

offshore

YACHTING

OFFICIAL MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

RACE ANALYSIS

FULL WRAP-UP OF ALL THE ACTION FROM THE HISTORIC 72nd ROLEX SYDNEY HOBART

FLYING COLOURS

INSIDE GIACOMO'S RECORD-BREAKING RUN TO HOBART GLORY

CARBON BENEFITS

A COMPREHENSIVE GUIDE TO UPGRADING YOUR UNDER-PERFORMING RIG

SUNDAY SPECIAL

HANSE'S NEW 315: A USER-FRIENDLY ALL-ROUNDER



DESIGN WARS

THE RACE TO SECURE THE TECHNOLOGY THAT COULD WIN THE AMERICA'S CUP

FEB/MAR 2017

\$9.95 (inc.gst)

PP: 255003/07968



01

© ROLEX / DANIEL FORSTER

ROLEX PHOTOGRAPHERS KURT ARRIGO AND DANIEL FORSTER CAPTURE THE ESSENCE OF THE ROLEX SYDNEY HOBART – WHERE THE ELEMENTS OF WIND AND SEA ARE HARNESSSED TO FULL AND GLORIOUS EFFECT.

COMPETITIVE NATURE





BALANCING ACT
Kurt Arrigo

Left: Sorting out sheets, while being plunged underwater every few seconds – all part of a bowman's job.

VIKING RAID
Daniel Forster

Above: Swede Jonas Grander's *Matador* bursts through a Tasman sea swell, crew stacked and packed aft to keep the bow from digging in.



© ROLEX / DANIEL FORSTER / KURT ARRIGO

IN PLAIN SIGHT
Daniel Forster

Scallywag and *Perpetual Loyal* keep tabs on one another as they slide through a lumpy sea with staysails set.



GHOST SHIP
Daniel Forster

Hollywood Boulevard makes her way slowly through the mist near Cape Raoul with her crew hoping for steady wind for the run to Hobart.



NEW CHAPTER
Daniel Forster

Above: 53 years young, Nigel Stoke's *Fidelis* shows the speed that saw her first home in 1966. She performed well in the conditions.

POWER PLAY
Kurt Arrigo

Right: *Beau Geste*'s bow drives through spectator chop outside the heads. Karl Kwok and Aaron Rowe's Botin 80 claimed a creditable sixth over the line.



PACE SETTER
Daniel Forster

Matt Allen's *Ichi Ban* led on handicap for much of the race, but lost momentum over the final leg up the Derwent.



STAR PERFORMER
Kurt Arrigo

A wide open sea and favourable winds create the perfect canvas for *Giacomo's* historic victory.

Club Marine Insurance. Get more out of boating, on and off the water



Club Marine Insurance has been leading the way in recreational boat insurance for over 45 years

With Club Marine Insurance you're not only getting protection for one of your most prized assets, but peace of mind too.

When you arrange Club Marine Insurance for your boat, you become a member of a club that entitles you to a range of services and benefits to help you get the most out of your boating experience.

- A first of its kind, the award winning **Club Marine App** gives you access to severe weather alerts and important safety information as well as the ability to view and manage your policy and lodge a claim.
- Whether you are a novice or experienced skipper, **Club Marine TV** provides you with a comprehensive series of boating videos with useful how-tos and safety advice presented by experts.

Plus you'll also receive

- Up to **25% no claims bonus**
- **5% discount** when you buy or renew your policy online*
- **Club Marine Assist**, roadside and personal assist service at no extra cost
- **Club Marine magazine**

It's no wonder they say, **'Boating's just better with Club Marine'**.

Call us on
1300 00 CLUB (2582)
or go to
clubmarine.com.au
to get a quote online



Insurance is underwritten by Allianz Australia Insurance Limited (Allianz) ABN 15 000 122 850 AFSL No. 234708 of 2 Market Street, Sydney. Club Marine Limited (Club Marine) ABN 12 007 588 347 AFSL No. 236916 is a related body corporate and issues boat insurance as agent of Allianz. Club Marine Assist is provided by Club Marine Limited. Assistance services are provided by AGA Assistance Australia Pty Ltd trading as Allianz Global Assistance ABN 52 097 227 177. Terms of service are available on clubmarine.com.au. * Any discounts offered are applied to our standard rates. Promotional or other discounts may apply from time to time. Minimum premiums may apply. Any discounts/entitlements only apply to the extent any minimum premium is not reached. If you are eligible for more than one, we also apply each of them in a predetermined order to the premium (excluding taxes and government charges) as reduced by any prior applied discounts/entitlements. Discounts are available at the time of printing and subject to change without notice. To decide if this product is right for you, please carefully read the Product Disclosure Statement, which is available on clubmarine.com.au.

