

# offshore

## YACHTING

# LOKI IN MOTION

STEPHEN AINSWORTH'S *LOKI* WINS THE HOBART TAKING THE TATTERSALLS CUP ON HIS 14TH SPIN

## A BATTLE LOYAL

A SUPER STOUSH FOR LINE HONOURS AS *INVESTEC LOYAL* TAKES THE LINE ON *WILD OATS XI*

## THE CABLE GUY

TONY 'GLARK' CABLE'S TALL TALES TOLD OVER 16 HOBARTS

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**FIGHTING FINISH**  
*Investec Loyal* and  
*Wild Oats XI* play  
their game of cat  
and mouse right  
to the finish line.  
The controversial  
protest only  
heightened the  
anticipation of  
which maxi would  
take out line  
honours.



ROLEX / KURT AHRIGO

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# A BATTLE LOYAL

A SPELLBINDING 2011 ROLEX SYDNEY HOBART BOILED OVER WHEN TWO SUPER MAXIS BATTLED FOR LINE HONOURS ALL THE WAY TO HOBART AND CREATED ONE OF THE CLOSEST FINISHES EVER – ENDING IN SHOCK FOR ONE AND DRAMA FOR THE OTHER. BY DI PEARSON

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**HOT PURSUIT**  
*Lahana*, took advantage of a solid start to hold with the leaders down the coast. She crossed the line third with a sixth placing overall.

**F**avourite for the Cruising Yacht Club of Australia's yearly 628 nautical mile race, Bob Oatley's *Wild Oats XI*, skippered by Mark Richards, has only been beaten once before (by *Alfa Romeo* in 2009) and she missed out on the hoped for sixth victory this time.

Instead, the victory went to *Investec Loyal*, whose owner Anthony Bell had to fight a second battle in the protest room to hold onto the J.H. Illingworth Trophy.

*Wild Oats XI*, which broke the race record in her debut Hobart in 2005, has kept up with the times, undergoing modifications again in 2011 with the expectation of racing against the USA's *Rambler*, ostensibly the fastest super maxi in the world. But she lost her keel in the Rolex Fastnet Race in August, postponing the awaited showdown.

With her usual strong crew, *Wild Oats XI* sported new twin daggerboards and a 3Di square top main, made from the latest in North

*We've come second to Wild Oats quite a lot; we came second to them in last year's race. It's an against-the-odds victory."*

ANTHONY BELL  
*Investec Loyal*



Sails technology; ironically the cause of a protest against *Investec Loyal*.

Eighty eight yachts left Sydney Harbour in the predicted north-easterly sea breeze. *Wild Oats*, which had a problem with its primary winch, narrowly led *Loyal* out of Sydney Heads, with Peter Millard and John Honan's *Lahana* and Stephen Ainsworth's *Loki* next.

Outside the Harbour, the yachts cracked kites on a really lumpy sea, but as the fleet sailed southward, the sea state settled.

An enjoyable downwind ride came to an end that evening. As predicted by the Bureau of Meteorology, a 30-40 knot southerly hammered the fleet, and combined with the effects of a cyclone, caused a terrible sea state. Surprisingly, there were only three retirements by late morning the next day. Most of the 11 retirements occurred the following day.

*Wild Oats XI* continued to lead *Investec Loyal* on Day 2. Late morning she was in 15 knots at Green Cape,



and stretched an 11 nautical mile lead to 14 by lunchtime.

*Lahana* remained third, the British yacht *Hugo Boss*, skippered by single-handed world sailor Alex Thomson was fourth, and Stephen Ainsworth's *Loki* fifth. Bob Oatley's original ocean racer, the Farr 43 now named *Wild Rose* and owned by Roger Hickman, was the overall leader at that stage on corrected time.

The race took a dramatic turn on the second night when *Loyal* overtook her foe. From second place, the former *Maximus* avoided the hole *Wild Oats XI* found when the breeze lightened and oscillated between south-east and south west.

Anthony Bell was not counting his chickens early. His older yacht lacked the budget of *Wild Oats* and was crewed by a mixture of outstanding sailors and sports stars.

At the back of the fleet, Sean Langman, co-owner of *Investec Loyal*

**SET FOR THE START**  
Left: Right from the starter's gun the Rolex Sydney Hobart Yacht Race was set to be a tight race. The super maxis jostle with the smaller yachts to position themselves well as they go through Sydney heads.

with Bell until early last year, was struggling aboard the smallest yacht in the fleet, his 9 metre gaff rigged 79 year-old *Maluka of Kermadie*.

Finishing last on line at 4.48pm on New Year's Eve, Langman admitted: "It was pretty hard being at the back and knowing *Loyal* had taken line honours."

