. *Lady Godiva* is named after the wife of a powerful English nobleman who supposedly rode naked on horseback through the streets of Coventry to protest against taxes.



### LEXAR

**SAIL NO:** 6155 **LOA:** 11.78m  
**DESIGNER:** MBD (AUS) **CLASS:** TBA  
**YEAR BUILT:** 2001 **TYPE:** Sydney 38  
**OWNER/SKIPPER:** Jakki Moores **NO. OF HOBARTS:** 0  
**CLUB:** Royal Ocean Racing Club, UK  
**CREW:** J. Moores (2), J. Geitner, R. Jagger, P. Schaar, G. Dunlop, R. van Beynum, H. Ayres.

This year's Rolex Sydney Hobart Race will be the third consecutive race on a Sydney 38 for Fastnet sailor Jakki Moores but this time she will skipper the boat with a team of friends from the UK. She completed her first Rolex Sydney Hobart Race on board *Obsession* with Getaway Sailing in 2002 and has been back every year since.



### LIBERTE

**SAIL NO:** H1007 **LOA:** 14.02m  
**DESIGNER:** Jack Savage (UK) **CLASS:** Cruising Division  
**YEAR BUILT:** 1992 **TYPE:** Oceanic 46  
**OWNER/SKIPPER:** Elizabeth Coleman **NO. OF HOBARTS:** 0  
**CLUB:** Hamilton Island Yacht Club, QLD  
**CREW:** E. Coleman, S. Coleman, M. Tabone, P. Hutchinson (1).

This cruising division entry has plenty of ocean going miles behind her including the Musket Cove to Port-Vila Race and classic cruise from Sydney to Hobart in 2001. Husband and wife team Elizabeth and Stephen Coleman are currently repainting the boat and plan to add 'SML' after the boat's name, which will stand for 'stone motherless last' which is where they plan to finish.



### LOVE & WAR

**SAIL NO:** 294 **LOA:** 14.218m  
**DESIGNER:** Sparkman & Stevens (US) **CLASS:** IRC  
**YEAR BUILT:** 1973 **TYPE:** S&S 47  
**OWNER/SKIPPER:** Peter Kurts **NO. OF HOBARTS:** 11  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** P. Kurts (30), P. Shipway (27), M. Hess (24), S. Kurts (15).

This classic timber sloop is a two-time overall (1974 and 1978) and multiple divisional winner, including top placing in the 20-Year Veteran Division of the 1994 50th anniversary Race. Peter Kurts, one of the oldest skippers in the fleet at 80, and son Simon, will campaign the magnificent *Love & War* and will be joined this year by a highly experienced crew under Kurts' long-time crew boss Peter Shipway.



### LEILA

**SAIL NO:** GBR 2660 R **LOA:** 14.32m  
**DESIGNER:** German Frers (ARG) **CLASS:** IRC  
**YEAR BUILT:** 1991 **TYPE:** Swan 46  
**OWNER/SKIPPER:** Patrick Quinn **NO. OF HOBARTS:** 0  
**CLUB:** Royal Ocean Racing Club, UK  
**CREW:** R. Murray, P. Quinn, R. Haine, A. Gallagher, I. MacMillan, A. MacDonald, I. Kelly (8), T. Jones, A. Almeida, T. Roberts.

The last time *Leila's* owner Pat Quinn and crewman Rob Haine visited Hobart by boat was following a dismasting in the 1992 British Steel Round the World Race which saw them limp 2,000 nautical miles under jury rig. This time they plan to enjoy their trip to the Apple Isle and arrive intact for the 60th anniversary celebrations.



### LIBERATOR

**SAIL NO:** YC717 **LOA:** 13m  
**DESIGNER:** Bruce Farr (USA) **CLASS:** IMS, IRC  
**TYPE:** Farr 42 **YEAR BUILT:** 1991  
**OWNER/SKIPPER:** Geoff Catt **NO. OF HOBARTS:** 2  
**CLUB:** Cruising Yacht Club of South Australia, SA  
**CREW:** G. Catt (3), R. Hunter (4), R. Carter (5), R. Pope (2), J. Flanagan (2), D. O'Leary (2), K. Cook (2), J. Culley (2), D. Catt, D. Ryder.

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



### LOKI

**SAIL NO:** 8448 **LOA:** 14.83m  
**DESIGNER:** German Frers (ARG) **CLASS:** IRC  
**YEAR BUILT:** 2000 **TYPE:** Swan 48  
**OWNER/SKIPPER:** Stephen Ainsworth **NO. OF HOBARTS:** 4  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** S. Ainsworth (7), A. Kirby (20), M. Bellingham (13), A. Barnes, B. Kellett, D. Davies, P. Beales (11), W. Benson, M. French, C. Gorman (7), M. Sabey (10), R. Hall (5).  
 Stephen Ainsworth's magnificent Swan 48 has had some impressive results, including 1st in the 2001 Australian Offshore Championship (IRC), 1st on IRC in the 2001 British Trophy Series and 3rd Overall on IRC handicap in the 2000 Sydney Hobart. The crew, including experienced offshore sailor Tony Kirby, will enjoy a comfortable ride to Hobart.



### LUCIFARR

**SAIL NO:** M666 **LOA:** 12.28m  
**DESIGNER:** Bruce Farr (USA) **CLASS:** IRC  
**YEAR BUILT:** 1987 **TYPE:** Farr 40  
**OWNER/SKIPPER:** Mark Davies **NO. OF HOBARTS:** 0  
**CLUB:** Lake Macquarie Yacht Club, NSW  
**CREW:** M. Davies, P. Skinner, B. Leask.

After a momentous struggle, Lake Macquarie boat *Lucifarr* was the last boat clapped across the finish line of this year's Sydney Gold Coast Race but they proved they have the stamina to tackle a long ocean race such as the Rolex Sydney Hobart Race. These third generation Lake Macquarie sailors are out to prove a young group of guys can put together a successful Hobart campaign.



### MAGIC

SAIL NO: SM616 LOA: 11.76m  
 CLASS: PHS YEAR BUILT: 1982  
 DESIGNER: Sparkman & Stephens (USA)  
 TYPE: S&S 39  
 OWNER/SKIPPER: Philip Spry-Bailey NO. OF HOBARTS: 5  
 CLUB: Sandringham Yacht Club, VIC  
 CREW: P. Spry-Bailey (4), P. Spry-Bailey (4), R. Eason (7), L. Rawson (5), L. Buesnel (4), S. Desmarcherelier (2), G. Furness, L. Rawson (5), Q. Tuxen (7).

Most of the *Magic* crew has been sailing together at Christmas time for the past 10 years. While the boat will represent Victoria, the crew, which includes Phillip's son, hails from Victoria, Tasmania and Queensland. *Magic* is a proven Bass Strait performer with a win in the 1997 Melbourne-Stanley Race under IMS.



### MCQ POLARIS

SAIL NO: 5527 LOA: 13.2m  
 DESIGNER: Peter Cole (AUS) CLASS: IRC  
 YEAR BUILT: 1970 TYPE: Cole 43  
 OWNER/SKIPPER: Chris Dawe NO. OF HOBARTS: 19  
 CLUB: Gosford Sailing Club, NSW/Royal Melbourne Yacht Squadron, VIC

CREW: T. Gobert, B. Nizette, K. Robinson, D. Dawe. Chris Dawe bought *Polaris* because he's seen how nasty the ocean can get. This will cost him speed in the light airs when the newer and lighter designs take off, but as he points out: "The weather isn't always kind." The boat is on the register of the Royal Melbourne Yacht Squadron, the Ocean Racing Club of Victoria and the Gosford Sailing Club. This will be *Polaris'* 20th anniversary Rolex Sydney Hobart Race.



### MERLIN

SAIL NO: 93 LOA: 15.6m  
 DESIGNER: Phil Kaiko (USA) CLASS: IRC  
 YEAR BUILT: 2000 TYPE: Cruiser racer  
 OWNER/SKIPPER: David Forbes & Richard Brooks  
 NO. OF HOBARTS: 1

CLUB: Royal Sydney Yacht Squadron, NSW  
 CREW: D. Forbes (10), R. Brooks (4),  
 This cruiser racer picked up a 2nd in division in its first Rolex Sydney Hobart Yacht Race last year. Owners David Forbes, an Olympic gold medallist, and Richard Brooks finished 2nd on PHS in the Bird Island Race and usually carry some seasoned names amongst the crew.



### MORE WITCHCRAFT

SAIL NO: 8402 LOA: 13m  
 DESIGNER: Kevin Dibley (NZ) CLASS: PHS  
 YEAR BUILT: 1995 TYPE: Eagle 46  
 OWNER/SKIPPER: John Cameron NO. OF HOBARTS: 2  
 CLUB: Cruising Yacht Club of Australia, NSW  
 CREW: J. Cameron (13), R. Burns (24), K. Malpas (2), M. Brennan (3), J. Shearer, L. Tomaszewski (3), L. Jackson, A. Cameron, E. Griffiths, T. Peek (2).

This Dibley-designed down wind flier retired from the 2000 Hobart, but will be among the faster finishes if it's a downwind run south. The best result to date for John Cameron, who has plenty of offshore experience, is a 1st on PHS in the Sydney Gold Coast Race and a 2nd on handicap in the Sydney Mooloolaba Yacht Race.



### NEXT

SAIL NO: 6081 LOA: 11.78m  
 DESIGNER: Murray Burns Dovell (AUS)  
 CLASS: IRC, One Design  
 YEAR BUILT: 2000  
 TYPE: Sydney 38  
 NO. OF HOBARTS: 3  
 OWNER/SKIPPER: Alison Thompson  
 CLUB: Cruising Yacht Club of Australia, NSW  
 CREW: A. Thompson (3), S. Kellie (2), R. Holstein (2), S. Willmot (2).

Launched in 2000, *Next* placed well in the Pittwater-Coffs Harbour Race that year and enjoyed a good result in the 2002 Rolex Sydney Hobart, finishing 2nd in the Sydney 38 division. Thompson is one of a growing number of women skippers competing this year.



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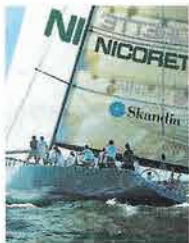
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**NICORETTE**

**SAIL NO:** TBA  
**DESIGNER:** Simonis-Voogd (SA)  
**YEAR BUILT:** 2004  
**OWNER/SKIPPER:** Ludde Ingvall  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** L. Ingvall (5), C. Malouf (10), D. Morris (2), T. Oxley (2), B. Ruthenburg (5), M. White (2), S. Delzoppo, B. DeCoster (2), R. Bouzaid (1), N Partridge.

The new 90-foot *Nicorette* has been designed with stability in mind. She sports a very powerful hull shape and canting keel. Skipper Ludde Ingvall, a former world maxi champion, two-times Fastnet winner and the Line Honours winner of this race in 2000 with his previous *Nicorette*, has assembled a top crew for another shot at the prestigious Illingworth Line Honours trophy.

**LOA:** 27.38m  
**CLASS:** IRC  
**TYPE:** IRM Maxi  
**NO. OF HOBARTS:** 0


**NIPS-N-TUX**

**SAIL NO:** 5995  
**DESIGNER:** Neils Jeppersen (DEN)  
**YEAR BUILT:** 2000  
**OWNER/SKIPPER:** Howard De Torres  
**CLUB:** Cruising Yacht Club of Australia/Royal Sydney Yacht Squadron, NSW  
**CREW:** H. De Torres (6)

Sydney plastic surgeon Howard De Torres was named Bluewater Champion of 2003–2004 after a strong performance in last year's Rolex Sydney Hobart (3rd Overall) and in the final race of the eight-race series, the Sydney Mooloolaba Race, delivered him the top placing in the IMS, IRC and PHS pointscores.

**LOA:** 12.1m  
**CLASS:** TBA  
**TYPE:** IMX40  
**NO. OF HOBARTS:** 3


**NOKIA**

**SAIL NO:** MH888  
**DESIGNER:** Bruce Farr (NZL)  
**YEAR BUILT:** 1997  
**OWNER/SKIPPER:** Kookaburra Challenge  
**NO. OF HOBARTS:** 3

**CLUB:** Middle Harbour Yacht Club, NSW  
**CREW:** A. Finglas, S. Hinton, D. Dickson, S. Crafer, M. Owen. This boat won the 1998 Volvo Race as *EF Language* and finished 3rd on Line Honours in the 2000 Hobart Race as *illbruck*. Atlanta Soling Olympian and 2004 11m champion Steve McConaghy will skipper this Volvo 60 south for its 4th race and will be joined by well-known yachtsman Adrian Finglas and Murray Owen from *Kookaburra Challenge*.

**LOA:** 19.44m  
**CLASS:** IRC  
**TYPE:** Volvo 60


**OBSESSION**

**SAIL NO:** 2999  
**DESIGNER:** Murray Burns Dovell (AUS)  
**TYPE:** Sydney 38 One Design  
**OWNER/SKIPPER:** Martin Johnson  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** M. Johnson, S. Dawson, C. Hobbs, B. Hugli, S. Miller, P. Pringle, N. Sanderson, A. Sheppard, N. Stuart, A. Bruce.

Skipper Martin Johnson and tactician Andrew Bruce, the only Australian among the UK-based crew, ran a Fastnet campaign in 2003 and have reunited for the 60th anniversary Rolex Sydney Hobart. Their preparation has included RORC offshore races.

**LOA:** 11.95m  
**CLASS:** One Design  
**YEAR BUILT:** 2000  
**NO. OF HOBARTS:** 3


**PALE ALE RAGER**

**SAIL NO:** YC560  
**DESIGNER:** Greg Elliott (NZL)  
**TYPE:** Elliott 56  
**OWNER/SKIPPER:** Gary Shanks  
**CLUB:** Cruising Yacht Club of South Australia, SA  
**CREW:** G. Shanks (6), D. Shanks (4), A. Mitton (3), C. Wall-Smith (17), M. Wilson (6), M. Young (1).

*Pale Ale Rager* has achieved some notable results including PHS 3rd overall in the 1999 Sydney Hobart, PHS 5th overall in the stormswept 1998 race and Line Honours in the 2002 and 2003 Adelaide–Port Lincoln races. This South Australian boat has a history of hitting objects while at sea including whales, sunfish, reefs and rocks. The crew is hoping to find a clear path to Hobart this year!

