

# OFFSHORE

YACHTING | AUSTRALIA

THE MAGAZINE OF THE CRUISING  
YACHT CLUB OF AUSTRALIA

DEC/JAN 2002/03

SPECIAL PROGRAMME: ROLEX SYDNEY HOBART YACHT RACE

## START TO FINISH

INSIDER TIPS FOR HOBART LINE HONOURS

### Causing Shockwaves

A QUESTION OF GLAMOUR VERSUS TACTICS

### Cup Countdown

LOUIS VUITTON CHALLENGER SERIES

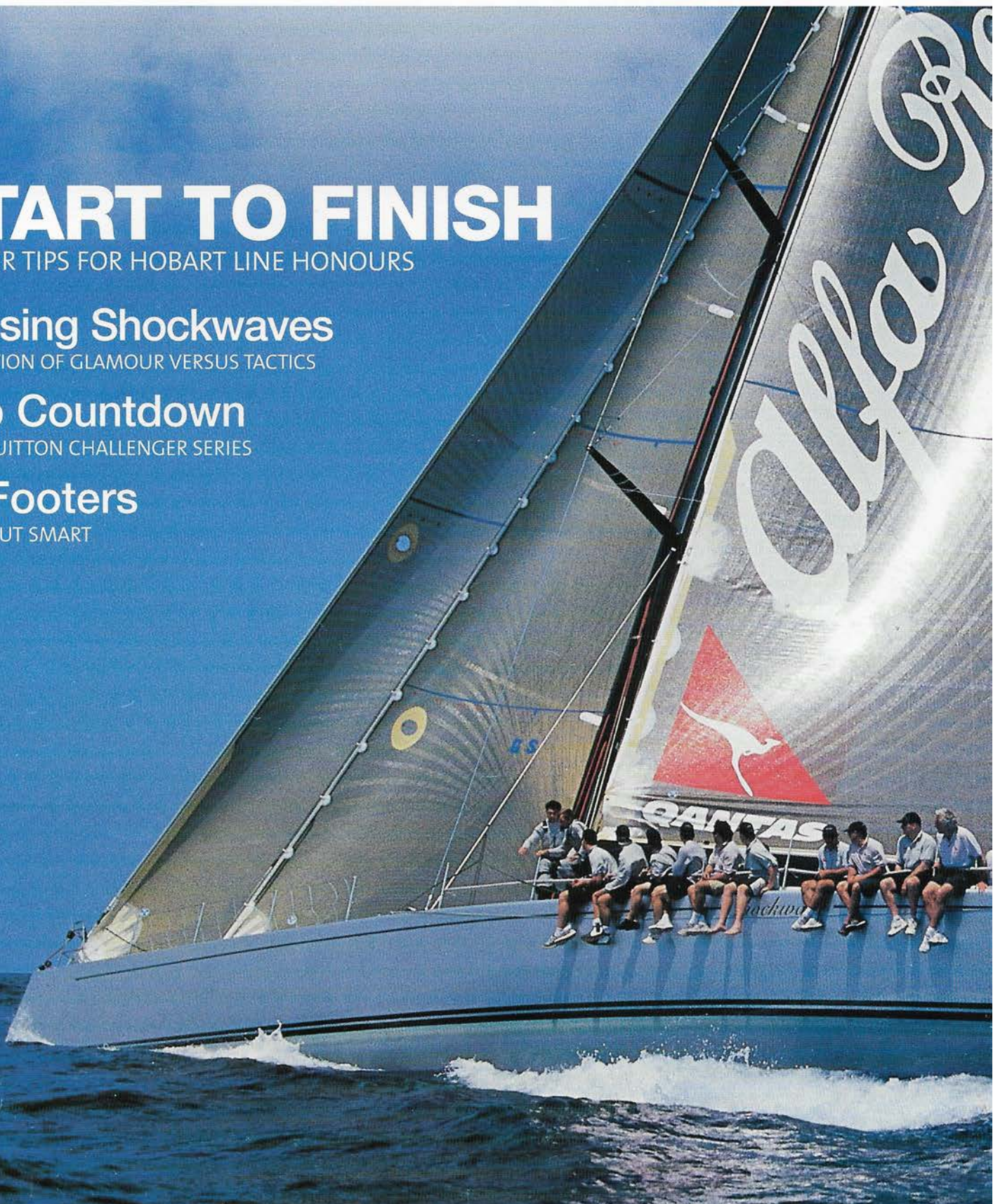
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SMALL BUT SMART

.95 inc GST



ISSN 117003  
771446



december january 2002/03



LOUIS VUITTON CUP SERIES RACE REPORT (PAGE 88)

COVER PHOTO: LINE HONOURS FAVOURITE SHOCKWAVE POWERS TO WINDWARD UNDER HER CUTTER RIG DURING TRAINING  
PHOTOGRAPHER: ANDREA FRANCOLINI

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**PUBLISHED BY**

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

**DISTRIBUTION**

Distributed by NDD

**REPRODUCTION AND PRINTING**

Rotary Offset Press, Tel: (02) 9764 0222

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# FIRST THOUGHT

'Sundown in Bass Strait. The evening chill sets in but the crew must still sit out on the weather rail as one of the leading yachts in the Rolex Sydney Hobart Yacht Race powers her way south.'

PHOTO: ANDREA FRANCOLINI

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navigator.

# AT THE HELM

The commodores of the CYCA and RYCT look forward to their great race



## TO SAILING SUCCESS

It has been an extremely busy time at the CYCA, with our racing season in full swing and good-sized fleets contesting the pointscores. It is pleasing to see more than 20 yachts competing in the Short Haul division, because this is the training ground for long offshore races.

The club recently held a very successful Sportsman's Dinner and the 20 Year Member's Dinner. At this function, Trygve Halvorsen donated back to the club the magnificent trophy (a silver replica of the Iron Pot) that Freya won for her third successive Sydney Hobart win in 1965. We will use it as an appropriate trophy for the race.

Preparations are well underway for the inaugural Rolex Sydney Hobart Yacht Race (our 58th). We welcome Rolex as our major sponsor and the great Sir Edmund Hillary who has agreed to start the race – we are indeed honoured.

This year, we are introducing yacht hosts. I am sure this will make the stay in Sydney for visiting yachts even more enjoyable. At the time of writing, 56 yachts had entered our great race, ranging in size from 9 to 29 metres LOA. However, regardless of size, every yacht in the fleet has a chance of winning on handicap.

On behalf of members, I would also like to extend a very warm welcome from the CYCA to all visiting competitors from local, interstate and overseas locations.

In the lead up to the Rolex Sydney Hobart Yacht Race, the club is again conducting the British Trophy Series from 18 to 21 December. I invite all boat owners to enter, even if you are not racing to Hobart. That great harbour spectacle, the Canon Big Boat Challenge, will again take place on 13 December, and I recommend it to all as a great day's fun.

Finally, I would like to thank the CYCA staff, members and volunteers, Commodore Robert 'Biddy' Badenach of the Royal Yacht Club of Tasmania and his staff, members and volunteers, and other authorities in NSW and Tasmania for the time they put in to making the Sydney Hobart a national icon. I wish the competitors safe, fun racing and look forward to seeing you at the finishing line.

To all members and friends, have a Merry Christmas and a happy and safe New Year. I look forward to seeing you soon. ■

John Messenger, Commodore, Cruising Yacht Club of Australia



## CLOCKWORK RACING

The Royal Yacht Club of Tasmania is pleased to be involved in the Sydney Hobart and we are looking forward to working with the CYCA and the new sponsor, Rolex, to make this year's race a very successful event.

Our band of volunteers is ready to staff the information centre, the liaison centre, the finishing box and patrol boats to ensure everything operates like clockwork for the finish. It will be a pleasure to greet Commodore John Messenger upon his arrival in Hobart after his yacht has completed the race.

I thank the Hobart Ports Corporation for its continued support at the Hobart end of the race. It provides all the necessary facilities to enable the competing yachts to tie up and enjoy the traditional Hobart hospitality.

The Tasmania Police Marine Division will provide the *Van Diemen* to follow the fleet down the coast from Flinders Island. Inspector Steve Williams, the officer in charge of the Police Marine Division, is a member of the RYCT Sydney Hobart Committee. We appreciate his support and that of his fellow police officers. The usual exclusion zone on either side of yachts contending for line honours will apply, and only craft accredited by the RYCT, police and Hobart Ports Corporation will be allowed in this zone.

The race information centre will be staffed from midday on Boxing Day and will remain in operation until the last yacht finishes. The race control centre will be in the boardroom at the RYCT and we look forward to welcoming the officials who will staff the centre.

On 3 January, the start of the second Sailing South Race Week regatta will be conducted by the RYCT. The Bruny Island Yacht Race has been deleted from the programme following a request from yachtsmen competing last year. There will be three days of harbour racing consisting of two races back to back per day with a short offshore race on the other day. I urge all owners and skippers to stay on in Hobart to enjoy the regatta and associated social activities.

I wish all competitors in the 2002 Rolex Sydney Hobart Yacht Race good breezes, fair sailing and hope that you all arrive safely to enjoy the local beverages and our abundant seafood. ■

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



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# TIME FOR A CHANGE

The sponsorship by Swiss-based watchmakers Rolex of the 2002 Sydney Hobart ushers in a new era of ocean racing in the southern hemisphere. Report by Editor Peter Campbell



The name Rolex has always been synonymous with the world's finest chronometers, but it is also closely linked to the world's finest yachting events. The latest to join these international classics is the Sydney Hobart Yacht Race, now in its 58th year. Rolex has joined the Cruising Yacht Club of Australia to sponsor the 2002 Rolex Sydney Hobart Yacht Race, the 59th and 60th races, and probably beyond.

In keeping with the status of the new sponsors and one of the world's premier blue-water races, the 2002 event has attracted one of the best quality fleets of IMS and IRC ocean-racing yachts in the world. The fleet ranges from state-of-the-art super maxis to some outstanding 30-footers capable of causing an upset when corrected times are assessed at the end of the course.

Rolex's sponsorship came after the CYCA conducted the 57th Sydney Hobart Race without a sponsor for the first time in decades. It was a successful race that was run on a minimal budget. The 58th running of this icon of Australian summer sport will usher in a new era for ocean racing in this country.

## Winds of change

The sponsorship of Rolex has injected vital capital into the infrastructure of the event, highlighted by the establishment of a revolutionary official Sydney Hobart web-

site at [www.rolexsydneyhobart.com](http://www.rolexsydneyhobart.com). Designed by the CYCA and Massive Interactive, the website will include yacht tracking, allowing real-time position polling by race officials, the media and the public worldwide, with positions updated every 10 minutes. And the company has donated a couple of Rolex Oyster Perpetual Yacht-Master chronometers as trophies for the winners.

The sponsorship of the Sydney Hobart expands the worldwide support given by Rolex to yachting, adding to the international status with global media coverage anticipated for the spectacular start from Sydney Harbour at 1pm on Boxing Day, 26 December 2002. International coverage through television programmes, radio, print media and through the website will continue for the duration of the event.

For the expected fleet of around 55 boats, the 2002 event will see significant changes in the handicapping systems used to equate the performances of yachts that this year will range in size from 8.9 metres to 29.56 metres LOA. The CYCA has foreshadowed far-reaching changes in Australian ocean racing by moving towards IRC (International Rule Club) as the preferred overall handicap rating system, and by stimulating one-design racing offshore.

The 2002 event will almost certainly be the last in which the overall winner under IMS (International →





AUSTRALIAN SKANDIA WILD THING

PHOTO: ANDREA FRANCOLINI

Measurement System) will be the overall winner and take home the historic Tattersalls Trophy. The place of IMS will be taken by IRC (International Measurement Club) due to popular demand – the number of entries in this category, not only in the Sydney Hobart race but also in other long races, club events and overseas races this year has expanded considerably.

While continuing with IMS as a grand-prix handicap category for the 2002 race, the CYCA is allowing eligible yachts to enter, for the first time, both the IMS and IRC handicap categories. Also a significant move is the CYCA's decision to include classes for one-design yachts within the rating divisions, attracting Sydney 38s and Farr 52s.

This year's fleet is smaller than last year's 73 starters, which included eight boats from the Volvo Ocean Race. But in 2002, we will see one of the best IMS and IRC-rated fleets ever in this race; equal to most high-prestige long ocean races overseas.

The race has also received international support, with entries from Great Britain, Sweden, France, The Netherlands, New Zealand and the United States, with

the possibility of several late overseas charters of local boats such as the Sydney 38 One Designs.

### Sizing up the fleet

What continues to make the Sydney Hobart a great challenge to designers, builders and crews is the wide range in size of highly competitive yachts competing for top IMS and IRC honours. At the top end of the fleet we have the hi-tech maxis capable of holding their positions on corrected time. At the higher end of the grand-prix racers are the Farr 52s and Farr 50s. In the middle sit the one-design Sydney 38s, while there are several 30-footers capable of causing major handicap upsets if the conditions suit them.

More than a dozen of the fleet are 60-footers and bigger. Leading the pack is the largest true racing yacht ever to contest the event, the 97-footer *Leopard of London*, and by the world's newest and fastest rated super maxi, the 90-footer *Shockwave* (pictured on our front cover).

Vying with them for line honours and a potential race record will be at least two ex-Volvo 60s, *Merit* and *Magnavox*, former line-honours winner *Nicorette*, the

The clash between the massive maxis *Leopard of London* and *Shockwave* for line honours and IRC handicap accolades will be one of the major highlights of the race

80-footers *Australian Skandia Wild Thing* and *Brindabella*, and the flying Open 66s *Grundig* and *Broomstick*. For fast sailing in comfort, there will be luxurious Swan 86 *Dreamland*.

The born-again British maxi *Leopard of London* threw down a line-honours challenge to Sydney-based New Zealander Neville Crichton's *Shockwave*, but the new 90-footer is still hot favourite to get the gun. *Leopard of London* arrived in Sydney in mid-November after a major repair and refurbishment operation that cost owner Mike Slade (or his insurers) one million pounds sterling and made her, at 97ft (29.56m) LOA, the biggest boat in the fleet. The clash between the two massive maxis (both designed by Reichel/Pugh) for line honours, plus IRC handicap accolades, will be one of the major highlights of the race.

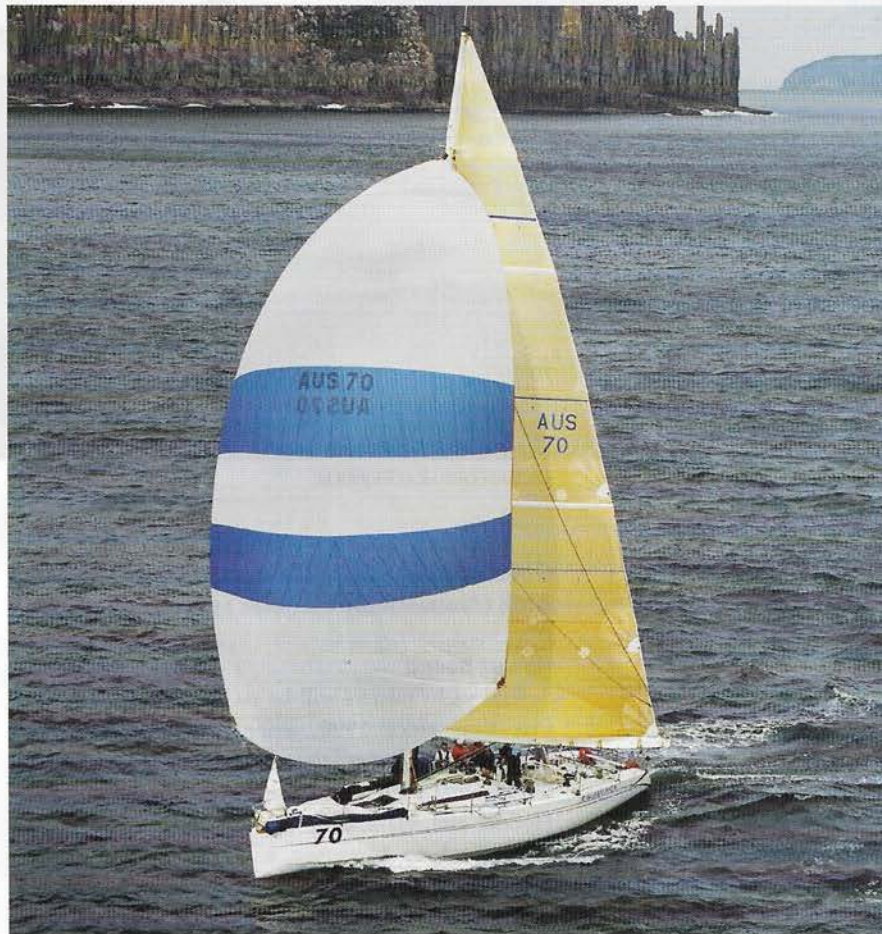
Of course, those who want to use their water ballast cannot compete under IMS, thus restricting *Leopard of London*, Ludde Ingvall's *Nicorette*, the two Open 60s – Sean Langman's *Grundig* and Michael Cranitch's *Broomstick* – and Grant Wharington's *Australian Skandia Wild Thing* to the IRC category.

### Small packages

Another innovation for this year's race is the introduction of one-design divisions, with the CYCA expecting a small but highly competitive fleet of Sydney 38s headed by Australian champion and two-time Sydney Hobart winner Lou Abrahams, skippering *Another Challenge*. This will be the veteran yachtsman's 40th Hobart, although when *Offshore* went to press, Lou was fighting a serious illness.

There will also be two Farr 52 One Designs in the fleet – Ray Roberts' *Hollywood Boulevard*, and the newly launched *Ichi Ban*, owned by CYCA director Matt Allen. The boats will be hard to miss – *Hollywood Boulevard* is painted fire engine red, while *Ichi Ban* is metallic gold.

Another new but less flamboyant-looking boat is the latest *AFR Midnight Rambler*, with Ed Psaltis and Bob Thomas choosing a Scott Jutson-designed production Northshore 369 to replace the Robert Hick 34 they sailed to victory in the storm-swept 1998 Sydney Hobart.



RAGAMUFFIN

PHOTO: IAN MAINSBRIDGE

Other small boats competing this year include designer/builder Robert Hick's 30-footer *Toecutter*, CYCA director Rod Skellet's Young 31 *Krakatoa*, Chris Bowling's *Red Rock Communications*, and, of course, Jim Dunstan's Currawong 3 *Zeus II*, coming up for her fifteenth Hobart. For Jim, it will be his 25th race south.

*Toecutter* is an competitive little boat – since being launched in January this year, she has finished third in the Australian IRC Championship in Adelaide and in her home waters of Melbourne's Port Phillip has →



RACE RECORD HOLDER NOKIA

PHOTO: IAN MAINSBRIDGE

proven virtually unbeatable under IRC and the local AMS (Australian Measurement System).

### Hobart bound

Several yacht owners will be racing to Hobart for the first time since 1998, among them CYCA Rear Commodore Martin James in his Farr 65 *Infinity III*. Co-owners Stan Zemanek, Peter Sorensen, Julie Hodder and Mark Grey are also back for more with their new boat *Magnavox*, a Volvo 60, which, as *EF Education*, won the last Whitbread Race.

There will be strong competition from Ian Treleaven's *Merit* (ex-*Line 7*), which recently broke the 14-year-old race record for the 408-nautical mile Gosford to Lord Howe Island Race.

The sole US entrant is *Dreamland*, a fast cruising but luxurious Swan 86 owned by Brooke Lenfest from Philadelphia with Australian Jeff Hanlon as the yacht captain. The boat, which is currently in New Zealand after cruising the US west coast, will make a leisurely passage across the Pacific after the race.

A French crew has chartered the local Beneteau 47.7 *Savoir Faire*, and will race it as *Peugeot Racing Savoir Faire*, skippered by owner Malcolm Roe and Sydney-based Frenchman Christophe Vanek. Meanwhile, The

Netherlands will be represented by a young Dutch couple – Peter Hoving and Josette Verkerk – in their Grand Soleil 43 *Quiddity*, which they cruised 17,000 nautical miles to Sydney, before adding the Sydney Hobart to their log.

Syd Fischer, of course, will be back with his Farr 50 *Ragamuffin*, as will Terry Mullens with *Sting*, the Farr 49 that won the Hobart Race in 2000 and this year's Sydney to Gold Coast and Gosford to Lord Howe Island races. Veteran John Walker with his Peterson 34 *Impeccable*, David Taylor with the Farr 37 *Pippin*, and most of the other regulars will also compete again this year. Among them is Tasmanian John Bennetto sailing his current *Mirrabooka* in her sixteenth race. Bennetto is contesting his 42nd Sydney Hobart Race since 1947. The one other Tasmanian entrant is *Valheru*, Tony Lyalls's fast Elliott 43.

The Canon Big Boat Challenge on Sydney Harbour on Friday, 13 December will lead up to the Rolex Sydney Hobart Yacht Race start on Boxing Day 26 December. The British Trophy Regatta, which is eight races on the harbour and offshore, will run from 18 to 21 December.

With all this on-water action, it promises to be an exciting month ahead. ■



TOECUTTER

PHOTO: PETER CAMPBELL

# SMALL IS SMART

Peter Campbell says the 2002 fleet includes several 30-footers that might upset overall results. One such small boat is *Toecutter*

ocean-racing career going back to sailing west coasters aboard *Mary Blair*. They each come from a totally different working background, yacht designer/builder and former sailmaker Hick tells *Offshore Yachting*. Bult is an electrician, Miles sells oil, and Hope runs a toy shop.

Hick is best known as the designer of the 34-footer that began life as Bruce Taylor's *Chutzpah* in Melbourne, then became *AFR Midnight Rambler*, the little sloop that CYCA members Ed Psaltis and Bob Thomas sailed to victory in the storm-swept 1998 Sydney Hobart. The following year they won the Gosford to Lord Howe Island Race, the Hick 34 becoming the first yacht to win Australia's two annual category one ocean races.

Another of Hick's designs, the 30-footer *Atria*, won her IMS division in the 1994 and 1996 Sydney Hobart races. More recently, Hick has designed a 50-foot water-ballasted boat for Newcastle yachtsman Ian McFadyen to sail in the 2003 Melbourne to Osaka race.

*Toecutter* made her racing debut in the Australian Offshore Keelboat Championship in Adelaide early this year. It was a closely fought series sailed in generally fresh to strong winds and choppy seas. Hick and his crew sailed *Toecutter* into a respectable third place in the IRC Championship.

Back in Melbourne, *Toecutter* has been virtually unbeatable in racing on Port Phillip, in the Association Cup and the Ocean Racing Club of Victoria's Winter →

*Toecutter* is a smart 31-footer, which was designed, built and is owned (with three other Melbourne yachties) by Robert Hick. A successful young Melbourne yacht designer, Hick has several outstanding small-boat designs to his credit.

*Toecutter*, which races out of the Royal Yacht Club of Victoria, was launched too late to contest the 2001 Hobart, but Hick and co-owners Doug Miles, Brad Bult and Geoff Hope have the little sloop in tip-top condition to take on the 630 nautical miles this year.

While the boat is relatively new, the owners have been sailing together for many years. Hick has competed in nine Hobarts, Miles in eight and Bult in six. Meanwhile, Hope, a 61-year-old veteran sailor, has an

If the 30-footers can charge home on a fresh nor'easter at the end of a slow race, we could see a major upset

Series. She won every race in her division of the Association Cup to help the Royal Yacht Club of Victoria retain the historic inter-club trophy. In the Ocean Racing Club of Victoria's Winter Series, *Toecutter* won three of the bay races in the IRC division. However, the scoring system and discards saw the boat finish second to *Cadibarra*, her drop races being a first and a second. Under the Victorian AMS scoring, *Toecutter* won the series.

*Toecutter's* hull is made of Kevlar and foam. The keel is cast iron with a lead bulb. The only exotic thing about the boat is the carbon-fibre mast. The sails are D4 from the Doyle Fraser loft where Hick learned his sail-making skills.

"She is not a radical boat, a bit skinny, perhaps," Hick says. "I tried to design a boat for all-round conditions as against one for a pure rating rule, such as *Chutzpah* and *Atria*."

"*Toecutter* is a boat that will go fast enough to hold off the bigger and faster boats on corrected time, both IMS and IRC. We are confident the boat will cope with the toughest weather in the Sydney Hobart race."

*Toecutter's* main rival among the 30-footers will be CYCA director Rod Skellet's Young 31 *Krakatoa*, and the former *Atria* (which Hick designed in 1994), owned by CYCA member Chris Bowling and racing as *Red Rock Communications*. At 8.9m LOA, Bowling claims she will be the smallest boat in the fleet.

*Zeus II* is another small boat that cannot be ignored. Royal Sydney Yacht Squadron past Commodore Jim Dunstan has sailed the remarkable Currawong 30 in 15 Sydney Hobarts. He won the 1981 race overall and placed third in the boat's division last year. In fact, *Zeus II* is in with a chance of an overall IMS victory off the Tasmanian coast.

The super maxis will have to give these 30-footers many hours on corrected time over the course to Hobart, and if they can charge home on a fresh nor'easter at the end of a relatively slow race, we could see a major upset.

In any case, the 2002 Rolex Sydney Hobart Yacht Race is an event for everyone, a 97-footer or a 30-footer, whether you can hit Hobart in two-and-a-half days or are still plugging along after five and a half days at sea, celebrating New Year's Eve still out in the Tasman. ■

## THE REAL PRIZE

The Tattersalls Cup is the most significant and historic perpetual trophy awarded in the annual Sydney Hobart Yacht Race. It was presented for the inaugural Sydney Hobart in 1945 by the executors of the estate of the late George Adams, the founder of Tattersalls lottery, which was then based in Hobart.

For the past 57 races, the Tattersalls Cup has been awarded to the overall winner on corrected time of the big race south. This winner is calculated using the International Measurement System (IMS) of handicapping ocean-racing yachts.

The Cruising Yacht Club of Australia retains the magnificent trophy, with the owner of the winning yacht receiving a suitable memento of the victory. While the line honours winner of the Sydney to Hobart receives major media coverage, the 'real' winner is that yacht with the lowest corrected time overall among all yachts racing in the IMS handicap category. It is this trophy that is most sought after by competitors. And because IMS handicapping is intended to create a 'level playing field' between large and small, state-of-the-art and classic yachts, any yacht racing under IMS has a chance of winning.

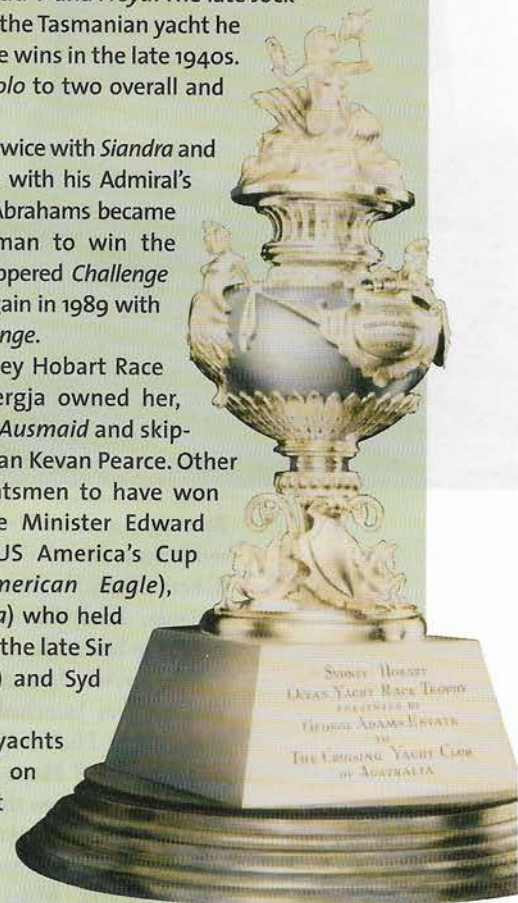
Over the past 52 years, some of the finest yachts and yachtsmen in the world have won the Tattersalls Cup. Yet in that period, only six yachts have won the Tattersalls Cup more than once – *Freya* won three successive races in the 1960s, *Westward*, *Siandra*, *Solo*, *Love & War* and *Ausmaid* have each won it twice.

Trygve and Magnus Halvorsen designed, built and sailed three winning yachts, *Solveig*, *Anitra V* and *Freya*. The late Jock Muir skippered *Westward* – the Tasmanian yacht he designed – to two successive wins in the late 1940s. The late Vic Meyer sailed *Solo* to two overall and two line honours wins.

Graham Newlands won twice with *Siandra* and Peter Kurts took the double with his Admiral's Cup yacht *Love & War*. Lou Abrahams became the first Victorian yachtsman to win the Tattersalls Cup when he skippered *Challenge* to victory in 1983. He won again in 1989 with his new boat *Ultimate Challenge*.

*Ausmaid* won the Sydney Hobart Race in 1996 when Giorgio Gjergja owned her, and in 2000, sailing as *SAP Ausmaid* and skippered by Adelaide yachtsman Kevan Pearce. Other notable international yachtsmen to have won the cup are British Prime Minister Edward Heath (*Morning Cloud*), US America's Cup skipper Ted Turner (*American Eagle*), American Jim Kilroy (*Kialoa*) who held the race record for 19 years, the late Sir Peter Blake (*New Zealand*) and Syd Fischer (*Ragamuffin*).

The names of their yachts are recorded for posterity on the base of the magnificent Tattersalls Cup, the symbol of supremacy in Australian ocean racing.





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# BEST OF BRITISH

This year's British Trophy regatta promises furious competition says Peter Campbell

Take at least 20 Sydney 38s, a dozen or so Farr 40s and up to 10 Mumm 30s, plus up to 30 boats racing under IMS and IRC handicaps, mix them in eight races over four days on Sydney Harbour and off the Heads and the result is the spectacular 2002 British Trophy regatta.

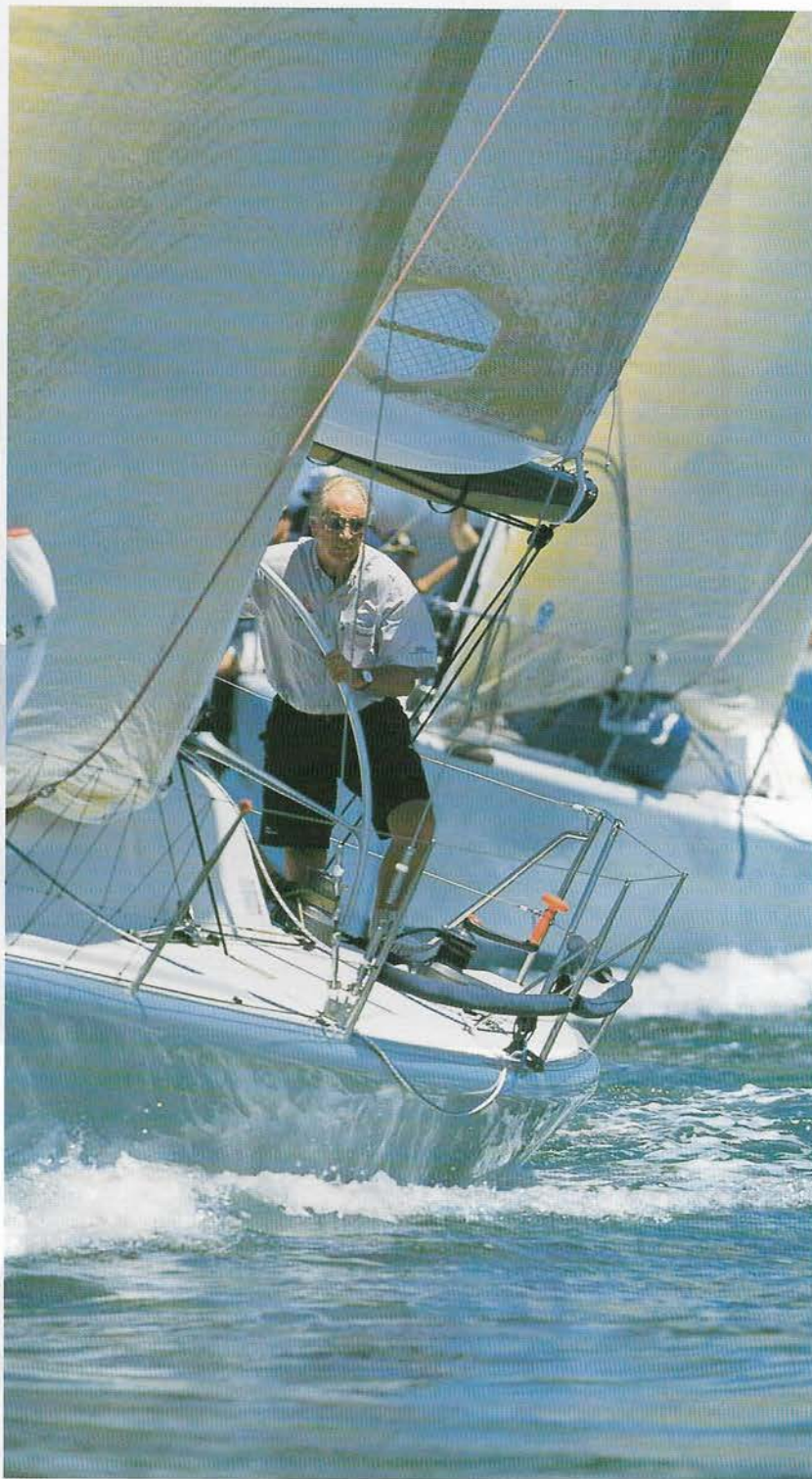
None of the Farr 40s or Mumm 30s and only a few of the Sydney 38s competing in the series are likely to race in the Rolex Sydney Hobart Yacht Race. But the British Trophy (a prestigious event in itself) is a significant final preparation for the IMS and IRC racers heading south to Hobart.