MUSTO

THE INSIDE
EDGE

WHEN YOU
ARE THE BEST
YOU WEAR
THE BEST

ARMEL LE CLÉAC'H
WINNER OF THE VENDÉE GLOBE 2016/17

MUSTO PROTECTING YOU ON THE OUTSIDE
MAKING YOU STRONGER ON THE INSIDE
DON'T BE MISLED BY EXPENSIVE IMITATIONS
AND BOLD CLAIMS



BY APPOINTMENT TO
HER MAJESTY THE QUEEN
MERCHANTS OF THE ROYAL EXCHANGE
LONDON W1D 5BS

BY APPOINTMENT TO
HIS EXCELLENCY THE GOVERNOR
MERCHANTS OF THE ROYAL EXCHANGE
MELBOURNE VIC 3000

FIND MUSTO AT YOUR NEAREST STOCKIST OR SHOP AT WWW.MUSTO.COM.AU



One of the best starts in years led to many record-breaking performances, a quick-slow-quick race to Hobart, and more shutdowns on the Derwent than ever. It was a race where headsails hardly saw the light of day, crews enjoyed hard but hugely enjoyable long spinnaker and reaching sections, and ideal weather contributed to minimal retirements.

Just over 100 boats initially entered the 72nd running of the Cruising Yacht Club of Australia 628-nautical-mile race, but for various reasons the fleet was reduced to 88 starters on Boxing Day. Twelve of them were internationals, of which four crews plus one owner were first timers.

A clear sunny sky, a beautiful strengthening north-easterly with more predicted along the way and interrupted only for a short time by a light southerly heralded good things to come. It had all the hallmarks of a big boat race.

Even though *Wild Oats XI* has an outstanding record, it was hard to gauge just which of the four supermaxis would claim honours. Three had received major modifications, while one was so new it had only done one small race outside Australia. And none were giving much away.

But, just maybe, it would be one of the smaller boats like the *V70s* or *Beau Geste*,

REMAKING HISTORY

For once, the pre-race hype about a record run south turned out to be true. As DI PEARSON recounts, the whole fleet surfed before a building nor'-easter that swung easterly and propelled the leaders well across the Strait. Fate and the Derwent conspired to affect the final outcome, but it was an unforgettable ride while it lasted.

especially when the Bureau of Meteorology threw an easterly into the mix along the Tasmanian Coast, a timely piece of breeze for the big boats – and especially for the *V70s* who were built specifically for such conditions.

Would we really see these conditions materialise? And would it finally be those perfect record-breaking conditions, so unusual in this race?

The four supermaxis piled up at the pin end of the front start line. For the first time Mark Richards, skipper of the Oatley family's *Wild Oats XI*, had to share the pin with three

determined rivals. It was far from an ideal situation, as Richards had to duck the lot as he tacked for clear air.

Perpetual Loyal was in her element, with *Scallywag* giving chase, then Ludde Ingvall, with a boat on starboard, was forced to tack *CQS* but the engine stalled, so the keel was locked and over she went.

There was a collective intake of breath as *CQS* looked likely to capsize, forcing the crew to manually crank the keel over. Off they went eventually, only to later lose the tip off one of the fins.

Perpetual Loyal led out of Sydney Heads for the second year in a row with Karl Kwok's *Botin 80*, *Beau Geste* sneaking inside Seng Huang Lee's *Scallywag* to round the sea mark second, while *Wild Oats XI*, first to set a spinnaker, was trailing in fourth, followed closely by *Black Jack*, *Giacomo* and *CQS*.

It wasn't long though before *Wild Oats XI* exerted her dominance at the front of the fleet, running quickly down the coast.