**LOA:** 17.1m  
**CLASS:** IRC  
**YEAR BUILT:** 1987  
**NO. OF HOBARTS:** 13


**PEKLJUS**

**SAIL NO:** 6419  
**DESIGNER:** Graham Radford (AUS)  
**YEAR BUILT:** 2001  
**OWNER/SKIPPER:** David Ferrall  
**CLUB:** Royal Prince Alfred Yacht Club, NSW  
**CREW:** W. Reynolds, R. Robertson (2), M. Newton, W. Findlay (2), J. Ferrall.

Hong Kong based skipper David Ferrall started building this boat in 2001 for Don McIntyre's solo around the world race but when that event was cancelled, he put the project on hold and has only launched his Radford 50 this year. This will be the boat's first major race and David has gathered good local knowledge with two Sydney-based and two Hobart-based sailors joining him.

**LOA:** 15.24m  
**CLASS:** TBA  
**TYPE:** Radford 50  
**NO. OF HOBARTS:** 0


**PIPPIN**

**SAIL NO:** 533  
**DESIGNER:** BRUCE Farr (USA)  
**YEAR BUILT:** 1984  
**OWNER/SKIPPER:** David Taylor  
**CLUB:** Royal Yacht Club of Tasmania,  
**CREW:** D. Taylor (9), D. Cunningham (7), A. Seja (2), G. McGibbon (1).

*Pippin* sailed under the RYCT burgee in last year's race after the owners relocated to Hobart. This will be her 12th Sydney Hobart Race, as well as having competed in four Sydney Gold Coast and two Sydney Mooloolaba Races. In last year's Rolex Sydney Hobart, *Pippin* placed 7th overall on IMS handicap and 9th on IRC. *Pippin* will again proudly compete as one of the Tasmanian contingent in this year's 60th Race.

**LOA:** 11.4m  
**CLASS:** IRC  
**TYPE:** Farr 37  
**NO. OF HOBARTS:** 11


**PLA LOMA IV**

**SAIL NO:** MH7  
**DESIGNER:** J Reichel & J Pugh (USA)  
**TYPE:** Reichel Pugh 43  
**OWNER/SKIPPER:** Rob Reynolds  
**CLUB:** Middle Harbour Yacht Club, NSW  
**CREW:** R.Reynolds (3), C. Vorbach (12), J. Bourke (6), R. Lee (2), A. Marshall, A. McBean, C. White, L. Stead, K. Mann, D. Jackson.

It's been a tough year for Rob Reynolds who lost his previous boat *Tara* during the Sydney Gold Coast Race return trip. Not one to be beaten, Reynolds immediately started looking for a replacement and found this Reichel/Pugh design which was to arrive from Asia in late November, leaving very little time to prepare for the tough ocean classic.

**LOA:** 13.02m  
**CLASS:** IRC  
**YEAR BUILT:** 2000  
**NO. OF HOBARTS:** 0



**PRETTY FLY II**

**SAIL NO:** 8924 **LOA:** 14.8m  
**DESIGNER:** Bruce Farr (USA) **CLASS:** IRC  
**TYPE:** Beneteau 47.7 **YEAR BUILT:** 2003  
**OWNER/SKIPPER:** Colin & Gladys Woods  
**NO. OF HOBARTS:** 0  
**CLUB:** Cruising Yacht of Australia, NSW  
**CREW:** C. Woods, C. Birdsall (1), D. Brown (1), S. Grellis (16), G. Marshall (2), N. Bedggood (1), S. Merrall, D. Eagle (1), J. Penfold (1), B. Bailey (6).

This will be the boat's first Rolex Sydney Hobart, but the crew are seasoned offshore sailors with countless Sydney Mooloolaba, Sydney Gold Coast and Sydney Hobart Races amongst them. With a handicap win in the Sydney-Newcastle Race this year, the boat is race tuned and her crew are looking forward to a good result.



**PRIME TIME**

**SAIL NO:** 7447 **LOA:** 13.35m  
**DESIGNER:** Bruce Farr (USA) **CLASS:** IRC  
**TYPE:** Beneteau 44.7 **YEAR BUILT:** 2004  
**OWNER/SKIPPER:** David Mason **NO. OF HOBARTS:** 0  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** N. Wittey (2), D. Mason, L. Hill, M. Burke (1), C. Ryan (1), A. Mathers (1), H. Jarrett, J. Strong, C. Young, G. Rouvray (27), A. Hornidge, A. York.

*Prime Time* is setting out to be a 'giant killer' in this race according to skipper Olympic and America's Cup sailor and current Soling World Champion Neville Wittey. This new Beneteau 44.7 finished 2nd Overall at Hamilton Island this year and has thrown open the challenge to the larger IRC Overall Handicap trophy contenders.



**PROWLER**

**SAIL NO:** G162 **LOA:** 14.41m  
**DESIGNER:** Greg Elliott (NZL) **CLASS:** TBA  
**YEAR BUILT:** 1996 **TYPE:** Elliott 47  
**OWNER/SKIPPER:** Christian Jackson **NO. OF HOBARTS:** 0  
**CLUB:** Royal Geelong Yacht Club, VIC  
**CREW:** P. Anderson (2), B. Newman (1), J. Newman, A. Gage, A. Fowler, B. Trueman (2), T. McRae, M. Skelton, C. Wallace, C. Cantwell, R. Cantwell, B. Newman.

In 2003, Christian Jackson was awarded the CYCA's prestigious Ocean Racing Rookie of the Year following a very successful 2002/2003 season which included Line Honours in both Melbourne to Hastings races, Line Honours and race record for the 2002 Melbourne to Launceston Race. As this will be Prowler's first Rolex Sydney Hobart, Jackson and the crew, which includes some of Geelong's finest young sailors, are keen to perform well.



**QUALITY EQUIPMENT**

**SAIL NO:** 4615 **LOA:** 11.42m  
**DESIGNER:** Bruce Farr (USA) **CLASS:** IRC  
**YEAR BUILT:** 1987 **TYPE:** Farr 37  
**OWNER/SKIPPER:** Alf Doedens **NO. OF HOBARTS:** 3  
**CLUB:** Royal Yacht Club of Tasmania, TAS  
**CREW:** A. Doedens (1), M. Wearne (1), A. Maynard, B. Morgan, A. Murray, J. Butler, H. Evans.

*Quality Equipment* hasn't participated in a Sydney Hobart Race since 1996 but she is a regular competitor with the Royal Yacht Club and Derwent Sailing Squadron in Tasmania and her offshore experience includes the round Maria Island and Bruny Island races. Crewmember Mike Wearne, the general manager of RYCT, is looking forward to experiencing the race from the other side of the desk.

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### QUEST TRAVELSCENE 66

**SAIL NO:** AUS6606 **LOA:** 14m  
**DESIGNER:** Nelson/Marek **CLASS:** IRC  
**TYPE:** Nelson Marek 46 **YEAR BUILT:** 1997  
**OWNER/SKIPPER:** John Bennetto **NO. OF HOBARTS:** 6  
**CLUB:** Royal Yacht Club of Tasmania, TAS  
**CREW:** J. Bennetto (43), P. Brasington (15), B. Gadd (6), T. Grafton (7), P. Hopkins (22), P. Foster (17), R. Jackman (28), T. Nicholas (8), P. Knott (4), L. Griffith (9), I. Ross (14), P. Fletcher (17).

*Quest* now flies the Tassie flag for veteran skipper John Bennetto. *Quest*'s career includes a 1st and a 2nd Overall in the Rolex Sydney Hobart, a win in the 2003 Australian IRC Offshore Championship and wins in the 2003 Sydney Mooloolaba and 2004 Sydney Gold Coast Races. Bennetto holds the record for the most number of races – 43 – and the combined number of Sydney Hobart Races among the crew this year is 190.



### RAGAMUFFIN

**SAIL NO:** AUS70 **LOA:** 15.05m  
**DESIGNER:** Bruce Farr (USA) **CLASS:** IRC  
**YEAR BUILT:** 1995 **TYPE:** Farr 50  
**OWNER/SKIPPER:** Syd Fischer **NO. OF HOBARTS:** 9  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** S. Fischer (34), A. Ellis (37), P. Eadie.

This champion has consistently delivered a top performance, thanks to the experience of her skipper Syd Fischer, the Overall winner in the 1992 Sydney Hobart, and his core crew, including Tony Ellis who is lining for his 38th Race. *Ragamuffin* should turn out another top handicap result following a 2nd in division in the Sydney Gold Coast Race.



### RAY WHITE UNLIMITED KOOMOLOO

**SAIL NO:** RQ68 **LOA:** 12.49m  
**DESIGNER:** Ted Kaufman **CLASS:** IRC  
**TYPE:** Kaufman 41 **YEAR BUILT:** 1968  
**OWNER/SKIPPER:** Donald Freebairn **NO. OF HOBARTS:** 7  
**CLUB:** Royal Queensland Yacht Squadron, QLD  
**CREW:** D. Freebairn (2), P. White, P. Sherwood (2), S. Paterson (1), A. Reed, S. Zapmir.

A classic timber ocean racing yacht of the late 1960s with a varnished mahogany hull, *Koomooloo* won the 1968 Sydney Hobart on corrected time, and twice represented Australia at the Admiral's Cup. She has been restored to her best under her new Queensland owner and has recently returned to racing. One of the oldest boats in the fleet and one of five Queensland entries.



### ROLLERCOASTER

**SAIL NO:** 3227 **LOA:** 9.73m  
**DESIGNER:** Murray Burns Dovell (AUS) **CLASS:** IRC  
**TYPE:** Sydney 32 **YEAR BUILT:** 2003  
**OWNER/SKIPPER:** David Bonnalto **NO. OF HOBARTS:** 0  
**CLUB:** Royal Prince Alfred Yacht Club, NSW  
**CREW:** D. Bonnalto (8), C. Bowling (12), M. Ogg (3), J. Graham, D. Hensen (5), J. Hilton.

This Sydney 32 has been extensively campaigned long and short handed including the 2004 JOG Nationals and Joico Regatta and this year's Sydney Gold Coast Race. One of the smallest boats in the fleet, this Sydney 32 can expect a roller coaster ride to Hobart and will be vying for the Battery Point Trophy for the quickest small boat to finish the 628 nautical mile course.



### SAILMAKER

**SAIL NO:** A121 **LOA:** 13.185m  
**DESIGNER:** Joe Adams (AUS) **CLASS:** IRC  
**YEAR BUILT:** 1982 **TYPE:** Adams 43  
**OWNER/SKIPPER:** Jason Van Zetten **NO. OF HOBARTS:** 0  
**CLUB:** Tamar Yacht Club, TAS  
**CREW:** J. Van Zetten (4), S. Hansen (2), M. Koppelman (2), B. McBride, G. Adamson, S. Hayes, H. Moore, P. Carswell.

Skipper Jason Van Zetten is a relatively young (32) but experienced Tasmanian sailor with 30 Bass Strait crossings to his name having competed in the Melbourne-Hobart and Melbourne-Stanley races many times. He has enjoyed local success in the Three Peaks Race and is looking forward to the challenges offered by extended racing in the Roaring 40s.



### SALTERSBOATS NATSUMI

**SAIL NO:** R54 **LOA:** 16m  
**DESIGNER:** Bruce Roberts (USA) **TYPE:** Roberts 54  
**CLASS:** Cruising Division **YEAR BUILT:** 1985  
**OWNER/SKIPPER:** Gil Waller **NO. OF HOBARTS:** 0  
**CLUB:** Royal Perth Yacht Club, WA  
**CREW:** Gil Waller, S. Waller, L. Clarke, M. Biessel, M. Waller.

Gil Waller will skipper his 54-foot cruising boat *Natsumi* with sons Simon, 27, and Matthew, 29, plus five other WA crew in the Cruising Division of the Rolex Sydney Hobart. *Natsumi* is an experienced cruising boat, which has completed passages to Indonesia, Papua New Guinea, Tonga and Queensland as well as organised cruising races from its home in Fremantle to Lombok, Geraldton and Darwin.



### SANTANA

**SAIL NO:** M236 **LOA:** 13m  
**DESIGNER:** Ron Holland **TYPE:** Swan 43  
**CLASS:** Cruising Div **YEAR BUILT:** 1985  
**OWNER/SKIPPER:** Michael Kelaher **NO. OF HOBARTS:** 7  
**CLUB:** Lake Macquarie Yacht Club, NSW  
**CREW:** M. Kelaher (7), C. Piggott (7), G. Blackell (7), G. Fraser (24), C. Morris (7).

*Santana*'s regular crew, including Graham Fraser who will this year achieve the 25 Sydney Hobart Race milestone, have decided the new Cruising Division suits their objectives which are to enjoy the scenic coastline between Sydney and Hobart and to spend time sailing with friends. This Lake Macquarie boat enters every second year so Santa doesn't forget them.



### SEA EAGLE I

**SAIL NO:** 7744 **LOA:** 14.5m  
**DESIGNER:** Bruce Farr (USA) **CLASS:** IRC  
**TYPE:** Beneteau 47.7 **YEAR BUILT:** 2001  
**OWNER/SKIPPER:** Robert Hanna **NO. OF HOBARTS:** 0  
**CLUB:** Royal Geelong Yacht Club, VIC  
**CREW:** R. Hanna, T. Bowdler, G. Hey (1), P. Gloede, T. Smeaton, B. King, G. O'Brien, C. McCran, G. Marsden, R. Lowe (1).

New owner Robert Hanna purchased *Sea Eagle 1*, formerly *Savoir Faire*, this year for the purpose of contesting the 60th anniversary Rolex Sydney Hobart Race. The crew is also newly formed, but between them they have extensive sailing experience including numerous Melbourne Stanley and Melbourne Launceston races.



### SECRET MEN'S BUSINESS

SAIL NO: YC3300 LOA: 14.22m  
 DESIGNER: J Reichel & J Pugh (USA) CLASS: IRC  
 TYPE: Reichel Pugh 46 YEAR BUILT: 2004  
 OWNER/SKIPPER: Geoff Boettcher NO. OF HOBARTS: 0  
 CLUB: Cruising Yacht Club of South Australia, SA  
 CREW: G Boettcher (17), T Hill (6), P Bolton (8), S Harris (7), T Cowan (2), S Nolan (2), A Henshall (2).  
 The latest design from the Reichel Pugh camp, this brand new IRC racer was built by Hart Marine in Victoria to replace Geoff's previous *Secret Men's Business* which was a two-time South Australian IMS champion and regular Sydney Hobart competitor. With a number of new boats this year, the chase for the IRC Overall trophy is going to be wide open.



