

# offshore

YACHTING

## TOP SECRET

GEOFF BOETTCHER ON SMB 3.5'S ROLEX SYDNEY HOBART WIN

## RUSSIAN ROULETTE

ONBOARD VAMP WITH ROGER HICKMAN AND HIS RUSSIAN CREW

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## BATTLE OF BASS STRAIT

10 PAGES OF EPIC SHOTS FROM THE 66TH ROLEX SYDNEY HOBART

secret mens business ....

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**WILD AT HEART**  
Escorted by a  
flotilla of spectator  
and media boats,  
*Wild Oats XI* races  
away from the  
pack at the start of  
the Rolex Sydney  
Hobart.



ANDREA FRANCOLINI

# BASS STRAIT BATTLE

THE 2010 ROLEX SYDNEY HOBART SAW 18 YACHTS RETIRE IN BRUTAL SEAS, BUT IT WAS THE SMALL PRINT OF THE SAILING RULEBOOK, NOT THE BIG WAVES OF BASS STRAIT, THAT ALMOST COST *WILD OATS XI* A FIFTH LINE HONOURS VICTORY. DI PEARSON REPORTS.





**ROLL WITH IT**  
Spray breaks over the RP63 *Loki*, which narrowly lost a closely fought drag race with her near sister ship, RP62 *Limit*.

Organisers of the Rolex Sydney Hobart Race 2010 were left going through the rule book with a fine tooth comb after line honours winner *Wild Oats XI*, led by star skipper Mark Richards, was found to have technically breached race safety regulations when the crew used a mobile phone to make a routine position report.

Richards almost missed out on his fifth winner's Rolex watch after a malfunctioning radio forced his crew to resort to the mobile phone for make the mandatory position report from Green Cape, the last port of call before entering Bass Strait.

Race Committee Chairman Tim Cox explained that *Wild Oats XI* (along with Niklas Zennstrom's British entry *Ran*) had breached clauses 44.1a and 44.2 of the race rules, which require racers to report via HF radio. The regulation was introduced in the wake

“In a decade of covering the race I’ve never seen seas like those.”

CARLO BORLENGHI  
Rolex Official Photographer

of the storm-ravaged 1998 race, in which six sailors lost their lives.

There was an agonizing wait while the international race jury, chaired by Australian John Kirkjyan, heard evidence from the crews of both yachts, but eventually sanity prevailed and *Wild Oats XI*'s winning time of two days, seven hours, 37 minutes, 20 seconds was given the official blessing.

The famous Bob Oatley-owned 100-foot Reichel/Pugh was well outside her 2005 record of 1 day 18hr 40min 10secs, but the win with nonetheless impressive. She finished nearly four hours ahead of her nearest rival *Investec Loyal*, a 100 footer owned and skippered by Sean Langman and Anthony Bell, with a crew of well-known Australian sports stars raising funds for charity.

The 66th edition of the annual ocean classic was seen as the most physically demanding since 2004,



**POLE POSITION**  
*Wild Thing* (left) powers through big seas under a reefed sail, while *Investec Loyal* (above) takes one on the nose.

when 56 boats retired after being overcome by the conditions. The 2010 fleet withstood battering headwinds and gale-force conditions all down the coast and through the notorious Bass Strait.

“It was a tough race, no doubt about that,” admitted an exhausted Mark Richards, who was visibly relieved when his win was finally confirmed. “We’re back and we’re just very happy to be here,” he said.

Ian ‘Fresh’ Burns represented *Wild Oats XI* at the protest, with world record navigator Adrienne Cahalan and Richards himself called as witnesses.

It was just as long a wait for the overall winner, South Australian Geoff Boettcher and his *Secret Mens Business 3.5* crew. They staged an all-night vigil waiting on tenderhooks to see if Darryl Hodgkinson's *Victoire* and Peter Moseley's *Local Hero* would make it up the Derwent in time to knock them out of contention.



**HEAVY WEATHER**  
A massive storm cloud looms over a lone yacht in an ominous warning of the big seas that battered competitors in the 2010 race.

ROLEX / CARLO BOIRENGHI



Boettcher's boat finished shortly after 1.00pm on December 29, but it was almost 24 hours before he received the good news. Remarkably, Boettcher's win follows the 2009 win of fellow South Australian Andrew Saies (*Two True*), who was forced to retire from this year's race with engine problems.

*Secret Mens Business 3.5* is now one of only five South Australian boats in the history of the race to have its name engraved on the Tattersall's Cup.

"It took me 22 years to win – I'm glad it's finally happened – I'm running out of runway," Boettcher said jokingly, referring to his 64 years.

"We had to take the foot off the pedal a bit in Bass Strait, but we pushed the boat and crew to the limit; you have to if you want to win. We experienced 50 knots, choppy seas and big waves – sometimes it was a challenge just getting on deck," the Adelaide yachtsman said.

"It was a tough one with a little bit of everything – and the waves were

"It took me 22 years to win, I'm glad it's finally happened, I'm running out of runway."

GEOFF BOETTCHER

Winning skipper

at sea after she tore her mainsail.