Last year, the Cruising Yacht Club of Australia reverted to calling the regatta the British Trophy – the original name of the historic piece of silverware donated by the Royal Yacht Club of Tasmania for what then became the Telstra Cup.

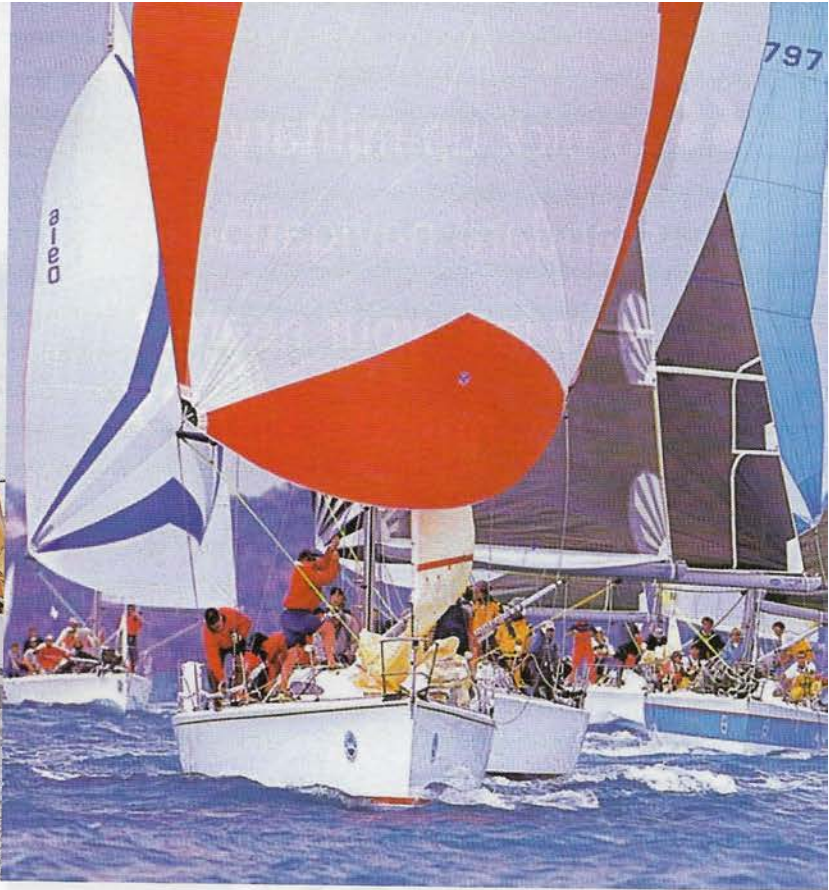
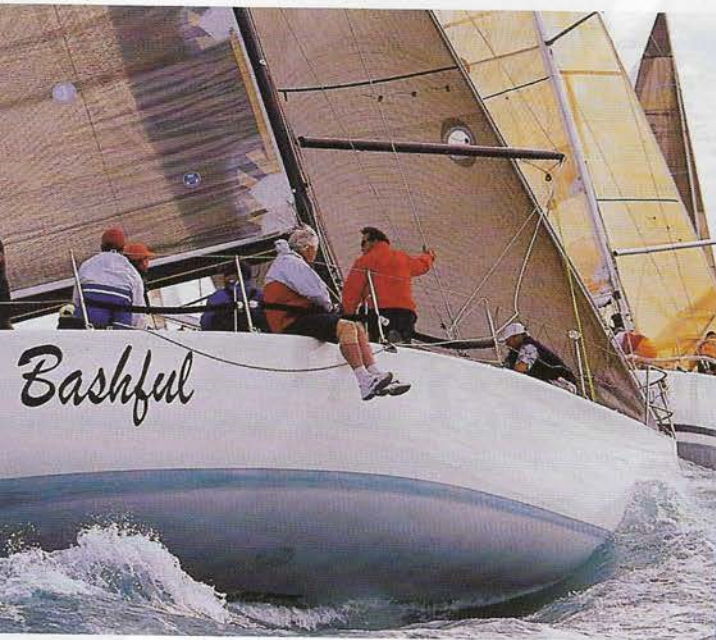
Importantly, this year, the British Trophy will be run much closer to the Sydney Hobart – from Wednesday 18 December to Saturday 21 December – with two 10-nautical mile windward/leeward races each day. The big boost to the overall fleet will be in the Sydney 38s, with more than 20 boats expected to contest the British Trophy as a one-design class. In 2003, this will be their Australian Championship.

CYCA Commodore John Messenger will be competing with his boat *Utopia*. Two past Commodores, Hugo van Kretschmar and David Fuller, are also entering, following their Hamilton Island Race Week success with *Bashful*.

Among new owners of Sydney 38s is airline boss Michael Jones with boat number 50 (*Chin*), replacing →



THE FARR 40 ONE DESIGNS WILL BE RACING AS A CLASS IN THE BRITISH TROPHY REGATTA. PHOTO: ANDREA FRANCOLINI



Importantly, this year, the British Trophy will be run much closer to the Sydney Hobart, with two 10-nautical mile windward/leeward races each day.

boat number one. Steve Kulmar with *Shining Sea*, Graham Gibson with *Hidden Agenda* and Carl Stechman and Peter Mason with *Blue Chip* are among other relatively new owners of Sydney 38s.

Hopefully, Australian Sydney 38 champion Lou Abrahams will be well enough to compete with *Another Challenge*, while Bruce Taylor is expected up from Melbourne with his Sydney 38 *Chutzpah*. With 14 Sydney 38s now based at the Royal Prince Alfred Yacht Club, a large contingent is expected down from Pittwater for this event.

The British Trophy will again be the Australian Championship for the Mumm 30 OD class, with entries expected from Queensland, South Australia and New South Wales. *Enigma*, skippered by Stewart Lewis, will be defending the title he won last year.

Most of the IMS and IRC entrants for the Sydney Hobart will use the British Trophy as a tune-up for the race south, and with most interstate and overseas boats in Sydney by then, we should see great handicap racing. Last year's IMS winner, John Kahlbetzer's *Bumblebee 5*, went on to win the Sydney Hobart. IRC winner *Loki* won the Australian Offshore Keelboat Championship in Adelaide in February.

New boats likely to race in the British Trophy regatta include Neville Crichton's super maxi *Shockwave*, Matt Allen's Farr 52 *Ichi Ban*, and Ed Psaltis and Bob Thomas' *AFR Midnight Rambler*. ■



SYDNEY 38S (TOP) AND MUMM 30S (ABOVE) WILL BE RACING IN THE REGATTA AS ONE-DESIGN CLASSES. PHOTOS: ANDREA FRANCOLINI AND PETER CAMPBELL





SIR EDMUND HILLARY AND SHERPA TENZING NORGAY AFTER THEIR HISTORIC CLIMB ALMOST 50 YEARS AGO. PHOTO: AAP IMAGES

Yachts competing in the 2002 Rolex Sydney Hobart Yacht Race, one of the world's great ocean-racing challenges, will receive their starting orders from a man who has conquered a few challenges of his own – world adventurer Sir Edmund Hillary.

Sir Edmund is the official starter of the 630-nautical mile race into the Tasman Sea, where waves have sometimes been described as 'liquid Himalayas'. It has been almost 50 years since Hillary and Sherpa Tenzing Norgay became the first people to reach the summit of Mount Everest.

Now in his 80s, Sir Edmund, with Lady Hillary, will arrive in Sydney on Christmas Day. On Boxing Day, Thursday 26 December, they will be board the cruise vessel *Aussie One*. From there, at 1300 hours (1pm), Sir Edmund will fire the Cruising Yacht Club of Australia's cannon that will send the fleet on its way to sea.

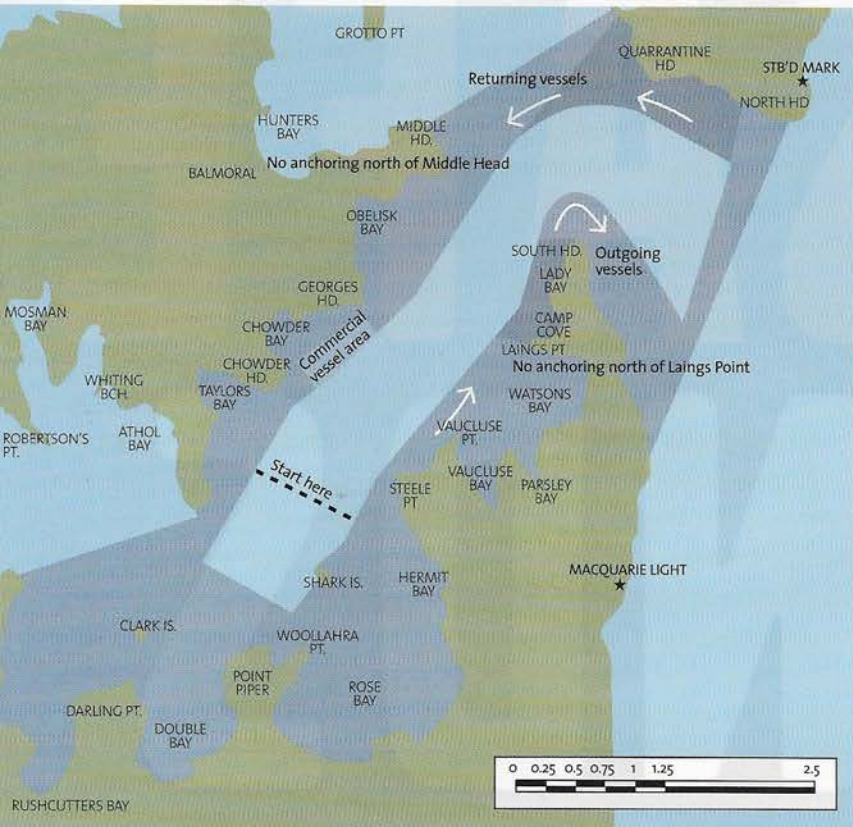
Sir Edmund told *Offshore Yachting*. "The Sydney Hobart race is one of the world's great offshore sailing races. The weather can be reasonably gentle or wild and furious – nobody can forecast the challenges they (the fleet) will meet."

The Commodore of the CYCA, John Messenger, says: "We are honoured to have Sir Edmund Hillary as official starter of the 2002 Rolex Sydney Hobart Yacht Race. His exploits in the Himalayas and later in leading scientific expeditions to the Antarctic are legendary."

The CYCA will set just one starting line for the 2002 race, after providing a two-line start to cater for the Volvo Ocean Race yachts that competed last year. →

The 2002 Rolex Sydney Hobart Yacht Race sees the return of the traditional one-line start, with Sir Edmund Hillary firing the historic cannon to send the fleet to Tasmania.

# READY SET GO!



THE WATERWAYS MAP OF THE RACE AREA FOR BOXING DAY

Those yachts were there as part of the Sydney to Auckland leg of their round-the-world event. This year, the line will be set in an east-west direction, about 400 metres north of Shark Island, marked by large buoys at either end.

To give the yachts a clear area in which to manoeuvre before the start and then ample room to tack or gybe as they race to the heads, the Waterways Authority has declared an exclusion zone from noon to 2pm on Boxing Day. A six-knot no-wash zone will cover the harbour from Garden Island and Bradley's Head to a line between North Head and Macquarie Light. Spectator craft may not enter the exclusion zone between these times. Once the race starts, the competing yachts must sail in the zone until they clear the heads.

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

**12.50pm:** 10-minute warning signal – event flag hoisted and cannon fired.

**12.55pm:** five-minute preparatory signal – code flag P hoisted and cannon fired.

**1.00pm:** starting signal – event flag and code flag P dropped and cannon fired.

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

### ADVICE FOR SPECTATOR CRAFT

#### The Exclusion Zone:

- \* The exclusion zone, from noon to 2.00pm, will be marked with yellow buoys and some fixed navigation aids.
- \* The rounding mark at the heads will be a large Rolex conical inflatable buoy, 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 they are going out to sea.
- \* Only commercial vessels have access to the commercial vessels area.
- \* Spectator craft should not operate under sail near the exclusion zone from noon until the fleet has cleared the heads.

#### Control Vessels:

- \* Royal Volunteer Coastal Patrol and Australian Volunteer Coast Guard vessels will display an orange banner with the wording 'Waterways Control' and will patrol the spectator limit lines. Please obey instructions from these vessels and from the Waterways and Water Police vessels.
- \* General safety messages will be broadcast on marine radio bands 27.88 and VHF Channels 13 and 17.

#### Race Entrants:

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

# KEEPING YOU POSTED

An innovative satellite system will provide regular real-time positions of the Hobart fleet on the web

**Official Site of the Rolex Sydney Hobart Yacht Race**

**Navigation:** HOME | YACHT TRACKER | STANDINGS | BREAKING NEWS | GALLERY | THE YACHTS | ABOUT THE RACE | DOCUMENTS | LINKS

**RACE TIMER:** 02:20:46:43

**LINE HONOURS LEADER:** Nicorette (IRC LEADER), Brindabella (As of 02:20:40:00)

**Standings Table:**

YACHT NAME	D.T.G.	S.O.G.	C.O.G.
<b>LINE HONOURS LEADERS</b>			
Nicorette	27.9	10	180
Amor One Sports	29.2	11	175
Asa Kelly	32.3	8	163
<b>IMS DIVISION B</b>			
Ojice Dragons	33	6	185
<b>IMS DIVISION B</b>			
Team News Corp	34.8	12	183
<b>IMS DIVISION E</b>			
Brindabella	42.3	10	182
<b>IRC DIVISION A</b>			
Line 7	42.8	11	173
<b>IRC DIVISION B</b>			
Bumblebee 5	42.0	9	183
<b>IRC DIVISION C</b>			
Lodka Bols	56	11	192
<b>PHS</b>			
Team News Corp	34.8	12	183
<b>FARR 40</b>			
Team News Corp	34.8	12	183
<b>FARR 40</b>			
Team News Corp	34.8	12	183
<b>SYDNEY 30</b>			
Team News Corp	34.8	12	183

**Breaking News:** Update to Rules... Tennis star Pat Rafter today was named Australian of the Year... Rail Network Policy Draft... New Version Available... Update to Rules... The Rolex Sydney Hobart Yacht Race is organized by the Cruising Yacht Club of Australia in the co-operation of the Royal Yacht Club of Australia.

**Gallery:** Tennis star Pat Rafter today was named Australian of the Year... Familie und wollen wissen, welche... Ausland auf anhalt mit da...

**Yacht Profile:** Nicorette. Planen Sie einen beruflichen Auslandsaufenthalt mit der gesamten Familie und wollen wissen, welche deutsche Schule Ihr Kinder im...

**Footer:** HOME | ABOUT THE RACE | BREAKING NEWS | THE YACHTS | THE RACE | GALLERY | LINKS | Terms And Conditions | Privacy | Site Map | Contact Us | CRCA Site

MASSIVE INTERACTIVE'S CONCEPT OF THE NEW WEBSITE WWW.ROLEXSYDNEYHOBART.COM

The Cruising Yacht Club of Australia and website developers Massive Interactive are completing development of [www.rolexsydneyhobart.com.au](http://www.rolexsydneyhobart.com.au), a dedicated official site for the 2002 Rolex Sydney Hobart Yacht Race. It is due to go on line by early December and will be fully active in the lead up to and throughout the 630-nautical mile ocean race down the Australian east coast.

A major feature of the website will be Yacht Tracker, a satellite tracking system that will provide real-time positions of each yacht throughout the race, which is updated every 10 minutes.

The CYCA will equip each boat in the fleet with an Inmarsat D transmitter. This will automatically update the yacht's latitude and longitude and transmit it via satellite to an earth station. From there, the data will be transmitted to the website, showing in text and graphics each yacht's position relative to other boats, its speed and the direction it is sailing.

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

Positions received from the fleet will also be immediately converted into a report that will be displayed on the website. The report will show each yacht's position in the fleet, its distance to the finish line, and its progressive corrected time position under the IMS, IRC and PHS handicap categories. Every 10 minutes viewers will be able to determine the handicap and line honours position of every boat in the fleet.

The website will also contain a wealth of current and archival information about the race. This will include continuous news releases, background features, photographs and audio and visual interviews, as well as weather forecasts and, as the yachts finish, their finishing times, provisional corrected times and overall and division positions.

Before the race you can log on to view the complete list of yachts entered, along with a photograph, a description of each boat, a rundown on the crew, and the boat's past racing record. There are also special features on the website about personalities associated with Australia's most famous ocean race.

Archival data on [www.rolexsydneyhobart.com.au](http://www.rolexsydneyhobart.com.au) includes the complete results of the past 57 Sydney Hobart races. Look up the weather the fleets encountered, a summary of the line and overall handicap winners of those races, historical stories and statistical information, designers of those 57 overall (corrected time) winners, and some of the yachties who have sailed to Hobart over the years. ■



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OFFSHORE YACHTING



# CRUISING THE COURSE

Sailors competing in the Rolex Sydney Hobart Yacht Race will sail past many famous ports, bays, islands and other notable landmarks on the 630-nautical mile journey south. David Colfelt cruises past them; Richard Bennett takes the photos

The list of notable landmarks on the journey from Sydney to Hobart is extensive. Here, we touch on some of the more prominent areas of interest for those yachties who, on their way up north for the start, or coming back from Tasmania, might be interested in a stopover.

## **Botany Bay, 34° 00.5'S, 151° 14.3'E**

Botany Bay, the first large bay south of Sydney, was to be the site of the original colony of New South Wales after Captain James Cook spent several days there in 1770. But when the First Fleet arrived in 1778, they found it unsuitable for settlement and moved to Sydney Cove. Six days later, explorer La Perouse arrived on a voyage of discovery for France. The local geography bears signs of the brief French presence – Astrolabe Cove, Molineaux Point and the suburb of La Perouse. La Perouse (the man) was later involved in a wreck in the Solomon Islands and never returned to France. French Admiral Bruni D'Entrecasteaux was sent out to look for him, and the remnants of D'Entrecasteaux's journey to Australia (in the form of French place names) are scattered around the other end of the Sydney Hobart racecourse.

## **Wollongong Harbour, 34° 27.9'S, 150° 54.8'E**

When coal was discovered in the Wollongong area, it attracted the steel and related industries and the necessity for a man-made harbour. Things wrought by man are seldom perfect, and Wollongong Harbour is constantly affected by surge. A public jetty affords limited space for yachts on its northern side.

## **Kiama Harbour, 34° 40'S, 150° 52'E**

Sixteen miles south of Wollongong lies the pretty NSW south coast town of Kiama, which has a man-made →



ABRAHAM'S BOSOM

harbour that is home to a small fishing fleet. Kiama is also a tourist destination whose permanent population is growing rapidly. Most general provisions can be obtained within a kilometre of the harbour.

#### **Abraham's Bosom, 35° 07'S, 150° 49.1'E**

Abraham's Bosom is a small bay at the southern extremity of Shoalhaven Bight. It has a lovely sand beach, just inside Whale Point (35° 00.4'S, 150° 49.7'E) and provides good shelter from southerlies.

#### **Jervis Bay, 35° 06.5'S, 150° 47.2'E**

A large bay 79 miles south of the Sydney Heads, Jervis Bay has beautiful white sands and clear waters offering easy entry and shelter. The striking bluff cliffs of Point Perpendicular reflect waves in heavy weather, making the approach very active. Point Perpendicular light (35° 05.7'S, 150° 48.3'E) is on a plain, white, metal framework tower 19 metres tall and is visible for 18 miles. The former, more aesthetically pleasing light-house, built in 1899, stands 30 metres to its north.

A number of anchorages are available in Jervis Bay, but be prepared to move if the weather changes. The best anchorage in southerlies is about two miles ESE of the naval training college HMAS Creswell, near the 'Hole in the Wall' on the bay's south. Jervis Bay was named by Lieutenant John Bowen, after Sir John Jervis.

#### **Pigeon House Mountain, 35° 21'S, 150° 16'E**

A distinctive 'pimple' on the landscape behind Ulladulla, the Pigeon House was named by James Cook in 1770 because of the resemblance he saw to the pigeon houses that some bird-loving Englishmen have in their back yards.

#### **Ulladulla, 35° 21.2'S, 150° 29.2'E**

Twenty-two miles south of Jervis Bay and directly east of Pigeon House lies the man-made harbour of

Ulladulla, home to a substantial fishing fleet. Ulladulla has hosted Sydney Hobart race contestants on more than one occasion when conditions have got rough. All berths are allocated through the local coastal patrol.

#### **Bateman's Bay, 35° 44'S, 150° 16'E**

The entrance to the Clyde River, Bateman's Bay is 46 miles south of Jervis Bay. It is shallow and open to the south-east and therefore does not hold much attraction for deep-draft yachts.

#### **Broulee Island, 35° 51.4'S, 150° 11.4'E**

Twenty-three miles north of Montagu Island, Broulee Island offers good shelter from south-easterlies. There is also shelter from northerlies available either across the bay near Tomakin or under Burrewarra Point. Peter Luke sheltered behind Broulee after taking a battering in *Wayfarer* in the first Hobart race.

#### **Montagu Island, 36° 15'S, 150° 13'E**

Located 145 miles south of Sydney Heads, off Narooma, Montagu Island has twin humps and is divided in two near its centre by a deep rocky chasm through which the sea breaks during strong easterly winds. Anchorage for small vessels is available on the west side (36° 15'S, 150° 14'E), where it is possible to tuck in close. The island was declared a wildlife sanctuary in 1953 and has provided one of the few safe homes for penguins and seals. In the first Sydney Hobart, the crew of *Saltair* allegedly went ashore while sheltering from heavy weather and shot two rabbits, which they made into a stew. (Many of the islands on the east coast of Australia were seeded with rabbits and goats in early colonial times to provide food for shipwrecked sailors).

Montagu Island's Aboriginal name is Barunguba. James Cook came across it in 1770, but he thought it was part of the mainland. In 1790, the convict transport

Bass Strait can be as smooth as glass, but is notorious for its potentially wild conditions that can develop quickly as winds and currents vie with each other.

ship *Surprise* was 'surprised' to find that it was actually an island. Montagu Island's lighthouse is 21 metres high and supports a light 80 metres above high water.

#### **Bermagui, 36° 25.6'S, 150° 04.5'E**

Bermagui is a small NSW south coast fishing town with a snug port offering shelter from southerlies. The entrance can be negotiated in all but strong winds from a northerly direction. In 1933, the first marlin was caught off Montagu Island (12 miles NE of Bermagui), which led to Bermagui becoming an important game-fishing centre.

#### **Twofold Bay/Eden, 37° 04.5'S, 149° 56.9'E**

Twofold Bay (195 miles south of Sydney Heads) is the last haven before heading across Bass Strait. Hobart race contestants often visit it on the way down (when they need shelter) or on the cruise back. The best anchorage in southerly weather is at East Boyd Bay about two miles SSE of the town of Eden. In northerlies (or if one needs supplies), Snug Cove in the lee of the town breakwater is the best bet. Eden is a large town and fishing port.

Colourful colonial identity Ben Boyd started to build a dream city (consisting of East Boyd and Boyd Town) on the south shores of the bay, with a fine gothic church, stores, houses, a hotel and a 91-metre-long jetty. Boyd had whaling in mind, but the whole project ran into financial difficulty and Boyd suddenly he had urgent business to attend to overseas!

#### **Bittangabee Creek, 37° 13'S, 151° 03'E**

Eleven miles south of Eden and 19 miles north of Cape Howe (the NSW/VIC border) is Bittangabee Creek. It is a fair-weather anchorage subject to swell that diminishes as you get deeper in. Anchor in the vicinity of the shack.

#### **Green Cape, 37° 16'S, 150° 03'E**

Sixteen miles south of Eden, Green Cape stretches out off the coast in a thin finger at the entrance to Disaster Bay. It is at this point in the Sydney Hobart racecourse that yachts must confirm to race authorities that: their radio is working; they have the required number of life rafts aboard; engine batteries are operational; the boat and crew are in a satisfactory condition to continue; and the skipper has considered the most current weather forecasts and believes the boat and crew can handle them. Failure to make this report is grounds for disqualification.

#### **Cape Howe, 37° 30'S, 149° 59'E**

Cape Howe is on the south-east corner of Victoria, shortly before yachts have to 'jump off' into Bass Strait.

#### **Gabo Island, 37° 33.8'S, 149° 54.8'E**

Gabo is a small island (about 8km long and 3km wide) close off Telegraph Point, about four miles south of the NSW/VIC border. It has a lighthouse on the south-east end displaying a white lantern, which is visible for 25 miles, and a red lantern, which is visible for 13 miles. On the north-west side is a small sandy bay with a jetty for launches. This is a good anchorage in SE winds and is tenable in light-to-moderate SW and NE-E winds. Gabo has many natural freshwater mineral springs.

#### **Bass Strait, 37° 48' to 41° 00'S, 149° 15' to 150° 15'E**

Bass Strait separates Tasmania from mainland Australia and is boarded on the east by Point Hicks (34 miles WSW of Gabo Island) and Cape Otway (61 miles W of Port Phillip Bay) on the west. The distance across the strait constitutes roughly one third of the Sydney Hobart racecourse – approximately 220 miles measured from Gabo Island to 30 miles east of Eddystone Light (which is where yachts usually head to avoid adverse winds near the Tasmanian coast). Bass Strait can be as smooth as glass, but is notorious for its potentially wild conditions that can develop quickly, as winds and currents vie with each other. Strong westerly winds in Bass Strait may meet westerly-flowing eddies or wind drift and tidal currents – in these conditions, Bass Strait waters may get ugly quickly!

The Furneaux Group of islands lies about three-quarters of the way across the strait. Its southernmost island, Clarke Island, is about 12 miles from the Tasmanian coast, separated by a body of water called Banks Strait, which also acts as a funnel for wind and current and can dish out extremely difficult weather. The group was named by Tobias Furneaux in 1773.

Matthew Flinders named Bass Strait when he circumnavigated Tasmania, proving that it was an island. This knowledge saved a week's travel time for ships moving from The Cape of Good Hope or India to Sydney.

#### **Flinders Island, 40° 00'S, 148° 00'E**

Flinders Island is the largest of the Furneaux Group at 60km long and 20km wide (there are some 52 islands, islets, rocks and reefs in this group). Sydney Hobart racers usually pass well east and out of sight of it, but have, on occasion, been carried west of the island by currents, which are notorious in this region. Two other largish islands in the group are Cape Barren and Clarke.

In early European days, Flinders was the centre of operations of the 'Straitsmen', who slaughtered seals by the thousands and indulged in the odd bit of piracy, →

TASMANIAN PHOTOGRAPHER RICHARD BENNETT'S FAMOUS PICTURE OF *VENGEANCE*, PASSING CAPE RAOUL (RIGHT).



luring ships to their grave by exhibiting false lights. Nowadays, its chief industries are farming, fishing and fish canning, with tourism emerging in recent years.

#### **Cape Barren Island, 40° 24'S, 148° 14' E**

Cape Barren Island is the middle large island of the Furneaux Group immediately south of Flinders Island.

#### **Swan Island, 40° 44.5'S, 148° 06.8'E**

Swan Island, off the NE tip of the Tasmanian mainland, has a couple of anchorages on the southern side that offer protection from NW to NE winds.

#### **Eddystone Point, 40° 59.7'S, 148° 20.9'E**

Eddystone Point and light are at the north-east corner of Tasmania, which Sydney Hobart race participants do not usually see. Anchorage for vessels returning from Hobart is available on the north and south sides.

#### **St Helens Point, 41° 16.7'S, 148° 21'E**

St Helens Point guards the entrance to Georges Bay and St Helens. The flashing white light is on a 58m steel tower and is visible for 10 miles.

#### **Georges Bay, 41° 16.5'S, 148° 20.6'E**

Georges Bay has shallow shifting sands at the entrance and you really need local knowledge to negotiate it. If there is any sign of breaking on the bar, entry should not be attempted. For this reason, the port is used by Hobart race contestants only in emergencies.

#### **St Helens 41° 20'S, 148° 15'E**

St Helens lies at the south-western end of Georges Bay and is the first port on the north-eastern Tasmanian coast. It was first settled in 1830 by whalers and sealers. Today, it is Tasmania's largest fishing port and home to a large fleet of trawlers.

#### **St Helens Island, 41° 21.3'S, 148° 20.5'E**

Lying about four miles south of St Helens Point light, anchorage is available at St Helens Island on the south-western side at Marouard Gulch, providing shelter (in relatively deep water) from NNW to E winds.

#### **Bicheno, 41° 52'S, 148° 18'E**

Bicheno is a small holiday resort and fishing town known as the sun capital of Tasmania because of its pleasant cloud-free weather. It has been a sealers' and whalers' port, and a coal-loading port. Yachts returning

from the Sydney Hobart race sometimes call in here. Approach only from the northern end of the rocks, and remember, there is not a lot of room to manoeuvre. A fairly strong tide races through the passage, so have mooring lines and fenders ready.

#### **Cape Tourville, 42° 07'S, 148° 21'E**

Cape Tourville lies 3.5 miles NNE of Wineglass Bay on the eastern side of the Freycinet Peninsula and opposite the town of Coles Bay, which is at the entrance to Freycinet National Park. Cape Tourville has a light (a white, 11-metre concrete tower). The Cape was named by French expeditionary leader Nicholas Baudin on his 1802 to 1803 scientific investigation of Australia.

#### **Coles Bay, 42° 08'S, 148° 17.5'E**

The town of Coles Bay (at the head of the bay of the same name) is the entrance to the Freycinet National Park, where you will find many beautiful sand beaches, sheltered coves, bush walks and rock-climbing opportunities. Coles Bay is accessed by water from the western side of the Freycinet Peninsula, about 12 miles up Great Oyster Bay from the Schouten Passage, which offers the quickest route back to the Tasman Sea for yachts returning from the race.

#### **Wineglass Bay, 42° 10'S, 148° 18.7'E**

Wineglass Bay is on the north-east side of the Freycinet Peninsula. It is a beautiful bay and a popular stopover for yachts returning from Hobart, although it can be swelly. The best anchorage is deep in the southern corner.

#### **Cape Forestier, 42° 11'S, 148° 21'E**

Cape Forestier is on the eastern extremity of Freycinet Peninsula. It was named by French explorer Nicholas Baudin after someone in the Ministry of Marine who assisted in organising his expedition.

#### **Freycinet Peninsula, 42° 13'S, 148° 18'E**

Freycinet was Tasmania's first national park and is noted for its generally good weather, wild flowers and diverse wildlife. Abel Tasman was the first European to sight it (1642), and he thought it was an island. In 1802, a French expedition under Nicholas Baudin discovered





that it was a peninsula. Several anchorages around the Peninsula are used by yachts on their return from the Sydney Hobart race, such as Byron's Corner on the SW side, Coles Bay in the NW corner, and Wineglass Bay on the NE side.

**Cook's Corner (Freycinet), 42° 13.2'S, 148° 15.6'E**

Located on the western side of the Freycinet Peninsula just north of Weatherhead Point, Cook's Corner offers good anchorage in north-easterlies to south-westerlies.

**Byron's Corner (Freycinet), 42° 15.6'S, 148° 16.7'E**

This anchorage on the SW side of the Freycinet Peninsula at the NW end of a sandy beach is sometimes used by yachts returning from the Sydney Hobart race when sheltering from west to north-easterly weather.

**Schouten Passage, 42° 17.5'S, 148° 17.8'E**

Schouten Passage separates Freycinet Peninsula from Schouten Island (the narrowest point is about 0.5 of a nautical mile).

**Schouten Island, 42° 19'S, 148° 17'E**

Discovered and named by Abel Tasman in 1642, Schouten Island is at the bottom of the Freycinet Peninsula separated from it by the Schouten Passage. Anchorage is available at Morey's Bay, which is located on the northern side of Schouten Island just inside Schouten Passage. This anchorage is used (in weather from the southern half) by yachts returning from the Sydney Hobart race. It offers good flathead fishing, and crabs can be caught in ring nets.

**Prosser Bay, 42° 34'S, 147° 54'E**

Prosser Bay is just south of Spring Bay (at the head of which lies the fishing town of Triabunna). Anchorage is available at the southern extreme of the bay offering good protection from SE to W winds. The resort town of Orford is about one mile WNW of the anchorage.