### SERIOUSLY TEN

SAIL NO: 8844 LOA: 19.5m  
 DESIGNER: Laurie Davidson (USA) CLASS: PHS  
 TYPE: VO60 YEAR BUILT: 2001  
 OWNER/SKIPPER: John Woodruff, Eric Robinson, Shaun James  
 NO. OF HOBARTS: 1  
 CLUB: Cruising Yacht Club of Australia, NSW  
 CREW: J. Woodruff, E. Robinson, S. James, T. Braidwood (10), T. Addis.  
 Three music and TV executives have joined forces to campaign this Volvo 60, the back up boat for the Dj Juice Dragon campaign for the last Volvo Ocean Race, and have achieved notable results including Line Honours in last year's Gosford-Lord Howe Island Race and 6th on Line Honours in the Rolex Sydney Hobart Yacht Race.



### SEXTANT

SAIL NO: 9412 LOA: 12.5m  
 DESIGNER: Neils Jeppesen (DEN) CLASS: IRC  
 TYPE: X412 YEAR BUILT: 1999  
 OWNER/SKIPPER: Dennis Doyle & Lynne Smith  
 NO. OF HOBARTS: 0  
 CLUB: Cruising Yacht Club of Australia, NSW  
 CREW: D. Doyle (14), B. Riley (22), R. Dempsey (2), N. Roberts (8), M. Formosa (6), A. Chauvel (7), T. Chessels, A. Ferguson.  
 Dennis and Lynne, longtime supporters of the CYCA's cruising division, have campaigned *Sextant* extensively offshore this year to prepare for an extended cruise in 2006. Sailing master Bill Riley is gearing up for his 23rd Race to Hobart and owner Dennis Doyle for his 15th.



### SHE II

SAIL NO: 4924 LOA: 12.19m  
 DESIGNER: Gary Mull CLASS: PHS  
 TYPE: Olsen 40 YEAR BUILT: 1982  
 OWNER/SKIPPER: Peter Rogers NO. OF HOBARTS: 8  
 CLUB: Cruising Yacht Club of Australia, NSW  
 CREW: TBA  
*She II* is Peter Rodgers' golden oldie which has had a number of facelifts since her launch 23 years ago and has contested 10 Gosford-Lord Howe Isle races and eight Sydney Hobarts, her best result coming in the 2000 Race when she finished 2nd on PHS. She will line up again on Boxing Day proving the old adage about those who sail on that day - 'no brains and no Christmas Pudding'.

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### SKANDIA

**SAIL NO:** M10 **LOA:** 30m  
**DESIGNER:** Don Jones (AUS) **CLASS:** IRC  
**TYPE:** Super Maxi **YEAR BUILT:** 2003  
**OWNER/SKIPPER:** Grant Wharington **NO. OF HOBARTS:** 1  
**CLUB:** Mornington Yacht Club, VIC  
**CREW:** G. Wharington (16), B. Walker (6), G. Taylor (6), W. Oxley (3).

Since taking Line Honours in last year's Rolex Sydney Hobart and more than 30 other races since then, including the Hong Kong to Vietnam Race, Wharington has lightened and modified his 98-foot super maxi. He will sail with a reduced crew of 14 to Hobart in an attempt to achieve again beat *Konica Minolta (Zana)*, the major threat to Wharington's ambitious plan.



### STRATCORP NINETY SEVEN

**SAIL NO:** SM 9797 **LOA:** 14.3m  
**DESIGNER:** Bruce Farr (USA) **CLASS:** IRC  
**YEAR BUILT:** 1993 **TYPE:** Farr 46  
**OWNER/SKIPPER:** Chris Dare **NO. OF HOBARTS:** 10  
**CLUB:** Sandringham Yacht Club, VIC  
**CREW:** C. Dare (3), P. Walsh (9), A. Brown (16), S. Campbell (2), D. Senogles (16), C. Ginnivan (2).

This 47-footer beat a fleet of much bigger yachts in the treacherous conditions of the 1993 Sydney Hobart to take Line Honours. Last year marked the 10th anniversary of that historic win, but unfortunately their campaign came to an end when the boat was dismantled. They are back to finish what they began in 2003 and have added a new sweptback rig and new Elliott-designed keel.



### STORMY PETREL

**SAIL NO:** 508 **LOA:** 11.12m  
**DESIGNER:** Sparkman & Stephens (US) **CLASS:** TBA  
**TYPE:** S & S 36 **YEAR BUILT:** 1970  
**OWNER/SKIPPER:** Kevin O'Shea **NO. OF HOBARTS:** 10  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** K. O'Shea, J. Maclurcan (12), P. Edmonds (10).

*Stormy Petrel* was designed by Sparkman & Stephens, the famous US naval architects, as an IOR rule 'one ton' level rater and Syd Fischer sailed her to victory in the 1971 cup series in New Zealand. Joining owner Kevin O'Shea will be John Maclurcan, who sailed aboard *Stormy Petrel* in many Sydney Hobart Yacht Races when the late Tony Pearson, a past Commodore of the CYCA, owned the yacht.



### STREWTH

**SAIL NO:** 6188 **LOA:** 14.95m  
**DESIGNER:** David Lyons (AUS) **CLASS:** PHS  
**TYPE:** MKL 49 **YEAR BUILT:** 2002  
**OWNER/SKIPPER:** Geoffrey Hill **NO. OF HOBARTS:** 0  
**CLUB:** Cruising Yacht Club of Australia  
**CREW:** G. Hill (5), B. Johnson, B. Gould (34), C. Simpson (8), R. Carlier (24), S. Wall (6), B. Collis (3).

Since its launch in 2002, *Strewth* has collected its fair share of silverware including 1st on PHS in the Sydney Gold Coast and Sydney Mooloolaba races. Last year *Strewth* missed the Hobart because of engine troubles and went north instead where she beat the fleet on PHS. Bruce Gould, Ralph Carlier and America's Cup sailor Ben Johnson will be the brains trust.



### TBC

**SAIL NO:** 7441 **LOA:** 18.78m  
**DESIGNER:** Murray Burns Dovell (AUS) **CLASS:** IRC  
**TYPE:** MBD 66 **YEAR BUILT:** 1999  
**OWNER/SKIPPER:** Michael Jones **NO. OF HOBARTS:** 1  
**CLUB:** Middle Harbour Yacht Club, NSW  
**CREW:** M. Jones, W. Sykes (18), D. Ellis (23), J. Goulzd (24), S. Reffold (9), M. Green (25), A. Payne (2), T. Paola (7), G. Pellon (1), S. Kirkjian (10), H. Brodie (18).

This former Sydney Hobart Race Overall winner (2001, as *Bumblebee 5*) boasts a top crew including many of the winning *Quest* crew from the 2002 Rolex Sydney Hobart Race. Also a 3rd placegetter in the IRC Maxi Worlds, this thoroughbred is a step up for Sydney 38 skipper Michael Jones who will be leading the 66-footer's charge to Hobart.



### TEAM LEXUS

**SAIL NO:** 6565 **LOA:** 11.6m  
**DESIGNER:** Murray Burns Dovell (AUS)  
**CLASS:** IRC, One-Design  
**TYPE:** Sydney 38 One Design **YEAR BUILT:** 2001  
**OWNER/SKIPPER:** Rupert Henry **NO. OF HOBARTS:** 1  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** R. Henry (1), D. Henry (12), J. Schouten (8), W. Howard (3), G. Healy (4).

After a 10-year break, champion dinghy sailor Rupert Henry made his sailing comeback for last year's Rolex Sydney Hobart and went on to finish 3rd on IMS in the Sydney Mooloolaba Yacht Race. Rupert's father David will join him for the boat's 60th anniversary Rolex Sydney Hobart campaign and for a crack at the new One Ton Trophy for the Sydney 38 division.



### TERRA FIRMA

**SAIL NO:** 4100 **LOA:** 12.48m  
**DESIGNER:** Iain Murray (AUS) **CLASS:** IRC  
**TYPE:** Murray 41 **YEAR BUILT:** 1995  
**OWNER/SKIPPER:** Nicholas Bartels & Martin Vaughan  
**NO. OF HOBARTS:** 8

**CLUB:** Sandringham Yacht Club, VIC & Cruising Yacht Club of Australia, NSW  
**CREW:** N. Bartels (5), M. Vaughan (2), C. Byrne (2), S. Roberts (1), E. Ragauskas (1), M. Teasdale (1), W. Gordon (4).  
 In the year she was launched, *Terra Firma* won the Sydney Hobart Race (1995) and in 1997 picked up a divisional win. Last year they joined the Sydney Gold Coast fleet and finished strongly on IMS. Owners Nicholas Bartels and Martin Vaughan expect to finish strongly as the boat is performing well after a recent IRC optimisation.



### THE ACTIVE FACTOR

**SAIL NO:** GBR2041 **LOA:** 20.48m  
**DESIGNER:** David Thomas (UK) **CLASS:** IRC  
**TYPE:** Thomas 67 **YEAR BUILT:** 1992  
**OWNER/SKIPPER:** Robert Swan **NO. OF HOBARTS:** 0  
**CLUB:** Royal Cape Town Yacht Club, South Africa  
**CREW:** B. Perry (6), F. Johnson (31), B. Young (4), M. O'Shea, B. Robson, T. Quick (2), J. King (1), M. King, H. Impey, C. Launay (2), I. Wijnen, R. Swan.

*The Active Factor* is entering the 60th Anniversary Rolex Sydney Hobart to spread messages about active lifestyles and the environment. On board will be the winner of the Coca Cola Youth Activity Award and British Polar Explorer, Robert Swan, OBE, the first person in history to walk to both the North and South Poles. *The Active Factor* will use a mainsail and yankee incorporating 25 per cent recycled PET plastic.



### TILTING AT WINDMILLS

**SAIL NO:** SM117  
**DESIGNER:** Peter Joubert (AUS)  
**TYPE:** John Dory 42  
**OWNER/SKIPPER:** Thorry Gunnerson  
**CLUB:** Sandringham Yacht Club, VIC  
**CREW:** T. Gunnerson (12), A. Roberts (1), R. Lindberg (7), J. Alexander (3), M. Grant (1), P. Briggs (5), S. O'Leary (1), S. Greaves (1)

**LOA:** 12.825m  
**CLASS:** IRC  
**YEAR BUILT:** 1994  
**NO. OF HOBARTS:** 4

*Tilting at Windmills* celebrated extraordinary success in last year's Rolex Sydney Hobart finishing second Overall on IMS. This timber boat is a regular competitor in long offshore events including the Melbourne-Hobart Race and has also spent time cruising including circumnavigating New Zealand's South Island.



### TOECUTTER

**LOA:** 9.93m  
**DESIGNER:** Robert Hick (AUS)  
**TYPE:** Hick 31  
**OWNER/SKIPPER:** Robert Hick  
**CLUB:** Royal Yacht Club of Victoria, VIC  
**CREW:** R. Hick (11), D. Miles (10), G. Hope (8), B. Kelly (4), N. Currie (2), D. Allen (1), P. Cannon.

**SAIL NO:** R1111  
**CLASS:** IRC  
**YEAR BUILT:** 2003  
**NO. OF HOBARTS:** 2

This Hick 31 will again be skippered south by its designer, Robert Hick, and will prove a tough competitor for the other 30-footers competing for the Battery Point Trophy. Last year the conditions were ideal for *Toecutter*, which finished 2nd on IRC Overall handicap results in the Rolex Sydney Hobart following modifications including a heavier fin keel and different mast.



### TRUMPCARD

**SAIL NO:** 1986  
**DESIGNER:** Van de Stadt (NED)  
**TYPE:** Van de Stadt 43  
**OWNER/SKIPPER:** Craig Coulsen  
**CLUB:** Royal Queensland Yacht Squadron, QLD  
**CREW:** C. Coulsen (2), A. Cowen (6), R. Hart (7), J. Porter, I. Davis (21), J. Doherty (6), S. Gaddes (2), J. Walker (2), B. Harrison (2), I. Barr (3)

**LOA:** 13.3m  
**CLASS:** IRC  
**YEAR BUILT:** 1986  
**NO. OF HOBARTS:** 1

This yacht was perhaps the last cold-moulded timber boat built in Australia. In the 2002 Rolex Sydney Hobart Race *Trumpcard* was involved in a start line collision, which forced her out of the race and this year Queensland skipper Craig Coulsen is back to finish what he started. The boat has also raced in several Melbourne-Hobart and Melbourne-Devonport races.



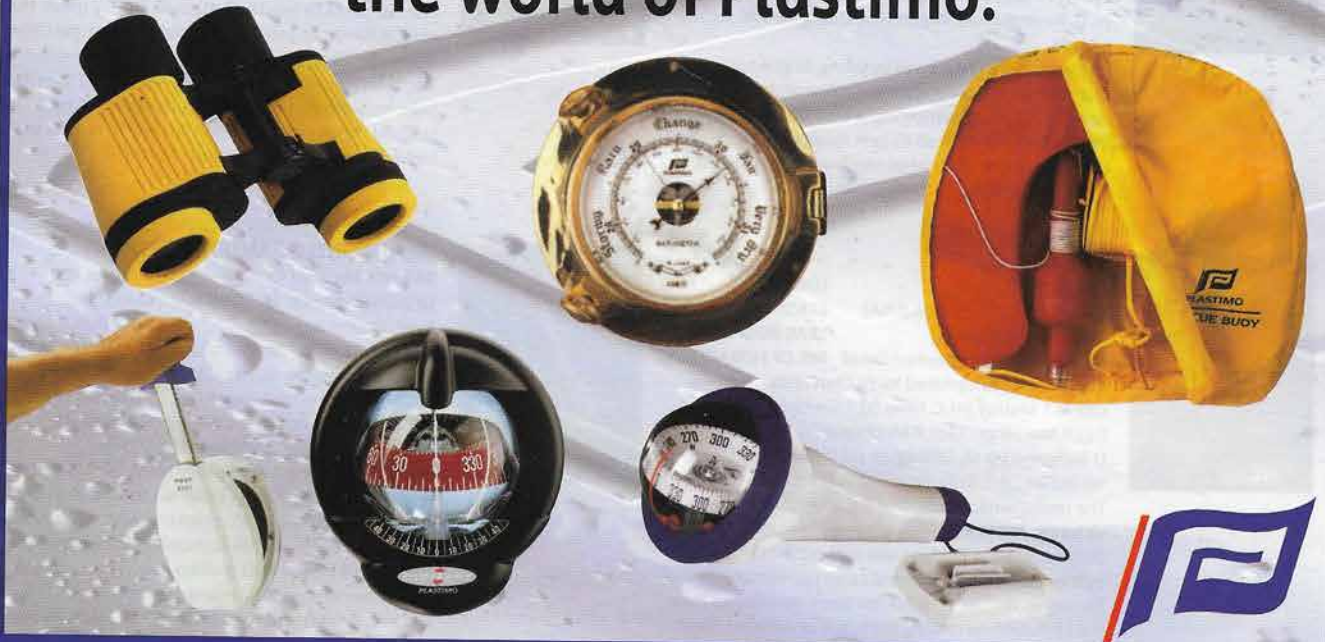
### UCANTTAKEITWITHU

**SAIL NO:** 10043  
**DESIGNER:** Daniel Andrieu (FRA)  
**TYPE:** Sunfast 43  
**OWNER/SKIPPER:** Adrian Dunphy & John Stuckey  
**NO. OF HOBARTS:** 0

**LOA:** 13.21  
**CLASS:** IRC  
**YEAR BUILT:** 2003

**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** A. Dunphy (3), J. Stuckey, M. Hunter, M. Gallagher (1), R. Jacobs, B. Munns (8).  
 It has been a lifelong dream to compete in a Rolex Sydney Hobart for co-skipper John Stuckey and he's prepared for his first Bass Strait crossing by undertaking other long east coast ocean races including the Sydney Gold Coast and Sydney Mooloolaba Race where he finished 4th Overall this year. Adrian Dunphy will co-skipper the boat.