During the mid-southerly on the second day, Rolex photographer Carlo Borlenghi reported from a helicopter: "There are yachts with triple-reefs, some with storm headsails, and others racing bare-poles. In a decade of covering the race I've never seen seas like those."

Although all arrived in Hobart relatively unscathed, the race was not without incident. The first occurred just inside South Head shortly after the start when Grant Wharington's *Wild Thing* was involved in a collision with a media boat, but suffered no serious damage.

Ludde Ingvall's *YuuZoo* lost two crewmen overboard within five hours of the start, but recovered them quickly, and during the course of the southerly buster on December 27, Peter Rodgers reported a crewmember with a head injury aboard *She*, who was taken to Ulladulla and a waiting ambulance. He was later released from hospital.



damaging."

CYCA Commodore Garry Linacre presented Boettcher with the Tattersall's Cup and Patrick Boutellier of Rolex Australia presented him with a Rolex Yacht-Master timepiece.

The South Australian was thrilled as he received his new watch: "I've been saving for one of these for a long time. To be a winner of this race is the ultimate in sailing for Australian blokes."

In the end, the two yachts threatening Boettcher did not place in the top three. Chris Bull's *Cookson 50 Jazz*, from the CYCA claimed second place, with Rob Hanna's TP52 *Shogun* (Vic) in third. The two finished inside two minutes apart and beat Boettcher into dock by less than half an hour.

Of the 87 yachts that started the 628 nautical mile race just 69 crossed the finish line. Most of the 18 retirees withdrew after being bashed about by the southerly buster on the second day. Andrew Lawrence's *Jazz Player* was the first casualty on the first night



**FLYING COLOURS**

Above: *Patriot*, a J133 owned and skippered by Tony Love, brings a little brightness to an overcast crossing. Right: Geoff Boettcher of *Secret Mens Business 3.5* with the Tattersalls Cup, and his Rolex watch presented by Patrick Boutellier of Rolex Australia.



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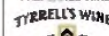
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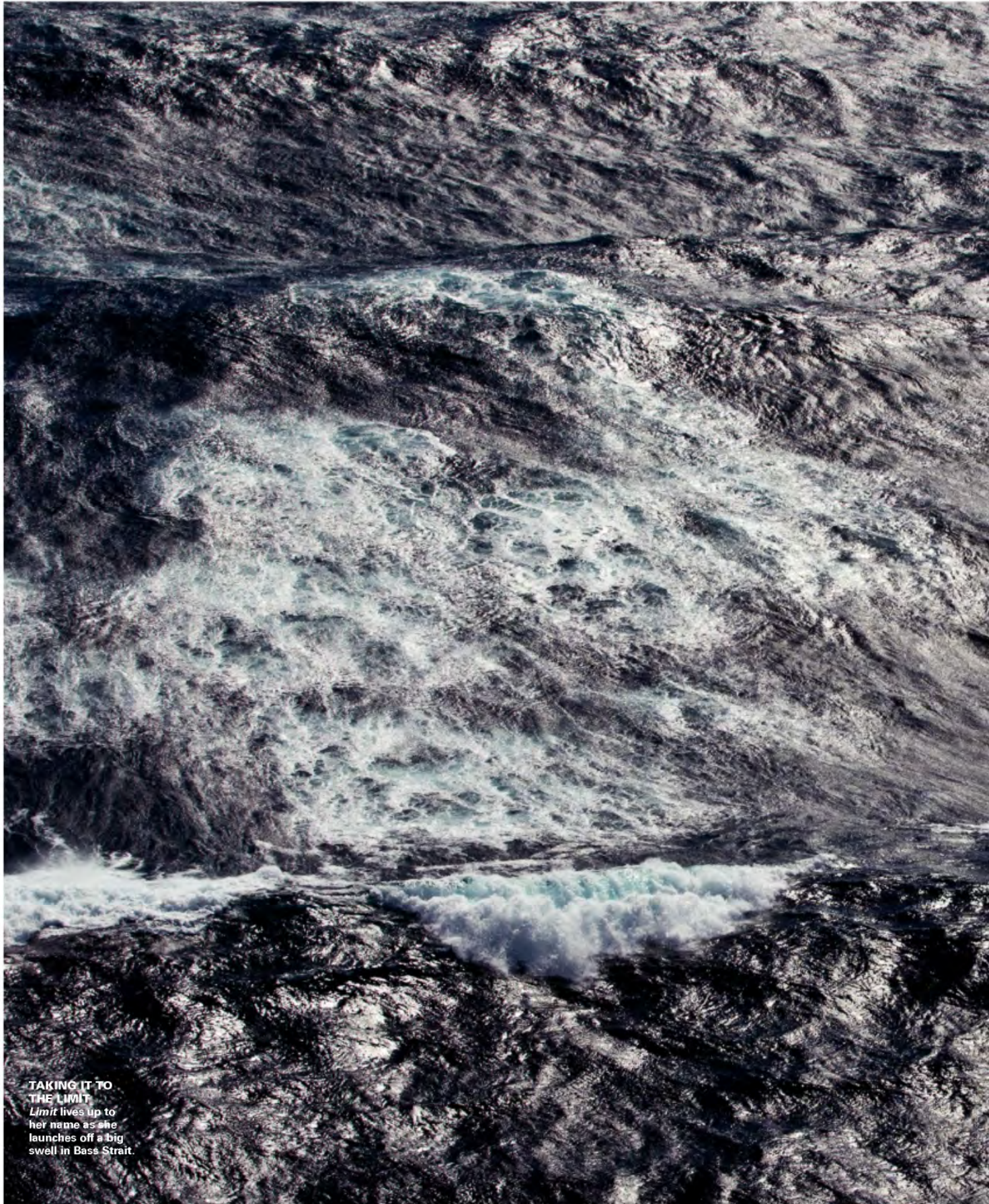


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**TAKING IT TO  
THE LIMIT**  
*Limit* lives up to  
her name as she  
launches off a big  
swell in Bass Strait.