**Maria Island, 42° 40'S, 148° 05'E**

Maria Island is high and rugged, with sharp irregular peaks near the northern end and divided almost in two by Riedle Bay on the east and Shoal Bay on the west. A scenic national park and wildlife sanctuary, the island was named by Abel Tasman after the wife of the Governor of the East Indies (Van Diemen). Bird watchers will be glad to know that, according to the Lonely Planet's guide to Tasmania, this is the only national park in Tasmania where one can find the forty-spotted pardalote!

**Shoal Bay (Maria Island), 42° 40'S, 148° 02'E**

Maria Island has a bight on its western side between Point Lesueur and Point Mauge. Shoal Bay is at the head of this bight and affords anchorage in a couple of locations: on the eastern side (42° 40.5'S, 148° 03.5'E), which gives good protection from NW to SSW winds, and in the north-west corner of the bay (42° 40.5'S, 148° 02.3'E), which offers protection from W to SW winds.

**Denison Canal (Dunalley Canal), 42° 53'S, 147° 48'E**

The Denison Canal (also known as the Dunalley Canal) cuts through the narrow isthmus that joins the Forestier Peninsula to the Tasmanian mainland, separating Dunalley Bay from Blackmore Bay. The canal, opened in 1905, represents a shortcut for yachts returning from the Sydney Hobart race and provides a route in protected waters to within about five miles of Maria Island. The canal was conceived by George Denison, who was also responsible for the creation of Constitution Dock in Hobart and Fort Denison in Sydney Harbour. →



PORT ARTHUR

**Eaglehawk Neck, 43° 01'S, 147° 56'E**

Eaglehawk Neck is the narrow isthmus that connects the Forestier Peninsula to the Tasman Peninsula. During penal colony times, dogs were chained together across the isthmus to prevent would-be escapees from Port Arthur passing through.

**Tasman Peninsula, 43° 07'S, 147° 50'E**

The Tasman Peninsula forms the south-eastern corner of Tasmania and the point at which some yachts sailing the rhumbline attempt to make their first Tasmanian land-fall. The peninsula is deeply divided by Maignon Bay with the old penal settlement of Port Arthur at its head. Its steep dolerite cliffs were formed 165 million years ago when the Gondwanaland supercontinent began to break up, creating faults and fissures into which magma intruded into the Tasmanian crust.

**Hippolyte Rocks, 43° 07'S, 148° .03'E**

The Hippolyte Rocks consist of two rocks above water and some submerged patches. The east rock is the highest and is reddish-brown in colour and quoin-shaped at its western end. The Pilot says that the passage between the Hippolyte Rocks and the coast to the west is foul and should on no account be attempted, but it has been negotiated when necessary by more than one Sydney Hobart race contestant.

**Fortescue Bay, 43° 08'S, 147° 58'E**

Fortescue Bay is midway down the eastern side of the Tasman Peninsula off which the Hippolyte Rocks and The Lanterns stand sentry duty. This picturesque bay doesn't offer much protection from SE to N winds, but the white sandy beach at the head of the bay gives shelter from offshore winds, and is a beautiful site.

**The Lanterns, 43° 08'S, 148° 01'E**

The Lanterns are a group of prominent rocks off Cape Haug at the south-east approach to Fortescue Bay.

**Cape Pillar, 43° 14'S, 148° 01'E**

The south-east point of the Tasman Peninsula just north of Tasman Island, Cape Pillar consists of vertical dolerite columns with flat tops. It is a remarkable sight.

**Cathedral Rock, 43° 13'S, 148° 01'E**

Cathedral Rock, a large lump of granite, stands sentry duty just off Cape Pillar.

**Tasman Island, 43° 14'S, 148° 00'E**

Tasman Island represents the southern turning point in the Hobart race after which the fleet heads east along the bottom of the peninsula and then across Storm Bay to the mouth of the Derwent River and on to Hobart. Tasman Island has an amazing profile of sheer fluted dolerite cliffs with flat tops. It is separated from the Tasman Peninsula by a narrow passage.

The Tasman Island lighthouse is a testimony to the indomitable spirit of man. Built in 1906, the huge, curved steel plates from which it was assembled were manufactured in England and had to be shifted piece by piece to a landing stage on the island's steep shore, and then up the steep side of the cliffs. The light irises 29m above the island and is visible for 18 miles when not in fog (which it frequently is).

**Port Arthur, 43° 09'S, 147° 51'E**

In 1830, Port Arthur was set up as a penal settlement for recalcitrant re-offenders. It had a reputation as a hell hole. A natural place to put a prison, would-be escapees had to cross the narrow Eaglehawk Neck, which joins the Forestier and Tasman peninsulas, to get away.

Port Arthur later became more than a penal colony, with a number of industries, including ship-building, timbering, coal mining, and brick production. Today a tourist site, it is a beautiful installation in a magnificent setting. An echo of its tragic past, Port Arthur was the scene of a tragic massacre by a crazed gunman who killed 35 people in 1996.

Bruny forms the western side of Storm Bay. At its back is the D'Entrecasteaux Channel, which provides some of Tasmania's best sheltered cruising grounds.

**Cape Raoul, 43° 14'S, 147° 48'E**

Cape Raoul is the southern extremity of a cliffy headland on the Tasman Peninsula nine miles west of Tasman Island. It is remarkable in appearance, with 80m-high fluted dolerite columns, which are called the 'Organ Pipes'.

**Storm Bay, 43° 15.5'S, 147° 36.8'E**

After passing Cape Raoul, yachts enter the broad, shallow Storm Bay where a long fetch for winds, particularly from the west, can make it a nasty place to be, but it is not always so. It is some 20 miles across the bay to the Iron Pot at the entrance of the Derwent River.

**Bruny Island (N&S), 43° 19'S, 147° 17'E**

Bruny Island is a long, sandy island that forms the western side of Storm Bay. It would be two islands but for the narrowest of isthmuses that joins the northern and southern halves, which the chart labels 'North Bruny' and 'South Bruny'. Bruny forms the western side of Storm Bay. On its west is the D'Entrecasteaux Channel, which has some of Tasmania's best sheltered cruising grounds. The eastern side of Bruny is indented by Adventure Bay, where many early European explorers anchored.

**Iron Pot, 43° 03.5'S, 147° 25.0'E**

The Iron Pot is a significant milestone of the Sydney Hobart racecourse because it marks the entrance to the Derwent River, the last hurdle of the race. It has a flashing white light that is visible for 10 miles.

**John Garrow Shoal, 42° 55.0'S, 147° 21.9'E**

This is the last mark of the racecourse (which must be left to port) before the finishing line.

**Blinking Billy Point, 42° 54.9'S, 147° 21.5'E**

Blinking Billy Point is the point off which John Garrow Shoal lies. The John Garrow Light has saved many a yacht from grounding there.

**Sandy Bay, 42° 54'S, 147° 20.7'E**

Sandy Bay is the first bay south of Sullivan's Cove (Constitution Dock), a broad, shallow embayment in front of the Hobart suburb of Sandy Bay and on which the Royal Yacht Club of Tasmania and the Wrest Point Casino are located.

**Wrest Point, 42° 54.2'S, 147° 20.2'E**

Wrest Point is a minor promontory in the middle of Sandy Bay and site of the Wrest Point casino, the first casino in Australia.

**Royal Yacht Club of Tasmania, 42° 54'S, 147° 20'E**

The Royal Yacht Club of Tasmania (RYCT) is located on Marieville Esplanade, Sandy Bay. Its lineage can be traced back to 1859. From this date it underwent a series of metamorphoses, the immediate predecessor of today's club having been the Derwent Sailing Boat Club founded in 1880. RYCT was granted a Royal Warrant and assumed its present name in 1908.

**Battery Point, 42° 53.3'S, 147° 20.2'E**

Battery Point is the southern headland of Sullivan's Cove at the head of which is Constitution Dock.

**Sullivan's Cove, 42° 53.2'S, 147° 20.3'E**

You'll find Constitution Dock at Sullivan's Cove.

**Constitution Dock, 42° 53.1'S, 147° 19.9'E**

Officially opened on 3 December 1850, Constitution Dock is surrounded on three sides by Hobart waterfront. Enter it through a bascule bridge on the seaward side. It is where the friendly crowds will welcome yachts that have finished the race.

The latitudes and longitudes given are approximate geographical positions (AGP) taken from small-scale charts, and mariners should not rely on these for piloting. Conventions used are: mountains – AGP of high point; bays/harbours – AGP of centre of entrance; points – AGP of the end of the point; islands/peninsulas – AGP of the centre of the land mass. ■



D'ENTRECASTEAUX CHANNEL

# SYDNEY TO HOBART RACE STATS

1945 to 2001



**Number of yachts to have competed:** 4,579 (3,747 completing the race, 832 retiring).  
**Estimated crew to have competed:** 40,500.  
**Average size of fleets:** 80.33 boats per race.  
**Largest fleet:** 371 starters in the 50th race in 1994 (309 finished).  
**Smallest fleet:** Nine starters in the inaugural race in 1945.

## Notable years for race records:

**1946:** *Morna* (NSW) – five days, two hours, 53 minutes and 33 seconds. (The first yacht to arrive in less than six days.)

**1948:** *Morna* (NSW) – four days, five hours, one minute and 21 seconds. (The first yacht to arrive in less than five days.)

**1957:** *Kurrewa IV*, formerly arrive (Vic) – two days, 18 hours, 30 minutes and 39 seconds. (The first yacht to arrive in less than four days.)

**1975:** *Kialoa* (USA) – two days, 14 hours, 36 minutes and 56 seconds (The first yacht to arrive in less than three days.)

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

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

**Record Hobarts by yachtsmen:** Up to and including the 2002 CYCA Sydney Hobart Race, 53 yachtsmen have sailed in 25 or more races. John Bennetto (Tasmania) has sailed in 41 Sydney to Hobarts, and Richard Hammond (NSW) in 40. Lou Abrahams (Victoria) has sailed in 39 races.

**Record Hobarts by yachswomen:** Seven women have sailed in 10 or more Hobarts, as of the 2000 race. Amanda Wilmot has raced 12 times. Adrienne Cahalan and Vanessa Dudle have sailed 11 times. Kerry Goudge, Gail Harland, Lea Myer and Jan Howard have each competed 10 times. Audrey Brown has taken part in 12 races, sailing and aboard the radio relay vessel.

**Record Hobarts by yachts:** *Mark Twain*, a Sparkman & Stephens 38, competes in its 25th race this year. *Hog's Breath Witchdoctor*, a Davidson 42 sloop, has sailed in 22 races, and *Margaret Rintoul II* has sailed in 21, six times as the original *Ragamuffin*.

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

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

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

**First women to compete in the Sydney to Hobart:** Jane ('Jenny') Tate from Hobart sailed with her husband Horrie aboard *Active* in 1946. Dagmar O'Brien crewed with her husband, Dr Brian 'Mick' O'Brien, aboard *Connella*. *Connella* was forced to retire in Bass Strait, but *Active* finished the race.

**First all-women crew to compete in the Sydney to Hobart:** *Barbican* (1975) skippered by Vicki Wilman.

**Largest yacht to take part:** *Marie-Cha III*, USA (1999) – LOA: 146 feet (44.5m). The yacht took part as a demonstration yacht only.

**Largest official competitor:** *Orsa Maggiore*, Italy (2000) – LOA: 90 feet (28.3m).

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

**Largest line honours winner:** *New Zealand Endeavour*, New Zealand, and again as *Tasmania*, Tasmania (1992 and 1994) – LOA: 84.3 feet (25.7m).

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

**Oldest competitor:** *Southerly*, built in Tasmania in 1938. She sailed in 2000, but retired before reaching Bass Strait.

**Most successful designer:** Bruce Farr (NZL/USA) – 14 overall winning yachts.

These statistics are based on the records of the CYCA, the RYCT, yachting journalist Peter Campbell and the book *The Sydney to Hobart Yacht Race 1945 – 2001*, by Michael Ludeke. ■

# PREVIOUSLY VICTORIOUS

FROM 1945-2001

YEAR	LINE HONOURS WINNER	ELAPSED TIME	OVERALL WINNER	YEAR	LINE HONOURS WINNER	ELAPSED TIME	OVERALL WINNER
1945	*RANI - UK	6-14-22-00	RANI - UK	1979	BUMBLEBEE IV - NSW	3-01-45-52	SCREW LOOSE - Tas
1946	*MORNA - NSW	5-02-53-33	CHRISTINA - NSW	1980	NEW ZEALAND - NZ	2-18-45-41	NEW ZEALAND - NZ
1947	MORNA - NSW	5-03-03-54	WESTWARD - Tas	1981	VENGEANCE - NSW	3-22-30-00	ZEUS II - NSW
1948	*MORNA - NSW	4-05-01-21	WESTWARD - Tas	1982	CONDOR - Bermuda	3-00-59-17	SCALLYWAG - NSW
1949	WALTZING MATILDA - NSW	5-10-33-10	TRADEWINDS - NSW	1983	CONDOR - Bermuda	3-00-50-29	CHALLENGE III - Vic
1950	MARGARET RINTOUL - NSW	5-05-28-35	NERIDA - SA	1984	NEW ZEALAND - NZ	3-11-31-21	INDIAN PACIFIC - NSW
1951	MARGARET RINTOUL - NSW	4-02-29-01	STRUEN MARIE - NSW	1985	APOLLO - NSW	3-04-32-28	SAGACIOUS - NSW
1952	NOCTURNE - NSW	6-02-34-47	INGRID - SA	1986	CONDOR - Bermuda	2-23-26-25	EX TENSION - NSW
1953	SOLVEIG - NSW	5-07-12-50	RIPPLE - NSW	1987	SOVEREIGN - NSW	2-21-58-08	SOVEREIGN - NSW
1954	KURREWA IV - NSW/Vic	5-06-09-47	SOLVEIG - NSW	1988	RAGAMUFFIN - NSW	3-15-29-07	ILLUSION - Vic
1955	EVEN - NSW	4-18-13-14	MOONBI - NSW	1989	DRUMBEAT - WA	3-06-21-34	ULTIMATE CHALLENGE - Vic
1956	KURREWA IV - NSW	4-04-31-44	SOLO - NSW	1990	RAGAMUFFIN - NSW	2-21-05-33	SAGACIOUS V - NSW
1957	*KURREWA IV - NSW	3-18-30-39	ANITRA V - NSW	1991	BRINDABELLA - ACT	3-01-14-09	ATARA - Ireland (IOR)
1958	SOLO - NSW	5-02-32-52	SIANDRA - NSW				SHE'S APPLES II - NSW (IMS)
1959	SOLO - NSW	4-13-33-12	SIANDRA - NSW	1992	NZ ENDEAVOUR - NZ	2-19-19-18	RAGAMUFFIN - NSW (IOR)
1960	KURREWA IV - NSW	4-08-11-15	SIANDRA - NSW				ASSASSIN - NSW (IMS)
1961	ASTOR - NSW	4-04-42-11	RIVAL - NSW	1993	NINETY SEVEN - NSW	4-00-54-11	SOLBOURNE WILD OATS - NSW (IOR)
1962	*ONDINE - USA	3-03-49-16	SOLO - NSW				MICROPAY CUCKOOS NEST - NSW (IMS)
1963	ASTOR - NSW	4-10-53-00	FREYA - NSW	1994	TASMANIA - Tas	2-16-48-04	RAPTOR - Ger (IMS)
1964	ASTOR - NSW	3-20-05-05	FREYA - NSW	1995	SAYONARA - USA	3-00-53-35	TERRA FIRMA - Vic (IMS)
1965	STORMVOGEL - Sth Africa	3-20-30-09	FREYA - NSW	1996	MORNING GLORY - Ger	2-14-07-10	AUSMAID - Vic (IMS)
1966	FIDELIS - NZ	4-08-39-43	CADENCE - NSW	1997	BRINDABELLA - NSW	2-23-37-12	BEAU GESTE - Hong Kong/China (IMS)
1967	PEN DUICK 111 - France	4-04-10-31	RAINBOW 11 - NZ	1998	SAYONARA - USA	2-19-03-32	AFR MIDNIGHT
1968	ONDINE 11 - USA	4-03-20-02	KOOMOLOO - NSW	1999	*NOKIA - Den/Aus	1-19-48-02	RAMBLER - NSW (IMS)
1969	CRUSADE - UK	3-15-07-40	MORNING CLOUD - UK	2000	NICORETTE - Swe	2-14-02-09	YENDYS - NSW (IMS)
1970	BUCCANEER - NZ	3-14-06-12	PACHA - NSW				SAP AUSMAID - NSW (IMS)
1971	KIALOA - USA	3-12-46-21	PATHFINDER - NZ	2001	ASSA ABLOY - Swe	2-20-46-43	BUMBLEBEE 5 - NSW (IMS)
1972	AMERICAN EAGLE - USA	3-04-42-39	AMERICAN EAGLE - USA				
1973	*HELSAL - NSW	3-01-32-09	CEIL 111 - Hong Kong				
1974	ONDINE 111 - USA	3-13-51-56	LOVE & WAR - NSW				
1975	*KIALOA - USA	2-14-36-56	RAMPAGE - WA				
1976	BALLYHOO - NSW	3-07-59-26	PICCOLO - NSW				
1977	KIALOA 11 - USA	3-10-14-09	KIALOA 11 - USA				
1978	APOLLO - NSW	4-02-23-24	LOVE & WAR - NSW				

## IMS OVERALL RESULTS - 2001

PL	BOAT, OWNER/SKIPPER	LINE PL	DIV	ELAPSED TIME	TCF TIME	CORRECTED	PL	BOAT, OWNER/SKIPPER	LINE PL	DIV	ELAPSED TIME	TCF TIME	CORRECTED
1	Bumblebee 5 (John Kahlbetzer) NSW	9	A	2-23-46-16	0.8816	2-15-16-24	10	Next Prosail (Andrew Arbuzov/Victor Minaev) Russia	21	B	3-21-37-58	0.7394	2-21-13-55
2	Ninety Seven (Graham Gibson) NSW	16	A	3-13-10-58	0.7779	2-18-15-49	11	Zoe (Wayne Millar) Qld	20	B	3-20-36-30	0.7525	2-21-41-16
3	Ragamuffin (Syd Fischer) NSW	13	A	3-09-58-37	0.8191	2-19-08-50	12	Epsilon (Michael Tromp) SA	39	C	4-07-50-14	0.6806	2-22-40-18
4	Shipping Central (Ashley Reed & Michael Spies) NSW	25	B	3-23-48-26	0.7050	2-19-32-39	13	Brindabella (George Snow) NSW	7	A	2-23-17-27	1.0000	2-23-17-27
5	Eureka (Leon Christianakis & Bob Robertson) Qld	12	A	3-07-27-51	0.8579	2-20-10-20	14	Love and War (Peter Kurts) NSW	34	C	4-07-25-52	0.6950	2-23-53-05
6	Chutzpah (Bruce Taylor) Vic	26	B	4-00-36-46	0.7120	2-20-47-18	15	Zeus II (Jim Dunstan) NSW	48	C	5-03-45-31	0.5840	3-00-16-30
7	Starlight Express (Stewart Thwaites) NZ	14	A	3-10-28-15	0.8344	2-20-48-49	16	Aurora (Jim Holley) NSW	37	C	4-07-35-20	0.6986	3-00-22-02
8	AFR Midnight Rambler (Ed Psaltis/Bob Thomas) NSW	30	B	4-04-16-01	0.6888	2-21-03-50	17	Vitesse (Robert Howie) Tas	33	B	4-07-18-25	0.7117	3-01-31-25
9	Another Challenge (Lou Abrahams) Vic	22	B	3-21-42-17	0.7379	2-21-08-41	18	Midnight Rambler II (Dennis Millikan) Vic	30	C	4-07-52-52	0.7106	3-01-49-05
							19	B52 (Hughie Lewis) Tas	31	B	4-05-21-32	0.7571	3-04-44-20
							20	Red Rock Communications (Chris Bowling) NSW	44	B	4-23-58-49	0.6452	3-05-24-41

(continued on page 47)

## IMS OVERALL RESULTS – 2001 (cont..)

PL	BOAT, OWNER/SKIPPER	LINE PL	DIV	ELAPSED TIME	TCF TIME	CORRECTED
21	Lady Penrhyn (Paul Jones) NSW	43	C	4-21-18-33	0.6605	3-05-28-58
22	Mirrabooka (John Bennetto) Tas	32	C	4-07-13-00	0.7569	3-06-07-29
23	Breakaway (Martin Power) Vic	50	C	5-07-21-12	0.6181	3-06-43-02
24	Brindabella II (Roger Sayers) Vic	55	C	5-13-00-43	0.6353	3-12-30-09
25	Komatsu Blue Lady (Sean Kearns/Julie Begby) NSW	51	C	5-09-43-36	0.6623	3-13-55-05
26	Paea II (Rick Smith) NZ	53	C	5-11-08-29	0.6920	3-18-44-59


## IRC OVERALL RESULTS – 2001

PL	BOAT, OWNER/SKIPPER	LINE PL	DIV	ELAPSED TIME	TCF TIME	CORRECTED
1	Polaris of Belmont (John Quinn) NSW	38	B	4-07-37-50	0.982	4-05-45-55
2	Lodka Bols (Gordon Kay) Pol	10	A	3-00-04-41	1.431	4-07-08-37
3	Bacardi (Graham Ainley/John Williams) Vic	29	B	4-03-59-37	1.041	4-08-05-36
4	Icon (Richard Robbins) USA	11	A	3-03-40-29	1.401	4-10-01-13
5	Wahoo (Brian Emerson) NSW	35	B	4-07-26-28	1.034	4-10-57-29
6	Loki (Stephen Ainsworth) NSW	23	B	3-23-04-17	1.140	4-12-22-53
7	Sea Jay (Scot Wheelhouse) NSW	24	B	3-23-25-00	1.143	4-13-03-11
8	Line 7 (Ian Treleaven) NSW	8	A	2-23-31-42	1.530	4-13-26-18
9	Nicorette (Ludde Ingvall) Swe	2	A	2-21-01-17	1.600	4-14-26-03
10	Valheru (Tony Lyall) Tas	19	B	3-20-19-27	1.212	4-15-53-49

Open Race Record: *Nokia* (Den/Aus) – one day, 19 hours, 48 minutes and two seconds (1999).

Record by a conventionally ballasted yacht: *Brindabella* (Aus) – one day, 20 hours, 39 minutes and 50 seconds (1999).

Overall winners: For the 1991, 1992 and 1993 races, two overall handicap winners were declared during the transition from IOR to IMS, with yachts entering either the IOR or IMS categories. Since 1994, only one overall winner has been declared – calculated under the IMS rule. The full list of results from 1945 to 2000 is available from the Cruising Yacht Club of Australia's website at [www.cyca.com.au](http://www.cyca.com.au).



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## PHS OVERALL RESULTS – 2001

PL	BOAT, OWNER/SKIPPER	LINE	DIV	ELAPSED	TCF PL	CORRECTED TIME TIME
1	Valtair (Matt Allen) NSW	18	1	3-14-59-29	1.2177	4-09-55-46
2	Aspect Computing (David Pescud) NSW	17	1	3-13-53-44	1.2495	4-11-19-35
3	Bright Morning Star (Randal Wilson) NSW	36	1	4-07-31-11	1.0398	4-11-38-23
4	Magic (Philip Spry-Bailey) Vic	42	1	4-19-59-43	0.9359	4-12-33-36
5	Sorine (Ben Adamson) NSW	56	1	5-16-31-46	0.8001	4-13-14-14
6	Rager (Gary Shanks) SA	15	1	3-12-28-06	1.2957	4-13-26-44
7	She II (Peter Rodgers) NSW	41	1	4-19-11-47	0.9562	4-14-09-03
8	Berrimilla (Alex Whitworth) NSW	54	1	5-11-13-53	0.8545	4-16-08-14
9	More Witchcraft (John Cameron) NSW	28	1	4-03-48-28	1.1918	4-22-57-03
10	Kennard's Hire Solo Global Challenge (Tony Mowbray) NSW	47	1	5-03-20-19	0.9700	4-23-38-18
11	Hog's Breath Witchdoctor (Rum Consortium) NSW	49	1	5-07-16-28	0.9467	5-00-29-27
12	Mertsi Louise (Maritime Foundation Inc) NZ	27	1	4-02-03-23	1.2300	5-00-36-34
13	Mark Twain (Hugh O'Neill) NSW	52	1	5-09-59-14	0.9308	5-00-59-32
14	Kickatinalong (Mike de Berg) NSW	46	1	5-03-11-16	0.9834	5-01-08-34
15	Spirit of Sydney (Gerald Fitzgerald) Tas	45	1	5-01-31-05	1.1017	5-13-52-35

## VOLVO OCEAN 60 OVERALL RESULTS – 2001

PL	BOAT, OWNER/SKIPPER	DIV	ELAPSED TIME
1	Assa Abloy (Neil McDonald) Swe	VO60	2-20-46-43
2	Amer Sports One (Grant Dalton) Ita	VO60	2-21-10-31
3	Djuice (Knut Frostad) Nor	VO60	2-21-27-55
4	Team News Corp (Ross Field) Aus	VO60	2-21-32-26
5	illbruck (John Kostecki) Ger	VO60	2-21-33-31
6	Tyco (Tyco International) Bah	VO60	DNF (dsq)
7	SEB (Gunnar Krantz) Swe	VO60	ret
8	Amer Sports Too (Lisa McDonald) Ita	VO60	ret

2001 Retirements: *Simply Red, Australian Skandia Wild Thing, Cadibarra, Sting, Hollywood Boulevard, Secret Men's Business, SAP Ausmaid, Broomstick, Rush, Faarst Forward, Nips 'n' Tux, Krakatoa, Grundig, Terra Firma, SEB, Panache, Amer Sports Too, Liberator, Tyco* (scored DNF).  
Fastest time: *Assa Abloy* (Neil McDonald, Swe) – two days, 20 hours, 46 minutes and 43 seconds.

#### WEATHER:

The 57th Sydney Hobart Race underlined the unique character of the event. With Sydney and the New South Wales south coast shrouded in bushfire smoke, a near windless start on the harbour was followed by a boat-breaking 'twister' or waterspout off the south coast, then a dramatically close finish. The 2001 race, the first without a naming rights sponsor since the early 1970s, gained added international focus with the Volvo Ocean Race using the Sydney Hobart as part of their leg to Auckland. However, it was the 'twister' that caught international attention after it smashed into the 80-footers *Nicorette* and *Australian Skandia Wild Thing* early in the evening of the first day. Wind blasts of 80 knots knocked the two maxis on the beam ends and shredded sails. Other yachts also suffered damage, including a couple with dismastings. There were further retirements later in the race. The rest of the race gave the fleet hard sailing in tight reaching conditions and the wind died away for the leaders as they entered Storm Bay. The lead changed several times, and the first seven yachts crossed the line only 47 minutes apart. Victory went to the Swedish VO *Assa Abloy*, from the Swedish maxi *Nicorette*. The Australian-designed, built and owned 62-footer *Bumblebee 5* won overall under IMS, with designer Iain Murray skippering the yacht to victory after a well-sailed race. ■



# THE CONTENDERS

The complete who's who in the 2002 Rolex Sydney to Hobart Yacht Race

Compiled by Lisa Ratcliff and Caroline Aders  
Photos courtesy of Richard Bennett, Ian Mainsbridge,  
Andrea Francolini, Ace Marine Photos and Peter Campbell

• Applications to enter and crew lists are as provided to the CYCA by  
8 November 2002. Details are correct at time of going to press.



# GUIDE TO THE FLEET

SAIL NO	NAME	OWNER	STATE	DIV	DESIGN	LOA (M)	LOA (FT)
8338	AFR Midnight Rambler	Ed Psaltis & Bob Thomas	NSW	IMS/IRC	Northshore 369	11.20	38
7272	Andrew Short Marine	Andrew Short	NSW	IMS/IRC/OD	Sydney 38	11.75	38
S1001	Andromeda III	Chris Dawe	Vic	PHS	Adams 11	11.10	36
SM2	Another Challenge	Lou Abrahams	Vic	IMS/IRC/OD	Sydney 38	11.75	38
MH2000	Anteater	Phil Hearse	NSW	PHS	Beneteau 45	13.69	45
7878	Aspect	David Pescud	NSW	PHS	Lyons 52	16.20	52
4057	Aurora	Jim Holley	NSW	IMS	Farr 40	12.30	40
M10	Australian Skandia Wild Thing	Grant Wharington	Vic	IRC	MBD83	25.16	83
SM377	Bacardi	Graham Ainley & John Williams	Vic	IMS/IRC	Peterson 44	13.34	44
371	Berrimilla	Alex Whitworth	NSW	PHS	Brolga 33	10.10	33
1987	Bright Morning Star	Randal Wilson & Hugh O'Neill	NSW	PHS	Petersen 51	15.50	51
C1	Brindabella	George Snow	NSW	IMS/IRC	Jutson 79	24.08	79
8848	Broomstick	Michael Cranitch & Ray Wallace	NSW	IRC	Custom 66	20.10	66
R33	Chutzpah	Bruce Taylor	Vic	IMS/IRC/OD	Sydney 38	11.75	38
5664	Delta Wing	Bill Koppe	NSW	PHS	Boden	13.53	44
5015	Dreamland	Brook Lewfest	US		Swan 86	26.23	86
6037	Formula 1 Sailing	Formula 1 Sailing	Fra	IMS/IRC	MBD60	18.20	60
A99	Grundig	Sean Langman	NSW	IRC	MBD60	18.20	60
8889	Hollywood Boulevard	Ray Roberts	NSW	IMS/IRC	Farr 52	15.85	52
8880	Ichi Ban	Matt Allen	NSW	IMS/IRC/OD	Farr 52	15.84	52
MH106	Impeccable	John Walker	NSW	IMS/IRC	Peterson 34	10.20	34
5474	Infinity III	Martin James	NSW	IMS/IRC	Farr 65	19.72	65
1317	Kickatinalong	Mike De Berg	NSW	PHS	Modified Adams 13	13.20	41
5950	Komatsu St Malo	Shane Kearns	NSW	IMS/IRC	Northshore 38	11.74	38
8383	Krakatoa	Rod Skellet	NSW	IMS/IRC	Young 31	9.54	31
GBR1R	Leopard of London	Mike Slade	UK	IRC	Reichel Pugh 96	29.49	97
8448	Loki	Stephen Ainsworth	NSW	IMS/IRC	Frers 49	14.83	49
SM616	Magic	Philip Spry-Bailey	Vic	PHS	S&S 39	11.76	39

SAIL NO	NAME	OWNER	STATE	DIV	DESIGN	LOA (M)	LOA (FT)
MH888	Magnavox	Stan Zemarnek/ Mark Gray/ Julie Hodder/ Peter Sorenson	NSW	IRC	Volvo 60	19.26	63
A113	Mark Twain	Hugh O'Neill	NSW	PHS	S&S 39	11.74	39
8679	Merit	Ian Treleaven	NSW	IRC	Farr 63	19.26	63
A8	Mirrabooka	John Bennetto	NSW	IMS	Frers 47	13.40	47
6081	Next	Natasha Henley-Smith	NSW	IRC/OD	Sydney 38	11.75	38
SWE1111	Nicorette	Ludde Ingvall	Swe	IRC	Simonis -Voogd 79	24.00	79
5995	Nips-n-Tux	Howard de Torres	NSW	IMS/IRC	IMX40	12.10	40
SM1996	No Fearr	Philip Coombs	Vic	IMS/IRC	Coxon 12	11.99	40
2999	Obsession	Getaway Sailing	NSW	IMS/IRC/OD	Sydney 38	11.75	38
9407	P&O Nedlloyd	David Beak & Michael Spies	NSW	IMS/IRC	Beneteau 40.7	11.92	40.7
7744	Peugeot Racing	Malcolm Roe	NSW	IRC	Beneteau 47.7	14.50	47.7
533	Pippin	David Taylor	NSW	IMS/IRC	Farr 37	11.40	37
9333	Police Car	Alan Duffy	NSW	PHS	Dubois 42	12.80	42
AUS6606	Quest	Robert Steele	NSW	IMS/IRC	Nelson Marek 46	14.19	46
6264	Quiddity	Peter Hoving	Ned	PHS	Grand Soleil 43	12.87	43
AUS70	Ragamuffin	Syd Fischer	NSW	IMS/IRC	Farr 50	15.05	50
8333	Red Rock Communications	Christopher Bowling	NSW	IMS/IRC	Hick 30	9.00	30
M236	Santana	Mike Kellaher	NSW	IRC	Swan 43	13.00	43
242	Sea Jay	Scot Wheelhouse	NSW	IMS	BH41	12.46	41
4924	She II	Peter Rodgers	NSW	IMS	Olsen 40	12.30	40
NZL80	Shockwave	Neville Crichton	NSW	IRC	Reichel/Pugh 90	27.43	90
NZL6006	Starlight Express	Stewart Thwaites	NZ	IMS/IRC	Davidson 55	16.87	55
8833	Sting	Terry Mullens	NSW	IMS/IRC	Farr 50	15.28	50
6188	Strewth	Geoff Hill	NSW	PHS	Lyons MKL49	14.95	49
R1111	Toecutter	Toecutter Syndicate	Vic	IMS/IRC	Hick 31	9.45	31
1195	Valheru	Anthony Lyall	Tas	IMS/IRC	Elliott 43	13.00	43
5900	Wahoo	Brian Emerson	NSW	PHS	Frers 40	12.35	40
327	Zeus II	James Dunstan	NSW	IMS	Joubert 30	9.00	30
1986	Trumpcard	Craig Coulson	Qld	IMS/IRC	Vande Stadt 44	13.30	44


**AFR MIDNIGHT RAMBLER**

**LOA:** 11.2m **Sail no:** 8338  
**Designer:** Scott Jutson (Aus) **Class:** IMS, IRC  
**Type:** Northshore 369 **Year built:** 2002  
**Owner/skipper:** Ed Psaltis **No of Hobarts:** 0  
 & Bob Thomas

**Club:** Cruising Yacht Club of Australia, NSW  
**Crew:** E Psaltis (21), B Thomas (13), C Rockell (3),  
 A Psaltis (10), M Bencsik (9), G Healy (2), J Whitfeld  
 (10) and M McKensie

Largely the same crew from the previous *AFR  
 Midnight Rambler* will head south on this brand-new  
 Northshore 369. The crew includes the owners who  
 battled the fierce conditions of the 1998 race to take  
 out the overall IMS trophy in their tiny Hick 35.