On the morning of December 28, as the leaders charged down the Tasmanian coast, *Wild Oats XI* regained the lead, keeping all connected with the race riveted as the line honours chase became a match race.

Both yachts ran out of wind and slowed to 2 and 3 knots. *Wild Oats XI* stopped and *Investec Loyal*, again with the benefit of hindsight, sailed around her adversary.

Confident in tactician Michael Coxon and distinguished navigator, American Stan Honey, Bell and crew, including celebrities Kurt Fearnley, Anthony Minichiello, Phils' Waugh and Kearns and Karl Stefanovic, were not drawn into *Wild Oats XI*'s tactics as Mark Richards' crew did everything

"Crew wet and cold, but I've promised more jugs of rum for each hour they hang on the rail."

PAUL CLITHEROE  
*Balance*



and *Investec Loyal* seeking information from the helicopter of the sail plan in use on *Wild Oats XI*. In particular information as to whether *Wild Oats XI* was flying a trysail. This is assessed to breach RRS 41 by soliciting help from an outside source'.

Tactician Michael Coxon had asked for that information. The managing director of North Sails Australia alleged he was enquiring for commercial purposes and not to gain any advantage in the race.

The protest was dismissed when the international jury could find no evidence that *Investec Loyal* had gained any advantage from the information.

Bell surmised: "There are rules in every sport and, while it wasn't ideal to go through this, I think that ultimately it gets beyond any question. Those questions have been properly answered."

Of their line honours conquest, Bell said: "We've come second to *Wild Oats* quite a lot; we came second to them in last year's race. It's an against-the-



they could to recoup control.

Bell's boat claimed line honours by 3 minutes 8 seconds, crossing the line at 19.14.18 hours, in the time of 2 days 6hrs 14mins 8sec; the fourth closest finish ever.

As *Wild Oats XI* crossed the line in second, Mark Richards scattered Gary Ticehurst's ashes, while Gary's wife Teresa laid a wreath from aboard another vessel.

The yachting fraternity is still coming to grips with Gary's death while on assignment in his chopper last August. He was of great solace to Hobart crews over 27 years and played a significant role in the rescue of many people in the tragic 1998 race.

On *Investec Loyal*, the celebrations had started when Anthony Bell was handed a protest lodged against him by the Race Committee, citing RRS 41. In short, it states 'outside help'.

It related to 'Audio recording of conversation between ABC helicopter



**SIZE AND SCOPE**  
Above: Former co-owner of *Investec Loyal* Sean Langman puts the 9m *Maluka of Kermadie*, through her paces.  
Right: *Calm*, takes the scenic route close to the Tasman coast's famous Organ Pipes.



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odds victory.”

“*Wild Oats XI* is such a fantastic, professionally-run campaign by the Oatley family and, to have them compete so fiercely, accelerated and heightened the value to us. They are the benchmark of super maxi racing in the world,” he said.

When *Wild Oats XI* and *Investec Loyal* slowed to snail’s pace on the Tasmanian coast, *Lahana*, *Hugo Boss* and *Loki* kept moving. *Lahana* sailed a course marginally closer to the coast and eventually slowed down, but not before taking a good 60 miles out of the two leaders.

*Loki* and *Hugo Boss*, 63ft and 60ft respectively, sailed the rhumbline to their benefits, and kept up an average speed of 18 knots. That action all but sealed the deal for *Loki*, after she sailed a flawless race to finish fourth on line at 3.20am on December 29.

The other bigger yachts, such as Michael Hiatt’s *Living Doll* (Vic), Syd Fischer’s *Ragamuffin*, Chris Bull’s *Jazz* (second overall in 2010) and Jason Van der Slot’s *Calm*, were out of the picture and ultimately took second to fifth places overall.

However, boats in the 40-50ft range were in the running, especially *Wild Rose*, which won the 1993 race overall under IOR in conjunction with IMS winner, *Cuckoos Nest*.

*Loki*’s chances improved when the NSW Beneteau 45’s *Victoire* (Darryl Hodgkinson) and *Balance* (Paul Clitheroe), along with the new Ker 40, *AFR Midnight Rambler* (Psaltis/Thomas/Bencsik) and 2009 winner, *Two True*, Andrew Saies’ Beneteau 40 from South Australia, ran into a second southerly on December 28.

Clitheroe reported: “Good grief; another southerly. We were having a nice cruise across Bass Strait and to the east of Tasmania until the predicted southerly hit us around 2.00am.

“After the hammering we got off Eden, this is pretty mild. Peaked around 30 knots then settled into 20/24 knots. We and *AFR* are parallel and three miles apart; *Victoire* a couple of miles in front, but far to the west of us.