Through the first night, Ludde Ingvall reported "variable winds – we had just 2 knots at one point." But *CQS* was behind the main pack, and not carrying a spinnaker cost her dearly.

By 5 am on the 27th, *Wild Oats XI* and 23 others, including second placed *Perpetual Loyal*, *Black Jack*, *Scallywag* and *Giacomo* were in a strengthening easterly. The silver bullet was 60 nautical miles ahead of her own record, and 23 others were on or ahead of record pace and heading into stronger easterlies in Bass Strait.

Oats was 64 nautical miles south-east of Gabo Island, sailing east of the rhumbline (as was the bulk of the fleet), while at this stage in 2012 she was almost abeam of Eden.

Bass Strait, according to most, was easier sailing than the bumpy ride

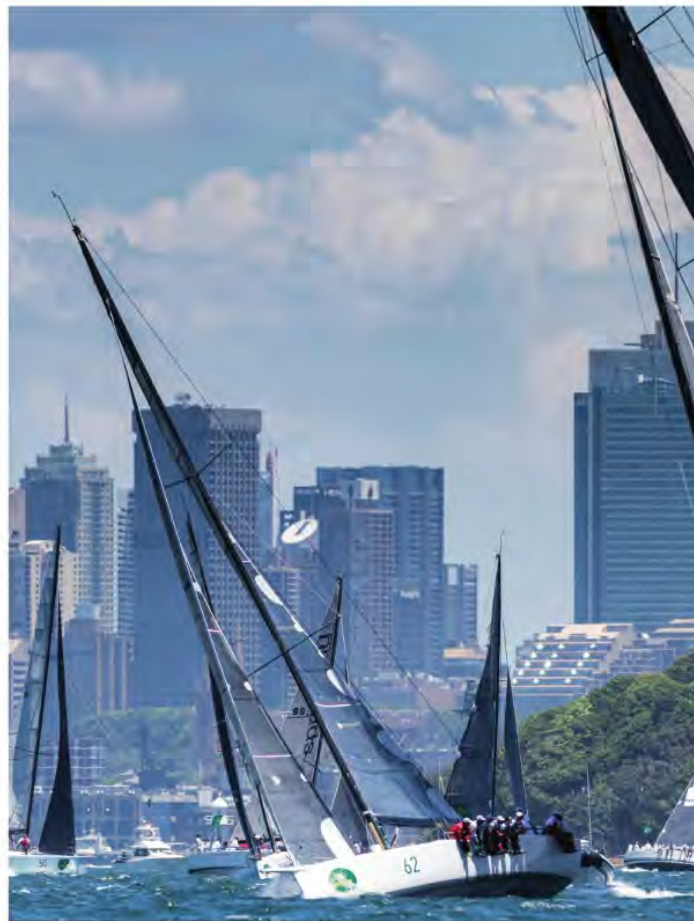
they had along the south coast and perfect for the supers, *Beau Geste* and particularly the *V70*s. Behind them, the rest of the boats were unusually compacted, courtesy of the nor'-easter.

All was not well on *Wild Oats* though. The hydraulic ram that controls how far the keel cants broke during the morning on approach to the north-east coast of Flinders Island in eastern Bass Strait, and she retired – her second in as many years. It was disappointing for the two-time treble and record eight-time line honours winner's otherwise unblemished record.

Perpetual Loyal was waiting in the wings, just a couple of miles away, in great shape. Anthony Bell was determined from the outset that this would be his year, going as far as to bring in key members from *Comanche*'s line-honours-winning crew of last year to replace the celebrities who normally adorn his boat.

Meanwhile, during the afternoon, the strong easterlies persisted, propelling the big carbon surfboards towards the finish, still ahead of record pace.

It was also beginning to dawn that one of the big boats, or the best placed *TP52*s including the defending



"The start was breathtaking – even the bit where the hydraulics didn't work and we nearly went over in Sydney Harbour."

SIR MICHAEL HINTZE
CQS



champion *Balance* (which ultimately finished second overall in ORCi), the Cookson 50s or *Varuna* were highly rated to win overall.