**ANDROMEDA III**

**LOA:** 11.1m **Sail no:** S1001  
**Designer:** Joe Adams (Aus) **Class:** PHS  
**Type:** Adams 11 **Year built:** 1984  
**Owner/skipper:** Chris Dawe **No of Hobarts:** 0  
**Club:** Royal Melbourne Yacht Squadron, Vic  
**Crew:** C Dawe, L Caldwell, K Clarke (1), K Pearce,  
 T Godbert, J Andrew and B Zumpe

This Victorian entry has taken the step up from  
 competing in the many offshore races originating  
 from Melbourne to tackle Australia's toughest  
 blue-water race. All but one person onboard are  
 new to this event, but their combined offshore  
 experience is impressive. The boat came third in its  
 division in the 2001 Melbourne to Hobart Race.


**ANOTHER CHALLENGE**

**LOA:** 11.75m **Sail no:** SM2  
**Designer:** Murray Burns Dovell (Aus) **Class:** IMS,  
 Syd 38 OD  
**Type:** Sydney 38 One Design **Year built:** 2000  
**Owner/skipper:** Lou Abrahams **No of Hobarts:** 2  
**Club:** Sandringham Yacht Club, Vic  
**Crew:** L Abrahams (39), C Schmidt (6), R Bath (6),  
 S Taylor (5), M Boswell (3), R Simpson and R Lloyd

Two-time Sydney to Hobart winner Lou Abrahams  
 is lining up for his 40th race south, the third on  
 board his Sydney 38 One Design. *Another Challenge*  
 was successful at Airlie Beach earlier this year,  
 winning the Sydney 38 National Championships  
 against a very competitive fleet for the second  
 consecutive year.


**ANTEATER**

**LOA:** 13.69m **Sail no:** MH2000  
**Designer:** Bruce Farr (NZ/US) **Class:** PHS  
**Type:** Beneteau 45 **Year built:** 1990  
**Owner/skipper:** Phil Hearse **No of Hobarts:** 3  
**Club:** Cruising Yacht Club of Australia, NSW  
**Crew:** P Hearse, J Hearse (1), R Hearse, P Neaves (3),  
 D De Coster (4), R Burns, I Edwards, M Cappana,  
 D Langley and D Eagle

This yacht is a regular competitor in most offshore  
 races on the east coast of Australia, but is yet to  
 tackle a Sydney Hobart Race. The boat will be skip-  
 pered by father and son combination Phil and Josh  
 Hearse, while mother Robbie is navigator/tactician.  
*Anteater* is a proven performer that has gained  
 several divisional placings in the past three years.


**ASPECT**

**LOA:** 16.2m **Sail no:** 7878  
**Designer:** David Lyons (Aus) **Class:** IRC  
**Type:** Lyons 52 **Year built:** 2000  
**Owner/skipper:** David Pescud **No of Hobarts:** 2  
**Club:** Cruising Yacht Club of Australia, NSW  
**Crew:** D Pescud (7), P Thompson (16), A Grundy (5),  
 K Jaggard (24), M Thompson (1), B Cunhan (1), B Silvester  
 (2), H Mirlieb (2), O Schenk (1) and J Natherson

After battling the tough 1998 race for a divisional  
 win with their previous boat, the crew of *Aspect  
 Computing* is back with a modified Lyons 52, built  
 specifically to accommodate the varying crew dis-  
 abilities. Experienced yachtsmen David Pescud, Kim  
 Jaggard and Phil Thompson will lead the Sailors with  
 disABILITIES crew southwards on Boxing Day.


**AURORA**

**LOA:** 12.3m **Sail no:** 4057  
**Designer:** Bruce Farr (NZ/US) **Class:** IMS  
**Type:** Farr 40 **Year built:** 1983  
**Owner/skipper:** Jim Holley **No of Hobarts:** 8  
**Club:** Lake Macquarie Yacht Club, NSW  
**Crew:** J Holley (14), M Holley (5), G Vickstrom (3),  
 G Marsden (11), R Howard (13), W Howard (1),  
 A Dunlop (1), J Skelton and J Kennedy

Previously named *Witchcraft II*, this Lake Macquarie  
 yacht has contested many ocean races. She achieved  
 her best results in the two heavy-weather Hobarts  
 of 1998 and 1999, where she finished second and  
 third respectively in her division. The crew is experi-  
 enced and includes a couple of first timers such as  
 CYCA Youth Academy sailor Joel Skelton.


**AUSTRALIAN SKANDIA WILD THING**

**LOA:** 25.16m **Sail no:** M10  
**Designer:** Murray Burns Dovell  
 (Aus) **Class:** IRC  
**Type:** Maxi **Year built:** 1998  
**Owner/skipper:** Grant Wharington **No of Hobarts:** 4  
**Club:** Mornington Yacht Club, Vic  
**Crew:** G Wharington (14), I Johnson (7), G Taylor (1),  
 T Ede (1), J Rae (9), P Cosman (4), C Smith (3), D  
 Haines (2), R Gilbert (6) and S Bond (3)

This maxi made news headlines worldwide last  
 year when she was struck at sea by a freak 'twister'  
 that forced her to retire. With a third and a second  
 over the line in this event, *Wild Thing* is edging  
 towards a win, but will have *Nicolette*, the new  
*Shockwave* and *Leopard of London* to contend  
 with in this year's race.


**BACARDI**

**LOA:** 13.34m **Sail no:** SM377  
**Designer:** Doug Peterson (US) **Class:** IMS, IRC  
**Type:** Peterson 44 **Year built:** 1978  
**Owner/skipper:** Graeme Ainley  
 & John Williams **No of Hobarts:** 19  
**Club:** Sandringham Yacht Club, Vic  
**Crew:** J Williams (21), G Ainley (21), P Williams (5),  
 H Halliburton (16), T Crespin (12), B Calder (2),  
 B Caldwell (4), W Jefford (2), D Brotherton (2),  
 E Taylor, A Telford (5) and M Williams

*Bacardi* has rarely missed a Hobart since her launch  
 in the 1970s – this year is her twentieth start. Best  
 results include a third overall on IRC in 2000 and a  
 second in division in the stormy 1998 Hobart Race.  
 Co-owners Graeme Ainley and John Williams will  
 celebrate their 22nd trip south this year.

**BERRIMILLA**

**LOA:** 10.1m **Sail no:** 371  
**Designer:** Peter Joubert (Aus) **Class:** PHS  
**Type:** Brolga 33 **Year built:** 1977  
**Owner/skipper:** Alex Whitworth **No of Hobarts:** 11  
**Club:** Royal Australian Navy Sailing Association, NSW  
**Crew:** A Whitworth (10), P Crozier (7) and others

Owner Alex Whitworth sailed his first Hobart race in 1977 and then virtually retired from ocean racing. However, after joining the 371-strong fleet in 1994 for the 50th anniversary race, he once again became addicted and hasn't missed a Sydney Hobart since. In the gruelling 1998 race, *Berrimilla* placed first in PHS Division B.

**BRIGHT MORNING STAR**

**LOA:** 15.5m **Sail no:** 1987  
**Designer:** Doug Peterson (US) **Class:** PHS  
**Type:** Peterson 50 **Year built:** 1986  
**Owner/skipper:** Randal Wilson & Hugh O'Neill **No of Hobarts:** 8

**Club:** Sydney Amateur Sailing Club, NSW  
**Crew:** R Wilson (9), R Mills (14), J Paul (1), J Sturrock (6), T Craner (1) and K Davison (1)

Raced for many years by Hugh Treharne, *Bright Morning Star* is now campaigned by Sydney yachtsmen Randal Wilson and Hugh O'Neill. Recent achievements include a second in PHS division in the 2001 Sydney to Gold Coast, and a third in the PHS division in last year's Sydney Hobart. Co-owner O'Neill will be helping *Mark Twain* to Hobart this year.

**BRINDABELLA**

**LOA:** 24.08m **Sail no:** C1  
**Designer:** Scott Jutson (Aus) **Class:** IMS, IRC  
**Type:** Maxi **Year built:** 1993  
**Owner/skipper:** George Snow **No of Hobarts:** 9  
**Club:** Cruising Yacht Club of Australia, NSW  
**Crew:** G Snow (19), L May (29), G Cropley (9), A Jackson (9), A Hearder (21), P Sheldrick (9), R Snow (8), R Snow (4), P Broughton (6), S Byron (13), E Adriannes (13), J Mitchell (9), K Klien (1), L Bryon-Edmond (3), M Snow (1), G Chessells (1), E McNicol (1) and others

George Snow will again race his maxi to Hobart with three of his four children aboard. With a string of race records behind this champion, including a line honours win in the 1997 Sydney Hobart, *Brindabella* and her experienced crew will hope for a top result to celebrate Snow's twentieth race.

**BROOMSTICK**

**LOA:** 20.1m **Sail no:** 8848  
**Designer:** Nandor Fa/Steinman **Class:** IRC  
**Type:** Custom 66 **Year built:** 1990  
**Owner/skipper:** Michael Cranitch & Ray Wallace **No of Hobarts:** 1

**Club:** Cruising Yacht Club of Australia, NSW  
**Crew:** M Cranitch (7), B Smith (10), P McAdam (17), D Doyle (10), C O'Connor (24), B Case (37), S Welsh (6) and R Case (16)

*Broomstick* has sailed around the world three times as an Open 60. The owners have significantly remodelled and lengthened the boat to 66 feet and the experienced crew are looking forward to a quick trip south. Colin O'Connor is lining up for his 25th Hobart and Bernie Case for his 37th.

**CHUTZPAH**

**LOA:** 11.75m **Sail no:** R33  
**Designer:** Murray Burns Dovell (Aus) **Class:** IMS, IRC, & Syd 38OD  
**Type:** Sydney 38 One Design **Year built:** 2002  
**Owner/skipper:** Bruce Taylor **No of Hobarts:** 0  
**Club:** Royal Yacht Club of Victoria, Vic  
**Crew:** B Taylor (21), G Goumley (17), J Permezal (12), M Harris (9), L Smith (7) and J Bradbury (6)

This is Taylor's fifth *Chutzpah* – this time a Sydney 38OD. Over 11 years of racing, Taylor has had five divisional wins in the Sydney Hobart. After three Hobart campaigns on the last *Chutzpah*, a MDB 36, Taylor and crew are this year trying their hands at a Sydney 38. Recent results include a fifth placing at Hamilton Island Race Week.

**DELTA WING**

**LOA:** 13.525m **Sail no:** 5664  
**Designer:** Boden (NZ) **Class:** PHS  
**Type:** Cruiser/racer **Year built:** 1975  
**Owner/skipper:** Bill Koppe **No of Hobarts:** 2  
**Club:** Cruising Yacht Club of Australia, NSW  
**Crew:** L Whittaker (1), B Koppe (1), W Koppe (1), P O'Rourke (1), W Carlson, B Swan, S Twindley and L Stockham (1)

At 27 years old, *Delta Wing* is the oldest boat in the fleet. She is a heavy steel cruiser and in the light airs of the 2002 Hobart she was the last to finish. *Delta Wing* recently recorded a first in the PHS Division of the Gosford to Lord Howe Race and the crew is hoping for a second divisional prize for the year in the Hobart Race.

**DREAMLAND**

**LOA:** 26.23m **Sail no:** 5015  
**Designer:** German Frers (Arg) **Class:** PHS  
**Type:** Swan 86 **Year built:** 1990  
**Owner/skipper:** Brook Lenfest **No of Hobarts:** 0  
**Club:** Musket Cove Yacht Club, US  
**Crew:** J Hanlon (2), B Caldwell (1), N Caban, B Lenfest, P Fraser, D Goff and A Smith

This elegant 86-foot Swan is a professional world cruising boat – its spacious interior boasts all the mod cons including air-conditioning and five bathrooms. Formerly known as *Berdy*, *Dreamland* is a proven performer and will enjoy a comfortable ride south to Hobart with her experienced international crew.

**FORMULA 1 SAILING**

**LOA:** 18.2m **Sail no:** 6037  
**Designer:** Murray Burns Dovell (Aus) **Class:** IMS, IRC  
**Type:** MBD 60 **Year built:** 2000  
**Owner/skipper:** Bob Robertson & Alex Thomson **No of Hobarts:** 2

**CLUB:** Royal Queensland Yacht Squadron, Qld  
**CREW:** RJ Robertson (7), A Lygo (3), A Thomson, R Daniel, A Ritchie, A Whall, C Kennedy, R Horton-Fawkes, S Tanser, C Molloy, A Husband, R Govono, P Gannon, B Starr and R Clarke

*Formula 1 Sailing* (formerly known as *Eureka II*) will this year be sailed to Hobart by an all-British team who will also compete in the British Trophy Series. The boat came fifth in the IMS Division of the 2001 Hobart and will be looking for a good result this year.



**GRUNDIG**

**LOA:** 18.20m  
**Designer:** Andy Dovell (Aus)  
**Type:** MBD Open 66  
**Owner/skipper:** Sean Langman  
**Club:** Sydney Amateur Sailing Club/CYCA, NSW  
**Crew:** S Langman (10), D Sudarno (11), J de Kock (3), C Nicholson, J Crawford (5) and others

Sean Langman is determined to reach Hobart this year. *Grundig's* recent wins include line honours in the 2001 and 2002 Pittwater Coffs Harbour races and line honours and IRC wins in this year's Sydney to Mooloolaba and Brisbane to Gladstone races. Former 18-foot skiff and 49er world champion and VOR yachtsman Chris Nicholson will join the crew.



**HOLLYWOOD BOULEVARD**

**LOA:** 15.85m  
**Designer:** Bruce Farr (NZ/US)  
**Type:** Farr 52 One Design  
**Owner/skipper:** Ray Roberts  
**Club:** Cruising Yacht Club of Australia, NSW  
**Crew:** R Roberts (7) and others

After breaking a main halyard in her first Hobart Race last year, *Hollywood Boulevard* is returning to complete the 630-nautical mile race and to have another crack at the top prize – the Tattersalls Cup. Successes this year include a first on IRC in the Sydney to Gold Coast Race. Boat-for-boat racing is expected between this boat and *Ichi Ban*, the other Farr 52 competing.



**ICHI BAN**

**LOA:** 15.84m  
**Designer:** Bruce Farr (NZ/US)  
**Type:** Farr 52 One Design  
**Owner/skipper:** Matt Allen  
**Club:** Cruising Yacht Club of Australia, NSW  
**Crew:** M Allen (13), J Flannery (5), R Hickman (25), B Kellett (9), D Davies (6), S Gordon (8), A Thompson (2), G Prescott (17), M Slinn (7), C Stacey (2), P Inchbold (17), P McTaggart (1) and R Harris (1)

This year, Matt Allen will campaign his new gold-coloured Farr 52OD south with a highly experienced crew, including six-time Bluewater Champion Roger Hickman. Launched in October, all eyes will be on *Ichi Ban*, which is Japanese for 'number one'.



**INFINITY III**

**LOA:** 19.72m  
**Designer:** Bruce Farr (NZ/US)  
**Type:** Farr 65  
**Owner/skipper:** Martin James  
**Club:** Cruising Yacht Club of Australia, NSW  
**Crew:** M James (3), G Lavis (3), P Lavis, C Flanagan, B Morrow (7), C Haynes (3), P Newell (7), B Smith (12), L Goodridge, T Molchanoff, J Smith (1), A Smith (8), P Bush (14) and A Kilkeary.

*Infinity III* last raced to Hobart in the stormy 1998 race when she was dismasted. Joining Martin James, the CYCA's Rear Commodore, will be Vice Commodore Geoff Lavis and former Commodore Peter Bush. Also along for his 25th race will be Ian 'Bugsy' Potter.



**KOMATSU ST MALO**

**LOA:** 11.74m  
**Designer:** Kaufman  
**Type:** Northshore 38  
**Owner/skipper:** Shane Kearns  
**Club:** Royal Yacht Club of Tasmania, Tas  
**Crew:** S Kearns (6), D Ward (4), A Craigie (2), L Wratten (2), T Watson (1), A Watson, P Amos and P MacQueen

After steering *Komatsu Blue Lady* in last year's Hobart, Shane Kearns, former owner of Getaway Sailing, will be returning with a crew largely made up of ex-students to contest the Hobart in a Northshore 38. This will be *St Malo's* first Sydney Hobart, and though largely untested, she will enjoy a quick trip south if the breeze allows for some downwind surfing.



**KRAKATOA**

**LOA:** 9.54m  
**Designer:** Greg Young (NZ)  
**Type:** Young 31  
**Owner/skipper:** Rod Skellet  
**Club:** Cruising Yacht Club of Australia, NSW  
**Crew:** R Skellet (5), C Pritchard (4), J Ogilvy (5), D Young (2), J Streeter (2), P Hurney (1), D Kessovich (2) and R Grimes (6)

One of the smaller entries, this Young 31 was purpose built for last year's Sydney Hobart. Owner/skipper Rod Skellet achieved notable results with his previous boat *Wild Bull*, the Australian Super 30 Champion in 1998, 1999 and 2001. He has also performed well with *Krakatoa*, including a win in the Pittwater to Port Stephens JOG Nationals.



**LEOPARD OF LONDON**

**LOA:** 29.49m  
**Designer:** Reichel/Pugh (US)  
**Type:** Super maxi  
**Owner/skipper:** Mike Slade  
**Club:** Royal Thames Yacht Club, US  
**Crew:** J Stagg (2), M Slade, J Hiderbrand (2), B Nann, J Carrington (3), E Westmacott (1), K Rawlings (3), L Macdonald, W Seabrook, M Thomas (2), M Parker (4), C Sherlock (1), M Slade (1), H Agnew (5), J Salter (3) and N Macdonald

At 97-feet in length, *Leopard of London* is the largest yacht in the fleet. Her crew list reads like a who's who of ocean racing. Their experience poses the greatest threat to *Shockwave's* bid for line honours.



**LOKI**

**LOA:** 14.83m  
**Designer:** German Frers (Arg)  
**Type:** Swan 48  
**Owner/skipper:** Stephen Ainsworth  
**Club:** Cruising Yacht Club of Australia, NSW  
**Crew:** S Ainsworth (5), A Kirby (19), M Bellingham (11), P Beales (10), A Foster (11), A Barnes (7), M Bannister (7), G Purcell (7), C Gorman (5), M Gorman and W Benson (4)

Stephen Ainsworth's magnificent Swan 48 has had some impressive results in the past year, including a first in the Australian Offshore Championship (IRC), second in division at the Swan Cup, and a first on IRC in the 2001 British Trophy. The crew includes experienced offshore sailor Tony Kirby.



**MAGIC**

**LOA:** 11.768m **Sail no:** SM616  
**Designer:** Sparkman & Stephens (US)  
**Type:** S&S 39 **Class:** PHS  
**Owner/skipper:** Philip Spry-Bailey **Year built:** 1982  
**Club:** Sandringham Yacht Club, Vic **No of Hobarts:** 4  
**Crew:** P Spry-Bailey (3), L Higgins (6), L Rawson (4), PJ Spry-Bailey (4), Q Tuxen (10), L Buesnel (2), R Eason (7) and S Desnarchelier (1)

A regular competitor in the Ocean Racing Club of Victoria's Bass Strait events over the past eight years, *Magic's* best results have been in the 1997 Melbourne to Stanley Race and last year's Melbourne to Devonport Race. The crew live in four states, but come together every Christmas to race.



**MAGNAVOX**

**LOA:** 19.26m **Sail no:** MH888  
**Designer:** Bruce Farr (NZ/US) **Class:** IRS  
**Type:** Volvo 60 **Year built:** 1997  
**Owner/skipper:** S Zemanek, M Gray, J Hodder and P Sorenson **No of Hobarts:** 1  
**Club:** Cruising Yacht Club of Australia, NSW/Middle Harbour Yacht Club, NSW  
**Crew:** P Sorenson (2), S Zemanek (1), J Hodder (6), M Gray (3), P Bremner (1), K Ovari (1), P McIntyre, I Holley (9), A Mills (4), G Piper, L Stead and others

This boat won the 1998 Volvo Ocean Race as *EF Language* and raced in the 2000 Hobart Race as *Illbruck*. She was recently purchased by Julie Hodder and Mark Gray, TV/radio personality Stan Zemanek and former 18-foot skiff world champion Peter Sorenson.



**MARK TWAIN**

**LOA:** 11.74m **Sail no:** A113  
**Designer:** Sparkman & Stephens (US)  
**Type:** S&S 39 **Class:** IMS  
**Owner/skipper:** Hugh O'Neill **Year built:** 1971  
**Club:** Sydney Amateur Sailing Club, NSW **No of Hobarts:** 24  
**Crew:** H O'Neill (20), K Radford (12), C Oh (10), B Kenyon (14), D Salter (5), T Walkley (9), S Grellis (12) and T Purkiss (6)

Veteran racer *Mark Twain* holds the impressive record of having raced in the most Sydney Hobarts of any yacht (which stands at 24). Over the years, she has picked up three second places and two thirds in division and successfully completed the gruelling 1998 Sydney Hobart.



**MERIT**

**LOA:** 19.26m **Sail no:** 8679  
**Designer:** Bruce Farr (NZ/US) **Class:** IRC  
**Type:** Volvo 60 **Year built:** 1997  
**Owner/skipper:** Ian Treleaven **No of Hobarts:** 2  
**Club:** Cruising Yacht Club of Australia, NSW  
**Crew:** I Treleaven (5), J Treleaven (2), A Cochrane (1), G Johnston (19), D McGain, A Buckland (15), P Britt (2), C Bloomfield (19), A Crowe (9), S McCullum, J Scholten and D Herlihy

*Merit* (formerly *Line 7*) was launched as Grant Dalton's spare yacht for the 1997 Whitbread Race. Under Ian Treleaven's ownership, she has twice taken line honours in the Gosford to Lord Howe Race, this year smashing the race record, and finished in the top three over the line in this year's Sydney to Gold Coast.



**MIRRABOOKA**

**LOA:** 13.4m **Sail no:** A8  
**Designer:** German Frers (Arg) **Class:** IMS  
**Type:** Frers 47 **Year built:** 1987  
**Owner/skipper:** John Bennetto **No of Hobarts:** 15  
**Club:** Royal Yacht Club of Tasmania, Tas  
**Crew:** J Bennetto (41), P Foster (15), P Knott (2), L Griffiths (8), R Jackman (26), B Watson (24), D Watson (6) and H Hargreaves Morris (7)

The crew on this boat has more than 100 Hobarts between them. John Bennetto sailed his first Hobart in 1947 and is now the record holder with 41 races. *Mirrabooka* has competed in every Hobart since her launch and she regularly finishes mid-fleet. John reckons every year the fleet gets faster and faster.



**NEXT**

**LOA:** 11.75m **Sail no:** 6081  
**Designer:** Murray, Burns Dovell (Aus) **Class:** IRC, IMS, Syd 38 OD  
**Type:** 38 One Design **Year built:** 2000  
**Owner/skipper:** Natasha Henley-Smith **No of Hobarts:** 1  
**Club:** Cruising Yacht Club of Australia, NSW  
**Crew:** N Henley-Smith (1) and others

One of four Sydney 38 One Designs heading south, *Next* is the only boat in this year's race with a female skipper. Recent successes include a third in division in the 2001 Pittwater to Coffs Harbour Race, a third in the 2001 Sydney 38 Nationals, second in the CYCA's Cape Byron Series 2001 and third in division in the 2002 Brisbane to Gladstone.



**NICORETTE**

**LOA:** 24m **Sail no:** SWE1111  
**Designer:** Bruce Farr (NZ/US) **Class:** IRC  
**Type:** Maxi **Year built:** 1999  
**Owner/skipper:** Ludde Ingvall **No of Hobarts:** 2  
**Club:** Royal Swedish Yacht Club, Swe  
**Crew:** L Ingvall (3) and others

This sophisticated 80-foot water-ballasted maxi blew her line-honours opposition away in the 2000 Sydney Hobart Race and finished second across the line last year behind the Volvo 60 *Assa Abloy*. Ludde Ingvall, a former world maxi champion and two-time Fastnet winner, has spent this year competing overseas, but he will assemble a winning local and international crew for this Australian blue-water classic.



**NIPS-N-TUX**

**LOA:** 12.1m **Sail no:** 5995  
**Designer:** Neils Jeppesen (Den) **Class:** IMS, IRC, PHS  
**Type:** IMX 40 **Year built:** 2000  
**Owner/skipper:** Howard de Torres **No of Hobarts:** 1  
**Club:** Cruising Yacht Club of Australia/Royal Sydney Yacht Squadron, NSW  
**Crew:** H De Torres (4), C Anderson (24), B Fraser (24) and others

*Nips-n-Tux* is an IMS cruiser/racer with a good track record, including an IMS win in the 2000 Telstra Cup. Two members of the crew, Colin Anderson and Bob Fraser, are lining up to become the next 'Hobart Heroes' by this year racing in their 25th big race south.



**NO FEARR**

**LOA:** 11.99m **Sail no:** SM1996  
**Designer:** Bruce Farr (NZ/US) **Class:** IMS, IRC  
**Type:** Cookson 12 **Year built:** 1996  
**Owner/skipper:** Philip Coombs **No of Hobarts:** 2  
**Club:** Sandringham Yacht Club, Vic  
**Crew:** P Coombs (4), S Telford (9), J Rowe (4), T Alcott (5), S Crow (4), M Blom, M Shuwallow, D Lee and T William

*No Fearr* will be entering the Melbourne to Osaka Race in March next year, and has undergone extensive refurbishments in preparation. The crew are hoping to equal or better the second in IMS recorded in the 1997 Hobart. *No Fearr* achieved top results at Hamilton Island Race Week and Hayman Island Big Boat Series under its previous owner.



**P&O NEDLLOYD**

**LOA:** 11.92m **Sail no:** 9407  
**Designer:** Bruce Farr (NZ/US) **Class:** IMS, IRC  
**Type:** Beneteau 40.7 **Year built:** 2001  
**Owner/skipper:** David Beak **No of Hobarts:** 1  
 & Michael Spies  
**Club:** Cruising Yacht Club of Australia, NSW  
**Crew:** D Beak, M Spies (25), S Broom (11), A Roxburgh (9), W Miller (9), D McKay (6), B Burgess (2) and S Graham (3)

If the breeze favours mid-sized boats, *P&O Nedlloyd* will be a strong chance for an overall win. Since her launch 18 months ago, the boat has placed in every major ocean event she has raced in. Current Hobart Race record-holding skipper Michael Spies has assembled what he says is his "best crew ever".



**PIPPIN**

**LOA:** 11.4m **Sail no:** 533  
**Designer:** Bruce Farr (NZ/US) **Class:** IMS, IRC  
**Type:** Farr 37 **Year built:** 1984  
**Owner/skipper:** David Taylor **No of Hobarts:** 9  
**Club:** Cruising Yacht Club of Australia, NSW  
**Crew:** D Taylor (7), A Taylor (4), D Cunningham (4), J Nixon (8), S Bromham (2), S Dunne (2), M Poyster and A Seja

This year will be *Pippin's* tenth Sydney Hobart Yacht Race. Her best result was in the 1996 event when she placed second in the PHS division. Taylor and his regular crew haven't raced south for a couple of years, and as usual, they will be well fed on this trip by chef Annie Taylor.



**QUEST**

**LOA:** 14.19m **Sail no:** AUS6606  
**Designer:** Nelson/Marek **Class:** IMS, IRC  
**Type:** Nelson/Marek 46 **Year built:** 1997  
**Owner/skipper:** Bob Steele **No of Hobarts:** 4  
**Club:** Royal Yacht Club of Tasmania, Tas  
**Crew:** R Steele (15), M Green (23), A Person (10), C Crafoord (16), J Goluzd (22), S Reffold (7), G Pellew (1), D Ellis (21), A Payne (1), P Messenger (17) and J Baxter

This revitalised champion ocean-racing yacht has enjoyed remarkable success this year, winning the Sydney to Mooloolaba Race on IMS and Hahn Premium Race Week on IRC, her third consecutive victory. With more than 130 Hobarts between the crew and a string of top results, *Quest* is in dangerous form for an overall win.



**OBSSESSION**

**LOA:** 11.75m **Sail no:** 2999  
**Designer:** Murray Burns Dovell (Aus) **Class:** IMS, IRC  
**Type:** Sydney 38 One Design **Year built:** 2000  
**Owner/skipper:** Ty Oxley  
 & Peter Mooney **No of Hobarts:** 0  
**Club:** Cruising Yacht Club of Australia, NSW  
**Crew:** T Oxley (1), H Patterson (9), P Mooney (4), A Cocksholt (1), C Stodart (1), S Payne, H Norton, J Moore, S Kelly and A Major

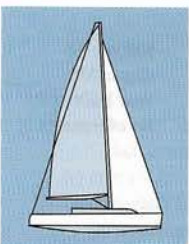
Ty Oxley, director of Getaway Sailing School, will co-skipper *Obsession* to Hobart with owner Peter Mooney, and take a crew of experienced sailors and students from the school. One of four Sydney 38 One Designs entered this year, *Obsession* will be up against *Another Challenge*, *Next* and *Chutzpah*.



**PEUGEOT RACING/SAVOIR FAIRE**

**LOA:** 14.5m **Sail no:** 7744  
**Designer:** Bruce Farr (NZ/US) **Class:** IRC  
**Type:** Beneteau First 47.7 **Year built:** 2000  
**Owner/skipper:** Malcolm Roe/  
 Christophe Vanek **No of Hobarts:** 0  
**Club:** Cruising Yacht Club of Australia, NSW/Yacht Club de France, France  
**Crew:** C Vanek, M Roe (1), D Lovell, D Stevonovski, N Pichelin (1), N Magnan, S Grellis, JP Banzet, PT Ferry and S Crookshank

Experienced French/Australian yachtsman Christophe Vanek and owner Malcolm Roe will skipper *Peugeot Racing (Savoir Faire)* to Hobart. Half the crew are French, and many have travelled from abroad to join the boat for what should be a comfortable trip.



**POLICE CAR**

**LOA:** 12.8m **Sail no:** 9333  
**Designer:** Ed Dubois (Eng) **Class:** PHS  
**Type:** Dubois 42 **Year built:** 1978  
**Owner/skipper:** Alan Duffy **No of Hobarts:** 7  
**Club:** Gosford Sailing Club, NSW  
**Crew:** A Duffy, A Fenwick (10), P Bamford (1), R Seggie (1), G Jackson, I Perkins, J Hand, P Keogh, J Chidgey and B Cheer

This yacht represented Australia in the winning 1979 Admiral's Cup team with *Impetuous* and *Ragamuffin*. She was also the top-scoring boat of the series. A downwind flyer with a colourful history, owner Alan Duffy has virtually rebuilt *Police Car* to her original state in order to compete in her first Hobart since the 50th race in 1994.



**QUIDDITY**

**LOA:** 12.87m **Sail no:** 8679  
**Designer:** J&J Design (Ita) **Class:** IMS, PHS  
**Type:** Grand Soleil 43 **Year built:** 2001  
**Owner/skipper:** Peter Hoving **No of Hobarts:** 0  
**Club:** Flevomare (The Netherlands)  
**Crew:** T Petrovski, B Roanski, D Ogtrop, J Verkerk, P Hoving and R McColl

*Quiddity* left her home port in Holland in September last year and since then has cruised the Atlantic Ocean, the Caribbean and the Pacific Ocean, logging 17,000 miles during her passage to Sydney. Two other Dutch sailors and two Polish sailors will join owner Peter Hoving and partner Josette Verkerk on board. *Quiddity* is the first Grand Soleil to enter a Hobart Race.