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## PLASTIMO



### UPTOWN GIRL

**SAIL NO:** 4182  
**DESIGNER:** Doug Peterson (USA)  
**TYPE:** Peterson 40  
**OWNER/SKIPPER:** Rod Winton  
**CLUB:** Royal Sydney Yacht Squadron, NSW  
**CREW:** R. Wont, O. Winton (3), J. Saunders (5), A. Bush (3), E. Ether (1), M. Everitt (3), C. Crammond (1), S. Mills.  
*Uptown Girl*, originally called *Sunburst*, missed selection for the Australia's Admiral's Cup team in 1977. Rod Winton bought the boat in 1984 and has scored some good results including the 1992 Woollahra Cup and 3rd in division of the 2000 Pittwater-Coffs Race. Rod's son Olin will join him for the boat's 17th Sydney Hobart Race.

**LOA:** 12.5m  
**CLASS:** IRC  
**YEAR BUILT:** 1977  
**NO. OF HOBARTS:** 16



### VINETA

**SAIL NO:** TBA  
**DESIGNER:** Reichel/Pugh (USA)  
**TYPE:** Marten 49  
**OWNER/SKIPPER:** Felix Scheder-Bieschin  
**NO. OF HOBARTS:** 0  
**CLUB:** Norddeutscher Regatta Verein, Germany  
**CREW:** F. Scheder-Bieschin, D. Scheder-Bieschin, M. Scheder-Bieschin, J. Scheidermann, C. Sommer, H. Sonntag, S. Bruhns, P. Kadelbach, K. Kersten, C. Lehmann, D. Mielke, R. Nankin, J. Polgar.  
 Commissioned this year by prominent German yachtsman, Felix Scheder-Bieschin, this new Marten 49 was built in NZ and is considered a strong contender for Overall victory. Described as a sports cruising boat, it was built almost totally in carbon fibre and features a lifting keel with a large bulb.

**LOA:** 15.05m  
**CLASS:** IRC  
**YEAR BUILT:** 2004



### WAHOO

**SAIL NO:** 5900  
**DESIGNER:** German Frers (ARG)  
**TYPE:** Frers 40  
**OWNER/SKIPPER:** Brian Emerson  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** B. Emerson (6), B. Ratcliff (38), B. Simpson (23), P. Taylor (7), T. Trevillion (2), A. Johnson (2), G. Gorazdouski.  
 Brian Emerson will once again have a keen and experienced crew aboard this well-sailed Frers 40, including long-time sailing mates Barry Simpson and Bill Ratcliff, who is lining up for his 39th Hobart. Following *Wahoo's* success in the CYCA's 2003-2004 Bluewater Pointscore Series, where she finished 3rd from a tough fleet, Brian is looking to improve on his best Rolex Sydney Hobart result, a 3rd in Division in the 2001 Race.

**LOA:** 12.35m  
**CLASS:** IRC  
**YEAR BUILT:** 1985  
**NO. OF HOBARTS:** 3



### WHITE HOT

**SAIL NO:** TBA  
**DESIGNER:** Brett Bakewell-White (NZ)  
**TYPE:** F36 Razor  
**OWNER/SKIPPER:** Z Yachts  
**CLUB:** Cruising Yacht Club of Australia  
**CREW:** T. Williams (2), G. Pearce (4), W. Cottis (3), P. Walsh, M. Jansen (3), N. Daly (1), N. Short.  
*White Hot* is a highly optimised Foundation 36 with a new keel, rudder and rig configuration designed by New Zealander Brett Bakewell-White, who will be aboard *Konica Minolta*. The boat is being trucked from Perth, where the class has been utilised for match racing training for international America's Cup sailors, and will be skippered by Warren Cottis and Nigel Short.

**LOA:** 10.86m  
**CLASS:** IRC  
**YEAR BUILT:** 2004  
**NO. OF HOBARTS:** 0



### WHY DO I DO IT

**SAIL NO:** 546  
**DESIGNER:** David Lyons (AUS)  
**TYPE:** Lyons 38  
**OWNER/SKIPPER:** Wayne Banks-Smith  
**NO. OF HOBARTS:** 4  
**CLUB:** Royal Yacht Club of Tasmania, TAS  
**CREW:** W. Banks-Smith (4), J. Chorozy (2), R. Armstrong (1), G. Barrington, M. Rogers (1), J. Chung Gon, M. Jeffrey, J. Banks.  
 This Lyons 38 will be crewed by young dinghy sailors from Hobart, including state and national champions, many of whom are competing in their first Rolex Sydney Hobart Race. *Why do I do It's* best result from four Hobarts came in 2000 when she finished 11th on IMS.

**LOA:** 11.7m  
**CLASS:** IRC  
**YEAR BUILT:** 1993



### WILD OATS

**SAIL NO:** 4343  
**DESIGNER:** Bruce Farr (USA)  
**TYPE:** Farr 43  
**OWNER/SKIPPER:** Howard Piggott  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** H. Piggott (1), P. Shield (1), S. O'Connor, J. Hall (1), P. Copeland (1)  
 The last yacht to win the Tattersalls Trophy under the old IOR handicap system, *Wild Oats*, a two-time CYCA Bluewater Champion and winner of the Tattersalls Trophy in the galeswept 1993 Sydney Hobart Race, has been reconfigured to compete under the IRC rule. Howard Piggott will skipper *Wild Oats* to Hobart with his very capable crew from *True North*.

**LOA:** 13.1m  
**CLASS:** IRC  
**YEAR BUILT:** 1985  
**NO. OF HOBARTS:** 8



### WILD JOE

**SAIL NO:** AUS7002  
**DESIGNER:** Reichel Pugh (USA)  
**TYPE:** Reichel Pugh 60  
**OWNER/SKIPPER:** Stephen David  
**CLUB:** Royal Prince Alfred Yacht Club, NSW  
**CREW:** I. Murray (11), C. Links (3), I. Smith (7), D. Jones (14), P. Messenger (20), P. Montagne (3), S. Runow (15), D. Sampson (5), M. Skillington (9), J. Alexander (4), J. Whittaker (2), T. Bellingham (3), A. Pratt, S. David.  
 The revolutionary yacht that led an Australian team to victory in last year's Admiral's Cup in England, *Wild Oats*, now called *Wild Joe*, will contest the 60th Rolex Sydney Hobart with America's Cup yachtsman Iain Murray as skipper. *Wild Joe* has been modified to meet the limitation on canting keels, but new owner Steven David is confident the 60-footer will still be a strong contender for IRC.

**LOA:** 18.57m  
**CLASS:** IRC  
**YEAR BUILT:** 2001  
**NO. OF HOBARTS:** 0



### WINDSONG OF MORNINGTON

**SAIL NO:** M5  
**DESIGNER:** Hunter Marine (USA)  
**TYPE:** Hunter 410  
**OWNER/SKIPPER:** Jim Watson  
**CLUB:** Mornington Yacht Club, VIC  
**CREW:** J. Watson (2), T. Neate (10), J. Petkovsek (6), S. Pimlott, T. Dixon (4), G. Canning (1), G. Pimlott, A. Cincotta, B. Miles, D. Watson.  
 Another first time Rolex Sydney Hobart entrant and one of the strong fleet of Victorian boats competing this year. *Windsong of Mornington's* best result came in last year's Melbourne-Launceston Race where she picked up a first in PHD division. Two father and son teams, owner Jim Watson and son Damian, and Graeme Pimlott and son Scott, will sail south aboard this heavy cruising boat.

**LOA:** 12.43m  
**CLASS:** PH5  
**YEAR BUILT:** 2000  
**NO. OF HOBARTS:** 0



### WISEMAN'S FERRY

**SAIL NO:** 6224 **LOA:** 12.49m  
**DESIGNER:** Bruce Farr (USA) **CLASS:** PHS  
**TYPE:** Farr 41 **YEAR BUILT:** 1997  
**OWNER/SKIPPER:** Roger Williamson  
**NO. OF HOBARTS:** 0  
**CLUB:** Drummoyne Sailing Club, NSW  
**CREW:** H. McGowan, M. Johnstone, B. Sutherland, R. Smith, A. Smith, P. Rose  
*Wiseman's Ferry* has no racing history but has undertaken extensive ocean cruising miles out of Melbourne. Now Sydney-based, this Farr designed boat will compete with an experienced crew including UK-based father and daughter team of Russell and Alexander Smith.



### WITCHDOCTOR

**SAIL NO:** 2557 **LOA:** 12m  
**DESIGNER:** Laurie Davidson (NZL) **CLASS:** PHS  
**TYPE:** ex-IOR Two Tonner **YEAR BUILT:** 1979  
**NO. OF HOBARTS:** 23  
**OWNER/SKIPPER:** The Rum Consortium  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** M. Cameron (29), T. Cable (40), G. Barter (28), C. Troup (18), M. Rafferty (6), M. Milroy (3), I. Manley (11), B. Schwass (5), A. Vinson (1), R. Cable (1).  
 This crew has amassed almost 150 Hobart Races between them, led by Tony Cable (40) and two of the Rum Consortium's syndicate of owners, Maurie Cameron (29) and Geoff Barter (28). The yacht itself has sailed in 23 Hobarts, which is just two off the record of 25 held by *Mark Twain*.



### YEAH BABY

**SAIL NO:** 6068 **LOA:** 11.78m  
**DESIGNER:** Murray Burns Dovell (AUS)  
**CLASS:** IRC, One Design  
**TYPE:** Sydney 38 **YEAR BUILT:** 2000  
**OWNER/SKIPPER:** Mick Hinchey & Dennis Hume  
**NO. OF HOBARTS:** 0  
**CLUB:** Lake Macquarie Yacht Club, NSW  
**CREW:** M. Hinchey (1), D. Hume (1), A. Patterson (5), B. Van Dijk (1), B. Filby (4).  
 This Lake Macquarie crew, many of whom have sailed on the famous *Mumm 30 Tow Truck*, have achieved some top results including 1st in division and 1st in the Sydney 38 division of this year's Sydney Gold Coast Yacht Race. Not known to shy away from a party, the crew will be making the most of the 60th anniversary celebrations in Hobart.



### YENDYS

**SAIL NO:** 1836 **LOA:** 15.75m  
**DESIGNER:** Judel Vrolijk (SWE) **CLASS:** IRC  
**TYPE:** Judel Vrolijk 52 **YEAR BUILT:** 2002  
**OWNER/SKIPPER:** Geoff Ross **NO. OF HOBARTS:** 1  
**CLUB:** Cruising Yacht Club of Australia, NSW  
**CREW:** G. Ross, J. Scott, S. Cotton, P. Seary, T. Eldershaw (11), C. Simpson (9), D. Blanchfield (11), D. McConville (10), A. Merrington (8), Z. Gills (4), G. Johnstone (15), J. Lane (10).  
 Geoff Ross, winner of the 1999 Sydney Hobart with his previous *Yendys*, has again assembled an outstanding crew, including three Volvo round the world sailors, to reinforce his chances of a 2nd Overall win with his Judel Vrolijk 52 which has recently undergone an IRC conversion at Southern Ocean Marine in NZ.



### ZEN

**SAIL NO:** 3838 **LOA:** 11.6m  
**DESIGNER:** Murray Burns Dovell (AUS)  
**CLASS:** IRC/One Design  
**TYPE:** Sydney 38 **YEAR BUILT:** 2004  
**OWNER/SKIPPER:** Gordon Ketelbey **NO. OF HOBARTS:** 0  
**CLUB:** Middle Harbour Yacht Club, NSW  
**CREW:** TBA  
 Gordon Ketelbey's brand new Sydney 38 was due to be launched just a month out from the Boxing Day start but this shouldn't be a stretch for Gordon who has been racing for 20 years and knows how to put a solid campaign together. Best results with his previous Sydney 38 *Wadadli* include 4th in the Sydney 38 Nationals in 2001 and first in the Sydney 38 division of this year's Sydney Mooloolaba Race.