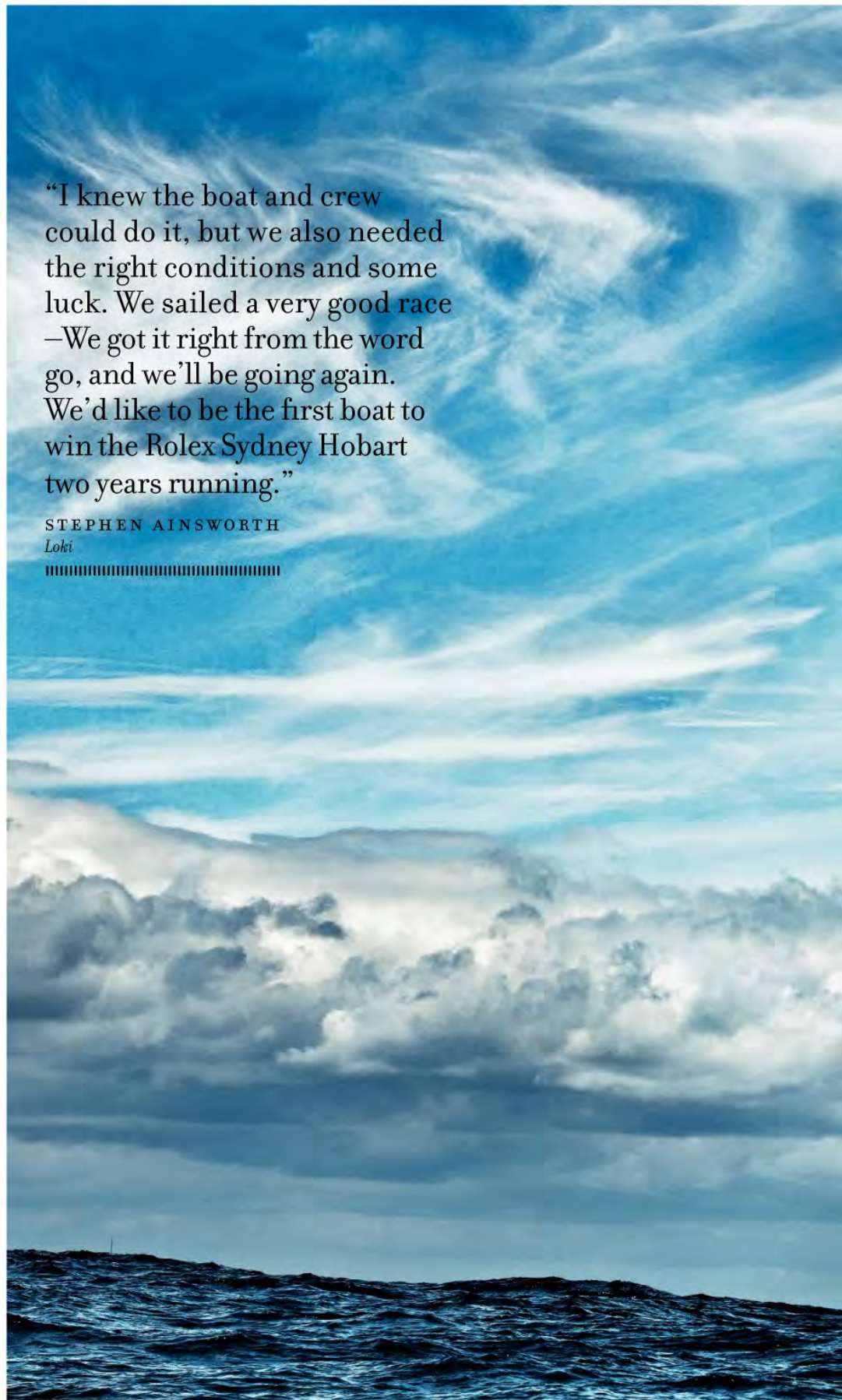
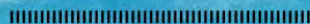
“Crew wet and cold, but I’ve promised more jugs of rum for each hour they hang on the rail. Being a bunch of cheap buggers, that’s likely to keep them there for days.”

On the night of December 29, the bulk of the fleet was becalmed. Clitheroe wrote: “We enjoyed watching the sunset as we drifted next to Tasman Light. Roll forward nine hours and we are enjoying sunrise at Cape Raoul, representing

“I knew the boat and crew could do it, but we also needed the right conditions and some luck. We sailed a very good race – We got it right from the word go, and we’ll be going again. We’d like to be the first boat to win the Rolex Sydney Hobart two years running.”

STEPHEN AINSWORTH

*Loki*





**SAILING THE  
RHUMLINE**  
Stephen  
Ainsworth's *Loki*  
positions herself to  
take the coveted  
Tattersall's trophy  
for overall winner.



a magnificent 9.8 nautical miles covered overnight.