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“It was dangerous but beautiful. We had three nights of bedlam – hard, on-the-nose sailing with confused seas.”

JONATHAN STONE

*Illusion*



A *Dodo* crewman broke his arm and was transferred to Eden and taken to hospital, while 26-race veteran *Bacardi*, a sturdy 32-year-old Peterson 44, dropped her rig off the NSW south coast.

Aboard the British yacht *Titania of Cowes*, yachting legend Sir Robin Knox-Johnson (UK) found himself with a problem of a different kind. The Swan 68 lost a five-person life raft overboard, forcing owner Richard Dobbs to drop five crew off in Eden before resuming the race.

**CRASH LANDING**  
Top: *Limit* drops off the top of another swell while (above) *Terra Firma* finds some smoother waters off the Tassie coast.

## Word of mouth

Choice quotes from the 2010 Rolex Sydney Hobart

“The second day was hell on Earth. I’ve never been so unhappy and thought that I’d made a major error in judgment.”

**Will Hubbard, 78**, whose *Dawn Star* had two crew members swept overboard. Both were safely retrieved.

“It’s almost like being war buddies who went to battle together. You form life-long relationships because of this race.”

**Roger Hickman** on bonding with his Russian crew aboard *Vamp*.

“The first afternoon we were the faster boat, they were a slicker team. We’ll change [that] though.”

**Investec Loyal’s Sean Langman** warns *Wild Oats XI* that it hasn’t heard the last of its rival supermaxi.

Among the entries were six internationals led by Niklas Zennstrom’s JV72, *Ran*, from Britain, which joined others from France, Italy, Russia and the USA. Many international crews were caught in the snowstorms in Europe, arriving jet-lagged at the last minute, still determined to take part in the famous race.

Commenting on the race conditions, *Ran*’s Zennstrom said, “I think I have now definitely seen what the race is all about. It was tough crossing Bass Strait; 35 knots of wind and big seas. The whole experience has been fantastic.”

Like the rest, *Ran*’s crew got relief from an anti-clockwise wind-shift that allowed spinnakers to pop; the relentless pounding giving way to fast surfing rides which saw the bigger yachts reaching speeds of 30 knots and above.

There were many races within the race, including the 628 nautical mile drag race between near sisterships, Stephen Ainsworth’s RP63 *Loki* (NSW) and West Australian Alan Brierty’s *Limit*, a RP62.

“We swapped positions the whole way, but then we parked and *Limit* came from 14 nautical miles behind and sailed straight through us,” said Ainsworth. “It was a great race between us, but not the finish I had in mind.”

There were barely three minutes between the two yachts at the finish line, and the result cost Ainsworth 10 jugs of rum and coke. Brierty meanwhile was delighted with his triumph.

“We beat them in the last race of the Rolex Trophy and we beat them to Hobart – it feels pretty damn good,” he said.

The smallest yacht in the fleet, *Illusion*, crossed the finish line in 66th place on line and 43rd overall. A Davidson 34 owned by Jonathan Stone, *Illusion* secured her own place in the history books when she won the brutal 1988 race overall under her original Victorian owner, Gino Knezic.

“It was dangerous but beautiful,” Stone said of his crossing. “We loved the last two days of the race, just beautiful sailing, but we had three nights of bedlam – hard, on-the-nose sailing with confused seas.”

*Wave Sweeper*, a Beneteau 40.7 owned by Morgan Rogers (NSW) had the distinction of being last yacht into port, but at least her crew made it in time to celebrate New Year, crossing the finish line shortly after 7.00pm in the time of 5 days, 6hr 8min 30sec. ⚓

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PHOTO CREDIT



**Alright, first things first – what’s with the ‘3.5’?**

Well, *Secret Mens Business 2* was a totally different boat, and was seriously damaged at Hamilton Island Race Week in 2008. Then the truck we put it on was involved in an accident, which destroyed the mast, so we decided to start again with a completely new hull; *Secret Mens Business 3*. The result of that wasn’t up to our expectations and was disappointing, so a little over a year ago so we had Mal Hart [of Hart Marine in Mornington] cut the hull off, and Reichel Pugh designed a brand new hull for us. We went from 47 foot to 51 foot, and the new design has proved itself to be as good as we hoped, if not better. It meant we had a totally new handicap. It was basically a new boat, we had to start from scratch. And we had larger sails, a different hull, and different weight. We just used the same superstructure and mast and boom and keel of the third boat. That’s why this one is 3.5.