#### RED ROCK COMMUNICATIONS

**LOA:** 9.0m **Sail no:** 8333  
**Designer:** Robert Hick (Aus) **Class:** IMS, IRC  
**Type:** Hick 30 **Year built:** 1994  
**Owner/skipper:** Christopher Bowling  
**No of Hobarts:** 4  
**Club:** Drummoyne Sailing Club, NSW  
**Crew:** C Bowling (12), P Hansen (1) and D Leslie (1)

At just nine metres, *Red Rock Communications* is one of the smallest boats entered this year. Chris Bowling has been awarded the Plum Crazy Trophy for the past two years, not for braving the 630 nautical miles in such a small boat, but for being the first boat under 9.5 metres to finish. Bowling's 12 Hobarts have all been completed in boats less than 9.5 metres in length.



#### RAGAMUFFIN

**LOA:** 15.05m **Sail no:** AUS70  
**Designer:** Bruce Farr (NZ/US) **Class:** IMS  
**Type:** Farr 50 **Year built:** 1995  
**Owner/skipper:** Syd Fischer **No of Hobarts:** 7  
**Club:** Cruising Yacht Club of Australia, NSW  
**Crew:** S Fischer (33), A Ellis (35), S Kirkjian (9), H Brodie (16), T Powell (8), L Jamieson (18) and M Dunstan

This IMS champion has consistently delivered a top-five Sydney Hobart handicap placing thanks to the experience of her veteran skipper Syd Fischer, the seven-time Bluewater Champion and overall winner of the 1992 race with his previous *Ragamuffin*, and his impressive crew. Overall results include a third last year, a third in the gale-swept 1998 race and a second in 1997.



#### SANTANA

**LOA:** 13.30m **Sail no:** M236  
**Designer:** Ron Holland (NZ) **Class:** IRC  
**Type:** Swan 43 **Year built:** 1986  
**Owner/skipper:** Mike Kelaher **No of Hobarts:** 3  
**Club:** Lake Macquarie Yacht Club, NSW  
**Crew:** M Kelaher (6), G Fraser (24), C Morris (8), C Piggott (4), J Blockett (6) and T Park (2)

Mike Kelaher, who previously owned *New Horizons*, races to Hobart every second year (so Santa doesn't forget them) for the camaraderie and the challenge of sailing across Bass Strait. Most of the crew members, including Graham Fraser (who is lining up for his 25th Hobart Race), have been sailing together for 15 years.



#### SEA JAY

**LOA:** 12.46m **Sail no:** 242  
**Designer:** Murray Burns (Aus) **Class:** IMS  
**Type:** BH 41 **Year built:** 1996  
**Owner/skipper:** Scot Wheelhouse **No of Hobarts:** 4  
**Club:** Cruising Yacht Club of Australia, NSW  
**Crew:** S Wheelhouse, M Harris (5), J Hall (1), R Stern (3), J Chase (1), D Hession (1) and N Williams (3)

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

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**SHE II**

**LOA:** 12.3m **Sail no:** 4924  
**Designer:** Garry Mull (US) **Class:** IMS, IRC  
**Type:** Olsen 40 **Year built:** 1981  
**Owner/skipper:** Peter Rodgers **No of Hobarts:** 7  
**Club:** Cruising Yacht Club of Australia, NSW  
**Crew:** P Rodgers (7), A Gruzman (6), K Leeman (12), D Ellis (3), M O'Dea (7), R Lewis, A Mather (2), G Johnston (2), A Gruzman (7), M Roble, R Gregg (1) and D Bennett (7)

Peter Rodgers has contested most major offshore events with this 21-year old boat. Her best result came in the 2000 Sydney Hobart Race with a second place in the PHS division. The crew will be hoping for a top-three divisional result to add to the boat's recent accolades.



**STARLIGHT EXPRESS**

**LOA:** 16.87m **Sail no:** NZL6006  
**Designer:** Davidson/  
 Blakewell-White **Class:** IMS  
**Type:** Davidson 55 **Year built:** 1985  
**Owner/skipper:** Stewart Thwaites **No of Hobarts:** 6  
**Club:** Royal Port Nicholson, NZ  
**Crew:** S Thwaites (6), D Barcham (3), P Sutton (2), R Bassett, M McDowell (1), J Parkin (1), R Greer (2), A Nolan (3), E Tam (2) and A Walker (1)

This one-time Sydney-based yacht is one of the best-known veteran racing yachts in New Zealand. She has competed in numerous Sydney Hobarts, the Kenwood Cup and Hamilton Island Race Week. *Starlight Express* and her New Zealand-based crew will put in a good campaign for a divisional placing.



**STREWTH**

**LOA:** 14.95m **Sail no:** 6188  
**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, NSW  
**Crew:** G Hill (4), G Kay (14), P Buckley (3), B Gould (33), S Wall (4), P Browning (1), G Lennox King, C Lee (1), B Collis (2), P Goldsworthy, A Gould, M Hill (4) and R Carlier (21)

This brand-new boat made its debut at Hamilton Island Race Week, finishing fourth in the Performance Cruising Division. Key crew members and former America's Cup sailors Greg Kay and Bruce Gould have joined owner Geoff Hill. Gould is lining up for his 34th Hobart Race.



**VALHERU**

**LOA:** 13.00m **Sail no:** 1195  
**Designer:** Greg Elliott (NZ) **Class:** IMS, IRC  
**Type:** IMS Racer, Elliott 43 **Year built:** 1994  
**Owner/skipper:** Anthony Lyall **No of Hobarts:** 6  
**Club:** Royal Yacht Club of Tasmania, Tas  
**Crew:** A Lyall (6), I Ross (14), P Fletcher (15), R Cohen (13), P Brasington (14), B Gadd (4), T Grafton (6), P Hopkins (20), T Roberts (5) and P Aird (5)

One of two Tasmanian boats to enter (the other is *Mirrabooka*), *Valheru* will carry the same highly experienced crew she did last year. And they are looking for another top divisional result. Tony Lyall has competed in many ocean races, with a best result of line honours in all races of the 1994 Rudder Cup.



**SHOCKWAVE**

**LOA:** 27.43m **Sail no:** NZL80  
**Designer:** Reichel/Pugh (US) **Class:** IRC  
**Type:** Super maxi  
**Owner/skipper:** Neville Crichton **No of Hobarts:** 0  
**Club:** Cruising Yacht Club of Australia, NSW  
**Crew:** N Crichton (4), M Spence (12), T Dengate (5), L Jenkins (6), M Coxon (20), A Pratt (11), P Montague (2), J Morris (11), S Bettany (3), C Hoskins (5), C Watson (12), S Jarvin (14), C Goggin (2), D Rolfe, W Morgan, D Sampson, P Calligeros, M Shillington, A Cuddihy, B Walker and N Drennan

This 90-foot super maxi made her debut at Hamilton Island this year where she blitzed the fleet. Given her size, technology and experienced crew, *Shockwave* is odds-on favourite for line honours.



**STING**

**LOA:** 15.28m **Sail no:** 8833  
**Designer:** Bruce Farr (NZ/US) **Class:** IMS  
**Type:** Farr 49  
**Owner/skipper:** Terry Mullens **No of Hobarts:** 3  
**Club:** Cruising Yacht Club of Australia, NSW  
**Crew:** T Mullens (2), S Hunt (9), C Knox (9), S McConaghy (3), D Brennan (3), S Eldershaw (13), J Lane (1), D Knox (4) and R Crompton

The current owner of this 1999 Hobart overall winner has enjoyed another successful year, placing first on IMS in the Sydney to Gold Coast Race and the Gosford to Lord Howe Race, and first at Hamilton Island Race Week. Terry's lifelong dream is to win a Hobart Race and he has gathered a crack crew to help him achieve this.



**TOECUTTER**

**LOA:** 9.45m **Sail no:** R1111  
**Designer:** Robert Hick (Aus) **Class:** IMS, IRC  
**Type:** Hick 31  
**Owner/skipper:** Robert Hick **No of Hobarts:** 0  
**Club:** Royal Yacht Club of Victoria, Vic  
**Crew:** R Hick (9), D Miles (8), B Bult (6), G Hope (7), B Kelly (2) and R Cantwell

This Hick 31 is to be skippered by its designer, Robert Hick, and will prove a tough competitor for the other 30 footers. *Toecutter* has not been tested in Bass Strait, but she had an impressive result earlier this year at the Australian Keelboat Championships, placing third on IRC. She might step on a few toes again when she races to Hobart for the first time.



**WAHOO**

**LOA:** 12.35m **Sail no:** 5900  
**Designer:** German Frers (Arg) **Class:** PHS  
**Type:** Frers 40  
**Owner/skipper:** Brian Emerson **No of Hobarts:** 2  
**Club:** Cruising Yacht Club of Australia, NSW  
**Crew:** B Emerson (4), B Ratcliff (36), B Simpson (24), P Taylor (4) and D Whitfield (5)

Owners Brian and Pamela Emerson have spent most of this year modifying and strengthening their cruiser/racer for her second Hobart Race and beyond. The boat fought hard to finish third in her division last year, and Brian is hoping for an equal or better result with key crew members Bill Ratcliff, Barry Simpson and Phil Taylor having vital input.



**ZEUS II**

**LOA:** 9.0m  
**Designer:** Peter Joubert (Aus)  
**Type:** Currawong 30  
**Owner/skipper:** James Dunstan  
**Club:** Royal Sydney Yacht Squadron, NSW  
**Crew:** J Dunstan (24), P Colvin (11), D Turnbull (6), E Saalfeld (5), R Dickson (3) and D Albert

Launched in 1979, *Zeus II* has competed extensively offshore in 15 Sydney to Hobarts and many Sydney to Mooloolaba and Sydney to Gold Coast races. One of the smallest yachts in the fleet, she proved that size is no handicap by winning the 1981 Sydney to Hobart Race. Owner/skipper Jim Dunstan will be sailing his 25th Hobart this year.

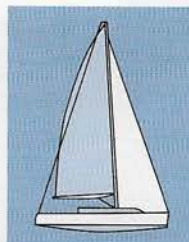
**LATE ENTRIES**



**ANDREW SHORT MARINE**

**LOA:** 11.75m  
**Designer:** Murray Burns Dovell (Aus)  
**Type:** Sydney 38 One Design  
**Owner/skipper:** Andrew Short  
**Club:** Cruising Yacht Club of Australia, NSW  
**Crew:** A Short (9), I Short (8), M Short (4), N Short, W Findlay, P Davies (10), S Birdsall and P Geddes

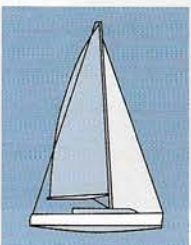
Well-known marine retailer Andrew Short has moved from big boats into the One Design class and will sail south with his brothers Matthew and Ian, and Matthew's 18-year-old daughter Nicky, who sails in her first Hobart. The boat placed second on IRC in this year's Sydney to Gold Coast Race and fourth in the Australian championships at Airlie Beach.



**IMPECCABLE**

**LOA:** 10.2m  
**Designer:** Doug Peterson (US)  
**Type:** ex-IOR three-quarter tonner  
**Owner/skipper:** John Walker  
**Club:** Middle Harbour Yacht Club, NSW  
**Crew:** J Walker (18), F Nelson (8), R Moore (15), G Mottl (13), M Scott (5), D McRae (5) and D Rees (10)

*Impeccable* has a long list of achievements to her name, including a second overall and a first in division in the 1986 Hobart and third overall and a first in division in 1993. John, now aged 80 and the oldest skipper in this year's fleet, has completed all his 18 Hobarts on board this yacht. In 1994, he was named Ocean Racing Veteran of the Year.



**KICKATINALONG**

**LOA:** 13.2m  
**Designer:** Joe Adams (Aus)  
**Type:** Modified Adams 13  
**Owner/skipper:** Mike De Berg  
**Club:** Royal Motor Yacht Club, NSW  
**Crew:** G Smith (8), B Sulikowski (2), G Walmsley, M Thomas (1), P Darling, C Boesenberg, S Hole, G Moulding and D Dodds

The crew has extensive offshore experience including the Sydney to Gold Coast, Brisbane to Gladstone and Sydney to Mooloolaba races. *Kickatinalong* enters most long ocean passages and has placed well in the Mooloolaba and the Sydney to Noumea races. Skipper Geoff Smith from Allsail Sailing School, and his crew, plan to "finish and have a good time".



**TRUMPCARD**

**LOA:** 13.3m  
**Designer:** Van de Stadt (Ned)  
**Type:** Sloop  
**Owner/skipper:** Craig Coulsen  
**Club:** Royal Queensland Yacht Squadron, Qld  
**Crew:** C.Coulsen (1), A.Cowen (5), I.Carr (2), R.King (1), J.Walker (1), S.Gaddes (1), J.Doherty (6), R.Cowen (1), B.Boulton, J.Almond.

Former Tasmanian yacht which is probably the last cold-moulded timber boat built in Australia, constructed by Arthur Budd from Tasmanian wood in 1986. Has raced in several Melbourne to Hobart, Melbourne to Devonport and two Sydney Hobarts. Craig Coulsen and a young crew will be the sole Queensland representatives in the race.

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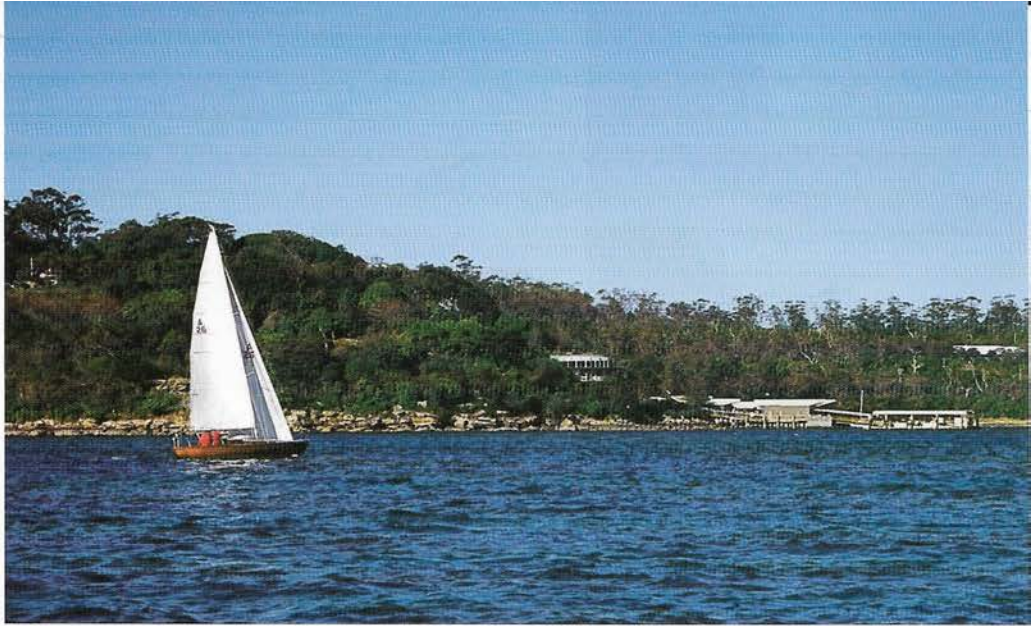
# EVER THE TWAIN

A first for the Rolex Sydney Hobart Yacht Race, David Salter reports on *Mark Twain's* 25th race

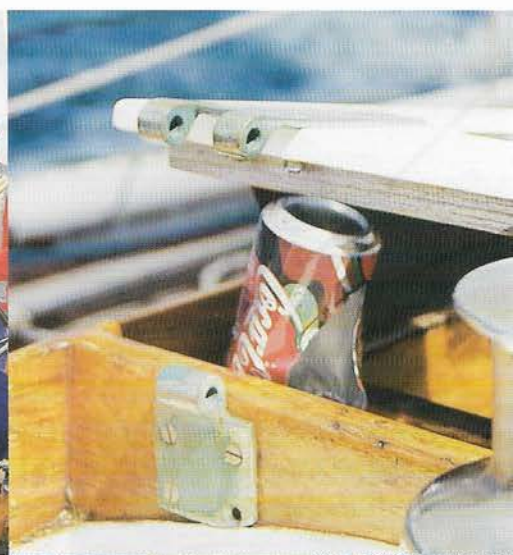
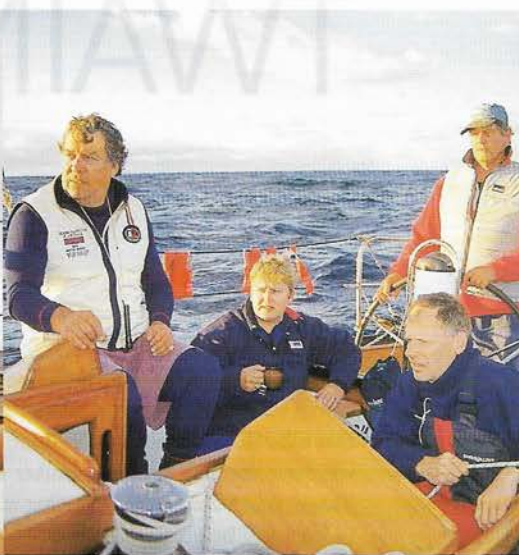
The Sydney to Hobart honour board at the Cruising Yacht Club of Australia clubhouse lists the legendary names of Australian ocean racing. After the 2002 race, that roll call of old salts who've done 25 or more Hobarts will have another famous moniker added to it – *Mark Twain*. *Mark Twain* the boat, that is. This year's dash to Hobart will be the 25th trip for *Mark Twain*, the tough little S&S 39 skippered by Hugh O'Neill. No other yacht has achieved this remarkable feat.

Over the years, hundreds of Australians have learned to go ocean racing on the *Twain*. "I like to give anyone who's keen a go," O'Neill tells *Offshore Yachting*. "We don't do any formal sail training except for a few safety drills. We just go racing. The regulars soon teach the new crew what to do. It's easy to see who enjoys sailing the old girl."

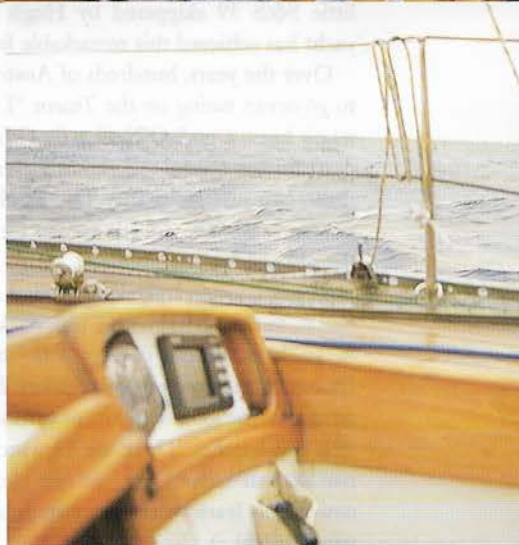
*Twain* is often mistakenly called a timber boat. Her hull is, in fact, GRP, with a teak deck laid over ply. Built in 1971 to the old one-ton rule in Sydney by Doug Brooker and fitted out by Quilkey Brothers, she maintains a classic look with lots of varnish on her coamings, rails and hatches. There are 13 winches (of which only two are self-tailers) but just two cleats. The first thing newcomers learn when they step onboard is how to do a winch hitch! →



"The plan was to sell *Twain* after this year's race. Lots of people have said they'd buy her. But she's a yacht that really gets in your blood."



CREW PREPARE MARK TWAIN FOR THE OLD BOAT'S 25TH SYDNEY TO HOBART RACE



By today's standards, *Twain's* lines are narrow and deep. She is a heavy, genuine displacement yacht, built to last. It's a sea-kindly shape offering tremendous strength and steady handling. Over the years the original keel, mast and rudder have been replaced, but O'Neill kept the traditional high-aspect sail plan with its huge overlapping genoas that demand alert sailing.

"You can push her pretty hard," he explains, "as long as you're careful not to get caught with too much sail up."

The boat's excellent sea qualities came into their own in the 1998 Hobart. Luckily, the crew missed the worst of that storm. O'Neill says: "Things weren't really too uncomfortable. Our motto is: reef early and get there in one piece."

*Mark Twain* may not be as immaculately maintained as some of the other classic yachts on Sydney Harbour, but for O'Neill, the most important thing is to keep his 32-year-old veteran racing. The yacht always competes in the Category 1 events raced on the east coast – the Gosford to Lord Howe and the Sydney Hobart. She also lines up for a fair slice of Sydney's short offshore programme, plus the SASC or RSYS winter series. "I own the boat to sail it, not to admire her lines on the mooring," O'Neill quips.

The *Mark Twain* crew alumni is spread between Sydney and Melbourne and has become an unofficial club. Many still help out on work days, long after they've moved on to other boats or swallowed the anchor. They often come back for the odd sentimental race or to crew on deliveries.

The boat has done plenty of hard miles offshore. It raced from Hobart to Fremantle in 1987 and to New Zealand in 1991. Recognised whenever she sails past, the little sloop always generates an affectionate hail and plenty of good-natured banter.

So, would O'Neill consider campaigning *Twain* beyond its record 25th race to Hobart? "Well, I'm really looking forward to doing a bit of serious cruising on the other boat," he says. (O'Neill is also part owner of the powerful Peterson 51 *Bright Morning Star*.)

"The plan was to sell *Twain* after this year's race. Lots of people have said they'd love to buy her. But she's a yacht that really gets in your blood. I'll take her up to Melbourne after Hobart for a bit of a refit, so who knows? Maybe we'll do a few more trips."

---

*Hog's Breath Witchdoctor*, a Davidson 42, has sailed in 23 Sydney Hobarts, originally as *Sweet Caroline* and then as *Witchdoctor*. *Margaret Rintoul II*, an S&S 49, has contested 21 Sydney Hobarts, six as the original *Ragamuffin*, two as *Fantasy Rags* and 13 as *Margaret Rintoul II*. *Polaris of Belmont*, a Cole 43, has sailed to Hobart 20 times. The Peterson 44 *Bacardi* has competed in 19 races. ■



# TANTALISING TASSIE

Not sure what to do when you step off the boat at Constitution Dock? Try Tim Dub's guide to the local area

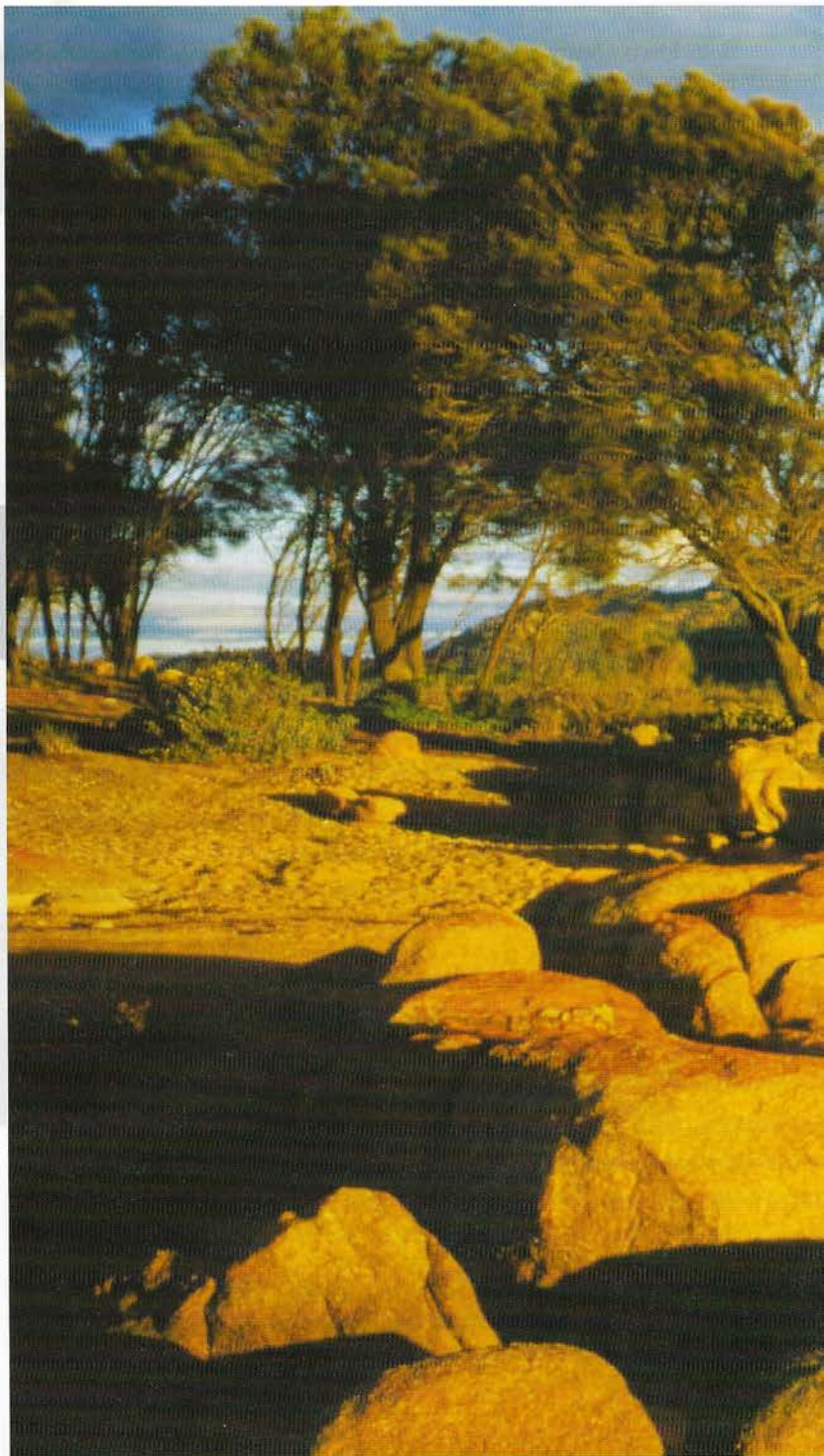
The first time you start to unwind in the Rolex Sydney Hobart Yacht Race will probably be as you sail into the lee of Tasmania, after days of apprehension, exhilaration and exhaustion. Tasman Island is the 'home stretch' and tantalisingly close to the finish.

The arrival in Hobart is a remarkable experience. It may be the nearest thing to a hero's welcome you will ever get. Just like the experience of performing in front of an appreciative audience, arriving in Tasmania is a great thrill. You will find that most of Hobart has turned out to greet you and share your party mood.

The whirlwind will start with a slab of beer onboard before a short walk to one of the traditional watering holes. It may be the eventual craving for more solid nutrients that then leads you to the nearby Taste of Tasmania – an annual celebration of the best food and drink from the island state, enjoyed with a thronging informal crowd in the midst of their annual Summer Festival.

Chances are that your second night will see a more formal outing to a Salamanca or Battery Point restaurant, and, if you're still there for it, there will be the Quiet Little Drink on New Year's Day. Before long the thoughts of many will be turning to the trip home, but for those who choose to stay on in Tasmania for a while, in the company of friends or family, Hobart is at the centre of a variety of attractions.

\* Within walking distance of Constitution Dock, restaurants are varied and numerous. Around the waterfront, look for a number of fish, Italian, Greek or Spanish restaurants. Try Salamanca Square for bar/cafes, or Asian cuisine. Battery Point, on the hill behind →



FREYCINET NATIONAL PARK, COLES BAY, AT SUNSET



PHOTO: GETTY IMAGES





THE DEVIL'S KITCHEN, ON THE SOUTHEAST CORNER OF TASMANIA.

PHOTO: GETTY IMAGES



PHOTO: PHILIP KURIVITA, TOURISM TASMANIA

The arrival in Hobart is a remarkable experience. It may be the nearest thing to a hero's welcome you will ever get... it is a great thrill

Salamanca Square, is the nearest thing to an English village to be found in Australia, where traditional pub food complements more up-market Italian or modern Australian fare. A short taxi ride away, North Hobart offers a wide choice with Italian, Malaysian, Thai, Indonesian, and Turkish restaurants.

\* Salamanca Place is the site of a vibrant street market every Saturday.

\* Antarctic Adventure in Salamanca Square is a permanent exhibition of all things polar. Call 03 6220 8220 or visit [www.antarctic.com.au](http://www.antarctic.com.au) to find out more.

\* For tours of Australia's oldest brewery, Cascade, call 03 6221 8300. Bookings are essential.

\* The hugely successful Tahune Forest air walk (a 70-minute drive south of Hobart) is a way to get up close and personal to some magnificent old trees at canopy level. Call 03 6233 8201 or visit [www.forestrytas.com.au](http://www.forestrytas.com.au) for more information.

\* Island Cycle Tours offers the ultimate mild to wild journey descending Mount Wellington by day or night. Call 1300 880 334 or visit [www.islandcycletours.com](http://www.islandcycletours.com) to find out more.

\* The Royal Hobart Golf Club at Seven Mile Beach (call 03 6248 6161) offers a medium/tough course helped by accuracy off the tee. Or try the Tasmanian Golf Club at Barilla Bay (call 03 6248 5098), where the third hole is the most photographed in Tasmania.

\* Coal River Valley/Richmond Wine Tours offers individualised tours to satisfy taste buds and curiosity. Phone Gavin Shaw on 0419 317 807 to arrange a time.

#### COMING EVENTS:

\* The 10 Days on the Island festival, from 28 March to 6 April 2003, is a celebration of island cultures from around the world. Phone 03 6233 5700 or visit [www.tendaysontheisland.org](http://www.tendaysontheisland.org) for more information.

\* Targa Tasmania sees 300 or so of the world's great road rally enthusiasts let loose on 2,400km of tarmac through stunning wilderness scenery. Visit [www.targa.org.au](http://www.targa.org.au) or call 03 6224 1512 to find out more.

\* The Australian Wooden Boat Festival in February 2003 showcases boats in all shapes and sizes with sightseeing experiences on the water and land.

\* Errol Flynn tour of Hobart – celebrate the life of Tasmania's most famous son and Hollywood's greatest swashbuckler with this unique tour. Phone Bob Casey on 0419 122 609 to find out more.

\* Barilla Bay Oysters, near the airport, sells a range of seafood and other gourmet produce direct to the public. The staff will also pack up seafood to take home. Phone 03 6248 5458 or visit [www.barillabay.com.au](http://www.barillabay.com.au) to find out more.

For further information, visit the Tasmanian Visitor Information Centre on Davey Street, or check out the website at [www.discovertasmania.com](http://www.discovertasmania.com)



# DOCKSIDE FEASTING

Wondering what to do when you drop anchor at Hobart after the race south? Hugh Fitzhardinge recommends you track down some of the region's famous crays or scallops

Hobart is the end point of one of the most famous yacht races in the world, the Sydney Hobart, and the host of a pumping summer festival (27 December to 12 January). The only people not immediately ready to party at this time of year may well be the competitors completing the race.

So how do skippers and crew wind down after the long race? Former America's Cup winner and skipper of *Eureka* in last year's race Hugh Treharne explains: "During the race... your body clock gets completely out of whack. So there is a distinct requirement once on shore to have a quiet little drink or two to assist the body in getting back its normal circadian rhythm."

It would also be advisable to fit in some serious Tasmanian food to make up for the frozen kitchen curries that yachties sometimes favour at sea. In recent years, Tasmania has become famous for its outstanding produce and home to some of the best seafood in the world, including Angasi oysters, Atlantic salmon and ocean trout. And not to be missed are the crayfish and the famous Tasmanian scallops.

Wineglass Bay, an area of astonishing beauty, is laced with crayfish pots. While you're there, a friendship with the local fishermen can reap serious rewards. The exchange rate for the succulent 'crays' is a mere couple of bottles of Cascade. Once safely ashore, a cray should be drowned in fresh water and then brought to the boil until pink. Alternatively, it can be thrown in the coals of a hot fire and baked on the beach.

Tasmania boasts superior quality live crayfish once coveted by the Japanese. It seems a recent downturn in exports is linked to the Japanese deciding to save money on their weddings and spend it on their honeymoons. This means ruling out the traditional lobster 'thermidore', which symbolises the important colour of red and white in their celebrations. Oh well, more for us!

Celebrated London chef Marco Pierre White is passionate about crayfish. "I find the lobster (crayfish) a beautiful creature. A lobster (crayfish) is more beautiful

than most women are. It has a prehistoric gracefulness... but it's a machine for killing – very mechanical, very quick," he enthuses.

While you may not love your crays as much as Marco, you'd be mad not to eat a few whilst hanging round the Hobart docks.