Of the small boats, Sean Langman's *Maluka of Kermandie* and once again, Shane Kearns' *Komatsu Azzurro* were also sailing well. Although the end part is always hardest for them, they both did well enough to cart home a number of trophies, as did another golden oldie, *Love & War*.

Her owner Simon Kurts said, "Despite it not being *Love & War*'s weather, we sailed a very fast race." They finished a remarkable 15th overall.

He was in great company with other oldies *Fidelis* returning 50 years after taking line honours in the Sydney Hobart in 1966. Then there was *Landfall*, Mike Strong's 81-year-old S&S from Tasmania, finishing last on line but finally completing the journey after the last two disappointing years of not making it to the finish line.

At 02.31.20 on 28 December, Anthony Bell's *Perpetual Loyal* sailed over the finish line and into the record books, making 20 knots, to the thrall of spectators both on the water and ashore, visible only by her small mast and deck lights.

Bell steered his 100-footer to a new record of one day 13 hours 31 minutes 20 seconds, breaking *Oats*' record

by four hours 51 mins and 52 secs, cracking sheets on approach to the finish line at Castray Esplanade.

"It defies a lot of the worries we had," Bell said dockside after the race. "We worked on this – so many people believed in this – we came back and had another go and it paid off."

"I'm much happier to win this time," said an exhilarated Bell who took line honours from *Wild Oats XI* in 2011 with his previous supermaxi.

"We were much more unlikely to win this time and certainly totally unlikely to break the race record by such a large margin. But I always thought something like this could happen. You needed the right boat in the right conditions, and we managed to get the best out of the boat."

Following nearly two hours in *Loyal*'s wake, still inside the old record was the Kiwi Volvo 70 *Giacomo*.

The race was tailor-made for the Volvo 70s and although Peter Harburg had the inside running with *Black Jack* early on, Jim Delegat's *Giacomo* sailed a better line to the Tasmanian coast and laid it easily, well ahead of Harburg's modified V70 and Jim Cooney's *Maserati* to finish inside record time, as did Seng Huang Lee's *Scallywag* with David Witt skippering – the two finishing just two minutes apart.



THE REAL DEAL
Giacomo's crew
in the process
of securing the
Tattersall's Cup.



FIRST BLOOD
Perpetual Loyal led out of Sydney Heads, and seized every opportunity right to the Derwent.

As Jim Delegat said after the race, "We shut the gate on them."

Black Jack, Karl Kwok's 80ft *Beau Geste* skippered by Aaron Rowe and Jim Cooney's VOR70 *Maserati*, made the best of the quickly fading breeze on the fickle Derwent, finishing fourth, fifth and sixth around five and six hours adrift of *Scallywag* – their earlier chances of also breaking *Wild Oats*' record gone.

Then things became impossible as light rain became heavier and the Derwent completely shut down, as it is bound to do.

On Ludde Ingvall's *CQS*, Phillip Turner's *Alive* and Rupert Henry's *Chinese Whisper*, the waiting game and test of patience began. Early on, they were inside the record frame, but all did not go according to plan.

All three were within sight of the finish line on the morning of 28 December, but there was no forward movement.

Anchors were deployed on some boats to stop the backwards motion – better to be dead in the water than caught going in every direction but the right one.

Ingvall's cousin and *CQS* financier Sir Michael Hintze commented, "The start was breathtaking – even

the bit where the hydraulics didn't work and we nearly went over in Sydney Harbour.

"Then it was exciting sailing down the coast and just frustrating sitting, not moving for hours on the river looking at the finish line ...