**After the incident at Hamilton Island, some associated the boat’s name with bad luck – do you think you’ve proved them wrong now?**

When you consider the miles we do I don’t think bad luck really comes into it. For the 2010 season, for instance, the boat went from Adelaide to Sydney, Sydney to Southport, Southport to Airlie Beach and Hamilton Island, then all the way back to Adelaide for a scrub, then back to Sydney, Sydney to Hobart, Hobart to Melbourne, then back to Adelaide. I think it’s the most travelled boat in Australia. We’ve been doing this since the first *Secret Mens Business* went into the water in 1996, so we’ve had a fair innings at it, done a lot of miles. Our boat will do more miles than most of the yachts sitting in the pen at Adelaide will do in 10 or 15 years. So when you look at it that way, the few incidents we’ve had don’t look like that much.

**Did you go around preparation for this race in a different way to usual?**

Yes. We've been sailing with [champion match racer] Michael Dunstan for the last few races, probably about three Hobarts and three Audi Sydney Gold Coast races, and this time I got him to put together a crew for me. In my business I had a very busy year, so I asked Michael to put together a crew that could win the Hobart. We started out with eight South Australians and six others, but David Oliver, one of our main guys, was injured on Sydney Harbour a few days before the race, so we ended up with seven South Australians and seven other very experienced crew, who were mainly Sydney boys. Michael Dunstan put these guys together and covered all the bases, to give us strength in areas where it had been lacking. Our navigator Stephen Kemp is ex-America's Cup, and he had a lot of back up from the Sydney guys who did a huge amount of preparation. We did more preparation than we've ever done before.

**Your Hobart win is the second in two years by a South Australian boat. Is there something in the water down there?**

Ha! I think it's just determination. Down here we know we need to put the best people on the best boat in order to win a Hobart. It's a combination of Reichel-Pugh putting a bloody good boat together, some fantastic Doyle's Stratis sails, and the crew work and preparation that went into for navigation and tactics. And a shitload of luck on the day.

**Bass Strait dished up some of its roughest seas in recent years. How were conditions on board?**

It was hard work. We nearly lost our mast man Caillin Howard, he was tethered on and trying to get a headsail up when he got hit by a big wave of green water, which lifted him off the boat. The impact put a stanchion through the deck, we had a bit of leakage. We had to slow the boat right down to a crawl to get him back and it was hard work, we had five guys lifting him over the side. He was only in the water a couple of minutes, but he was bugged. He hit the deck hard and had a lot of bruising and swallowed a lot of seawater. But he bounced back well. We made him feel so embarrassed about it he was back up on deck within six hours.

**Were there any tactics or decisions during the race that you look back on now and think: "that swung it for us"?**

I think just sticking to our game plan was the most important thing. We had a plan right from the start, and we played to it right down the course. We made small adjustments but we stuck to the game plan. We saw other boats a little further out to sea getting a bit more breeze and they shot ahead of us, but we thought no, we'll stick to our plan and when the breeze swings we'll be in the right position for it. We got the currents and the winds we wanted, and we had a bit of luck coming into Tasman Island at the right time of day. We've always come in at the wrong time before and lost hours in the bay. But this time we got a bit of an easier run through there – we lost a lot of time but we pulled away pretty well. Which is good, because there was no plan B!

**Now that you've had a bit of time for your win to sink in, what are your feelings?**

It's very surreal – I still can't quite understand that we've won it. I've got all these new friends phoning to say 'well done', and I keep having

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to look at it again and check that it really happened. A lot of the media coverage has focused on the fact that it's my 22nd Hobart and that it's 'about time' we won it, but I think that's a bit misleading. With a lot of those early Hobarts I was just young and happy to be on a boat, then there were lots of races where I wasn't seriously competing to win. It's only really in the last five years or so that I've been really taking it seriously and approaching the race with a view to winning it.

**Is there more pressure on you to win races now that you have a Sydney Hobart under your belt?**

I think there could be a lot of pressure, yes. We're going to Geelong Week next, but we're not really expecting to win there, and then we'll bring the boat back for the Port Lincoln Regatta, which is great racing. We'll do our best but we're really there just to enjoy some good racing now. I think that's how we'll take the rest of the season.

**Once you arrived in Hobart you had a long wait before your win could be confirmed. What was the mood like among the crew?**



We crossed the line at 1.42pm, and we just had quiet drinks and a crew meal. There wasn't any joy; we were just fingernail biting and watching the wind all the time. It wasn't until midnight that we thought we had a good chance, when we saw we were still around third on the Yacht Tracker. By about 1am the next morning we started to feel more comfortable and let loose, and by 2.30 we were just drowning ourselves in it. It was great, because all the boys were together. We're lucky enough to have really good crewmembers, there's not a bad one among them. In those last few hours the crew felt very close-knit. We were joined by David Oliver

**BUSINESS MEN**  
Geoff Boettcher (centre, shaking hands with Patrick Boutellier of Rolex Australia) and the crew of *Secret Mens Business 3.5* with the Tattersalls Cup in Hobart.

who had injured himself in Sydney and not been able to race, so there was a great feeling of camaraderie about it.