And you can't talk about Tasmanian food without mentioning Spring Bay scallops. The best are to be found from Triabunna on the east coast. Available all year round (they are a cultured product) they have plump, creamy-white meat and are soft and sweet. In a previous article, solo round-the-world yachtsman and 'Clean Up King' Ian Keirnan spoke in salivating language about the scallop pie, which he reckons is Tasmania's undisputed gift to world cuisine. This month I've asked someone else, Charles Shoobridge from The Elbow Room Restaurant in Hobart, for his favourite scallop recipe.

## COQUILLES SAINT JACQUES SAUTEES

Pinch cayenne pepper  
 1 tbs lemon juice  
 16 Spring Bay scallops  
 Salt  
 Black pepper  
 1 tbs flour  
 1 tbs olive oil  
 3 tbs butter  
 2 garlic cloves, finely chopped  
 2 tbs finely chopped parsley

Stir the cayenne with the lemon juice. Season the scallops with the salt and pepper, dip in the lemon juice and then in the flour. Heat the oil and butter together. Fry the scallops for about one minute either side, and then add the garlic and parsley. Cover and allow to cook on a gentle heat for four minutes. Serve immediately.

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CRUISING YACHT CLUB OF AUSTRALIA



Veteran Melbourne yachtsman Lou Abrahams talks tactics with David Colfelt ahead of his 40th Hobart

## LIFE BEGINS AT 40

They say that winning the Sydney Hobart Yacht Race is not unlike winning the Melbourne Cup – so many elements have to be perfectly aligned in order to achieve success. And then there is lady luck, and the weather – particularly the weather in Storm Bay and on the Derwent River.

Veteran navigator Stan Darling, the holder of a stunning record of successes in the Sydney Hobart, made this analogy: “The Hobart is like a foot race to Parramatta, and when you get there, you have to catch a train back to the finishing line in Sydney. If there’s one leaving when you get there, you’re fine, if not, there may not be another one for some time.” These days, the competition to get on that train is very keen.

Seventy-five-year-old Victorian yachtsman Lou Abrahams knows more about what it takes to win the Hobart race than most. This year he will be competing in his 40th event. That will make him a member of a very exclusive club – in fact, the club has only two other members - Richard ‘Sighty’ Hammond of Sydney and John ‘The Fish’ Bennetto of Hobart. When

Abrahams joins their ranks, the members of that club will have more salt in their collective veins than there is in Sydney Harbour.

Abrahams is already a member of another, almost as exclusive, club. Its members have won the Sydney Hobart twice, a highly improbable feat that makes you wonder about the role luck has in determining the outcome. What's more, Abrahams missed winning the race a third time in 1991 by one minute and 50 seconds – he was stalled in the demon Derwent.

### On the campaign trail

Abrahams' sailing career began on Port Phillip Bay when he was 16, sailing in dinghies. His first Sydney Hobart race was in 1963 on *Winston Churchill*, the veteran campaigner that participated in the first Hobart in 1945 and sailed its last in the disastrous 1998 race, when she sunk in heavy weather.

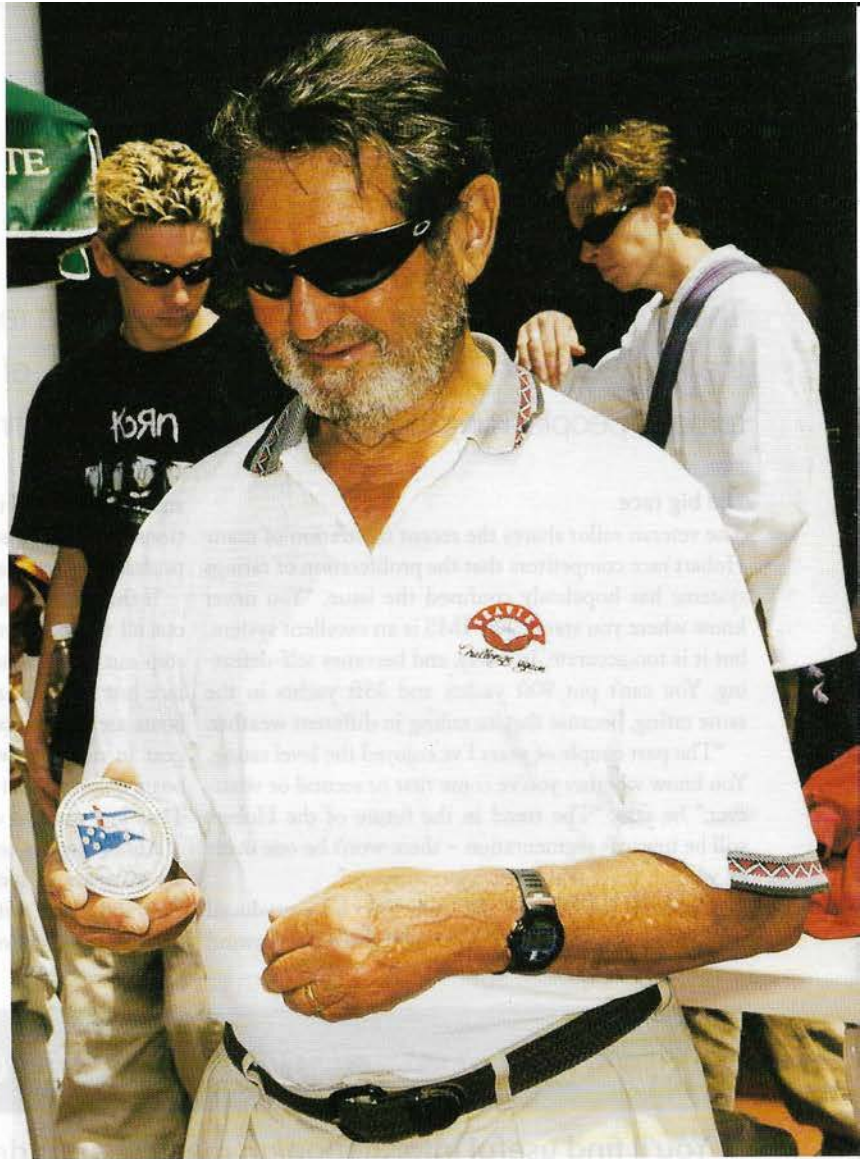
The *Winston Churchill* crew of those days, which included Russ Evans and Ken Caldecott, had a reputation for really enjoying themselves in Hobart, performing antics such as shackling people to the bar at Dolans. Caldecott perfected the art of the 'wedgie' and could remove people's underpants from behind without first removing their trousers.

After *Winston Churchill*, Abrahams campaigned his own yacht *Odin*, for five years. *Odin* was designed by Trygve Halvorsen and was a steel version of *Freya*, the boat in which the Halvorsens took the 'hat trick' in the Hobart races of 1963 to 65. Abrahams then acquired *Vittoria*, a Sparkman & Stephens 40-footer. Abrahams did 10 Hobarts, with some very consistent performances, and represented Victoria in the Southern Cross Cup team in that boat.

He acquired *Challenge II* (there was already a vessel named *Challenge* on the Australian register), a 45ft S&S design, in 1979. Abrahams had his first Hobart victory in this boat in 1983.

From 1984 to 87, he raced the carbon-fibre Frers-designed *Challenge III*, a very good boat in which he represented Australia in the Admiral's Cup.

After 25 years and the acquisition and naming of his Dubois One Tonner, *Ultimate Challenge*, one could have been forgiven for thinking that Lou was anticipating the end of his ocean-racing career. No doubt the rush of adrenaline that accompanied his winning the 1989 Hobart race did away with that idea, and he campaigned that yacht successfully until 1995, representing



LOU ABRAHAMS WITH HIS TASMANIAN GOVERNMENT MEDAL ACKNOWLEDGING HIS RECORD. PHOTO: PETER CAMPBELL

Australia in the Admiral's Cup and coming a very close second in the 1991 Hobart.

Abrahams seems like the bear that was always going over the mountain to see what was on the other side – he just keeps meeting new challenges. He acquired *Challenge Again* in 1995, and in 2000 he bought his current boat, *Another Challenge*, a Sydney 38 in which he enjoys some great one-design competition. He recently won the National Sydney 38 championship in the Whitsundays against some very steep competition, for the second year running.

Abrahams has always personally done the delivery trips – up from Melbourne for the Hobart race 39 times, down to Hobart and back to Melbourne 39 times. Up to the Whitsundays and back again twice, and across the Pacific to the Kenwood Cup and back again. "You must have done almost as many miles as James Cook," I offered when speaking with him recently, "have you ever counted the miles?"

"No, but I must do that some day, when I get time," he replied. (Abrahams is still actively engaged in his plastics manufacturing business in Melbourne.) →

The *Winston Churchill* crew of those days had a reputation for really enjoying themselves. Ken Caldecott perfected the art of the 'wedgie' and could remove people's underpants from behind without first removing their trousers.

### The big race

The veteran sailor shares the recent frustration of many Hobart race competitors that the proliferation of ratings systems has hopelessly confused the issue. "You never know where you stand. The IMS is an excellent system, but it is too accurate, in a way, and becomes self-defeating. You can't put 90ft yachts and 35ft yachts in the same rating, because they're sailing in different weather.

"The past couple of years I've enjoyed the level rating. You know whether you've come first or second or whatever," he says. "The trend in the future of the Hobart will be towards segmentation – there won't be one overall winner, there will be division winners."

Abrahams believes the IRC and IMS have produced much more user-friendly designs with better downwind

stability and good upwind performance. He has reservations about the use of water ballast, and he feels that professionalism has taken its toll.

"I think it's got a bit too professional now. They bring out all the hotshots for the race, and they step in and step out again. The ethos in Hobart at the end of the race just isn't the same. Professionalism also means that boats are driven too hard, wearing every possible bit of gear in order to win at all costs. They don't slow the boats down so that they can survive and finish the race. They just want to win."

Abrahams has seen an amazing amount of change in his 40 years of racing to Hobart, and he has adapted constantly and with obvious success, revelling in the sport as he has never before. ■

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# GET READY!

Needs some tips on preparing for the longest offshore event of the year?  
Rob Brown can tell you a thing or two

The sea has lured man since the time he first set foot on earth. Initially, we used it as a source of food, and then to travel great distances in search of more prosperous feeding grounds.

The desire to meet the challenges of the sea has never left us. This desire was once a matter of survival, but now, it probably has more to do with a sense of adventure. We go out of our comfort zone when we are on water. As Coleridge once said, "man's control stops at the shore". As sailors, we respect the ocean, and our senses are continually tuned to react to the many changes that occur during any one day of sailing. To handle these great challenges, we have tried to develop our boat designs to handle anything the ocean can throw at us.

The Volvo Ocean Race is among the greatest adventures that modern man has taken on. Enduring the ravages of the sea while racing around the clock for 30-odd days on end, compares with the greatest of human endeavour. The personal sacrifices we make to deal with the danger and discomforts of a long-distance ocean voyage are offset, I guess, by the exhilaration and reward that is gained through the challenge and competition of the race.

## Heading south

For those taking on the likes of a Sydney Hobart race, it is worth remembering that the stretch of ocean between the two cities can be as treacherous and demanding as any stretch of water endured by the round-the-world yacht races. In preparing a yacht and crew for such a challenge, we can learn from the professional approach taken by our Volvo Race counterparts. Thorough planning and attention to every detail is essential.

Apart from a small percentage of hardened yachtsman and women, the preparedness of boat and crews for many of the world's smaller long-distance races is questionable. There has been a slow decline in numbers for regular offshore events and in the frequency of the longer offshore races in any one year. As a result, preparation of boat and crews for big events is greatly compromised.

Here is a brief checklist that may assist your preparations for the Rolex Sydney Hobart Yacht Race:

### Crew:

It is mandatory for the crew to comply with the following rules set out by Cruising Yacht Club of Australia:

- \* At least half the crew must have long-race experience.
- \* The crewmember's personal details, such as next of kin, position on yacht and medical requirements, must be submitted.
- \* Radio operator's certificates must be held by at least two crewmembers.
- \* Current senior first-aid certificates must be held by at least two members of the crew.
- \* At least 50% of the crew must have completed an AYC Sea Safety & Survival Course or an approved equivalent.

It is important to have a balanced, fit crew that can handle varying tasks. They should be multi-skilled, and consider other duties they can perform, such as engine maintenance, electronics skills, cooking, sail repairs and navigation. Also consider selecting some inexperienced crew in an effort to train them, and put in the time before the Hobart race to build their confidence.

The best and worst come out in people when they are subjected to lack of sleep, discomfort and race fatigue, so make sure your crew get along. →

**More paperwork to submit:**

Remember to submit a rating certificate, ABS approval certificate from the builder of the yacht, a boat photo, a Cat 1 safety compliance certificate, a radio inspection certificate and 406 EPIRB certificate, and a current insurance certificate.

**Boat Preparation:**

Your boat preparation must start early. Preparation includes going out for test sails in the conditions that you might expect in the race. For all new yachts, it is mandatory to complete a 200-nautical mile sea passage before the entry will be accepted for the Sydney Hobart race. I think this is good, but is not enough to fully test the yacht and crew. In my opinion, a longer voyage or a number of long-distance events sailed before the Hobart race should be prerequisites for entry. Sailing in races gives you the chance to locate and eliminate possible problems.

It is important to check everything. Have a full rig check, which may mean taking the rig out. Remember, it is mandatory to have rod and rigging tested and x-rayed for insurance purposes.

One of the most frustrating breakdowns concerns electronic instrument failure or engine problems that prevent the charging of batteries. Have the engine fully serviced and the electrical system checked by authorised marine experts. The same goes for the various onboard radios. These should be fully checked and tested. It is mandatory that each yacht carries out a pre-race radio check before race day.

**Safety equipment:**

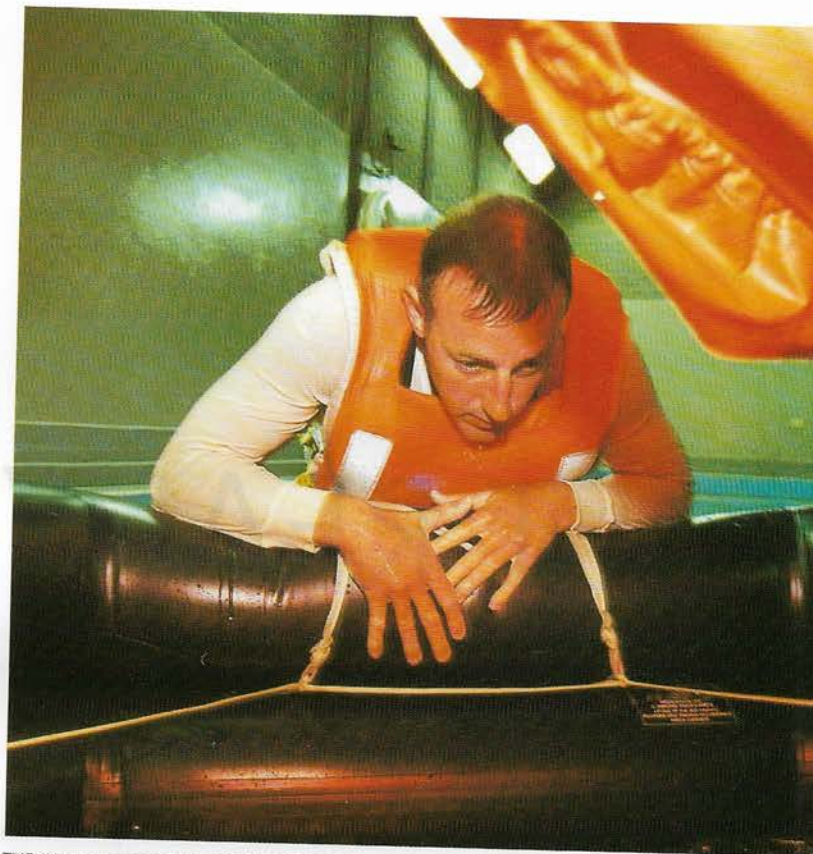
When it comes to safety, get the best equipment you can. Make sure gear such as personal flotation devices, safety harness and wet-weather gear are personally fitted, labelled and easily accessible.

**Food:**

Keep food simple and wholesome. Consider how meals will be prepared and remember, you may not be able to cook if the weather is bad. Fluid intake must be kept up to avoid dehydration and therefore seasickness, something that is often overlooked in bad weather.

**Stowage:**

It is critical that you instruct the crew about the yacht's stowage. And clearly label different stowage areas on the yacht with its contents. Display a stowage diagram on a bulkhead, which outlines major items such as tools, spares, food, safety gear, storm sails, torches, tape and winch parts.



THE AYF SEA SAFETY SURVIVAL COURSE IS A TOUGH ONE, PARTICULARLY THE LIFE-RAFT TRAINING. PHOTO: ANDREA FRANCOLINI

**Clothing:**

It is so important that you have adequate clothing to handle the conditions in a Hobart race. The variations in temperature from start to finish are extreme. The race starts with water temperatures of around 23°C and finishes in Hobart at anywhere between 11 and 15°C. Air temperature can vary from 30°C-plus to a chill factor of around 5°C. In bad weather, these temperature extremes are worse.

It is therefore imperative that crew are adequately clothed. There is a multitude of sailing attire available. I recommend keeping the number of items of clothing to a minimum and paying for quality products that do the job across a large range of conditions. I have used Musto and Line 7 products for many years and believe they are very good at affordable prices.

**General:**

Your experience in the Rolex Sydney Hobart Yacht Race will come down to how much preparation you put in before the event. Adequate lead-up races mean that you will experience a wider range of weather conditions, and will prepare the crew to handle any situation.

It is important to practise man overboard drills, fire drills and life-raft deployments. It is imperative that you assign responsibilities to your crew and have them organised to carry out the various duties. Be prepared, and you will have an enjoyable race and a possible favourable result. ■

# UNDER THE WEATHER

Need to keep an eye on the sky during the Sydney Hobart race? Kenn Batt will show you how

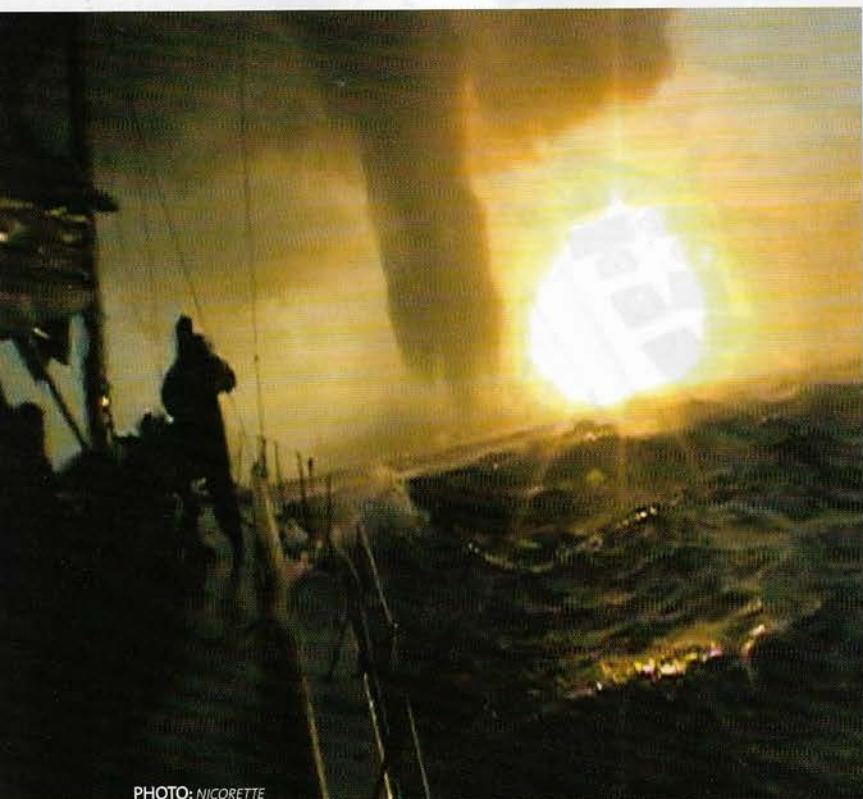


PHOTO: NICORETTE

The 1 July 2002 saw some major changes in where we source our weather forecast information from. Instead of tuning in to Telstra HF coastal radio stations, such as Sydney (VIS) and Melbourne (VIM) Radios for your weather at sea, you now tune to VMC or Australia Weather East (located at Charleville in Queensland). The frequencies are 2201 (night 1800 to 0700 hours EST), 4426 (day 0700 to 1800 hours EST), 6507 (night), 8176 (day), 12365 (day & night) and 16546 (day).

Weather warnings are broadcast every hour from midnight eastern standard time (EST). Special announcements will be made at five minutes before every hour. Information will be updated every four hours.

Forecasts and observations for NSW and Victorian coastal waters are broadcast at 0130, 0530, 0930, 1330, 1730 and 2130 hours EST. For Tasmania, the times are 0230, 0630, 1030, 1430, 1830 and 2230 hours EST.

Bulletins for coastal waters are also broadcast on VHF channels (mostly channel 67), over Telstra's Seaphone network and by state maritime agencies and

volunteer marine radio and coast guard groups. In NSW, the Waterways Authority will broadcast weather forecast information at 0648 and 1818 hours local standard time (LST). Telstra will broadcast information at 0503 and 1703 hours LST.

In Victoria, Marine Safety, known as Coast Radio Melbourne, will broadcast weather information at 0848, 1448 and 2048 hours LST and Telstra at 0803 and 1733 hours LST. Marine Safety Tasmania (known as Coast Radio Hobart) and Telstra in Tasmania will broadcast information at 0803 and 1733 hours LST. Warnings and forecasts are broadcast by a number of volunteer groups in Tasmania. The following indicates the volunteer organisation and sked times when weather forecasts are broadcast on Channels 16 and 67:

**St Helens Coastal Patrol:** 0810 hours and on request

**Lady Barron Coastal Patrol:** 0840 hours

**King Island Coastal Patrol:** 0810 and 1710 hours

**Tasmar Radio (Hobart):** 0745, 1345 and 1903 hours

**Mersey Radio (Devonport):** 0710 and 1910 hours

**Tamar Coastal Patrol:** 0750, 1150, 1350, 1850 hours (weekdays), 0820, 1220, 1620, 1850 hours (weekends).

Marine Safety Tasmania (MAST) offers a telephone boating weather service. You can access up-to-date boating weather forecasts for the cost of a local call (higher with mobiles) if you are in the region. The service is updated following forecasts issued by the Bureau of Meteorology at 0500, 1100 and 1600 hours. The numbers are: **Southern Tasmania:** (03) 6233 9955, **Northern Tasmania:** (03) 6323 2555, **Eastern Tasmania:** (03) 6376 0555, and **Northwest Tasmania:** (03) 6498 7755.

For all currents warnings, phone 1300 659 216 (for the cost of a local call, higher with mobiles). For further information on the availability of boating weather or terminology, contact MAST on (03) 6233 8801 or the Bureau of Meteorology in Hobart on (03) 6221 2000.

For information on the rest of the nation and the high seas, visit the Bureau's website at [www.bom.gov.au/marine](http://www.bom.gov.au/marine).

## At your service

HF Weatherfax is operated by the Bureau of Meteorology and broadcasts from Charleville (Qld) and Wiluna (WA). The old call signs, AXM/AXI, are now VMC/VMW respectively. WMC broadcasts on 2628, 5100, 11030, 13920 and 20469, 24 hours a day. VMW broadcasts on 5755, 7535, 10555, 15615 and 18060, 24 hours a day.

Visit [www.bom.gov.au/marine](http://www.bom.gov.au/marine) to obtain the products schedule. For further information, contact the Bureau on 03 9669 4000. Other services available are:

Penta Comstat – VZX is owned and operated by Derek and Janine Barnard from Firefly on the mid-north coast of NSW. It broadcasts information on 4483 kHz and channels 608, 836, 1234, 1642 and 2243 at the following local times: 0725 (NSW coastal waters), 0735 (Qld), 0800 (North Qld), 0925 (NSW warnings), 0935 (Qld/Vic warnings), 1225 (NSW), 1235 (Qld), 1625 (NSW), 1635 (Qld), 1700 (North Qld), 1925 (NSW warnings) and 1935 (Qld warnings) hours. Contact Derek or Janine on 02 6559 1888 or visit [www.pentacomstat.com.au](http://www.pentacomstat.com.au).

Tascoast Radio is operated by the Royal Yacht Club of Tasmania. It broadcasts information at the following local times: 0810 and 1810 VHF channel 81; 0820 and 1820 on 4483kHz; and 0835 and 1835 on 2524kHz.

Tasmar Radio (also known now as Coast Radio Hobart) broadcasts weather information on 2524 kHz at 0745, 1345 and 1903 (local time).

Westernport Safety Council in eastern Victoria also broadcasts weather forecast information on 2524 kHz at 0815, 1215 and 1705 (local time).

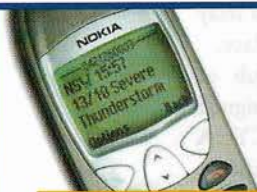
The ABC and commercial AM/FM radio stations issue weather forecasts and warnings. As mentioned, VHF

weather services are broadcast by the Coastal Patrol, Volunteer Rescue, Air-Sea Rescue and Coast Guard stations scattered around the coastline. Check the Telstra white/yellow pages or search the web to find out more. For the Coast Guard, visit [www.coastguard.com.au/](http://www.coastguard.com.au/) or [www.shoal.net.au/~patrol/](http://www.shoal.net.au/~patrol/) for Coastal Patrol.

Check out the Bureau's 1900 recorded telephone service (77 cents per minute, higher from mobiles) in your white pages. The service offers the latest forecasts, warnings and observations. The Bureau/Telstra weather by fax service is a great way to obtain information. Dial 1800 630 100 on your fax, or call Telstra on 1800 620 183. Telstra also operates a Weatherfax by Seaphone service. Contact their Customer Service Centre on 1800 810 023 for further details.

#### And finally...

Listen to every available broadcast weather source. Keep that weather eye open at all times and log weather elements, such as pressure, wind, cloud, sea and swell. Visit the Bureau website; it has loads of useful bits of information on it. Its address is [www.bom.gov.au/marine](http://www.bom.gov.au/marine) where you can also obtain a copy of its Marine Weather Services and Marine Radio Schedule pamphlets. Don't go to Hobart without them! ■



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## FOUR SEASONS IN ONE RACE

A CYCA member will lend his yacht to the radio relay team for the big race to Hobart

DAVID KELLETT WILL AGAIN HEAD THE CYCA TEAM ABOARD THE RADIO RELAY VESSEL. PHOTO: PETER CAMPBELL

The cruising yacht *Four Seasons* will be the radio relay vessel for the 2002 Rolex Sydney Hobart Yacht Race.

*Four Seasons'* owner, a Cruising Yacht Club of Australia member, has made the Ron Holland-designed 68-footer available to the club in what CYCA Commodore John Messenger describes as a "magnificent gesture of support".

Heading the CYCA radio relay team is David Kellett, a past Commodore and current vice president of the International Sailing Federation, and a veteran of 28 Sydney Hobart races. Joining him is Colin Wildman, Frank Sticovich, Colin Tipney and John Harris. Between them they have sailed in 116 Hobart races.

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

Kellett and his team will run a 24-hour radio operation aboard *Four Seasons*, conducting three daily compulsory position schedules ('skeds') with the fleet through the race, at 0305, 1305 and 2105 hours. On Boxing Day, there will be just one sked at 2005 hours, following the 1300 hours start. The team will also monitor the international distress frequency, VHF Channel 16, 24 hours a day.

A new primary frequency, 6516kHz, will be used to receive position reports from the yacht, thus eliminating the static problems experienced with 6227mHz. However, 6227mHz and 4483mHz will be used as back-up frequencies. ■

### CHECK IN AT GREEN CAPE

Sailing instructions for the 2002 Sydney Hobart require that boats report by radio when they are in the vicinity of Green Cape (approaching Bass Strait) and declare:

- \* their time of passing
- \* the HF radio is operational
- \* life raft(s) are on board
- \* that engine and batteries are operational
- \* that the boat and crew are in a satisfactory condition to continue
- \* the skipper has comprehensively considered the most current weather forecast and believes that the boat and crew are fully prepared for those conditions.

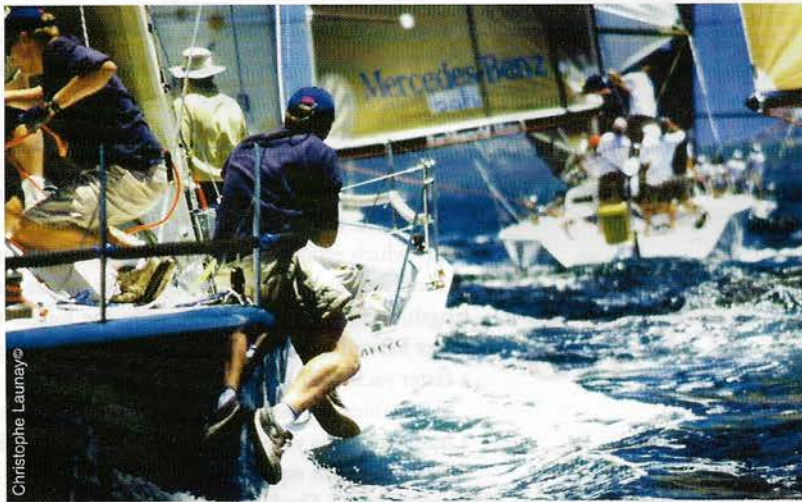
Boats that do not meet these requirements will be disqualified without a hearing (amends RRS 63.1). Boats that make false reports will be subject to action by the Race Committee in accordance with RRS 60.2c.

Spectator Boat Tickets



# Rolex Sydney Hobart Yacht Race Start

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\$195pp includes canapés, light lunch, beverages and full race commentary.
- Also available "Aussie Legend" fully catered with commentary for \$175  
or "Fiesta" self cater (drinks available) for \$55pp.

Call CYCA reception for tickets 02 9363 9731

All prices include GST



# SILVER SERVICE

Four yachtsmen were honoured at the recent 2002 Quiet Little Drink Celebration & Reunion of Hobart Race Veterans. Di Pearson was there

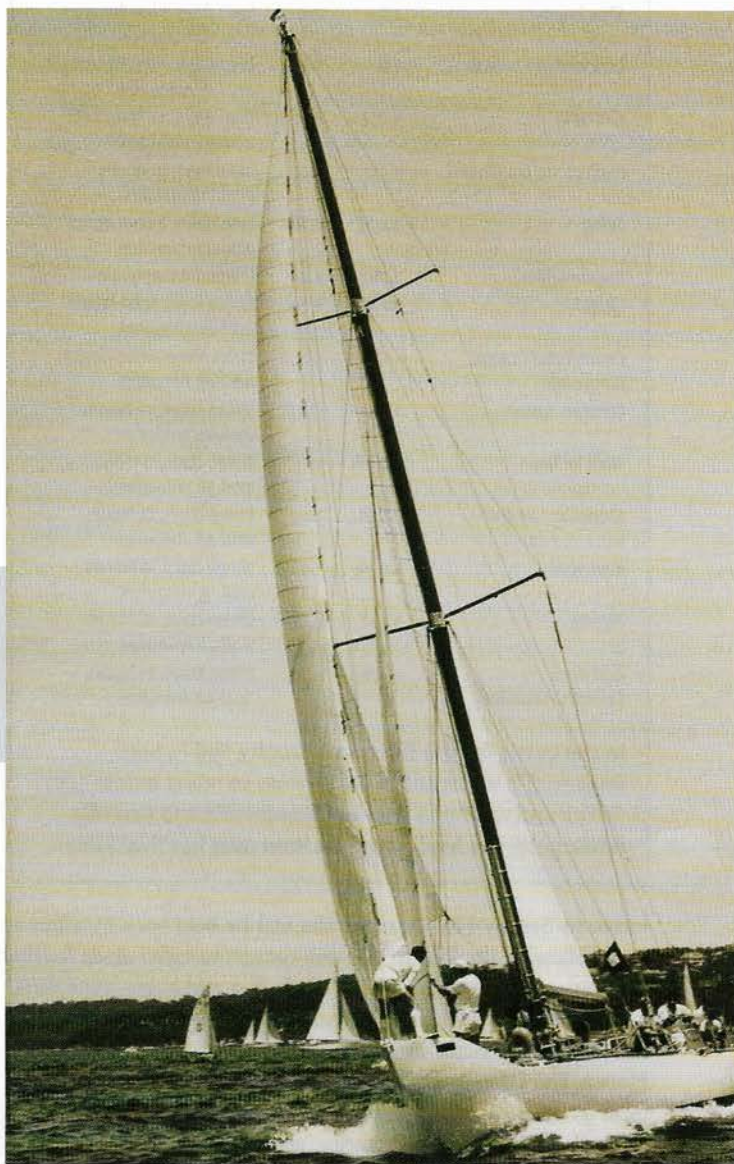
Arguably the toughest ocean race in the world, the Sydney Hobart is not for the faint-hearted. And while thousands have achieved their dream of 'doing a Hobart race', few have the distinction of having 25 of them on their CVs.