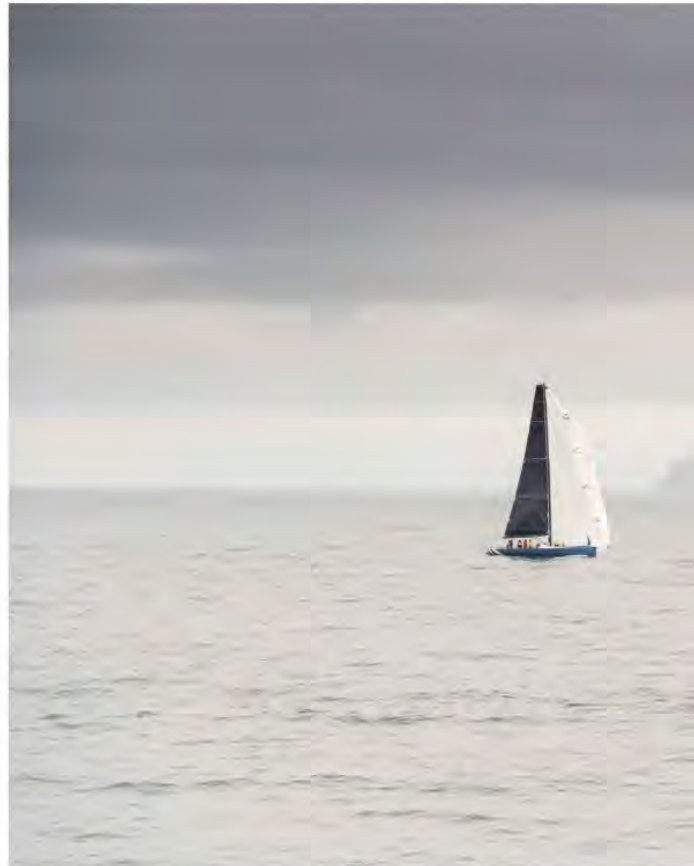
"It was exactly what I expected from the race, even Bass Strait. And yes, I would absolutely do it again," Sir Michael insisted.

Asked if he would be back for another Hobart Ingvall, who took line honours in 2000 and 2004, said, "This is the race of all races. I could say now I would never do it again, but then tell my wife tomorrow 'I'm going again.' It's a real test of one's manhood."

Consolation for Rupert Henry, who by finishing the Hobart ninth overall won the CYCA's Blue Water Pointscore, beat Matt Allen's *Ichi Ban* by two points. Incidentally, Allen's boat finished third overall in ORCi.

Allen, whose TP52 had been at the top of the leaderboard until the later stages, eventually finished fifth overall, after suffering at the hands of the Derwent.

On the other hand Jim Delegat, whose two sons Nikolas (20) on his second Hobart with Dad and James (18) contesting his first ever Hobart,





dared to dream, realising they were the ones to beat for the overall win.

As time went by the realisation dawned that the Tattersall's Cup was his. The first time since 1980 – and only the fourth Kiwi to win the famous race overall. The winemaker's critical decision to spend the summer in Sydney, racing in the CYCA's Blue Water Pointscore against Sydney Hobart rivals, had paid off richly.

"It feels like it's a reward for a long journey – very satisfying – although the enormity of it we haven't been able to comprehend," he said on being told *Giacomo* had won.

"So often you really wonder whether it is realistic to dream of winning," he said.

"Today we're not the same boat and crew we were in 2013. Since then, and the 2014 race (when his Volvo 70 was dismantled on the Tasmanian Coast so close to the finish), we looked at what we had to do. The mindset and crew was new and different this year."

Anthony Bell was over the moon when he saw *Perpetual Loyal* had finished second overall. First timer, Wang Bin, skippered his half Chinese/half French crew on *UBOX* to third place overall. His co-skipper was the famous VOR *Dongfeng* skipper

and 2004 Solitaire du Figaro winner, Charles Caudrelier.

Although thrilled with third place and to win ORCi overall at their first Sydney Hobart, Wang Bin stated: "I'm coming back. I want to win the Rolex."

Imalizard, owned and skippered by short-handed sailor Bruce Watson, won PHS overall in his first attempt, while a previous PHS winner *Quetzalcoatl*, owned by Anto Sweetapple, James Lee Warner and Anthony Bruce was second, while Trevor Richardson's *Moody Buoys*, skippered by Stuart Richardson, was third.

Tasmania scored too when Richard Grant, a Hobart first-timer, skippered his Knoop 39 to first place in the Corinthian division for the York Family trophy.

A humbled Stephanie Kerin, owner skipper of *Dekadence*, won the Jane Tate Memorial Trophy for the first female skipper.

It was particularly poignant for the Queensland entrant, as she and husband Steve (on board) are originally from Tasmania.