**At 64 years old you've said you 'don't have a lot of runway left' for ocean racing. Does your win mean your runway's extended now?**

I don't think so. I think if I can't steer my own boat it's time to take a back seat, and this race I found was the hardest ever, with so much heavy running and bashing into it. In previous Hobarts I probably gave myself a false feeling of security by coming out the other end feeling pretty good, but this one I really felt was hard work to keep up. I even had an extra sleep at one point! I always prided myself on having a lot of endurance; I'm ex-army and a Vietnam vet, and my time in the jungle has always made me a tough little son. But I have to be realistic, because at 64 your reflexes are a little bit slower and your endurance is starting to fade a little bit. So if you're not handling it after an hour or more at the helm you need to say, 'that's my shout'. I don't like admitting it, but at my age you can't keep up with the bloody 30-year-old smartasses like you used to. ⚓

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**VAMPING IT UP**  
The Corby 49 *Vamp*,  
skipped by Roger  
Hickman with a  
Russian crew, eases  
past Tasman Island  
on her way to  
Hobart.



IMAGE CREDITS

THE CREW OF RUSSIANS ONBOARD *VAMP* WANTED ROUGH WEATHER TO DO A 'REAL HOBART', AND THEY GOT IT BOTH BARRELS. JENIFER WELLS BRAVED FIERCE SEAS AND A VODKA DRINKING SESSION TO FILE THIS STORY FOR OFFSHORE.

RUSSIAN  
ROULETTE



On the first afternoon of the 2010 Rolex Sydney Hobart we had a glorious ride down the coast. Wet weather gear donned for the pre-start rain had slowly been shed as we took in the sights of the South Coast. Two of the three Russian sailors onboard our yacht *Vamp* had never before set foot in Australia, so although it was my first race to Hobart I found myself playing tour guide, pointing out the landmarks to our star international imports. The three Russians were enjoying the great sailing and the thrill of racing in one of the world's best known blue water classics. But they were about to get their first lesson in Australian weather – it can turn foul faster than a vodka drinking contest with Boris Yeltsin.

It was such a beautiful afternoon. As the fleet started to disperse around the horizon in a blaze of spinnakers, our new Russian friends began to question the accuracy of the forecast southerly fronts, the first of which was predicted to hit the fleet in the early evening on the first day. We told them to just enjoy it while they could, as it was going to get pretty rough and uncomfortable. I don't think they really believed us.

Our Corby 49 was being co-skipped by Roger Hickman (competing in his 34th Sydney Hobart) and well known International Dragon sailor Mikhail 'Misha' Muratov from Moscow. HICKO had recently sailed a number of Dragon Regattas in Europe with Wolf Breit, partly in preparation for the January 2011 Worlds on Port Phillip Bay. During these events HICKO met Misha and his wife Olga White, herself a formidable skipper on the Dragon Circuit.

When talk in Europe inevitably turned to the Rolex Sydney Hobart Misha, realising the timing was perfect as he would be in Australia for the Dragon Worlds, asked HICKO to find him a competitive 50-foot boat for the race. HICKO considered *Vamp* well suited for their purposes, and old friends Garry Linacre and David Fuller were pleased to lend their newly purchased boat (previously *Limit* and *Flirt*) to the Russian crew.

Misha was joined on *Vamp* by fellow Russian Dragon owners Igor Goikhberg and Dmitry Samokin. HICKO wanted to provide a "turn-



key" operation for the Russian crew by allowing them to step onboard a well prepared boat and join an experienced Australian crew that satisfied all the eligibility requirements, such as Cat 1 experience, Safety and Sea Survival course qualifications, radio and first aid training.

It was also my first Rolex Sydney Hobart, along with some of the other Australian crew. Just over four years ago I left my job as a full-time lawyer/lobbyist in order to go sailing more often. About a year later I ran into

HICKO who was looking for a last minute additional delivery crew. Three years on, after thousands of miles in the 'Hicko Sailing Academy' on deliveries, sailing in regattas and offshore east coast races, I was fortunate to be invited to be part of the Australian crew on *Vamp*.

In the pre-race interviews, journalists asked Misha how he felt about the forecast tough conditions. "If it wasn't tough I would not think that I had experienced the Sydney Hobart," he answered.

"These guys are used to sailing in lakes where the ice is still melting," quipped HICKO.

Not far off the coast of Port Kembla, the Australian crew started shaking their heads at the seriously nasty looking roll-cloud. The skies were black behind the twisted mess of cloud, so the Russians followed the cues from the Australian crew and struggled back into their full wet

weather gear.

And then the front hit. Misha was on the helm and handled the squalls very well. He has owned a number of yachts and appreciated the responsiveness of *Vamp*. Dmitry's eyes grew a little bigger as the waves crashed over the boat. Once the reefs were in the mainsail, *Vamp* relished the conditions, but it was too bumpy and uncomfortable for much food.

We were repeatedly asked before the race whether we spoke any Russian. We don't (apart from sharing the international language

#### OLD HAND

Above: Roger Hickman takes the helm on his 34th Sydney Hobart. Right: Misha Muratov and HICKO are all smiles at the finish.

of a few vodkas) but thankfully the three Russians all spoke passable-to-very-good English. The sailing jargon caused a few small issues, but by the time the first front hit we had pretty much established a mutual vocabulary for “grind”, “hold” and “ease” – or rather “EASE!” Many of our Australian-isms were lost on our Russian counterparts, but the boys took it all in good humour.