At the Cruising Yacht Club of Australia's Quiet Little Drink (QLD), organised by Tony Cable, four well-known Australian yachting names were added to the elite group of achievers who have already reached this great milestone.

One of the 'new boys' inducted, Michael Spies has grabbed a couple of records of his own; ones that are unlikely to be broken. Spies is the youngest sailor to have competed in 25 races. Now 43, Spies, from Sydney, was 17 when he raced to Hobart in 1976 aboard *Matika III*. In 1999, as co-skipper of *Nokia*, he shattered the Sydney Hobart race record in the time of one day, 19 hours, 48 minutes and two seconds – the first yacht in the event's history to complete the race in less than two days.

Recalling his most memorable race, Spies says: "1992 really stands out. I bought *Tele Rent* two weeks before the race and on Boxing Day we were still putting the boat together. At 28 feet LOA, it was the smallest yacht in the race, and one of the smallest to race to Hobart. It wasn't an easy sail, but it was challenging, and we finished with a good result.

"My toughest race was in 1993 (only 24 of the original 104 starters finished what many consider the hardest race they have sailed) aboard *Sweet Caroline*. It blew for the entire race, it never



THE FAMOUS SOLO, STARTING AN EARLY SYDNEY HOBART RACE. PHOTO: PETER CAMPBELL





AT THE QUIET LITTLE DRINK, (LEFT TO RIGHT) MICHAEL SPIES, ROGER HICKMAN, TOBY RICHARDSON AND IAN 'BOMBER' TREHARNE MAKE IT TO 25 RACES. PHOTO: IAN MAINSBRIDGE

"We all got on really well. We started telling jokes in Bass Strait and couldn't stop laughing. We still managed to win, though. We ate a lot of lollies and I think it made us go faster."

let up," he remembers. Other noteworthy results for Spies include a second across the finish line in 1982 aboard *Apollo* (only seven seconds behind the winner, *Condor*).

This year, the multi-talented Spies will skipper the Beneteau 40.7 *Shipping Central* in the Rolex Sydney Hobart Yacht Race, staying on to compete in the Mirror National and World Championships.

Joining Spies to receive his medallion, Ian 'Bomber' Treharne says many of his 25 races were completed with brother Hugh, most of which were aboard *Bright Morning Star*. Hugh, who has completed 26 races himself, paid tribute to Bomber, saying: "Ian is one of the best sailors around; I would go anywhere on a yacht with him. We really enjoy sailing together and will continue to do so."

Toby Richardson, a Sydneysider now living in Tasmania, also joins this prestigious club. Richardson took line honours in 1983 and 1986 on *Condor*, and in 1985 on *Apollo*. His overall wins include 1990 on *Sagacious V*, 1996 on *Ausmaid* and last year on *Bumblebee 5*.

Richardson says 1985 on *Apollo* was one race to remember. "Apart from winning line honours, it was a great crew – people like Warwick Rooklyn, Hugo, 'Hoddo', 'Frizzle', 'Bilge', 'Steak', 'Curley' and Rolfey Mische. We all got on really well. I remember we started telling jokes in Bass Strait and couldn't stop laughing. We still managed to win, though. We ate a lot of lollies and I think it made us go faster."

Richardson cites 1993 as his worst race. "Fortunately, I was on *Mirrabooka* with 'The Fish'. It is a good solid boat, with good people, and we finished the race," he says.

Ex-Tasmanian and CYCA Rear Commodore Roger 'Hicko' Hickman also attained his 25 in the 2001 event. Hickman's best Hobart results were an overall win in IOR as co-owner of *Wild Oats* in 1993, with a second victory in 2000 as sailing master aboard Kevan Pearce's *SAP Ausmaid*. Remembering 1975 as the standout, 'Hicko' says it was "the year of the big slide". →



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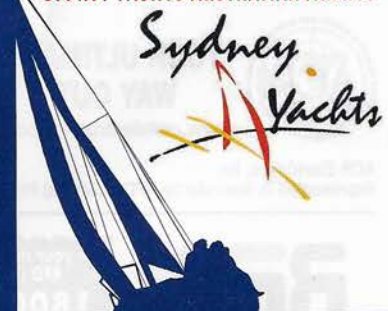
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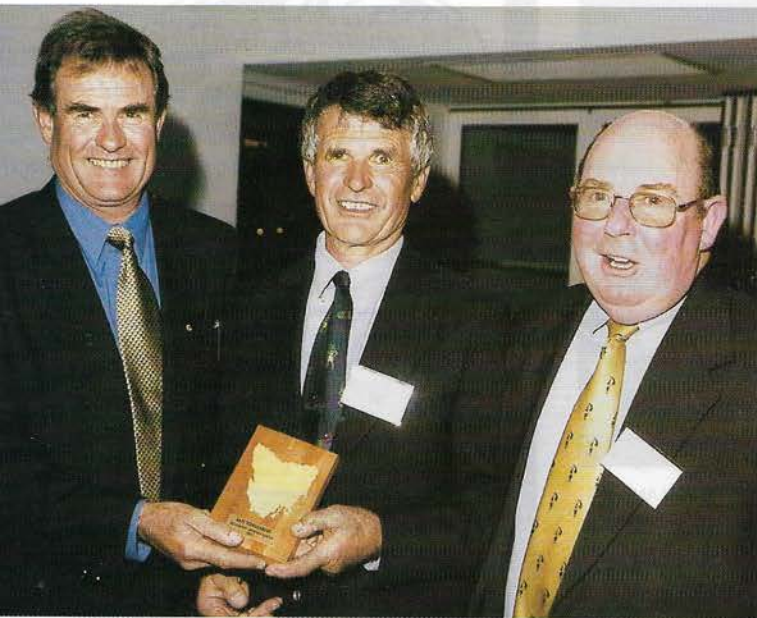
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BROTHERS HUGH AND IAN TREHARNE WITH QLD ORGANISER TONY CABLE.  
PHOTO: DI PEARSON

"It was in the years prior to GPS. I sailed on my uncle Frank's boat, *Antagonist*, and we had to dead reckon – we miscalculated and missed Tasman Island – but so did others," he adds.

'Hicko' also named 1993 as his hardest race. He says: "It was gale force all the way to Tasman Island. We had two reefs in and a No 4 headsail – that was as big as we dared go."

Amongst those present at the ceremony were many other 25-plus Hobart veterans. One of those, Peter Shipway, organised a '25 Hobart Reunion' to coincide with the main event. It was so well attended that it will remain a feature of the QLD.

Two of those present at the reunion have gone beyond the call of duty. John 'The Fish' Bennetto from Tasmania holds the record for the most races sailed, having competed in 41. He will sail again this year with his faithful yacht *Mirrabooka*, on its sixteenth race to Hobart. His first Hobart was in 1947 (the third running of the race) aboard *Kintail*.

Joining 'The Fish' was Sydneysider Richard 'Sighty' Hammond, a navigator who set the record for being the first man to compete in 40 races. His first was aboard *Wanderer* in 1953, but due to failing eyesight, 'Sighty' called it a day after the 1998 race.

Thanks for the great evening have to go to 'Keeper of the Records', David Kellett, and the CYCA Breakfast Club, who once again put on a great feed for the masses.

Proceeds from the night go the CYCA Youth Sailing Academy.

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## FOR THE RECORD

### LEADING YACHTSMEN

Yachtsmen who have competed in 25 or more Sydney to Hobarts up to the 57th annual race in 2001, according to the Quiet Little Drink committee, are:

- \* John 'The Fish' Bennetto (Tas) – 41 races since 1947
- \* Richard 'Sighty' Hammond (NSW) – 40 races since 1953
- \* Lou Abrahams (Vic) – 39 races since 1963
- \* Tony Cable (NSW) – 38 races since 1961
- \* Bernie Case (Vic) – 37 races since 1962
- \* Bill Ratcliff (NSW) – 36 races since 1955
- \* Peter Green (NSW) – 35 races, 1947 to 1989
- \* Richard Norman (NSW) – 35 races since 1955
- \* Colin Betts (NSW) – 34 races since 1955
- \* Don Mickleborough (NSW) – 34 races since 1958
- \* Tony Ellis (NSW) – 34 races since 1963
- \* Syd Fischer (NSW) – 33 races since 1962
- \* Colin Wildman (NSW) – 33 races since 1963
- \* Bruce Gould (NSW) – 32 races since 1963
- \* Don Lang (Vic) – 32 races since 1963
- \* Magnus Halvorsen (NSW) – 30 races since 1946
- \* Max Crafoord (NSW) – 30 races since 1953
- \* Albert Mitchell (NSW) – 30 races since 1954
- \* Lester Nibbs (Tas) – 30 races since 1960
- \* Roger Howlett (Tas) – 30 races since 1969

- \* Bruce Jackson (NSW) – 29 races since 1952
- \* Peter Kurts (NSW) – 29 races since 1954
- \* David Lawson (NSW) – 29 races since 1961
- \* Fraser Johnston (NSW) – 29 races since 1963
- \* John Solomon (Tas) – 29 races since 1967
- \* Lindsay May (NSW) – 29 races since 1973
- \* TWT (Bill) Thompson (NSW) – 28 races, 1956 to 1988
- \* David Kellett (NSW) – 28 races since 1968
- \* Stan Darling (NSW) – 27 races since 1947
- \* Des O'Connell (NSW) – 27 races since 1947
- \* Alby Burgin (NSW) – 27 races since 1951
- \* Rolfe Mische (NSW) – 27 races since 1963
- \* Josko Grubic (SA) – 27 races since 1966
- \* Geoff Rouvray (NSW) – 27 races since 1967
- \* Peter Joubert (Vic) – 27 races since 1968
- \* Peter Shipway (NSW) – 27 races since 1968
- \* Richard Bearman (NSW) – 27 races since 1969
- \* John Mooney (Vic) – 27 races since 1969
- \* Lew Carter (NSW) – 27 races since 1973
- \* Simon Firth (Tas) – 27 races since 1973
- \* Maurice Cameron (NSW) – 27 races since 1974
- \* Alan Butler (Vic) – 26 races since 1946
- \* Russell Evans (Vic) – 26 races, 1968 to 1985
- \* Warren Anderson (NSW) – 26 races since 1970
- \* Peter Duffield (NSW) – 26 races since 1968
- \* Hugh Treharne (NSW) – 26 races since 1968
- \* George 'Hagar' Barter (NSW) – 26 races since 1974
- \* Rod Jackman (Tas) – 26 races since 1971
- \* Graeme Freeman (Tas/NSW) – 25 races since 1970
- \* Roger Hickman (NSW) – 25 races since 1974
- \* Toby Richardson (Tas) – 25 races since 1973
- \* Michael Spies (NSW) – 25 races since 1976
- \* Ian 'Bomber' Treharne (NSW) – 25 races since 1970

**LEADING YACHTSWOMEN**

Yachtswomen have been sailing in the Sydney to Hobart since the very early days of the bluewater classic, but none has achieved the record of their male counterparts. However, eight have competed in 10 or more races. They are:



CONSTITUTION DOCK AT THE END OF AN EARLY SYDNEY HOBART YACHT RACE.  
PHOTO: PETER CAMPBELL

- \* Jan Howard (NSW) – 12 races
- \* Amanda Wilmot (NSW) – 12 races
- \* Adrienne Cahalan (NSW) – 11 races
- \* Vanessa Dudley (NSW) – 11 races
- \* Audrey Brown (NSW) – 10 races
- \* Kerry Goudge (NSW) – 10 races
- \* Gail Harland (NSW) – 10 races
- \* Lea Meyer (NSW) – 10 races ■

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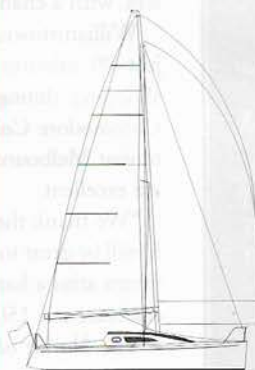
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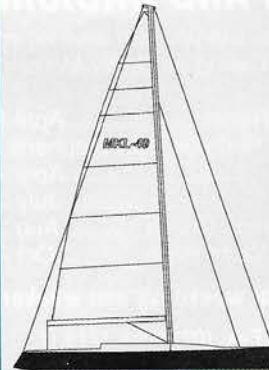
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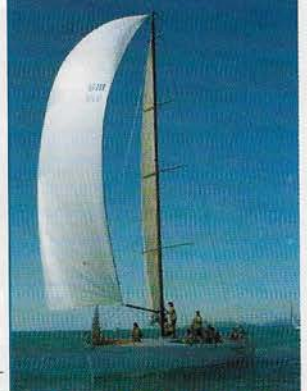
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# NEWS FROM ALL PORTS



MERIT AT SEA DURING THE LORD HOWE ISLAND RACE AND THE CREW RELAXES AT THE LORD HOWE ISLAND BOWLING CLUB

## RARE DOUBLE TO STING

Ian Treleven's water-ballasted 60-footer *Merit* (formerly *Line 7*) carved almost seven hours off the previous fastest time set by *Helsal III* when she took line honours at the 2002 Gosford to Lord Howe Island Race in October. *Merit* covered the 408-nautical mile course in just 33 hours, 34 minutes and 21 seconds, averaging more than 12 knots.

*Sting* (Terry Mullens/Sam Hunt) also finished within the old line-honours record, as did Bob Robertson's slick Sydney 60 *Eureka*. Despite the ideal 15 to 20-knot two-sail reaching conditions, four yachts were forced to retire – all with steering problems – before the end of the first night.

*Sting*, a Farr 49, won the IMS division, but only by an hour on corrected time from John Quinn's veteran Cole 43 *Polaris of Belmont*. *Zoe*, Wayne Millar's BH41, took third place. *Sting* joins *AFR Midnight Rambler* as the only yacht to have won both of Australia's annual Category 1 races – the Sydney Hobart and the Gosford to Lowe Island – on corrected time.

This year's race saw the return of the cutter rig as a potent blue-water weapon. *Merit* took only its staysail on a last-minute hunch, but then flew it from the inner forestay for much of the race.

PHS winner *Delta Wing* (Bill Koppe) is a genuine cutter with hefty overlapping headsails. The steel Boden 44 dug her chine into the Tasman swells and carved a powerful starboard tack furrow all the way to the finishing line below Mount Gower.

*Sting*, which won the 1999 Sydney Hobart Race as *Yendys*, has been a consistent performer this year. She finished overall winner in the IMS category of the Sydney to Gold Coast Race and came third in the IMS division at Hamilton Island Race Week.

The teams' trophy went to the IMS/PHS combination of CYCA yachts *Merit* and *Sting*, and *Zoe* (Wayne Millar, TCYC). The first boat under 40 feet home was Hugh O'Neill's classic S&S *Mark Twain*. Restored IOR legend *Police Car* (Alan Duffy) made a solid return to ocean racing with a fifth on PHS despite carrying a daunting TCF of 1.0500. The Dubois 42 now looks set to make an impression in the Sydney Hobart.

– David Salter

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# OFFSHORE RACING CALENDAR

## MAJOR OFFSHORE AND INSHORE EVENTS IN AUSTRALIA AND OVERSEAS

### Local Racing

#### November

**30** JPMorgan Regatta, inshore & offshore, IRC, IMS, PHS, JOG, Sydney 38 & Farr 40 OD classes, MHYC

#### December

**1** JPMorgan Regatta, MHYC  
**1** Queenscliff to Hastings Race, ORCV  
**7** Short Ocean Race, IRC, IMS, PHS, CYCA  
**13** Canon Big Boat Challenge, Sydney Harbour, Maxi Yachts, CYCA  
**14-17** Sydney International Regatta, Olympic classes, Sydney Harbour  
**18** British Trophy Regatta, races 1&2, 10nm windward/leeward, IRC, IMS, Sydney 38 and Farr 40 OD classes, CYCA  
**19** British Trophy Regatta, races 3&4, 10nm windward/leeward, CYCA  
**20** British Trophy Regatta, races 5&6, 10nm windward/leeward, CYCA  
**21** British Trophy Regatta, race 7, 20nm triangle course, CYCA

**26** Rolex Sydney Hobart Yacht Race, 630nm, IMS, IRC, PHS and one-design classes, CYCA  
**26** Cock of the Bay, Port Phillip, ORCV  
**27** Indec Consulting Melbourne to Hobart Race, 450nm, Ocean Racing Club of Victoria

**27** Melbourne to Launceston Race, 200nm, ORCV  
**28** Strathfield Pittwater & Coffs Harbour Series, races 1&2, Palm Beach Circle, RPAYC  
**29** Strathfield Pittwater & Coffs Harbour Series, races 3&4, Palm Beach Circle, RPAYC

#### January

**2** King of the Derwent, Hobart, Derwent

Sailing Squadron/Royal Yacht Club of Tasmania

**2-7** Sailing South Race Week 2003, Royal Yacht Club of Tasmania

**3** Strathfield Pittwater to Coffs Harbour Race, 226nm, Royal Prince Alfred Yacht Club

**5** Strathfield Pittwater & Coffs Harbour Series, race 6, South Solitary Island Race, RPAYC

**6** Strathfield Pittwater & Coffs Harbour Series, race 7, Coffs Harbour, RPAYC

**8-12** International Etchells Australian Championship, Mooloolaba Yacht Club

**18-23** AYF Australian Offshore Keelboat Championships, IMS, IRC, AMS, Port Phillip, Royal Yacht Club of Victoria

**24-27** Festival of Sail, Corio Bay, Royal Geelong Yacht Club

**26** 168th Australia Day Regatta, Sydney Harbour, Royal Sydney Yacht Squadron, Sydney to Botany Bay to Sydney ocean race, CYCA

#### February

**1** Sydney to Lion Island to Botany Bay Race, BWPS & LOPS, CYCA  
**14** Flinders Islet Race, BWPS & LOPS, CYCA  
**15** Botany Bay Race, OPS, CYCA  
**22** Short Ocean Pointscore, CYCA

#### March

**1-2** Combined Clubs Regatta, RPAYC  
**8** Short Ocean Pointscore Race, CYCA  
**16** Short Ocean Pointscore Race, RSYS

#### April

**9** Sydney to Mooloolaba Race, 480nm, CYCA  
**17** 55th Brisbane to Gladstone Race, 225nm, Queensland Cruising Yacht Club

### UBS Warburg Wednesday Series

**2** October 2002 to 19 March 2003

### Hahn Premium Monday Series

**28** October 2002 to 24 February 2003

### 2003 BMW Sydney Winter Series

Each Sunday from 27 April to 20 July

### INTERNATIONAL

#### December

**1** Around Alone Leg 3, Cape Town to New Zealand – [www.aroundalone.com](http://www.aroundalone.com)

#### January

**4** Cape Town to Rio Race – [www.sasailing.com.za](http://www.sasailing.com.za)  
**15-19** Singapore Straits Regatta – [www.straitsregatta.com](http://www.straitsregatta.com)  
**26** Around Alone Leg 4, New Zealand to Bahia – [www.aroundalone.com](http://www.aroundalone.com)

### AMERICA'S CUP 2002-2003 Louis Vuitton Cup

#### December 2002

**9-16** Semifinals (4 boats)  
**20-28** Semifinals repechage (2 boats)

#### January 2003

**6** Common Declaration Day – Louis Vuitton Cup Finals  
**7** Unveiling Day – Louis Vuitton Cup Finals  
**11-21** Louis Vuitton Cup Finals (2 boats)

#### February 2003

**10** Common Declaration Day – America's Cup Match  
**11** Unveiling Day – America's Cup Match  
**15-28** 31st America's Cup Match (2 boats)

Photo - Peugeot Racing, Beneteau First 36.7  
Photographer - Andrea Francolini

206 | 307 | 406 | 607

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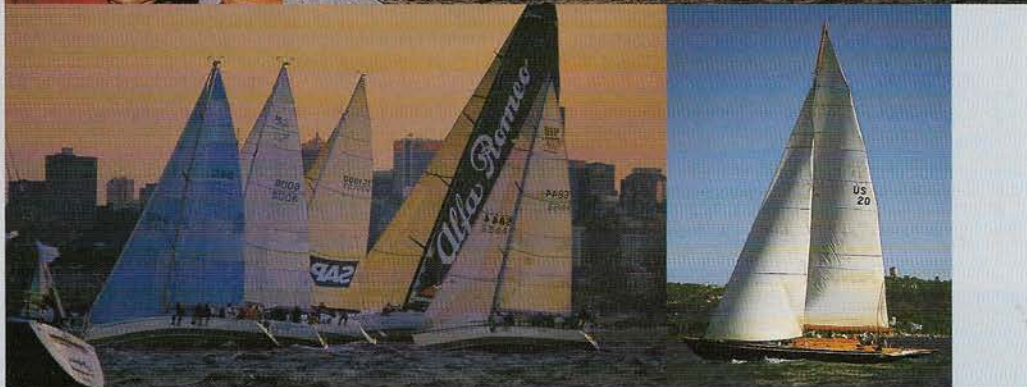
PEUGEOT

# DOCKSIDE

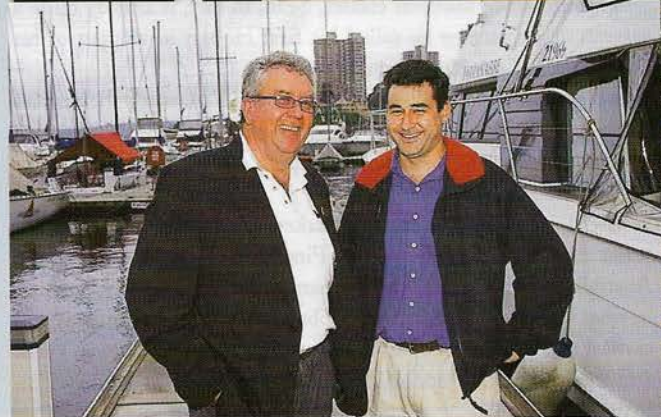
Dockside drinks at the popular CYCA twilight races plus raising a toast to 10 new training boats

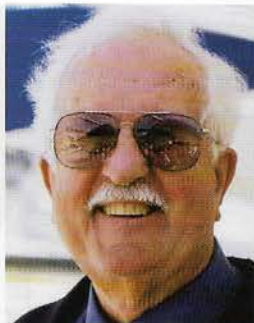


THERE'S NOTHING LIKE A LONG, COOL BEER TO COMPLETE A FEW HOURS OF RELAXING POST-WORK SAILING. PICTURED HERE IS A GLIMPSE OF THE TWILIGHT FRATERNITY, WATCHING THE LAST RAYS OF SUNLIGHT DISAPPEAR ON SYDNEY HARBOUR, FOLLOWING THE REGULAR TWILIGHT SERIES ON WEDNESDAY EVENINGS AT THE CYCA. WHERE ELSE IN THE WORLD CAN YOU FINISH WORK EARLY AND BE OUT ON THE WATER BY 6PM?



FRIDAY 15 NOVEMBER SAW THE OFFICIAL LAUNCH OF THE CYCA'S NEW FLEET OF 10 ELLIOTT 6-METRE TRAINING YACHTS, CELEBRATED IN STYLE AT THE BLUE WATER GRILLE RESTAURANT BY CLUB MEMBERS AND SPONSORS. THE NEW FLEET HAD A SERIES OF FAST AND FURIOUS RACES IN A MINI REGATTA TO START THE EVENT. BACK AT THE CLUB, WOOLLAHRA MAYOR JOHN COMINO CHRISTENED THEM, SMASHING THE OBLIGATORY BOTTLE OF CHAMPAGNE ON ONE OF THE BOATS. GUESTS POLISHED OFF DECENT-SIZED CANAPÉS INCLUDING WON TON BOXES, MINIATURE FISH AND CHIPS AND CRÈME BRULÉE.





## DOWN THE RHUMBLINE

Peter Campbell goes sailing with Syd Fischer and chats about his newest racing recruit

Ocean yacht racing owes a debt of gratitude to veteran owner/skipper Syd Fischer, not just for his many national and international successes, but also for his ongoing encouragement towards young sailors to race offshore.

This year, Syd, a very fit 75-year-old, is sailing his 34th Sydney Hobart, again skippering his Farr 50 *Ragamuffin*. There have been many previous *Ragamuffins*, something like eight since his first in 1969 (the classic S&S 49 is now called *Margaret Rintoul II*).

Since his earliest days of ocean racing, Syd has invited many young sailors to join the crew of *Ragamuffin*. Many have gone on to greater things, including America's Cup sailors Peter Gilmour, Hugh Treharne and James Spithill.

Spithill skippered Syd's last America's Cup challenger, *Young Australia*, and is now the helmsman of OneWorld, currently contesting the Louis Vuitton Cup challenger trials in Auckland. Peter Gilmour is the skipper of this challenge from Seattle in the US, which is one of the early favourites to take on the Kiwis in the America's Cup next February.

*Ragamuffin's* principal helmsman for the Rolex Sydney Hobart Yacht Race is Sean Kirkjian – another young sailor recruited from dinghy and small keelboat classes. Sean, in fact, is already quite a veteran ocean racer – he sailed his first Hobart as skipper of his parents' boat *Lady Ann* when he was only 19.

Syd has recruited another young man as a *Ragamuffin* helmsman in this year's Hobart Race – 20-year-old Michael Dunstan, an up-and-coming match-racing champion from the Royal Sydney Yacht Squadron.

Michael has twice won the Harken Cup youth match-racing series on Pittwater, the Royal Pines series in Japan and the Australian youth match-racing championship. Before he sets sail in what will be his first Sydney Hobart, he and his young crew will contest the Australian open match-racing championship in Perth and the Hardy Cup under 25 years international match races on Sydney Harbour.

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MICHEAL DUNSTAN (ON THE HELM) AND HIS CREW TRAINING FOR THE HARDY CUP  
PHOTO: PETER CAMPBELL

"While we have an excellent crew of experienced sailors aboard *Ragamuffin*, we must encourage more young sailors to race off-shore," Syd told me recently in a long discussion about the future of the sport. "Over the years, many young sailors have been introduced to ocean racing and big boat sailing on my boats and then gone on to become leading lights on other boats.

"I'm no guru of ocean racing, but I believe I have the experience in business management and sailing, and the leadership to bring out the best in these young men when they come ocean racing." (Syd has won the Sydney Hobart and Fastnet Races, the One Ton Cup and captained winning teams at the Admiral's Cup in Great Britain and the Clipper/Kenwood Cup in Hawaii. He also has many challenges for the America's Cup under his belt.)

Sailing with Syd (as I did many years ago in the Clipper Cup) is a prestigious addition to one's sailing CV, certainly something young men such as Michael Dunstan will never forget – or regret. Thanks for everything Syd!

While Michael Dunstan will be sailing his first Sydney Hobart Race aboard *Ragamuffin*, his father Jim will be skippering his 30-footer *Zeus II* on his 25th race south. ■

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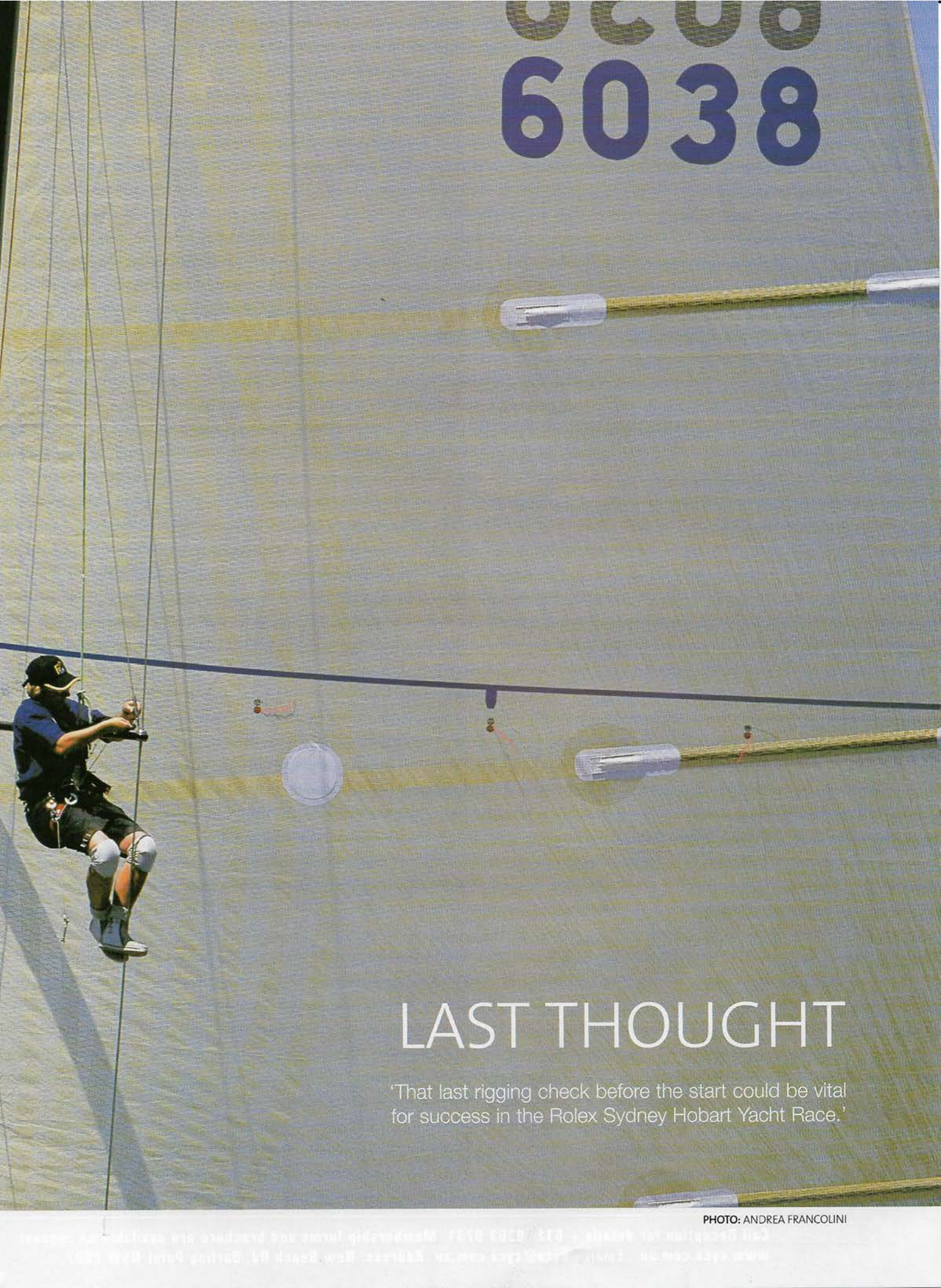


Cruising Yacht Club of Australia

New Beach Road,  
Darling Point  
NSW 2027  
Australia

Ph: 61 2 9363 9731  
Fax: 61 2 9363 9745  
www.cyca.com.au  
cyca@cyca.com.au

6038



# LAST THOUGHT

'That last rigging check before the start could be vital for success in the Rolex Sydney Hobart Yacht Race.'

PHOTO: ANDREA FRANCOLINI

Call Reception for details + 613 8333 9137. Membership forms and brochure are available online at [www.yachtracing.com.au](http://www.yachtracing.com.au). Email: [membership@yachtracing.com.au](mailto:membership@yachtracing.com.au). Address: New Beach 14, Darling Point NSW 1585.



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*\* Entrance fee also applies*



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[www.cyca.com.au](http://www.cyca.com.au) Email - [cyca@cyca.com.au](mailto:cyca@cyca.com.au) Address: New Beach Rd, Darling Point NSW 2027.

## DECEMBER SOCIAL & SAILING PROGRAMME FOR MEMBERS & ROLEX SYDNEY HOBART YACHT RACE CREWS

### Wolverines Xmas Sailors Bash\*

Wednesday 4 December, 7.00pm

\$25pp, free drink with each ticket purchased, celebrate the final UBS Wednesday Series race for the year with profits to go to the Youth Sailing Academy.

### Canon Big Boat Challenge

Friday 13 December, 12.30pm

start off Point Piper



The annual big boat spectacle starts at 12.30pm and takes the fleet twice around Sydney Harbour before finishing at the Opera House. This year's event promises action aplenty as the big guns of ocean racing, including local favourites *Shockwave*, *Brindabella* and *Grundig* and Grant Wharington's Victorian maxi *Wild Thing* line up for this pre-Hobart showdown. Spectators are encouraged to follow the fleet around the harbour while the CYCA deck is the place to be when the race concludes as the crews gather together with Canon's guests for some post-race fun.

### Village Roadshow Private Screening

Monday 16 December, 7.00pm,  
Double Bay Cinema



See the latest blockbuster *Knock Around Guys* on the big screen, free for all Rolex Sydney Hobart Race skippers and crews thanks to YSA sponsor John Kirby, Chairman of Village Roadshow. For staffing purposes, please advise Maria on Reception at [reception@cyca.com.au](mailto:reception@cyca.com.au) or phone 02 9363 9731 if you plan to attend.