Retirements were few. *Freyja* blew out her headsail and retired in Sydney Harbour. The same afternoon, Sibby Ilzhofer's *Dare Devil* was out with a

Anthony Bell, skipper on *Perpetual Loyal*, was determined from the outset that this would be his year.



broken rudder for the second year in a row, then *Patrice* with a broken rudder – her second retirement in as many years. *Wild Oats XI* and *Koa*, with engine problems completed the five.

FOR THE RECORD

Brad Kellett sailed his milestone 25th on *Perpetual Loyal*, breaking the record and taking line honours. Years before him his father David, who heads the Radio Relay Vessel *JBW*, had raced *Vengeance* to line honours (1981) and scored the double on *Sovereign* (1987). David and Brad also join the illustrious father and son teams to sail at least 25 races each.

"But he didn't get the race record," said 40 year-old Brad, the youngest person to sail 25 consecutive Hobarts on record. "I'm very proud of Brad," David Kellett texted from *JBW*.

Meanwhile James Delegat, the youngest person to contest the race (he turned 18 on December 11), celebrated an overall win, second on line and inside the 2012 record.

Tony Cable broke his own record with his 51st Rolex Sydney Hobart aboard *Duende*, while Tony Ellis clocked up his 49th on *Triton* – incomparable.

On Syd Fischer's TP52 *Ragamuffin*, skippered by his grandson Brenton, navigator Adrienne Cahalan

celebrated her history-making 25th Rolex Sydney Hobart – the first woman to ever achieve this goal.

Bruce and his son Drew Taylor became the first father and son to sail 25 Hobarts together.

Michael Bellingham, Bruce Clark, and Peter Sheldrick also sailed their 25ths while Michael 'Spiesy' Spies sailed his 40th on *Hollywood Boulevard*.

Felicity Nelson notched up her 22nd Hobart on Shane Kearns' *Komatsu Azzurro*, friends Vanessa Dudley and Gail Harland celebrated their 21st races together on Adrian Van Bellen's *Jackpot*, while Tony Ellis sailed his 49th on *Triton*.

A Korean crew entered the race for the first time – and finished, thanks in part to last-minute navigator, Phil Eadie, who sailed his 35th Hobart.

On at least 37 boats in the fleet, families enjoyed racing together – indeed there were two father and daughter combinations on *Takani*, with owner James Whittle and his daughter Taylah, along with Bill Ratcliff (who sailed his 48th) and daughter Katrina.

Tom Slingsby became the most-capped Australian sailor in the world having won Olympic Gold (Laser 2012), many world championships, the America's Cup and now a line honours record breaking win aboard *Perpetual Loyal* – and he is just 32.

More details, results, photos, and video available on the official race website. ⚓ rolexsydneyhobart.com



NIGHT RIDE
Perpetual Loyal
smashed the
previous record by
nearly five hours.

W

e started our program for the 2016 Rolex Sydney Hobart Yacht Race in September 2016, when we were given the go-ahead to rebuild the forward structure of *Perpetual Loyal*, replace all running rigging and undertake a small refit to the yacht. These works were completed by contractors Andy

Dovell, Midcoast Boatyard and Marine in Newcastle, and Sydney Rigging Specialists.

By the end of November we had *Loyal* crew, myself and Chris Maxted working full time under Joe Akacich's management. We completed these works and delivered her to Sydney with 40 per cent of our Hobart squad and a few mates.

The Rolex Sydney Hobart team finally met together onboard on 12 December for the first time. We went sailing for over an hour before the SOLAS Big Boat Race where we finished second to *Wild Oats XI*. This was the start of our training road.

We completed a week of solid training with the squad, with ups and downs along the way and then let all crew have a week off from 20 December to race day.

We started Boxing Day by departing the dock at 10.30 am and did our storm sail fly by. With the storm sails packed away, we were sailing under mainsail by midday and did a few legs up and down the harbour to test the waters. Knowing exactly where we wanted to start, we didn't rush into the pre-start area until quite late, tacked over and lined her up for the start line.

With what now call the Slingsby Sling, we cranked off the start line at full pace and were called water by *Scallywag*, so we tacked and burned them off to leeward. *Perpetual Loyal* was now in a solid position and only relinquished second position to *WOXI* once night fell and into the morning.