We managed a bit of food the next day, just before a second, stronger front hit us near Tathra. I asked Misha if he liked Russian food and he shook his head vigorously. I was glad I had run out of time in the preparations to go to any trouble to try to accommodate the Russian diet – although I’m not sure *borsht* and herring goes too well on a boat anyway.

As the second front approached we put the two reefs in the main again. The Russians were now used to the Hicko Sailing Academy, including the occasional politely raised voices. Three of us were down below trying to support the rest of the crew on deck by passing up various tools and other required items. We could only see Hicko on the helm, politely instructing the boys up the front.

All of a sudden we saw Hicko double over in hysterical laughter. The reason soon appeared in front of the hatch. Two of the Australian crew had been swamped by a wave upfront and their auto-inflatable lifejackets had gone off.



They went from agile crew to debilitated bullfrogs within seconds – minor inconveniences I’m sure compared with the perils of sailing in Russia.

We had a wild night with Hicko and Misha taking turns on the helm while surfing down some sizable waves. The various skeds had delivered news about a large number of retirements, and we felt sorry for the crews who were heading to safe harbours, knowing how much time and effort goes in to preparing for the race.

We survived the flogging off the NSW coast, a benign crossing of Bass Strait, an obligatory becalming near Tasman Island and very patchy wind up the Derwent to the finish. In the river, Misha brought out his six bottles of vodka, which initially gave Hicko conniptions until he realised they were just small bottles from the Sydney hotel mini-bar, and we all enjoyed a Russian toast. I don’t think the Russians, or the other first-timers including me, were prepared for the legendary Hobart welcome. It is probably unique in the sailing world.

Misha got the classic tough Sydney Hobart he had wished for – it was exhausting and exhilarating. The leadership of our two skippers was inspirational, as was the teamwork and endurance of all onboard. Misha, Igor and Dmitry all vow that they will be back, as will the rest of us. Hopefully we will sail together again soon – maybe even in the Rolex Sydney Hobart Yacht Race 2011. ⚓

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# A KNIGHT'S TALE

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ARGUABLY THE MOST BEAUTIFUL YACHT IN THE ROLEX SYDNEY HOBART WAS THE SWAN 68 *TITANIA OF COWES*, AND WITH HER CREW INCLUDING SIR ROBIN KNOX-JOHNSON SHE ADDED MORE THAN EYE CANDY TO THE RACE, WRITES PETER CAMPBELL.





Few lovers of boats would disagree that the yachts produced by Nautor's Swan in Finland are among the finest, best designed, and best constructed in the world. The Swan 68 *Titania of Cowes*, which competed in the 66th Rolex Sydney Hobart, is one of the company's classic yachts, her royal blue hull and powerful masthead rig making her a stand-out vessel in the 2010 bluewater classic and later, in Hobart, in contesting the iconic King of the Derwent.

*Titania of Cowes* made her mark on the Rolex Sydney Hobart in several ways, including making one of the longest voyages to get to Sydney. Royal Yacht Squadron member Richard Dobbs bought the yacht just 12 months ago. She was previously named *Chippewa* and was based out of Newport, Rhode Island for the previous five years, competing in summer regattas and spending the northern hemisphere winter racing season in the Caribbean.

Dobbs was keen to contest the 2010 Rolex Sydney Hobart, so the crew set sail from Newport in January 2010, cruising south via Florida and Antigua before passing through the Panama Canal and sailing across the Pacific via Hawaii, Guam, Micronesia, Thailand and Indonesia.

*Titania* arrived in Fremantle in early October and, following maintenance, sailed on to Sydney, arriving in early December for the race to Hobart. During the race *Titania of Cowes* had as her boat captain Gina Hewson, who learned to



“We had a reasonable start, then it blew up – it was up to at least Force 8. Crossing the Bass Strait really wasn't that difficult and then it went light, which doesn't suit us. I think we had the whole spread of weather conditions.”

SIR ROBIN KNOX-JOHNSTON  
*Titania of Cowes*

sail in Sabots at Hobart's Lindisfarne Sailing Club. Sailing with Gina, 32, in the Rolex Sydney Hobart were her brother Richard, 31, as navigator and sister Amanda, 34, as medic, chef and pit.

She also had in her crew the legendary British yachtsman Sir Robin Knox-Johnston, the first man to sail solo around the world nonstop.

“Well, I think it ran the whole gamut of experience, didn't it?” said Sir Robin of his first Sydney Hobart. He and owner Richard Dobbs are members of the small and exclusive Royal Imperial Poona Yacht Club, and it was from their membership that the idea to contest the Rolex Sydney Hobart originated.

Sadly *Titania* lost one of her three liferafts overboard in the tough first night at sea, and in order to comply with the CYCA's compulsory Green Cape safety check-in, had to drop off five crew members at Eden before continuing to Hobart. This was probably the first time this has happened in the race, but the action was approved by the Race Committee.