"I was telling my Hobart novices that they were lucky to see Tasman Island in the sunset, but I was sad they would miss the Organ Pipes. Little did I expect they would see them at sunrise," exclaimed Clitheroe, who fell from fourth to 18th overall, one place behind *Victoire*, because of the lull.

Incredibly, *Two True* finished equal 12th with the same corrected time as fellow Beneteau 40, *Lunchtime Legend*; the new yacht of Queenslander Robbo Robertson.

*Wild Rose* finished seventh overall at

year-old Reichel/Pugh 63 was designed "to be an ocean racing boat – and to get through a bad Hobart." *Loki*'s highlights include winning the CYCA Blue Water Pointscore and Audi IRC Australian Championship in 2010 and breaking race records throughout two seasons.

Michael Bellingham, Ainsworth's navigator of 11 years and the Ocean Racing Navigator of the Year, gave a rundown: "We got a great start and headed out to sea in clear air – so crew morale was high.

"Lots of boats were in touch with us in Bass Strait. The 28th was a big day, because the fleet compressed a bit.

but credits his crew, which included sailing master Gordon Maguire, Bellingham and Anthony Merrington.

Other points of interest in this great race comprise Tony 'Clark' Cable contesting a record 46th race aboard Damien Parkes' *Duende*. "It was very disappointing not finishing. We had experts aboard working hard to fix the engine, but it wasn't to be."

Adrienne Cahalan competed in her 20th Hobart, the most by any woman. At 84, Syd Fischer was the oldest competitor sailing his 43rd race, and crewman Tony Ellis his 45th. On Fischer's yachts they have racked up a record 39 together.

At 18, single-handed round the world sailor Jessica Watson was the youngest skipper in the race. She was joined by other 18-year old first time skippers, Chris Percy and Peter Langman – although neither has anywhere near her vast ocean experience.

Watson's *Ella Bache* crew enters the record books as the youngest ever to contest the race after they finished the Sydney 38 Division in second. The crowd that surrounded Watson in Hobart was phenomenal.

Martin Power's *Bacardi* sailed her 27th race, equalling Phillip's *Footie Witchdoctor*'s record.

There were many father and son combinations; among them three generations of Robert Scrivenors, the latest aboard *Investec Loyal*, while dad did duty on the Radio Relay Vessel. Like other young sailors in the race, Robert is a product of the CYCA's Youth Academy.

Three fathers and six sons sailed on the American yacht *Carina*. Owner, Rives Potts, Rear Commodore of the New York Yacht Club in Newport, paid his respects to the CYCA and the race in his email to Commodore Garry Linacre.

"I want to thank you very, very much for all the help you gave us and the warm hospitality you and all of your members showed us. The welcoming given to us by the CYCA and the people of Sydney exceeded our wildest expectations," Potts wrote.

"From the great personal service from David Kellett and Peter Wrigley on boatyard and customs issues, to the terrific job Dan Dawick did in processing our paperwork, to the cooks, the girls at the front desk and in the media tent... we could not have asked for more.

"You have a beautiful club and it is clearly well managed under your good leadership. I can promise you, we will be back. All of us agree that the whole experience was the best racing experience that we have ever had,"



3.26pm on December 30, well outside the 8.12am time needed to overcome *Loki* for the win.

"It's the fulfilment of a dream," Ainsworth said of *Loki*'s triumph. You enter the race every year hoping and give it your best shot every time," he said of winning on his 14th try.

"I knew the boat and crew could do it, but we also needed the right conditions and some luck. We sailed a very good race – the critical part was always going to be the Tassie coast. We looked and saw where those in front of us were and knew we were well placed.

"We got it right from the word go, and we'll be going again. We'd like to be the first boat to win the Rolex Sydney Hobart two years running," said Ainsworth, who was crowned CYCA Ocean Racer of the Year in December.

The CYCA member said his three

The smaller boats caught up time on us and the bigger boats sailed away a bit."

As *Loki* reached the Tasmanian coast, Bellingham says: "We decided to gybe against a shift to get into pressure quicker. We knew the wind was there; we saw the bigger boats get it. We could see a sea breeze down to Wineglass Bay.

"At Maria Island was a south/easterly, so when we got to Wineglass, we gybed and dropped our kite and kept moving. We sailed the rhumbline course with *Hugo Boss* – but she went too close to shore and we didn't – we were smoking."

Bellingham and Ainsworth agreed the race was probably won on the Tasmanian coast. Winning the Tattersall's Cup has capped off *Loki*'s many great successes and Ainsworth is now proudly wearing the reward of a new Rolex Yacht-Master timepiece,

**RECORD BREAKERS**  
Jessica Watson's *Ella Bache* crew enters the record books as the youngest ever to contest the race with an average age of 19 years old.