## LATE ENTRIES

### BRIGHT MORNING STAR

**SAIL NO:** 1987  
**TYPE:** Peterson 51 (NSW)  
**OWNER/SKIPPER:** Randal Wilson/Hugh O'Neil

### EASY TIGER

**SAIL NO:** 6305  
**TYPE:** Sydney 38 (NSW)  
**OWNER/SKIPPER:** Chris Way

### GAME SET

**SAIL NO:** 6351  
**TYPE:** Bavaria Match 38 (NSW)  
**OWNER/SKIPPER:** Stephen Roach

### MASERATI

**SAIL NO:** 5474  
**TYPE:** Farr 65 (NSW)  
**OWNER/SKIPPER:** Martin James

### INNER CIRCLE

**SAIL NO:** M762  
**TYPE:** Farr 40 (NSW)  
**OWNER/SKIPPER:** Michael Graham

### OUTLAW

**SAIL NO:** 577  
**TYPE:** Sayer 44 (Vic)  
**OWNER/SKIPPER:** Ray Semmens

### ROPABULL

**SAIL NO:** 9111  
**TYPE:** Beneteau 42S7  
**OWNER/SKIPPER:** Michael Roper



# ROLEX SYDNEY HOBART YACHT RACE

## IMS HANDICAP CATEGORY

Hcp Place	Boat – Owner/Skipper	Line Place	Div	Elapsed Time	TCF	Corrected Time
1	First National Real Estate (Michael Spies/Peter Johnson) NSW	29	C	3:16:32:24	0.974	3:14:14:17
2	Tilting at Windmills (Thorry Gunnersen) Vic	35	C	3:19:53:38	0.9546	3:15:43:19
3	Nips-N-Tux (Howard De Torres) NSW	27	B	3:16:03:01	0.9972	3:15:48:13
4	Chutzpah (Bruce Taylor) Vic	20	B	3:14:20:50	1.0189	3:15:58:45
5	Impeccable (John Walker) NSW	47	C	4:04:20:44	0.8837	3:16:40:31
6	Another Challenge (Lou Abrahams (40) Vic	21	B	3:14:45:47	1.0229	3:16:45:00
7	Pippin (David Taylor) Tas	42	C	4:00:20:59	0.9223	3:16:51:48
8	Team Lexus (Rupert Henry) NSW	23	B	3:15:39:04	1.0208	3:17:28:27
9	Toecutter (Robert Hick) Vic	36	C	3:19:55:27	0.9747	3:17:35:55
10	Asylum (Wayne Kirkpatrick) Qld	25	B	3:15:40:40	1.0236	3:17:44:49
11	AFR Midnight Rambler (Ed Psaltis/Robert Thomas) NSW	31	B	3:18:25:15	0.9927	3:17:45:39
12	Love & War (Peter Kurts) NSW	41	C	4:00:18:42	0.9344	3:17:59:37
13	Bounder (Chris Little) UK	12	A	3:07:58:06	1.127	3:18:07:28
14	Interum (Craig King) Tas	24	B	3:15:40:03	1.0379	3:18:59:24
15	Quest (Robert Steel) NSW	15	A	3:11:34:27	1.0946	3:19:28:49
16	Matangi (David Stephenson) Tas	43	C	4:00:22:45	0.9502	3:19:34:46
17	Yendys (Geoff Ross) NSW	10	A	3:07:40:23	1.1517	3:19:45:34
18	Krakatoa (Rod Skellet) NSW	34	B	3:19:48:12	1.0052	3:20:16:51
19	Terra Firma (Nicholas Bartels) Vic	28	B	3:16:14:41	1.0475	3:20:26:11
20	Secret Mens Business (Geoff Boettcher) SA	19	A	3:14:13:46	1.0767	3:20:50:36
21	Ichi Ban (Matt Allen) NSW	8	A	3:03:33:44	1.2297	3:20:55:08
22	Loki (Stephen Ainsworth) NSW	22	B	3:15:05:44	1.069	3:21:06:19
23	Aurora (Jim Holley (14) NSW	44	C	4:01:39:54	0.9553	3:21:17:58
24	Midnight Rambler II (Dennis Millikan) Vic	40	C	4:00:13:54	0.9705	3:21:23:34
25	Mirrabooka (John Bennetto) Tas	37	B	3:20:03:22	1.0153	3:21:27:52
26	Fuzzy Logic (Paul Roberts) Vic	30	B	3:17:19:15	1.0479	3:21:35:57
27	Ragamuffin (Syd Fischer) NSW	14	A	3:11:23:22	1.127	3:21:58:48
28	Zaraffa (Skip Sheldon) USA	7	A	2:23:56:36	1.3106	3:22:17:20
29	Merlin (David Forbes/Richard Brooks) NSW	13	A	3:08:30:12	1.1828	3:23:13:10
30	Aint Misbehavin' (JJ Provoyeur) UK	32	B	3:18:34:07	1.0616	4:00:08:51
31	Liberator (Geoff Catt) SA	48	C	4:05:39:32	0.95	4:00:34:33
32	Brindabella (George Snow) NSW	4	A	2:21:30:08	1.391	4:00:40:39
33	Andrew Short Marine (Andrew Short) NSW	5	A	2:22:10:50	1.3792	4:00:47:35
34	Shere Khan (Graeme Fraser) NSW	33	B	3:19:41:14	1.0585	4:01:03:03
35	Ice Fire (Hans Butter) WA	18	A	3:13:19:23	1.1421	4:01:26:51
36	Degrees of Freedom (Mike Reynolds) WA	50	C	4:10:38:05	0.9562	4:05:57:51
37	Berrimilla (Alex Whitworth) NSW	51	C	5:18:29:32	0.8057	4:15:34:59
	Dysons Cobb & Co (Chris Dare) Vic		A	Retired		



# 2003 RESULTS

## IRC HANDICAP CATEGORY

Hcp Place	Boat – Owner/Skipper	Line Place	Div	Elapsed Time	TCF	Corrected Time
1	First National Real Estate (Michael Spies/Peter Johnson) NSW	29	C	3:16:32:24	1.076	3:23:16:09
2	Toecutter (Robert Hick) Vic	36	C	3:19:55:27	1.041	3:23:41:35
3	Chutzpah (Bruce Taylor) Vic	20	B	3:14:20:50	1.117	4:00:26:59
4	Nips-N-Tux (Howard De Torres) NSW	27	B	3:16:03:01	1.098	4:00:40:45
5	AFR Midnight Rambler (Ed Psaltis/Robert Thomas) NSW	31	C	3:18:25:15	1.07	4:00:45:01
6	Another Challenge (Lou Abrahams (40) Vic	21	B	3:14:45:47	1.117	4:00:54:52
7	Tilting at Windmills (Thorry Gunnersen) Vic	35	C	3:19:53:38	1.056	4:01:02:24
8	Impeccable (John Walker) NSW	47	C	4:04:20:44	0.968	4:01:08:04
9	Pippin (David Taylor) Tas	42	C	4:00:20:59	1.01	4:01:18:48
10	Team Lexus (Rupert Henry) NSW	23	B	3:15:39:04	1.112	4:01:28:05
11	Asylum (Wayne Kirkpatrick) Qld	25	B	3:15:40:40	1.114	4:01:40:23
12	Krakatoa (Rod Skellet) NSW	34	C	3:19:48:12	1.077	4:02:52:20
13	Matangi (David Stephenson) TAS	43	C	4:00:22:45	1.026	4:02:53:06
14	Loki (Stephen Ainsworth) NSW	22	B	3:15:05:44	1.142	4:03:27:47
15	Secret Mens Business (Geoff Boettcher) SA	19	B	3:14:13:46	1.158	4:03:51:13
16	Ichi Ban (Matt Allen) NSW	8	A	3:03:33:44	1.323	4:03:58:08
17	Merlin (David Forbes/Richard Brooks) NSW	13	A	3:08:30:12	1.242	4:03:59:07
18	Quest (Robert Steel) NSW	15	A	3:11:34:27	1.204	4:04:37:24
19	Skandia (Grant Wharington) Vic	1	A	2:15:14:06	1.603	4:05:21:57
20	Zana (Stewart Thwaites) NZ	2	A	2:15:28:30	1.607	4:06:00:16
21	Zaraffa (Skip Sheldon) USA	7	A	2:23:56:36	1.42	4:06:09:34
22	Bounder (Chris Little) UK	12	A	3:07:58:06	1.281	4:06:26:22
23	Liberator (Geoff Catt) SA	48	C	4:05:39:32	1.016	4:07:17:08
24	Fuzzy Logic (Paul Roberts) Vic	30	B	3:17:19:15	1.159	4:07:31:22
25	Ragamuffin (Syd Fischer) NSW	14	A	3:11:23:22	1.245	4:07:49:11
26	Ice Fire (Hans Butter) WA	18	A	3:13:19:23	1.228	4:08:46:36
27	Grundig AAPT (Sean Langman) NSW	3	A	2:20:19:39	1.535	4:08:52:58
28	Andrew Short Marine (Andrew Short) NSW	5	A	2:22:10:50	1.495	4:08:55:12
29	Shere Khan (Graeme Fraser) NSW	33	B	3:19:41:14	1.147	4:09:09:55
30	Brindabella (George Snow) NSW	4	A	2:21:30:08	1.515	4:09:17:45
31	Aint Misbehavin (JJ Provoyeur) UK	32	B	3:18:34:07	1.176	4:10:30:31
32	Kontrol (Peter Blake) VIC	26	A	3:15:46:52	1.23	4:11:58:15
33	Degrees of Freedom (Mike Reynolds) WA	50	C	4:10:38:05	1.022	4:12:58:50
34	formulasailing.com (Denise Caffari) NSW	11	A	3:07:50:50	1.407	4:16:20:42
35	Berrimilla (Alex Whitworth) NSW	51	C	5:18:29:32	0.882	5:02:09:01
	Dysons Cobb & Co (Chris Dare) Vic	A	Retired			
	Dodo (Adrian Dunphy) NSW	B	Retired			
	Nicorette (Ludde Ingvall) Sweden	A	Retired			
	Obsession (Scot Wheelhouse) NSW	B	Did not finish			

# ROLEX SYDNEY HOBART YACHT RACE 2003 RESULTS (continued)

## PHS HANDICAP CATEGORY

Hcp Place	Boat – Owner/Skipper	Line Place	Div	Elapsed Time	TCF	Corrected Time
1	Balmain Experience (Tony Williams) NSW	38	A	3:22:27:26	1.0083	3:23:14:28
2	Kickatinalong (Geoff Smith) NSW	46	A	4:01:47:37	0.9891	4:00:43:40
3	Wahoo (Brian Emerson) NSW	45	A	4:01:43:52	1.0048	4:02:12:01
4	Witchdoctor (Maurie Cameron) NSW	49	A	4:07:13:16	0.9612	4:03:12:58
5	Bright Morning Star (Randal Wilson) NSW	39	A	3:23:33:42	1.0459	4:03:56:53
6	Seriously TEN (John Woodruff) NSW	6	A	2:22:53:56	1.4825	4:09:06:27
7	KAZ (David Pescud) NSW	16	A	3:13:10:27	1.2615	4:11:26:50
8	Pale Ale Rager (Gary Shanks) SA	17	A	3:13:11:51	1.2918	4:14:03:29
9	Nokia 2UE (Peter Sorenson) NSW	9	A	3:04:42:28	1.4795	4:17:29:21
10	Katinka (Paul O'Connell) NSW	52	A	6:00:07:30	0.8213	4:22:22:12

AAPT SHOWS WHY IT'S BEEN CALLED 'A SKIFF ON STEROIDS' PHOTO: IAN MAINSBRIDGE



### SYDNEY 38 ONE DESIGN DIVISION

Hcp Place	Boat – Owner /Skipper	Line Place	Elapsed Time
1	Chutzpah (Bruce Taylor) Vic	20	3:14:20:50
2	Another Challenge (Lou Abrahams (40) Vic	21	3:14:45:47
3	Team Lexus (Rupert Henry) NSW	23	3:15:30:04
4	Asylum (Wayne Kirkpatrick) QLD	25	3:15:40:40
	Dodo (Adrian Dunphy) NSW	Retired	
	Obsession (Scot Wheelhouse) NSW	Did not finish	

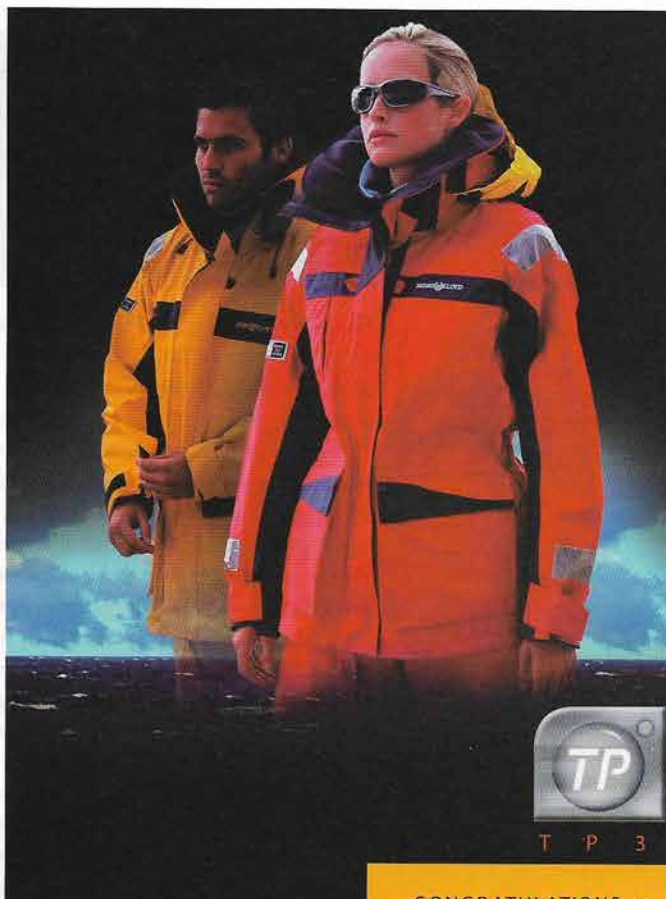
### TATTERSALLS CUP – IMS OVERALL WINNER

First National Real Estate  
(Michael Spies/Peter Johnson) NSW

### LINE HONOURS

1	Skandia (Grant Wharington, Vic) 2:15:14:06
2	Zana (Stewart Thwaites, NZ) 2:15:28:30
3	Grundig AAPT (Sean Langman, NSW) 2:20:19:23

FIRST NATIONAL HEADS FOR OVERALL VICTORY IN 2003 PHOTO: RICHARD BENNETT



T P 3



CONGRATULATIONS to First National, skippered by Michael Spies, overall winner of the 2003 Rolex Sydney Hobart Yacht Race. The crew of First National chose TP3 Reflex Offshore gear to protect them from the gruelling condition of the race. First National and Henri-Lloyd; a winning combination.

## The shape of things to come ...

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# WHAT'S BEST?

Bruce Morrow poses a tricky question: are changing ideas of the acceptable form of an ocean racing yacht for the good of the sport or not?

The Rolex Sydney Hobart Yacht Race is being run under the International Rating Club (IRC) measurement system for the first time in 2004. However, significant changes to the rule are already anticipated.

The use of trim tabs is one concept that is likely to attract a greater penalty. This is nothing new. Back in the days of the International Offshore Rule (IOR) trim tabs were effectively ruled out of existence.

Now many more new technologies are coming out of development classes: canting keels, fore and aft rudders, bowsprits. Well, bowsprits are hardly new either but the modern use with asymmetric spinnakers is.