In the race to Hobart, which came after sailing 17,000 nautical miles to compete, *Titania of Cowes* crossed in the finish line in 19th position, handicapping out as 21st IRC Overall and sixth in IRC Division 2. She did better under an ORCi rating, placing 12th ORCi Overall and seventh in ORCi Division 1.

Speaking in Hobart after the race, Sir Robin explained the reason for dropping off five of the crew. “We lost a liferaft and they won't let you cross the Bass Strait unless you've got the proper safety equipment, which we didn't; it washed off the ship. We called the race organisers and asked ‘what's the deal?’

“They told us we couldn't go on...so the only way we could carry on was to drop five people off [at Eden], which left 14 people on board and met the safety regulations [covering sufficient life raft capacity].”

Describing the voyage, Sir Robin said: “We had a reasonable start, then it blew up – it was up to at least Force 8. Then we had to go into Eden to drop five crew off and came right back out. Crossing the Bass Strait really wasn't that difficult and then it went light, which doesn't suit us ... and it blew up light when we came in last night. So, I think we had the whole spread of weather conditions.”

Sir Robin didn't stay for the King of the Derwent, but Gina Hewson gathered 18 red-shirted crew for the iconic event in which yachts from the long race to Hobart add competition for the locals. It is also an opportunity for visiting yacht owners to repay the hospitality of Hobartians; *Titania of Cowes* and Sean Langman's maxi *Investec Loyal* were both packed to the



gunwales with friends, family and guests, as well as regular crew.

Faced with light winds during the King of Derwent, *Titania* won the start and outsailed the fleet to windward, eventually being beaten out of second place in the fleet by the local Farr 40 *Voodoo Chile* by just one second.

Gina Hewson has been boat captain of *Titania of Cowes* for the past five years, having worked in that role for the boat's previous owner.

As a tribute to the sailing skills she and her siblings learned sailing in Sabots at Lindisfarne, Gina invited several current members of



Lindisfarne to join her and owner Richard Dodds in the King of the Derwent event.

The Hewson family originally lived in Lindisfarne and the children were basically brought up on yachts, including their parents' boats *Bindaree* and *Impara II*. As soon as they were old enough they started sailing Sabots at Lindisfarne.

"We have great memories of a few years sailing in the bay and at state and national championships," Gina recalled after the King of the Derwent.

After graduating from university, Gina went overseas to snowboard and work, and it was while visiting an aunt in the Caribbean that she got a job on a cruising yacht. Her career has advanced from there to being boat captain in the Mediterranean, the USA and Caribbean, becoming captain of the *Chippewa*, now *Titania of Cowes*, and then returning by sea to her native Tasmania.

From Hobart, *Titania of Cowes* headed across the Tasman Sea to New Zealand before heading north again to the Philippines. From there she may head to Korea, then back down to Singapore before heading to Thailand for the King's Cup. ⚓

**SCHOOL OF HARD KNOX**  
*Titania of Cowes* ended up five men down after skipper Sir Robin Knox-Johnson (pictured) had to drop off crew at Eden.



**A sea of choice...**

**Oceans of experience**



## A U S T R A L I A

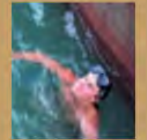
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# 2010 Results