### Rolex Sydney Hobart Race Skippers Cocktail Party

Tuesday 17 December, 7.00pm

Invitations will be sent by the Commodore.

### British Trophy Series

Wednesday 18 – Saturday 21 December

The eight-race British Trophy Series, incorporating the Mumm 30 One Design

Australian Championships and the Farr 40 One Design Championships, will include harbour and offshore races. Breakfast will be available on the deck daily from 7.00am during the series.

### Spit Roast & Band

Wednesday 18 December on the deck

4.00pm, \$5.00pp for roast meat on a bread roll.

### Prawn & Trivia Night\*

Thursday 19 December in the function rooms, 6.00pm

\$10pp for a plate of prawns and a bread roll.

### BBQ & Reggae Crew Party

Friday 20 December

4.00pm start on the deck, \$8pp for BBQ/salad/bread roll.

### Rolex Sydney Hobart Race Cocktail Party & CYCA Ocean Racer of the Year Awards

sponsored by *Offshore Yachting*\*

Saturday 21 December, 7.00pm, \$40pp

Includes drinks, canapés and entertainment.

### Xmas Lunch at the CYCA\*

Wednesday 25 December

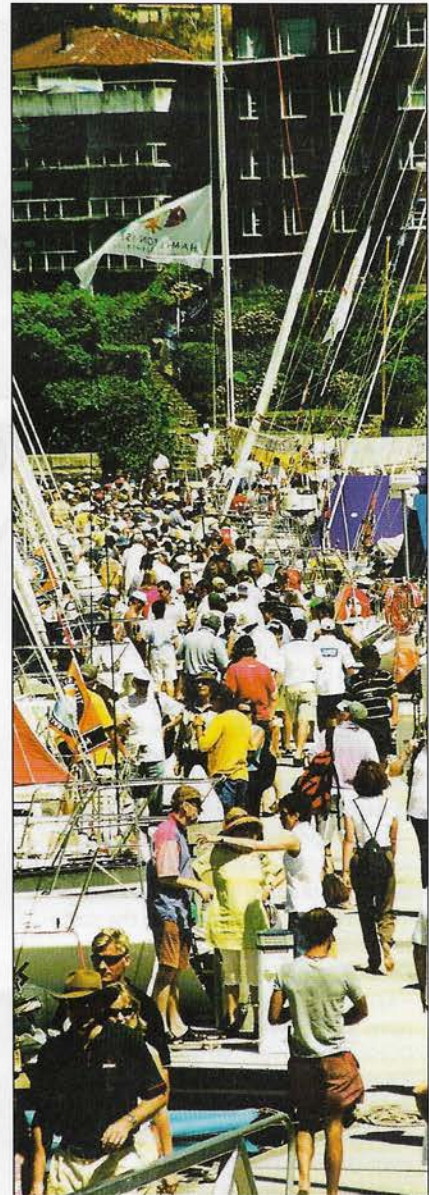
Buffet in the Morna/Freya rooms for \$70pp plus \$30 extra for the seafood option or set menu in the Blue Water Grille Restaurant for \$90pp plus \$30 extra for the seafood option.

### Start of the 58th Rolex Sydney Hobart Yacht Race

Thursday 26 December, 1.00pm



The Rolex Sydney Hobart fleet will again start their 630-nautical mile journey south from the start line off Nielsen Park. It is paramount for the safety of competitors that pleasure craft and charter vessels co-operate with race organisers by staying outside the exclusion zone, which is clearly defined.



BOXING DAY CROWDS ON THE CYCA MARINA PRIOR TO THE BIG EVENT.

\* prior bookings are required at Reception on 9363 9731 or email [reception@cyca.com.au](mailto:reception@cyca.com.au)

# Rolex Sydney Hobart Yacht Race 2002 Information

## TV Coverage

Trans World International will again produce the Rolex Sydney Hobart Yacht Race telecast for broadcast on Network TEN. Rolex Sydney Hobart Live Start: 12:00pm – 2:00pm, 26 December 2002. Network TEN will also be providing regular updates throughout the event, including the First At Five News and Sports Tonight.

## Information Lines

For personalised progressive race information (from RYCT) telephone 03 6224 1441.

## Official Race Website

The Rolex Sydney Hobart Yacht Race is internationally renowned as one of the world's toughest ocean races, attracting billionaires in high-tech maxis to veteran blue-water sailors in cruiser/racers. Bookmark the official website [www.rolexsydneyhobart.com](http://www.rolexsydneyhobart.com) (live 1 December) for positions throughout the race, news releases and photos.

## Car Parking in December

Rushcutters Bay Park will be available to members and Rolex Sydney Hobart Race competitors on 25 December and for the start on Boxing Day, 26 December.

In addition, the CYCA has secured the use of the White City Tennis Complex car park for the Canon Big Boat Challenge on Friday 13 December and during the British Trophy Series (18 – 21 December).

At all other times during December, the car park at Rushcutters Harbourside, the hotel diagonally across the park, is available to CYCA members for a flat rate of \$10 per day (subject to availability, not valid for overnight parking).

## Rolex Sydney Hobart Yacht Race Accommodation at Rushcutters Harbourside Sydney

\$125.00 per room per night includes Superior Room accommodation for two, daily car parking, one complimentary drink voucher for two at Curve Bar and complimentary use of the Health and Fitness Centre. Offer valid 20 – 29 December 2002. For Bookings, please contact Reservations Toll Free on 1800 835 300 or direct on 02 8353 8911.



## CYCA SEEKING OCEAN RACER AWARD NOMINATIONS

The CYCA is seeking nominations from yacht clubs throughout Australia for the 2001–2002 Ocean Racer of the Year Awards, sponsored by *Offshore Yachting* magazine.

Nominations for the prestigious awards, taking into account the 12 months ended 31 August 2002, close on Monday 2 December in the following categories:

- Ocean Racing Yachtsman of the Year – the skipper, navigator or crewman who, in the opinion of the judges, has been outstanding in Australian and/or international ocean racing in the past 12 months.
- Ocean Racing Crew Person of the Year – same as above, but this award is not open to skippers or navigators.
- Ocean Racing Veteran of the Year – nominees must be over 55 and have at least 15 years of ocean racing behind him or her, AND have competed in the 2001–2002 season.
- Ocean Racing Rookie of the Year – The 2001–2002 season must be his or her first major season in ocean racing.

The CYCA has always organised the Ocean Racer Awards and the club wants it to be a truly national selection by an independent panel of judges with a great deal of experience in ocean racing.

Nominations must be made by the nominees' club accompanied with a brief summary of his or her achievements. The CYCA Sailing Committee also has the right to nominate sailors from other clubs as well as the CYCA, subject to the approval of those other clubs.

The winners will be announced at a special function at the Club on 21 December, during the lead up to the CYCA's premier event, the Rolex Sydney Hobart Yacht Race.

Ocean Racing Yachtsman of the Year for 2000–2001 was South Australian yachtsman Kevan Pearce, owner/skipper of the 2000 Sydney Hobart Yacht Race winning yacht *SAP Ausmaid*.

Ocean Racing Rookie of the Year, Terry Mullens, continues to sail successfully with his Farr 49 *Sting*, this year winning the Sydney to Gold Coast Race and the Gosford to Lord Howe Island Race on IMS handicap.

Other Ocean Racer winners include Victorians Lou Abrahams and Gino Knezic, Don Calvert from Tasmania, Queenslander Jon Sayer, along with Gary Appleby, Syd Fischer, Warren Johns, Geoffrey Ross, Andrew Strachan and Ed Psaltis and Bob Thomas from Sydney.

## INTER-UNIVERSITY REGATTA AT THE YOUTH SAILING ACADEMY

Sydney University and NSW University get together for sail training courses every Friday afternoon at the YSA. The culmination of this coaching is the Inter-University Championship, where these two universities, along with ANU, provided seven teams for the Hawaiian Shirt Regatta. They started in eight-knot westerly winds, which then swung to the south as a southerly change moved through, resulting in some very exciting action and very close racing. Sydney Uni took out the honours on the day for the second year.

## TOOHEYS NEW

### PROMOTION OF THE MONTH

This month our feature beer is Hahn Premium. Drink Hahn Premium for your chance to win great prizes.

# CLUBS COMBINE FOR NEWCASTLE RACE

The combined efforts of three yacht clubs in running the inaugural long ocean race from Sydney to Newcastle, via Cabbage Tree Island and Bird Islet, underlines the close logistical co-operation between the clubs and the benefits that this brings to competitors.

Together, the Cruising Yacht Club of Australia, Middle Harbour Yacht Club and the Newcastle Cruising Yacht Club organised the 165-nautical mile race, which was also a qualifying event for the 2002 Rolex Sydney Hobart Yacht Race.

For the CYCA, it was the second pointscore race for the 2002-2003 Blue Water Pointscore (BWPS) and Long Ocean Pointscore (LOPS). The latter is a new series for yachts keen to sail most long ocean races except the Sydney Hobart. The CYCA also ran a direct race from Sydney to Newcastle, a distance of 48 nautical miles, for its Ocean Pointscore (OPS) fleet.

For MHYC, it was a pointscore race for the prestigious Gillawa Shield. For the NCYC, it was the first opportunity to host a large fleet from Sydney at its excellent new marina (although the Royal Prince Alfred Yacht Club conducted a day race to Newcastle at the end of the last summer season).

"The Newcastle Cruising Yacht Club's marina facilities were first class and by next year they will have full clubhouse facilities to cater for members and visitors," comments CYCA Sailing Manager Justine Kirkjian. "We hope this event will lead to an increase in yacht racing out of Newcastle as well as more yachts visiting the port."

Rolex Sydney Hobart Race contenders *Quest* (Bob Steel) and *Pippin* (David Taylor) shared the top handicap honours in the Blue Water Pointscore (IMS), Cape Byron Series (IRC) and Tasman Performance Series (PHS) with a fleet of 16 boats setting sail.

The CYCA is pleased with the initial response to the introduction of the Long Ocean Pointscore, with eight boats entering the race to Newcastle. Unfortunately, two boats were forced to retire in the heavy weather experienced on the first night at sea, three others retiring when the wind died away on Saturday night.



WARWICK SHERMAN AND THE CREW OF OCCASIONAL COARSE LANGUAGE DOCKSIDE AT THE CYCA.

The Pittwater-based X-442 *Delight*, skippered by Nick DeLaine, won the IRC and PHS Divisions on corrected time, with Warwick Sherman's Cookson 39 *Occasional Coarse Language* winning on IMS and placing second on IRC. *Swish* (Steven Proud) placed third on IRC and second on PHS.

"We hope the LOPS series will attract more yachts keen to race offshore in races such as the Gold Coast and Mooloolaba events, but not committed this year to the challenge of the Rolex Sydney Hobart Race," Justine adds.

The highlight of the Ocean Pointscore Race to Newcastle was the brilliant line, IRC and PHS hat-trick by Ron Ellis' *Future Shock*, maintaining her reputation as one of the fastest 55-footers in the world.

*Future Shock* got the gun by a mere 27 seconds from the Volvo 60 *Magnavox*, having its first race for new owners Stan Zemanek, Julie Hodder, Peter Sorensen and Mark Grey.

Designed by New Zealander Greg Elliott and launched in Auckland in 1989, *Future Shock* set a race record for the Auckland to Noumea Race early in her career. She has been campaigned by various owners at the Kenwood Cup in Hawaii, in

the double-handed Melbourne to Osaka and Brisbane to Osaka races, and in most races along the Australian East Coast, including the Sydney Hobart race.

Enjoying a mid-morning southerly front, *Future Shock* and *Magnavox* had a fast spinnaker run north, covering the 48 nautical miles in five hours and 12 minutes. Third to finish, 47 minutes astern, came Geoff Lavis' *UBS Wild Thing*.

On corrected time, *Future Shock* won the IRC Division from *Magnavox* and John Woodruff's Murray 50 *The Dreamtime*, while in the PHS Division, the Elliott 55 won from *Magnavox* and *UBS Wild Thing*.

While big boats dominated the top three placings, the little Mumm 30 *Team Tow Truck*, skippered by Anthony Paterson, sailed an excellent race, placing fourth on corrected time in the IRC Division and fifth in the PHS Division. The IMS Division went to Howard and Susan Piggott's Beneteau 40.7 *True North*.

Sixteen boats contested the PHS Division of the Ocean Pointscore race of which 12 also entered the IRC Division and only two the IMS Division, indicating the growing strength of IRC, but also the interest in racing under PHS.

## SAILING TAKES A BREAK AT THE CYCA WHILE MEMBERS ENJOY THE MELBOURNE CUP SPIRIT.



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SHAARON WALSH, GAIL LEWIS-BEARMAN, JEANETTE YORK AND JOHN CONRADS

# YOUNG SAILORS FOR HOBART

While the emphasis in the 2002 Rolex Sydney Hobart Yacht Race is on crew experience, several young sailors will be joining yachts competing in the event.

The concept of the Cruising Yacht Club of Australia's Youth Sailing Academy being a training ground for future ocean racing sailors will be underscored in this year's Rolex Sydney Hobart Yacht Race, with YSA graduates sailing on *Aurora* and *Merit* and possibly other boats.

would marvel at the spectacle of the first boats arriving and the pride of the crews that had made the long journey south. Now aged 18, Marcus has many ocean racing miles under his belt.

On the other hand, Joel's focus has been dinghy sailing. However, when Lake Macquarie sailor Jim Holley, who owns a holiday house three doors up from the Skelton family, offered him a ride on *Aurora*, the decision was easy. "I've heard a lot of

Skipper Jim Holley, who has 14 Hobarts to his name, is rostered on the same watch during the 630-mile event and has promised the Skelton family he'll "be his guardian and will deliver Joel back to them safely".

Marcus, a full-time boat hand on a number of CYCA boats, has secured a ride on the new Farr 52 *Ichi Ban*, owned by CYCA Director Matt Allen. Marcus is looking forward to his first Hobart race and to meeting up with the friends he left behind many years ago.

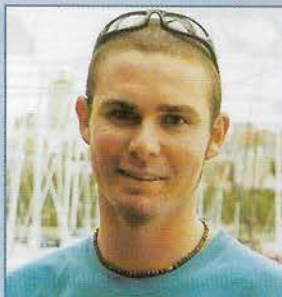
A record-breaking line honours win aboard Ian Treleven's Volvo 60 *Merit* in the 2002 Gosford to Lord Howe Island Race could assure Marcus a berth to Hobart. Also in the crew to Lord Howe Island and heading for Hobart again is Ian's daughter Janey. Now aged 22, Janey sailed in her first race when she was only 15 (the minimum age limit is now 18) when she and her father sailed aboard Peter Bush's *Rager*.

She raced again in 1996 aboard *Sidewinder*, which was largely a YSA-crewed boat. Since then she has concentrated on finishing her school and university studies.

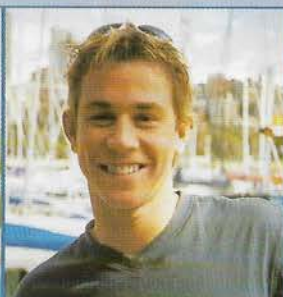
"I sailed with Dad to Lord Howe Island on *Line 7* (now *Merit*) when we took line honours," Janey says. "It was a good race, a real ocean race, but we had an horrific delivery trip home... 40 knots on the nose."

*Merit* slashed almost seven hours off the 14-year-old race record in taking line honours in the 29th Gosford to Lord Howe Island Race.

— Lisa Ratcliff & Peter Campbell



CYCA YSA MEMBER JOEL SKELTON VENTURES SOUTH ON *AURORA*.



MARCUS JONES HAS SECURED A RIDE ON *ICHI BAN*.



IAN TRELEAVEN WITH DAUGHTER JANEY BACK ON THE HOBART CAMPAIGN.

Newcastle lad Joel Skelton will be making his debut on Jim Holley's Farr 40 *Aurora*. Former Tasmanian Marcus Jones is confident he will get a ride south, while Janey Treleven is returning for her third Hobart after completing her university studies. All three are graduates of the YSA Advanced Squad.

As a young boy, Marcus Jones would always welcome the Sydney Hobart Race fleet to his hometown of Hobart and

stories about the Hobart Race, now I just want to experience it for myself," says Joel, an apprentice carpenter who also plies his trade on the Farr 40, a veteran of eight Sydney Hobart Races.

The crew of *Aurora* will compete in Lake Macquarie races in the lead-up months and will train two nights a week both inshore and offshore to prepare the novice ocean racer for his first assault on Bass Strait.

## PACIFIC SAILING SCHOOL THEORY COURSES 2002

### C14 – AYF SAFETY & SEA SURVIVAL

Owing to increased demand as the Rolex Sydney Hobart Yacht Race & Coffs Harbour races approach, Pacific Sailing School is offering further AYF SSS Courses before the year-end as follows:

**8/2002 – Saturday & Sunday 7 & 8 December**

**9/2002 – Saturday & Sunday 14 & 15 December**

The Course is held over two days, the theory sessions are at the CYCA and life-raft drill at the Qantas Jet Base pool.

There was a huge rush towards the end of December last year for the course, so plan ahead and make sure your crew are qualified in time this year! Pacific can run additional courses over evenings and weekends to suit your requirements for groups of 10 or more, so if your whole crew needs qualifying and the above dates don't suit, give us a call.

**Course fee: \$395 (includes comprehensive course notes, theory, flares, wet drill and AYF SSS Certificate).**



Five per cent discount for CYCA Members. For more information, or to book your place, call Pacific Sailing School on 02 9326 2399.

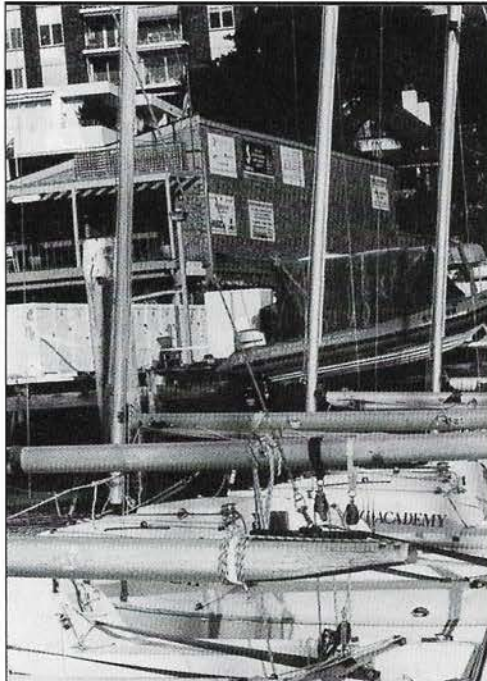
## YSA – Training School Sailors

The YSA staff are busy during Term 4 of the school year providing weekly coaching for a number of school groups. Mosman Preparatory tie in their year six curriculum each year with the Maths and Science of sailing and on-water experiences on our Elliott fleet.

Scot's College extends the talents of its already capable sailors by bringing them to the YSA to develop match racing and further their team racing skills. As a result, Scot's College finished at the top of the 2002 Schools Match Racing Championship held at the CYCA in September, and won the teams racing.



# FROM THE YOUTH SAILING ACADEMY



A NOSTALGIC PHOTO OF THE YSA E5.9 FLEET PRIOR TO THEIR DEPARTURE SOUTH. THEY HAVE SERVED THE CYCA WELL.

## YOUTH SAILING ACADEMY FAREWELLS ITS ELLIOTT 5.9s

The fleet of 10 Elliott 5.9s that has faithfully served the Youth Sailing Academy since its inception in 1993, has left the CYCA after 10 years of good service.

The boats have gone to new homes at Brighton Yacht Club in Victoria and Royal Tasmanian Yacht Club in Hobart.

Over the past 10 years the boats have successfully seen thousands of young people introduced to the sport of sailing and helped in polishing the skills of already capable young sailors.

They have been used for regattas ranging from the CYCA's very successful annual Women's Marinassess Regatta to its very competitive 'Top Jocks', which pits the CYCA yacht owners against each other in these small keel boats.

The Elliott's have been used for CYCA Youth Regatta, providing opportunities for international and interstate competitors to come together, for Eden High School students to learn to sail (a gesture from

the CYCA to thank the town of Eden for their support of sailors during the Sydney Hobart Race), for school trainings and in 2001 and 2002, the inaugural NSW and Australian Youth Match Racing Championships.

Most importantly, they have provided the vehicle for young sailors to become involved in the CYCA and yacht racing, which has resulted in many moving onto positions permanently on CYCA members' boats.

These much-loved boats have been replaced by 10 new Elliott 6s. The new Elliotts have been built by Sydney Yachts, whose director, David Kellett, is a long-time YSA supporter and sponsor.

The Elliott 6s were launched at a memorable evening on 15 November. The updating of the fleet has caused much excitement in the Youth Sailing Academy and the young sailors and YSA staff thank the members, sponsors and supporters who have made this replacement possible.

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Rushcutters  
HARBORSIDE  
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PERFORMANCE



TOLL  
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HARKEN



WYNYARD LANE  
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PROPERTY

## SCHOOL HOLIDAY COURSES

for Youth Sailing – on the New Elliott 6s

Enrolments are now being taken for the very popular school holiday courses. These lessons are onboard the new Elliott 6s, which are fast, stable and fun sailing boats for four or five crew. Lesson times are from 9.00am to 4.00pm. The cost for first-time course participants, which includes AYF log books, is \$295. For each subsequent course the cost is \$235.

**INTRODUCTORY & INTERMEDIATE**  
17, 18, 19 & 20 December 2002 or  
21, 22, 23 & 24 January 2003

For further information, call Jenni Bonnitcho or Ben Croucher at the Youth Sailing Academy on 02 9363 9731. Enrolment forms are available on the CYCA website at [www.cyca.com.au](http://www.cyca.com.au) or by emailing [jenni.bonnitcho@cyca.com.au](mailto:jenni.bonnitcho@cyca.com.au)

## FRIDAY NIGHT UBS SPORTS DINNER



MR AND MRS RICKY STUART AT THE CYCA DURING THE UBS SPORTS DINNER.



PAST CRICKET CAPTAIN MARK TAYLOR LEARNING THE FINER POINTS ON POLISHING GLASSWARE FROM CYCA'S BARMAN SEAN, PRIOR TO THE COMMENCEMENT OF THE UBS SPORTS DINNER.

More than 150 people attended the UBS Sports Dinner to sample a fantastic wine selection from McWilliams Wines. Guest speakers included Mark Taylor, Ricky Stuart and Bob Dwyer. An interesting Q and A-style interview with each speaker between courses was informative and fun. Behind-the-scenes stories from all speakers had the room in stitches. The MC for the night was CYCA member John Fordham and his sporting expertise and wine knowledge was masterful.

## COMMODORE'S BBQ



More than 100 people made their way to Shark Island this year. Although it was a windy and cold day initially, the crowds soon welcomed a warm day. The Breakfast Club, who set up on the island beforehand with F and B Manager Garry Long AM, generously donated the food.

As the wind increased, so did the ringside seating with the 18ft skiffs in full force sailing around the island, displaying some great spinnaker sailing and a fair share of crashes.

Commodore John Messenger agreed the day was a great success with many members relaxing in an alternate venue.



CYCA VICE COMMODORE GEOFF LAVIS WITH WIFE PHILIPPA TEAM UP WITH ROLF MISCHÉ AND FRIENDS ON SHARK ISLAND DURING THE COMMODORE'S BBQ.



PETER MESSENGER AND VARIOUS CYCA MEMBERS TAKE TIME TO CHILL OUT DURING THE COMMODORE'S BBQ.

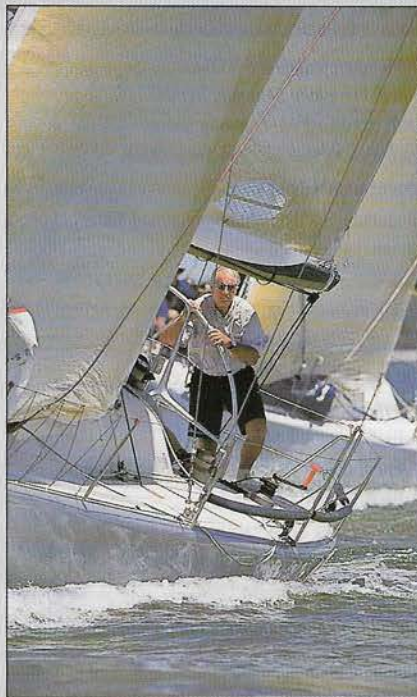
# FAR & AWAY THE BEST CLASS IN RACING

## PEPPERS ANCHORAGE FARR 40 ONE DESIGN REGATTA 2002

Held annually at Peppers Anchorage Port Stephens and sponsored by Corinthian Doors, Peppers Anchorage and Club Marine, the Peppers Anchorage Farr 40 OD Regatta 2002 event is in its third year. The event attracted a group of 12 Farr 40 owners including Lang Walker (*Kokomo*), Neville Crichton (*Team Shockwave*), Richard Perini (*Corinthian Doors*), Robert Skinner (*Weapon*), John Calvert-Jones (*Southern Star 2*), Marcus Blackmore (*Emotional Hooligan*), Dick Voorderhake (*Syntegra Rapsallion*), Terry Wetton (*Smile*), Dennis McDonald (*One Step Ahead*), Ron Jones (*Sledgehammer*), *Buon Giorno* (Stephen Ellis) and Phillip Coombs (*Farr To Much Fun*).

The 2002 Farr 40 Regatta is a 'one design race'. All boats are identical in design, which makes for close, intense and fast competition – winning depends on the skill of the skipper and the crew. The 'owner driver' rule dictates that the owner must helm the boat in all races, a maximum of four professional crew are on board with the remaining team members amateurs – this is great opportunity for some of Australia's up and coming sailors to sail with the world's best sailors and tacticians.

The crew line-up for the Peppers Anchorage Farr 40 OD Regatta 2002 included four-time Olympic representative Col Beashel; *Australia II* crewmember and former World Etchell Champion, Gordon McGuire; Volvo Round the World yachtsman and highly regarded as one of the best yachtsman in the world Rob Brown; *Australia II* crewmember, three-time World 18ft Champion and twice Congressional Cup Winner Steve Flam; and



TEAM SHOCKWAVE POWERS THROUGH THE PEPPERS ANCHORAGE FARR 40 ONE DESIGN REGATTA. PHOTO – ANDREA FRANCOLINI

Dee Smith, Volvo Round the World and America's Cup yachtsman.

The weather played havoc with the fleet across the three-day regatta. Day One saw winds of 23–30 knots placing extreme pressure on all crew and equipment with two yachts blowing their spinnakers. And

there was an incident between *Corinthian Doors* and *Emotional Hooligan* in race two.

Day two was a complete turnaround and a nightmare for tacticians. Lang Walker, skipper of *Kokomo* on the weather on course said: "Nobody could call the weather all that well, it was coming from the east, west and south at all sorts of different velocities and we had winds from two to 32 knots, so it was all over the place."

Neville Crichton's *Team Shockwave* was doing everything right from Day One. It played its percentages very well, was aggressive and didn't take any big risks. These decisions placed the team consistently in the top three finishes across all races and in contention for overall winner. The rest of the fleet had very mixed results reflecting greater risk taking.

Day Three commenced with a minute's silence in memory of those lost in the Bali tragedy. The weather for the final day of racing was relentless, with no wind delaying the start. Finally a light north easterly came through, but racing was disturbed by shifting breezes resulting in course changes. "The variable conditions certainly mixed the fleet up with some dramatic changes of place throughout the race," said Ken Mascord, Principle Race Officer.

It was no shock when the final results were announced and Neville Crichton's *Team Shockwave* was the overall winner on a grand total of 17 points followed by *Emotional Hooligan* on 26.8 and *Southern Star 2* on 28 points.

– Lisa Owen

# MEMBERS BADGE DRAW (TPL 01/1459)

Round 4 of the Members Badge Draw kicked off last month with all 14 existing sponsors re-signing and three new companies joining the ranks as Bronze sponsors. We welcome our newest sponsors Pacific Sailing School, Getaway Sailing Adventures and Riviera Sales

Sydney and thank once again all that support this fun evening. Please note the Members Badge Draw will be put on hold over the Christmas period while many members are away. It will resume on 9 January 2003.

### GOLD SPONSORS

- Hood Sailmakers
- Steve Jarvin Motors
- Premier Boat Trimming
- Silva

- BMW Sydney
- Maurice Drent Boating Services
- D&R Shipwrights
- Beneteau Vicsail
- EastSail
- Point Marine Services

### SILVER SPONSORS

- Andrew Short Marine
- Maxxium
- Flagship Charters
- Noakes Boatyard

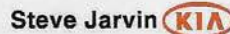
### BRONZE SPONSORS

- Pacific Sailing School
- Riviera Sales Sydney
- Getaway Sailing Adventures



BENÉTEAU

Maurice Drent Boating Services



# CALENDAR

MEMBERS ARE REQUIRED TO SHOW THEIR MEMBERSHIP CARD TO THE DOOR ATTENDANT EVERY TIME THEY ENTER THE CLUB. MEMBERS ARE OBLIGED TO SIGN IN THEIR GUESTS UNDER THE REGISTERED CLUBS ACT.

## DECEMBER 2002

SUNDAY 1		JPMorgan Regatta (MHYC)
MONDAY 2	6:30pm	Hahn Premium Monday Series
WEDNESDAY 4	6:00pm	UBS Warburg Wednesday Series
	7:00pm	Wolverines Sailors Christmas Bash
THURSDAY 5	6:30pm	Members Badge Draw
FRIDAY 6		Sir James Hardy Sunshine Homes Race
SATURDAY 7	12:00pm	Short Ocean Race
SUNDAY 8	2:00pm	Associates Children's Christmas Party
MONDAY 9	6:30pm	Hahn Premium Monday Series
THURSDAY 12	6:30pm	Members Badge Draw
FRIDAY 13	12:30pm	Canon Big Boat Challenge
MONDAY 16	7:00pm	Village Roadshow Screening
TUESDAY 17	6:00pm	British Trophy Briefing
	7:00pm	Commodore's Cocktail Party for Skippers
WEDNESDAY 18		British Trophy Series 1 & 2
	4:00pm	Spit Roast & Entertainment
THURSDAY 19		British Trophy Series 3 & 4
	6:00pm	Prawn & Trivia Night
	6:30pm	Members Badge Draw
FRIDAY 20		British Trophy Series 5 & 6
	4:00pm	BBQ & Reggae Party
SATURDAY 21		British Trophy Series 7 & 8
	7:00pm	Rolex Sydney Hobart Yacht Race Cocktail Party & Ocean Racer of the Year Awards
TUESDAY 24	9:00am	Rolex Sydney Hobart Yacht Race Briefing
THURSDAY 26	1:00pm	Start of the Rolex Sydney Hobart Yacht Race



## JANUARY 2003

THURSDAY 2	1:00pm	Pittwater Coffs Harbour Race
MONDAY 6	6:30pm	Hahn Premium Monday Series
WEDNESDAY 8	6:00pm	UBS Warburg Wednesday Series
THURSDAY 9	6:30pm	Members Badge Draw
MONDAY 13	6:30pm	Hahn Premium Monday Series
WEDNESDAY 15	6:00pm	UBS Warburg Wednesday Series
THURSDAY 16	6:30pm	Members Badge Draw
SATURDAY 18		Short Haul Race to Port Hacking
MONDAY 20	6:30pm	Hahn Premium Monday Series
WEDNESDAY 22	6:00pm	UBS Warburg Wednesday Series
THURSDAY 23	6:30pm	Members Badge Draw
SUNDAY 26		Short & Ocean Pointscore Races 167 Australia Day Regatta City of Sydney Cup
MONDAY 27	6:30pm	Hahn Premium Monday Series
WEDNESDAY 29	6:00pm	UBS Warburg Wednesday Series
THURSDAY 30	6:30pm	Members Badge Draw



### MANAGEMENT

Chief Executive Officer  
Accountant  
Food & Beverage Manager

Joe Goddard  
Nina McKinnon  
Garry Long AM

Sailing Manager  
Youth Sailing Academy Coach/Manager  
Dockmaster & Maintenance Manager  
Communications Manager

Justine Kirkjian  
Jenni Bonnitchea  
Scott Finsten  
Lisa Ratcliff

ALL CONTRIBUTIONS TO THE EDITOR OF *ONSHORE*, CHRISTINA DEL CONTE, ASSISTANT TO CHIEF EXECUTIVE OFFICER, CYCA.

"Sydney to Hobart... 610 miles of the roughest conditions in racing. Some call it crazy. Others see it as a **challenge**... One of those rare opportunities in life... unforgettable!"

*Paul Cayard*



*The Rolex Sydney Hobart Yacht Race - Australia - December 26, 2002.* On boxing day, 76 yachts will be on the starting line for the 58th Sydney to Hobart, the legendary 610-mile race across the Pacific, that most demanding of oceans with its breakers, its force 10 winds and its rapid shifts in temperature, 90 changes in less than 6 miles. It's more than just a race, it's an adventure that defies all logic.



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