And we are now seeing yachts using their engines to power hydraulic systems used to adjust canting keels. With so many innovations, perhaps it is time to determine whether rules should put a brake on the pace of change, particularly to limit changes that might discourage people investing in yachts and yacht racing.

And, with the use of engines to power sailing systems, is it time to re-examine the essence of yacht racing as a sport?

## The essence of a thing

New technologies have clearly made modern yachts better. They are stronger, faster and easier to handle. But what does sporting competition mean in a race such as the Sydney to Hobart?

“Should we work to put the focus primarily on the Overall winner?”

The concept of the Sydney Hobart Yacht Race, as a handicap event, seems to have been strengthened by the adoption of the IRC as the primary means of determining the winner. Compare this to the 1990s when IOR, IMS, PHS and IRC all had their division winners and when the IMS was the pre-eminent system.

However, we have now seen the segmentation of racing into five distinct groups:

- maxis
- extreme
- one-design
- handicap optimised
- provisional handicap and cruising.

A Line Honours win has always been highly prized and will continue to be. Maxis and extreme yachts are designed to gain Line Honours and obviously dominate this category. Yet, as important as a Line Honours win is, is this really the essence of the Rolex Sydney Hobart Yacht Race? Should we work to put the focus primarily on the Overall winner, with all boats competing under

the same handicap system? Handicap optimised yachts have been at the core of offshore racing for decades. With these boats, designers seek to develop the fastest designs within specified parameters while still honouring the belief that racing is firstly about the best crews.

The question in this category, as we grapple with the impact of new technologies, is whether it should be a battle between the ingenuity of the designers or between crews sailing boats made equal by a handicapping system? And is it a battle between boats that have a long life span or yachts that only have a racing life of one or two years?

## The pros and cons

Bob Steel, the owner of 2002 Hobart Race Overall winner the Merrick 46 *Travelscene Quest* contrasts the working of the IRC rule with that of the IOR in its final years, when boats quickly became obsolete.

“I like this rule (IRC). I like its hidden capacity to say to the big and the hi-tech end of town that ... we are going to have to tweak the rule to bring the older boats or the less tech boats back into some relevance.

“I want to see a very well sailed, well-equipped low-tech or older boat win a race on an equitable basis. I am not saying give them a pat on the back for keeping the oldest boat ... but I am saying keep them interested.

“IRC rules are allowing older boats to compete far more vigorously than they have before. It still allows the high-tech boat with the professional crew to stand a very significant chance of getting the best result,” says Steel.

But many feel the Sydney Hobart Race should be a battle of crews. Yes, they may be sailing on various types and sizes of boats but they should race under a handicapping system that, as well as any system can do, handicaps each boat to the point that the determining success factor is the performance of the crew.

Yet we are now seeing yachts racing that directly use engines to drive hydraulic systems that in turn power winches, canting keels and other systems. Yachts with these powered systems are able to operate with fewer crew and are therefore lighter and more competitive. Is this a development that is consistent with the “essence of competition” or should power only be provided by the wind, the sea and the crew?

Of course, things are never simple. Yacht racing is an international sport. To attract international competition design rules used in Europe, America and others areas of major competition have to be considered.

Attracting international competition adds to the standing, colour, media interest and commercial viability



of major events. But sometimes international trends put at risk the essence of a sport. Event organisers have the difficult task of balancing the pressures of new technologies and processes with preserving the essence of our sport. This was an issue that weighed heavily on the minds of race committee for this year's Rolex Sydney Hobart Yacht Race.

But even those who like to be at the forefront of development do not find all recent innovations appealing.

Dick Cawse, who was heavily involved with designer David Lyons in producing his new *Vanguard*, opted against a canting keel or water ballast.

Instead, the 20m craft has a 3.8m deep machined steel alloy keel with a carbon fibre trim tab. The keel is designed to provide substantial righting movement plus significant hydrodynamic lift.

Cawse says he had to think of the re-sale value of his boat. "I just think that water ballasted or canting keel boats really appeal to a fairly narrow market. We all agree that canting-keel or water ballasted boats are superior to a conventionally ballasted boat," Cawse says.

Bob Steel noted that his boat had proved a top performer under IMS and IRC. "I can't complain at all. When you change from any rule there will be winners and losers. So, if you get a rule that is stable then over a period of time designers, builders, owners and buyers will probably invest in the stability of the rule."

Cawse felt that the use of engines to power hydraulics was an undesirable move. Steel, however, was more comfortable with the concept.

"I don't have a problem with progress," he says, before adding that any perceived advantage should be appropriately handicapped.

Cawse concludes: "If you want to have crew versus crew competition you sail one designs – Farr 40s, Sydney 38s and the Etchells – it is fabulous sailing and it really sharpens up your skills. But with one design you do not have progress. Progress is just shut off and that is not exciting from a technical point of view. I just love the innovation and keeping designs moving forward all the time." ■

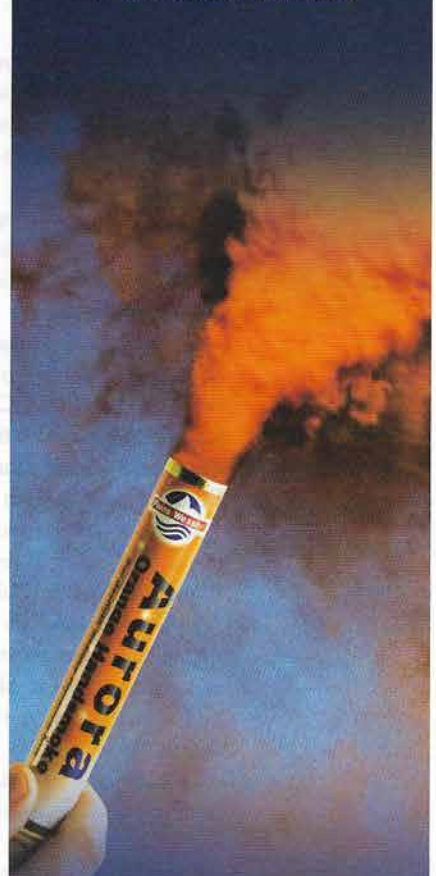
IF YOU WANT TO HAVE CREW VS CREW COMPETITION YOU SAIL IN ONE DESIGN COMPETITION LIKE THESE SYDNEY 38s, ABOVE, BUT THEN YOU DO NOT HAVE PROGRESS

PHOTO:  
ANDREA FRANCOLINI

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# REGATTA NEWS

## DUNSTAN TAKES OUT MEN'S MATCH RACING TITLE

Royal Sydney Yacht Squadron's Michael Dunstan turned the tables on his Kiwi rival, the Royal New Zealand Yacht Squadron's Simon Minoprio in a dramatic sail-off for the Men's Australian Open Match Racing Championship on Matilda Bay, Perth, in early October 2004.

The Yacht Cruising Club of Australia's Richard Howard finished a disappointing seventh out of the eight teams, but achieved some major successes on the way to the finals.

Howard beat Dunstan in their first round-robin clash, then went on to defeat Perth young guns, Keith Swinton – the WA Champion of Champions – and Jackson Digney, fresh from his return after spending the Australian winter touring with his Nufarm team to European and Russian regattas.

In the second round-robin, Howard got up to beat the second-string Kiwi, Graeme Sutherland, from the Richmond Sailing Club.

In finishing with an overall four points, Howard tied with Digney, but went down a place on a count back, and was one point ahead of Swinton, who finished higher than him in the Warren Jones youth regatta in February.

Dunstan, the title winner two years ago, won the final three-zip in a freshening breeze to reclaim the title he lost to Minoprio last year. Dunstan had also lost the Warren Jones regatta to Minoprio in February 2004.

Minoprio had gone into the final series as leader of the series, on 12 points, after only two losses in his 14 round-robin contests, with Dunstan on nine, level with Royal Perth Yacht Club's veteran representative, Gordon Lucas.

He won his way through to the finals by beating the other Kiwi in the field, the Richmond Yacht Club's Graeme Sutherland, 2-0 in a best of three competition.

Sutherland went on to meet Royal Perth YC representative, Gordon Lucas, in the petit final with Lucas emerging the winner, 2-1.

Before the finals series, Dunstan and Minoprio had each won one of their two round-robin clashes.

Minoprio's first round-robin series included losses to Dunstan and Lucas.

In the second round robin, Dunstan again had two losses – to Minoprio and to Royal Perth's Jackson Digney. Minoprio achieved the only clean sheet of the series with seven victories out of the seven. Dunstan's victory

has encouraged him to next year attempt to carve out a semi-professional sailing career in Australia with some travelling to overseas regattas.

The 22-year-old finished an engineering degree at Sydney University in 2003, and now wants to concentrate more on sailing.

Jackson Digney, the 20-year-old Royal Perth skipper who raised his own sponsorship for a tour of European regattas in the Australian winter with private contributions, showed the benefits of the experience (he finished sixth). – **Neil Smith**

## REVITALISED HAYMAN REGATTA

The Hayman Regatta, a revitalised version of what was previously the Big Boat Series, lived up to expectations for 2004 in a somewhat different form.

The fleet proved that size wasn't everything. What it lacked in numbers it made up for in quality, competition and camaraderie.

From the outset it was apparent that three yachts – Matt Allen's IRC Australian Champion Farr 52, *Ichi Ban*, out of Sydney; the new Sydney 47 cruiser-racer *Gomez*, sailed by Melbourne's Steve and Mary Chiodo; and Wayne Millar's ever-consistent Murray, Burns and Dovell designed 41-footer, *Zoe*, out of Townsville – would battle for outright champion. But no one expected it to be as close as it was. At the end of seven races, a five second corrected time margin decided the winner.

The intensity of the competition surfaced on the first day of racing when, after two short windward-leeward races, just one point separated the top three yachts on the points table. It was little different in the race for the Gun Boat Trophy with *Ichi Ban* and the Volvo 60 *Andrew Short Marine* (Andrew Short) sharing the spoils in the battle for Line Honours. Sailed in a light to moderate east-north-easterly breeze on the Whitsunday Passage to the west of Hayman, the first race saw IRC division honours go to *Zoe*, but only by 13 seconds from *Gomez*. *Ichi Ban* was only 11 seconds back in third spot. In the second race of the day, the beautifully proportioned *Gomez*, fresh from winning the Premier Cruising



section of Race Week at nearby Hamilton Island, was second again, this time behind *Ichi Ban* with *Zoe* third.

Race Three was a 28-mile sprint north around Hayman, then along the eastern side of Hook Island to Dumbell Island and return. Apart from being a yacht race it proved to be a contest between *ASM* and a humpback whale. As the round-the-world racer turned the final mark, the whale broke the surface right under the bow. A collision was inevitable but a rapid reaction on the helm by skipper Andrew Short minimised the force of the impact and neither whale nor yacht was injured.

*ASM* still took Line Honours over *Ichi Ban* by almost 10 minutes. *Gomez* became the third corrected time winner in as many races when she claimed IRC honours by 13m 42s from *Ichi Ban* with *Zoe* another four minutes back in third. The PHS division was won by Don Algie and the crew of the Warwick 62 *Storm 2*. After finishing last and second last on PHS in the first two races they took top spot ahead of *Gomez* and *Zoe*.

The two ingredients that make racing in the Whitsundays challenging – wind and tidal currents – combined to hand domination of the third day of racing to the big boats. *Ichi Ban* and *ASM* crushed the opposition when the wind died for the end of the 35 nautical mile race from Hayman to Border Island and return.

At the end of racing on Day Five, *Ichi Ban* had become the boat to beat in the IRC championship after claiming a convincing win in the 35-mile race around a series of islands at the northern end of the Whitsunday Passage. The 52-footer needed only one solid result over *Gomez* on the final day to take the championship trophy.

It was a different story in the PHS division where only five points separated five boats. At that stage *Storm 2* was just two points in arrears to *ASM*, which was followed by *Ichi Ban*, *Zoe* and *Gomez*.

*Ichi Ban* lined up for the final two short windward-leeward races four points ahead of *Gomez*. But *Ichi Ban*'s second and third places on corrected time let her slip behind *Gomez*, which won both. The telling factor was in the final contest when *Ichi Ban* failed to claim second place from *Zoe* by just five seconds on corrected time. It was a result that gave *Gomez* the title by just one point.

*Gomez* almost took the double when she tied with *Zoe* for the PHS title. *Zoe*'s two wins over *Gomez*'s one broke the tie. *ASM*, which was only one point back in third, collected the Gun Boat Trophy for the most Line Honours wins.

The 2005 regatta has been scheduled to follow immediately after Hamilton Island Race Week.

– Rob Mundle

THE CYCA'S RICHARD HOWARD LEADS ACE PERTH MATCH RACING COACH BRAD SHERIDAN REPRESENTING THE ROYAL PERTH YC IN THE MEN'S AUSTRALIAN OPEN MATCH RACING CHAMPIONSHIP  
PHOTO: NEIL SMITH



## SOUTER RETAINS WOMEN'S MATCH RACING TITLE

Royal Prince Alfred Yacht Club skipper and defending champion, Nicky Souter, gave a powerful display to retain her title, beating off a strong challenge from Kiwi skipper, Jan Dawson of the Royal New Zealand Yacht Squadron, but eventually went through the final undefeated at 3-0 in the Women's Match Racing National Championship in Perth in late September.

The CYCA's Jacqui Bonnitcha went down to Royal Perth's Jessica Eastwell, 2-0, in the petit final, but Bonnitcha's crew staged a gallant effort to finally finish fourth.

Racing over the three-day regatta on Matilda Bay, a reach of the Swan River, Perth, in late September 2004, was much closer than the match scores indicated, with margins in most flights less than a boat length. The close sailing made the regatta one of the best on record.

Eight crews including two from New Zealand, two from Sydney, one from Tasmania and three homegrown WA crews competed in J24s.

One of the surprises of the regatta was the performance of Royal Perth's Jessica Eastwell.

The South of Perth club's Adele Freaan outsailed Eastwell in the WA state titles in mid-July to qualify as the official state representative for the nationals, but a program of intensive on-the-water training and stringent physical fitness regime paid dividends for the Royal Perth crew.

Eastwell moved into the lead after the round robins with a total nine victories in the first two days, to edge one clear of Souter's RPAYC crew and Bonnitcha's CYCA crew.

"Bonnitcha showed consistency, maintaining her form with four wins on each day"

Souter, who won the title on the Derwent in Hobart last year, was tied on five wins with Eastwell after the first day, but Eastwell finished the second day with one win more than Souter.