We had an issue deploying the A2 outside Sydney Harbour, which led to bowman John Flannery spending a gruelling one-and-a-half hours on the end of the bowsprit changing tacklines over. This was

an amazing feat of endurance, considering that he was getting teabagged at 20-plus knots every few seconds. Well done, Flanno!

Once the tacklines and furlers were sorted, we pushed on to play our own boat race downwind. We had to throw a few gybes in, but still stayed in contact with *WOXI* into the light and fickle airs that presented themselves that night.

The light air was a chance for us to get the boat back into order and prepare ourselves for the drag race that we were expecting to Tasman Island. The breeze came in early on Tuesday morning from the south-east and steadily went into the east.

This is where *Perpetual Loyal* got into her groove and we started reeling-in *WOXI* from their three-mile advantage. We were at least 500 metres away from *WOXI* when their keel-ram failed and they went from being fully in sight, to us not being able to see them for a second or two. When they came back in visibility, they replied to our VHF calls and we were informed to continue on – our assistance was not required.

Our leg across Bass Straight was amazing. Perfect conditions for our girl. R2 (FRO) J5 and full main, with fully-canted keel and water, just sending her. This is where we probably recorded our top boatspeed of 30-plus knots in 20-knots TWS.

We took these reaching conditions all the way across the paddock and ended up running down most of the Tasmanian coast. Off Edystone Point we felt the record was out of our grasp, but the breeze filled in and we were informed of the average speeds

required to get there – we all instantly knew it was possible.

We gybed five times to shorten up to Tasman Island (fastest crew ever head to head in the race), with the A2 and while preparing to peel to the J2, the breeze lifted and we were able to carry the A2 all the way around past Cape Raoul and into Storm Bay. The breeze died a little at the Raoul, and we hoisted the J2 and nothing else. Then whoosh, breeze on all the way to the finish line. No tacks.

It was amazing sailing a few miles from the Iron Pot at 12.30 in the morning with a spotlight shining onto your boat travelling at 20 knots. Thanks to the Tasmanian Water Police for lighting up the sail that Tony Mutter and I were trimming going up the river.

We finished at 02.31 Wednesday morning to set a new Rolex

Sydney Hobart record and what a sensational effort by Anthony Bell, the team and the yacht that I had major involvement in preparing. Job satisfaction, yes. Happy Boat Captain, yes. ⚓

INSIDE TRACK

The right combination of factors need to align at exactly the right time for a race record.

Weather, navigation, tactics, a degree of luck.

But as PERPETUAL LOYAL's Boat Captain

BRADSHAW KELLETT explains, the foundations for the historic run were laid many months before.

ROLEX / KURT ARRIGO / DANIEL FORSTER



TO THE VICTORS
Anthony Bell,
Brad Kellett
and the
Loyal crew
celebrating
their race
record in
Hobart.



Brad Kellett,
crew and boat
manager, gets
the Rolex on
his 25th race.



Boxing Day fever at the CYCA

Race morning is hectic. The docks are a crush of sailors; family and friends coming to wish competitors good luck and some tearful farewells; along with sailing fans and visitors keen to get a close-up look at some of the best grand prix race boats in the world. It can take 20 minutes just to get out through the crowd to the yacht you are looking for! For those who missed out on a spot aboard a spectator vessel, live coverage of the start in the Race Village was the next best thing.



1. Dock traffic – it's best to find out exactly where the yacht is you're looking for. **2.** Divine assistance – the mainly Russian crew of *Simple sail Maghligai* receive a blessing. **3.** Family affair – *Celestial* skipper Sam Haynes, his son Will who was on the crew, and mum Charity. **4.** Proud tradition – Rolex battle flags adorn the fleet's foretopsails. **5.** Main focus – getting on with the job at hand; flaking the main before leaving the dock. **6.** Race Village cooking last bites – grabbing a bacon and egg roll for the way out to the start – very important. **7.** Dream realised – a crewmember from Chinese entry *Ark 323* ready for the Hobart challenge. **8.** Winning pose – *Perpetual Loyal's* boat captain Brad Kellett and engineer Ty Oxley prior to their record run. **9.** Glamorous support – *Maserati's* cheer squad was the best turned out on the day. **10.** Being there – plenty of action on the Race Village big screen.