Bonnitcha showed consistency, maintaining her form with four wins on each day.

Those three were certain to progress to the finals, but first had to survive the two races remaining in the second round robin, to be sailed the morning of the finals.

Three skippers on equal points, four behind Eastwell and three astray of Souter and Bonnitcha, were vying for the fourth berth in the finals.



BONNITCHA'S CREW COMPLETE A KITE SET PHOTO: NEIL SMITH

They were South of Perth's Freaan, and the second Royal New Zealand Yacht Squadron pair, Aimee Formularo and Jan Dawson.

Formularo was the big improver with three wins to add to her two from the first day.

Freaan faced the daunting task of beating two of the leading teams – Eastwell and Bonnitcha – to progress to the finals.

The Kiwis, however, each had an easier path, both of them having a tough match against Souter, then an easier one against one of the tailenders, Freshwater's Clare Brown. – Neil Smith



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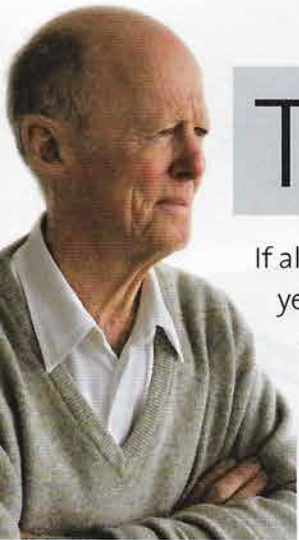
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PETER KURTS: HE CAN'T IMAGINE BEING A BOWLER OR EVEN A GOLFER  
PHOTO: ANDREA FRANCOLINI

# THE LOVE OF HIS LIFE

If all goes according to plan, Peter Kurts will compete, at the age of 80, for the 31st time in this year's 60th Rolex Sydney Hobart Yacht Race, skipping his two-time overall winner, the 1973 vintage *Love & War*. Adrian Herbert reports

Peter Kurts believes his 30-year-old IOR era *Love & War* will have a better chance of a win in the Rolex Sydney Hobart Yacht Race under the IRC than under the previous IMS rule.

Now 80, the multiple former Admiral's Cup competitor makes it clear that he is not competing just for old time's sake – he wants to win.

With most of his Hobart race crew – several of whom have sailed with him for 30 years or more – Kurts gave the Sparkman & Stephens designed 47 footer a trial run in the Lord Howe Island race. They took out second place Overall under the IMS. The message was clear.

But what keeps Kurts ocean racing?

"I just can't imagine myself being a bowler or even a golfer!" he says.

Kurts has experienced plenty of rough trips to Hobart which he dismisses as "what you expect on an ocean race across the Bass Strait". But he admits to being very worried lost in thick fog sailing *Love & War* in the Fastnet race in 1975. This was in the days before GPS. The crew believed they were approaching the rock, but they couldn't see a thing.

*Love & War* crew boss Peter Shipway was in that crew: "There was a quite brisk 25 knots of breeze but also a thick fog, like you get in that part of the world, and there was no sign of the light. Then we heard surf breaking, to port and starboard. We realised we had sailed past the rock and were heading into a bay on the Irish coast," he says.

## Cold comfort

Kurts enjoys ocean racing as much as ever, but concedes that he would like a reasonably comfortable ride to Hobart. If any boat can provide that, *Love & War* can. It is not the sort of boat where the crew has to stay up on the rail going to windward. That will probably be appreciated by the crew, too. Most of the regulars who first sailed with him as youngsters are now middle-aged men, he points out. Shipway, for example, has been sailing with Kurts for 35 years, starting in 1968 aboard the Ron Swanson designed 29ft 6in *Cavalier*.

"He likes to say I was a snotty-nosed kid back then," Shipway says.

Other long time regulars in this year's Hobart crew should include Michael Hesse, navigator Lindsay May and Ed McCarthy.

## All in the planning

Kurts' strategy for a fast race to Hobart?

Conditions are too variable for there to be any single strategy, he says, but he's convinced of one thing: soon after clearing Sydney Heads it is important to get out to sea to keep the widest range of course options.

Shipway contributes another pearl of wisdom learned from Magnus Halvorsen when he navigated *Love & War* to its 1974 win. Don't close on the Tasmanian coast too early and risk getting jammed in if the inshore breeze drops off.

For this year's race, Kurts and Shipway are hoping for a mix of a little of everything. That should put the older, heavier *Love & War* in with a chance, as long as the crew sails a good race.

## A little history

Kurts grew up sailing Vaucluse Juniors and 15-foot Vaucluse Senior skiffs.

Then came World War II and RAAF service as a Dakota pilot. After the war, Kurts began a career in real estate sales in Queensland that eventually led to him establishing his real estate development company, which was floated on the stockmarket in 1970.

But Kurts found time to get back into sailing early in his business career, first competing in races on Moreton Bay in an old 25-foot yacht. From that he moved up to a 32 footer, *Vanessa*, which he sailed in his first ocean races, including Moreton Bay to Gladstone.

*Vanessa*, he remembers, was a light boat for the time but very wet – "more of an ocean submarine than an ocean racer".

Kurts' interest in stepping up to something more competitive was aroused by the first Australian tilt at the Admiral's Cup in 1965. With a second Australian team planned for the 1967 Cup, he decided to build a boat to contest selection.

He moved his family from Queensland to Sydney in 1966 for the building. He had intended to move back again but that was where the family stayed, with Kurts commuting to Queensland for business for years.

That 1966 boat was the Ron Swanson designed 36-foot canoe-sterned *Mister Christian*. The boat and its crew performed well in selection events but not well enough, finishing fourth and missing out on the three-boat team.



LOVE & WAR CLOSING ON THE TASMANIAN COAST ON HER WAY TO HOBART  
PHOTO: RICHARD BENNETT

The 1967 series gave Australia its first victory which made Kurts even more determined to make an Admiral's Cup team.

*Love & War* was planned and built with that in mind. Kurts travelled to New York to discuss the boat with designer Olin Stephens but, he says, the design was all Stephens' work, his only contribution being the layout of the interior.

Cold-moulded by Cec Quilkey, and taking about a year to complete, the white-hulled *Love & War* has long been considered one of Australia's most beautiful ocean racers. She has also been one of the most successful, winning the Sydney Hobart Race on handicap in 1974 and 1978 and competing in the Admiral's Cup in 1975.

#### Into mothballs

When *Love & War* eventually became uncompetitive, Kurts decided to build a new boat but he couldn't give up his great love and put *Love & War* "into mothballs".

The new boat, *Once More Dear Friends*, was designed by English designer Ed Dubois as a development of his successful *Police Car*.

*OMDF* (as it became known) was the first Australian offshore yacht to be built in high-tech reinforced plastics. Builder John McConaghy had until then specialised in small craft such as 18-foot skiffs.

*OMDF* was one of a vanguard of lighter displacement craft with much flatter hull sections and fractional rigs which were then shaking up the IOR. It was a much more twitchy boat to sail, requiring crew weight out on the rail for optimum windward performance.

Kurts says that although *OMDF* was far lighter than boats of conventional construction, she suffered from being the first high-tech plastic boat. It wasn't long before similar boats were being built much lighter.

*OMDF* was selected for the 1983 Admiral's Cup but, as Shipway puts it, "never set the world on fire".

Kurts went to Bruce Farr for the design of his next boat, the 43-foot *Drake's Prayer*. Again built by McConaghy, with great attention to weight, *Drake's Prayer* proved a world class performer from the start.

She sailed in the 1985 Admiral's Cup and was the provisional winner of that year's Hobart Race, but controversially lost out on a protest. (See 'Sydney Hobart Yacht Race Retrospective', this issue, page 36.)

A couple of years later, Kurts had McConaghy build another Farr design, *Madeline's Daughter*. *Madeline's Daughter* was even lighter with lightweight fittings such as a titanium pulpit and pushpit – a material later outlawed. *Madeline's Daughter* was successful in gaining selection for the 1987 and 1989 Admiral's Cup teams with the team finishing third in 1987.

Returning to Australia, *Madeline's Daughter* spearheaded Australia's victory in the 1987 Southern Cross Cup series being the top scoring yacht with Iain Murray, Peter Gilmour and many of the *Kookaburra's* America's Cup defence crew on board. Kurts sold *Madeline's Daughter* in the early 1990s and, with rating rules in upheaval, decided against building another boat.

#### Another go

But he couldn't resist another tilt at the Admiral's Cup. Chartering the Farr 40-footer *Nynja*, Kurts competed with Syd Fischer and John Calvert Jones in 1993, the team missing out on victory to Germany by just a quarter of a point, the closest margin in the history of the event.

Through his many campaigns, Kurts has always retained a highly competent crew and been able to recruit world-class sailors such as Iain Murray, Peter Gilmour, Geoff Stagg and Grant Simmer.

What has made him such a successful ocean racer and such a popular skipper?

Shipway says it starts with his honest approach to the sport and extremely strong will to succeed – an almost Churchillian never-give-up attitude.

"Even if we would win he would say, 'yes, but we didn't get everything right – we've got to try harder'."

However, Kurts always made it clear that, whatever the result, sailing was meant to be fun. ■

"Even if we would win he [Kurts] would say, 'yes, but we didn't get everything right – we've got to try harder'."



# WILD OATS MIXES IT

The new and highly innovative Australian boat *Wild Oats* successfully mixed it with the mighty at the 2004 Maxi World Rolex Cup in the Mediterranean. Peter Campbell reports

WILD OATS  
WITH ITS  
UNDERWATER  
FOILS CLEARLY  
VISIBLE  
PHOTO:  
COURTESY ROLEX

Bob Oatley's latest *Wild Oats*, a Reichel/Pugh 66, made a highly impressive international racing debut in Europe by finishing second overall in the Racing Division of the Maxi Yacht Rolex Cup 2004, sailed out of Porto Cervo, Sardinia in September.

The Australian crew, led by sailing master Mark Richards, had only one day to re-fit the canting keel, canard and rudder and re-rig the boat after a delay in shipping the boat from Australia. Despite this problem and no time to tune the new boat, they sailed a brilliant series and were beaten only by American Roy Disney's MaxZ86, *Pyewacket*.

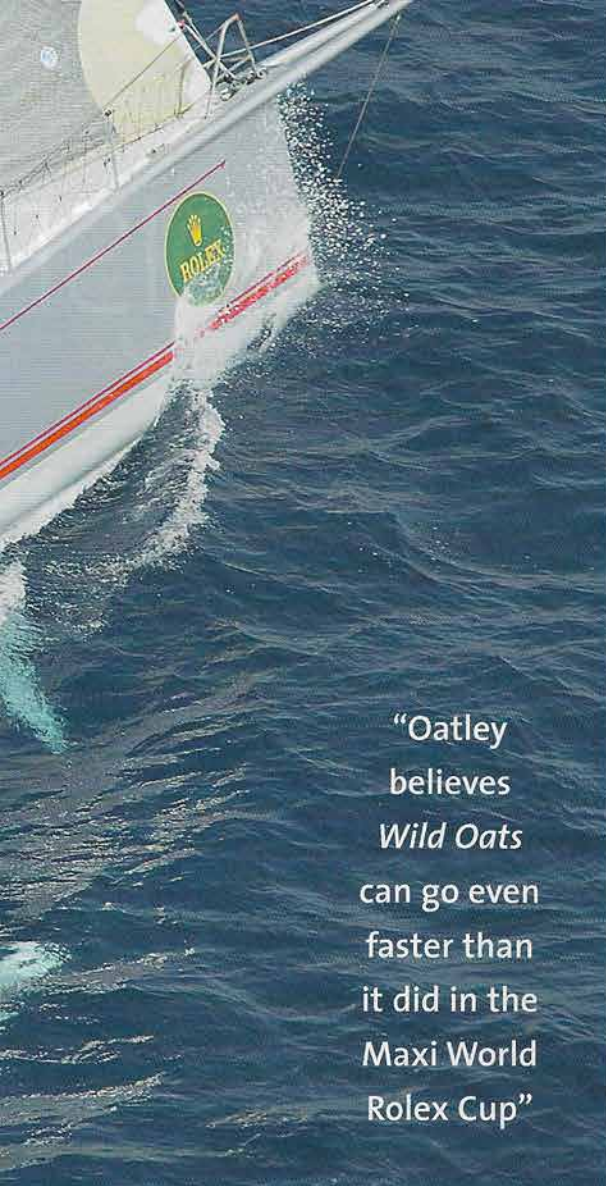
*Pyewacket*, one of the biggest maxis in the fleet, and *Wild Oats*, one of the smallest, dominated the top results on corrected times in the Racing Division, with

third place overall going to *Genuine Risk*, a 90-foot Dubois-designed racing 'sled' owned by American Randall Pittman.

*Pyewacket* notched up a scorecard of 1-1-2-2-1-1 for a net 6 points, *Wild Oats* scored 2-2-3-1-3-2 for 10 points, while *Genuine Risk* finished with 3-dnf-1-5-2-4 for 14 points.

All three placegetters had canting keel twin foil underwater technology and this clearly illustrated the tremendous advances that have been made in big boat yacht design and technology in the space of just one year.

For example, the defending champion, the movable water ballasted Reichel/Pugh 90-footer *Alfa Romeo*, owned and skippered by Australian resident New



“Oatley believes *Wild Oats* can go even faster than it did in the Maxi World Rolex Cup”

Zealander Neville Crichton, finished sixth overall with placings of 6-dnf-7-4-5-6.

Sydney boat-builder John McConaghy, internationally noted for building ocean racers in carbon fibre and other extremely stiff but lightweight exotic materials, built five of the boats which competed in the Racing Division, including *Wild Oats*, *Genuine Risk*, *Alfa Romeo* and fourth placed *Nokia Enigma*.

McConaghy is now building a new 30-metre super maxi with a canting keel, due for launching by mid-2005.

*Wild Oats* was scheduled to be shipped back to Sydney from the Mediterranean and expected to compete in the Strathfield Pittwater Coffs Harbour Race or the 60th Rolex Sydney Hobart Yacht Race. Next year it will be part of an Australian team defending the Admiral's Cup in England.

Oatley believes *Wild Oats* can go even faster than it did in the Maxi World Rolex Cup.

After the completion of the event, he told Sail-World website correspondents: “Our boat is extremely fast off a breeze, we proved that time and time again here. We will get it going faster upwind as we get to know the boat a bit better and then it's going to be sensational.”

## Crichton's new super maxi

As reported exclusively in the Oct/Nov issue of *Offshore Yachting*, Neville Crichton is building a new 30-metre canting keel super maxi. The new yacht, two metres longer than Crichton's current *Alfa Romeo*, will gain hydrodynamic lift from a forward canard and twin rudders.

Reichel/Pugh is again the design team for the as yet unnamed yacht, which is being built in Sydney by McConaghy Boats. Due to be launched July 2005, it is scheduled to compete in the 2005 Hobart Race before heading to Europe.

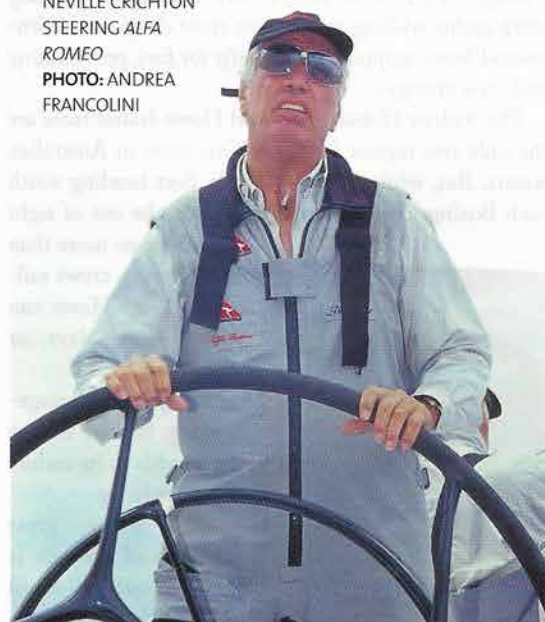
“Canting keel is regarded as the new frontier in sailing technology,” said Crichton. “I plan to learn the lessons of this new technology from the yachts that are competing this year and implement them all in the new yacht with the aim of building a vessel that will be as successful as *Alfa Romeo*, as well as being even faster.”

Following the highly successful sponsorship of *Alfa Romeo* by the Italian car maker, which used the yacht as the centrepiece of its European marketing and advertising campaigns, Crichton is now looking for support for the new yacht.

“With *Alfa Romeo* we have demonstrated beyond any doubt that maxi yachts have the ability to deliver to sponsors remarkable amounts of media coverage, to provide an exciting and interesting spectacle and one in which sponsors can use to enormous effect.

“With the new yacht we are looking to offer sponsors the ability to further build on this high quality, high level exposure in a sport that attracts more attention with every event.” ■

NEVILLE CRICHTON  
STEERING ALFA  
ROMEO  
PHOTO: ANDREA  
FRANCOLINI





## DOWN THE RHUMBLINE

Over the years, many features of the Rolex Sydney Hobart Yacht Race have changed but not the finish off Hobart's Castray Esplanade, writes Peter Campbell

The start to the Sydney Hobart Yacht Race has changed enormously, and even the course has been altered in some minor details, but one thing remains virtually unchanged since the first Sydney Hobart Race, the finish off Hobart's Castray Esplanade.

The Sailing Directions (that's what they called them then) for the inaugural Sydney Hobart Race in 1945 covered just three A4 pages of typewritten instructions.

The Notice of Race and Sailing Instructions for the 60th Anniversary Rolex Sydney Hobart Yacht Race are complex documents, containing a mass of rules and requirements that are an essential part of the preparation for the bluewater classic. The Notice of Race is a beautifully printed booklet illustrated with striking colour photos of yachts competing in last year's Race and the spectacular scenery of the Tasmanian East Coast. It is, in itself, a souvenir of the event for competitors. The Sailing Instructions presented to skippers before the race are not quite so elaborate, but still contain a mass of detail.

The 1945 Race started, as it will again this year, on 26 December, but the starting time and the starting line were different then. The Race started at 11am with the starting line between Flagstaff Point, Quarantine Bay and the starter's boat moored 200 yards approximately west of Flagstaff Point.

For subsequent races the starting time was moved to 12 noon and then, when daylight saving became a regular part of our summer, changed to 1pm to allow for the Sydney sea breeze to arrive and give the fleet some wind for the start.

The starting line is now, of course, on the main harbour about 400 metres north of Shark Island, but the finish line in Hobart remains virtually unchanged, off the Royal Yacht Club of Tasmania on Castray Esplanade.

For the 1945 Sydney Hobart Yacht Race, competitors were told in the Sailing Directions that the "starting line must be crossed from north to south and any course may be taken to the finish, with the exception that East Bay Neck (Dunally) Canal must not be used".

I doubt if anyone even contemplated taking this shallow shortcut to save sailing around Tasman Island, but I've heard that some of the early race competitors did sail through the towering gap between Tasman Island and the mainland. Race officials quickly changed



BUMBLEBEE 5, OVERALL WINNER OF THE 2001 SYDNEY HOBART RACE, SAILING INTO THE DERWENT RIVER, LEAVING THE IRON POT TO STARBOARD  
PHOTO: RICHARD BENNETT

the rules to prohibit that shortcut, too, and Tasman Island must be left to starboard, and also the Iron Pot at the entrance to the Derwent River.

Talking of the Iron Pot, it was the first lighthouse in Tasmania and the second oldest lighthouse built in Australia. It is also the oldest original tower in Australia, the first to utilise a locally made optic, and the first Australian lighthouse to convert to solar power.

The origin of the Iron Pot name continues to be a mystery. One theory is that whalers' pots were left on the island from the early eighteenth century and this gave the island its name.

If you read the contents pages of this edition, you may notice that *Offshore Yachting* has a new editor. I've finally retired from the job I began back in 1987 when the Cruising Yacht Club of Australia decided it wanted *Offshore Yachting* to become an up-market colour magazine. It's been a rewarding time.

From this issue, Adrian Herbert takes over from me as editor. A regular writer on offshore sailing in the 1970s and 1980s, Adrian covered the Fastnet race disaster in 1979 and the 1980 America's Cup. Adrian has raced offshore, built his own cruising yacht and cruised extensively. But for competitive sailing he says nothing beats his Mistral sailboard! Welcome aboard, Adrian!

This won't be goodbye from me, however. I will continue to contribute as editor at large. ■



# LAST THOUGHT

Time was when boatbuilders wore blue overalls and flannel shirts and each had a carpenter's pencil tucked behind one ear. Now it's coveralls and respirators. No wonder boats of today are so very different. PHOTO: ANDREA FRANCOLINI





# OFFSHORE RACING CALENDAR

MAJOR AUSTRALIAN AND INTERNATIONAL OFFSHORE AND INSHORE EVENTS FOR 2004-2005

## AUSTRALIAN

### DECEMBER 2004

- 4 Short Ocean Race, CYCA
- 10 Canon Big Boat Challenge, Sydney Harbour, CYCA
- 11-13 Rolex Trophy One Design classes. Farr 40, Sydney 38, Sydney 32, Mumm 30 OD classes, Sydney Harbour and offshore, CYCA
- 16-19 Rolex Trophy, IRC, PHS, Sydney Harbour and offshore, CYCA
- 16-19 Australian IRC Offshore Championship, Sydney Harbour and offshore, CYCA (included in Rolex Trophy)
- 16-19 Rolex Challenge International teams series as part of Rolex Trophy, continuing through to include Rolex 60th Sydney Hobart Yacht Race, IRC, CYCA
- 26 Rolex 60th Sydney Hobart Yacht Race, IRC, IMS, PHS, 628 nautical mile in Tasman Sea, CYCA
- 27 Melbourne Hobart West Coaster Race, ORCV
- 27 Melbourne Launceston Bass Strait Race, ORCV
- 29-10 International 5.5 Metre Class World Championship, Sydney Harbour, RSYS

### JANUARY 2005

- 1 Prizegiving Rolex Sydney Hobart Yacht Race, Royal Yacht Club of Tasmania
- 2 Strathfield Pittwater Coffs Harbour Race, IRC, PHS, RPAYC
- 2 King of the Derwent, Hobart, Derwent SC
- 2-5 Boags Sailing South Race Week, RYCT
- 14-20 International Etchells NSW State Championship, Sydney Harbour, RSYS
- 23-26 Skandia Geelong Week, Royal Geelong YC
- 26 169th Australia Day Regatta, Sydney Harbour, Short and Ocean Pointscore Race, City of Sydney Cup, Botany Bay, CYCA
- 29 Blue Water Pointscore, Lion Island-Botany Bay course, CYCA

## FEBRUARY

- 3 Blue Water Pointscore Race, Newcastle Race, CYCA
- 5 Ocean Pointscore Race, Sydney Newcastle, CYCA
- 6-10 Hardy Cup International Youth Match Racing Regatta, RSYS
- 12-14 Australian Wooden Boat Festival, Hobart
- 18-20 Farr 40 One Design Australian Championship, Sydney Harbour & offshore, CYCA
- 19 Milson Memorial Cup, Short Ocean Race, RSYS
- 19-22 Great Southern Regatta, Adelaide, 7-race series for IRC, Divs 1, 2 & 3 yachts, Cruising Yacht Club of South Australia
- 24-26 Farr 40 One Design Pre-Worlds Regatta, Sydney, CYCA
- 27-28 Marinasses Regatta, CYCA Youth Sailing Academy

## MARCH

- 1-4 Rolex Farr 40 One Design World Championship, Sydney, CYCA
- 15 Port Cygnet Regatta, Tasmania, Port Cygnet YC
- 16 Sydney Mooloolaba Yacht Race, IRC, PHS, CYCA
- 24-28 JOG Nationals, Broken Bay, RPAYC
- 25 57th Brisbane to Gladstone Race, QCYCA

## INTERNATIONAL

### DECEMBER 2004

- 10 Canon Big Boat Challenge, Sydney Harbour, CYCA
- 11-19 Rolex Trophy Series, Sydney, Australia, including Rolex Challenge international teams series
- 26 Rolex 60th Sydney Hobart Yacht Race, IRC, PHS, One Design, final race Rolex Challenge international teams series, CYCA, Sydney, Australia

### MARCH 2005

- 1-4 Rolex Farr 40 One Design World Championship, CYCA, Sydney, Australia

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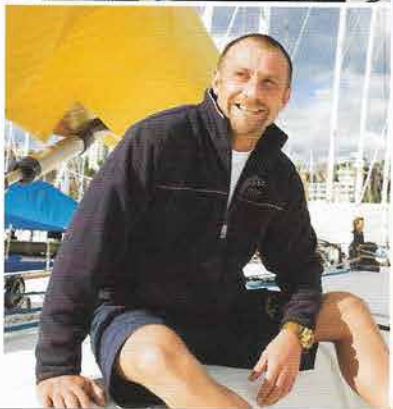
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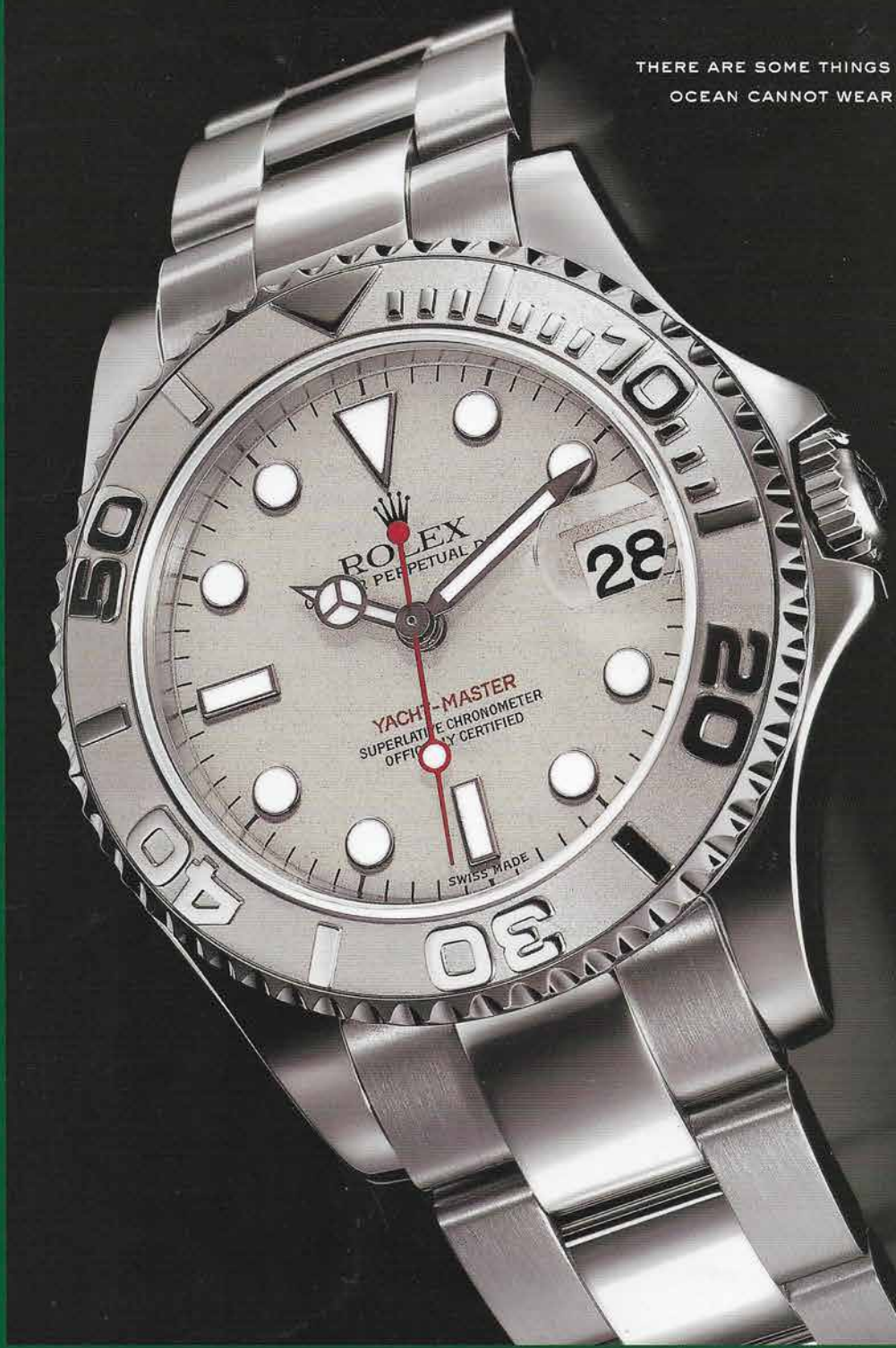
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