IRC OVERALL	YACHT	DIV	LINE PLACING	ELAPSED TIME	HANDICAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Secret Men's Business 3.5</i>	1	14	03:00:42:10	1.341	04:01:29:40	Geoff Boettcher, SA
2	<i>Jazz</i>	0	12	03:00:20:19	1.356	04:02:05:28	Chris Bull, NSW
3	<i>Shogun</i>	1	11	03:00:18:54	1.357	04:02:07:53	Rob Hanna, VIC
4	<i>Pretty Fly III</i>	0	13	03:00:33:18	1.362	04:02:49:12	Colin Woods, NSW
5	<i>Victoire</i>	2	21	03:15:41:40	1.130	04:03:05:41	Darryl Hodgkinson, NSW
6	<i>Rodd &amp; Gunn Wedgetail</i>	1	9	02:23:44:50	1.402	04:04:35:23	Bill Wild, QLD
7	<i>Living Doll</i>	1	10	03:00:18:35	1.395	04:04:52:19	Michael Hiatt, VIC
8	<i>Rán</i>	1	6	02:17:22:55	1.563	04:06:11:31	Niklas Zennstrom, UK
9	<i>Vamp</i>	2	17	03:08:36:59	1.269	04:06:18:08	Roger Hickman and Mikhail Muratov, NSW & Russia
10	<i>Chutzpah</i>	2	20	03:13:03:30	1.209	04:06:50:08	Bruce Taylor, VIC
11	<i>AFR Midnight Rambler</i>	2	24	03:17:04:53	1.157	04:07:04:02	Ed Psaltis & Bob Thomas, NSW
12	<i>Terra Firma</i>	1	15	03:07:27:42	1.307	04:07:51:23	Nicholas Bartels, VIC
13	<i>Lahana</i>	0	3	02:14:09:44	1.674	04:08:03:34	Peter Millard & John Honan, NSW
14	<i>Limit</i>	1	7	02:21:30:31	1.499	04:08:11:36	Alan Brierty, WA
15	<i>Loki</i>	1	8	02:21:33:16	1.500	04:08:19:54	Stephen Ainsworth, NSW
16	<i>Ichi Ban</i>	0	4	02:16:52:55	1.611	04:08:31:29	Matt Allen, NSW
17	<i>Extasea</i>	2	23	03:15:44:39	1.202	04:09:28:07	Paul Buchholz, VIC
18	<i>Ray White Spirit of Koomooloo</i>	4	48	04:06:48:11	1.027	04:09:34:43	Mike Freebairn, QLD
19	<i>L'Altra Donna</i>	4	41	04:03:59:53	1.063	04:10:17:53	Andy Kearnan, NSW
20	<i>Local Hero</i>	4	45	04:04:46:09	1.056	04:10:24:44	Peter Mosley, NSW
21	<i>Titania of Cowes</i>	2	19	03:12:11:29	1.264	04:10:25:04	Richard Dobbs, UK
22	<i>Paca</i>	3	36	04:02:08:45	1.085	04:10:29:18	Philippe Mengual, NSW
23	<i>Wild Oats XI</i>	0	1	02:07:37:20	1.925	04:11:04:22	Bob Oatley, skippered by Mark Richards, NSW
24	<i>Ragamuffin</i>	1	16	03:07:43:15	1.344	04:11:08:41	Syd Fischer, NSW
25	<i>Patriot</i>	3	29	03:23:56:51	1.118	04:11:16:09	Tony Love, QLD
26	<i>Copernicus</i>	3	42	04:04:14:22	1.073	04:11:33:25	Greg Zyner, NSW
27	<i>L'Ange De Milon</i>	3	40	04:03:30:58	1.086	04:12:04:28	Jacques Pelletier, France
28	<i>Patrice Six</i>	2	31	04:00:17:51	1.125	04:12:20:05	Tony Kirby, NSW
29	<i>Eleni</i>	3	37	04:02:59:17	1.105	04:13:22:54	Tony Levett, NSW
30	<i>Ocean Affinity</i>	2	22	03:15:42:52	1.253	04:13:54:22	Stewart Lewis, QLD
31	<i>Zen</i>	3	39	04:03:27:06	1.106	04:13:59:37	Gordon Ketelbey, NSW
32	<i>Another Challenge</i>	3	38	04:02:59:46	1.114	04:14:16:54	Chris Lewin, VIC
33	<i>Shepherd Centre</i>	4	49	04:07:44:11	1.066	04:14:34:59	Hugh Torode, NSW
34	<i>Gadibarra 8</i>	2	25	03:20:46:20	1.214	04:16:37:32	Paul Roberts, VIC
35	<i>St Jude</i>	2	27	03:23:31:37	1.179	04:16:37:35	Noel Cornish, NSW
36	<i>Investec LOYAL</i>	0	2	02:11:11:34	1.909	04:16:59:56	Sean Langman and Anthony Bell, NSW
37	<i>Chancellor</i>	3	52	04:09:13:20	1.078	04:17:25:46	Ted Toohar, NSW
38	<i>She's The Culprit</i>	2	43	04:04:21:29	1.138	04:18:12:27	Todd Leary, TAS
39	<i>Geomatic Joker</i>	3	53	04:09:16:49	1.093	04:19:04:17	Tony Johnston & Grant Chipperfield, VIC
40	<i>Tevake II</i>	2	35	04:02:02:10	1.186	04:20:16:15	Angus Fletcher, VIC
41	<i>Secret Men's Business #1</i>	2	46	04:05:03:05	1.158	04:21:01:03	SMB Syndicate skippered by Rob Curtis & Ross Trembath
42	<i>Wild Thing</i>	0	5	02:17:15:29	1.848	05:00:35:49	Grant Wharington, NSW
43	<i>Illusion</i>	4	66	05:03:00:36	0.996	05:02:31:05	Jonathan Stone, NSW
44	<i>Allegro</i>	4	55	05:00:54:11	1.019	05:03:12:01	John Taylor, NSW
45	<i>Crossbow</i>	4	59	05:01:07:53	1.025	05:04:09:35	David Stenhouse & David Cutcliffe, NSW
46	<i>Dawn Star</i>	4	63	05:01:47:36	1.023	05:04:35:40	William Hubbard III, USA
47	<i>Wahoo</i>	4	57	05:00:56:54	1.034	05:05:03:38	Graham Mulligan, NSW
48	<i>Charlie's Dream</i>	4	67	05:03:39:49	1.015	05:05:31:07	Peter Lewis, QLD
49	<i>Aurora</i>	4	58	05:00:58:56	1.048	05:06:47:22	Jim & Mary Holley, NSW
50	<i>Blunderbuss</i>	4	61	05:01:21:40	1.067	05:09:29:32	Tony Kinsman, QLD
51	<i>Young Ones</i>	3	65	05:02:56:59	1.072	05:11:48:08	Ian Miller, VIC
52	<i>Wave Sweeper</i>	4	69	05:06:08:30	1.060	05:13:42:37	Morgan Rogers, NSW
53	<i>Mille Sabords</i>	3	56	05:00:56:38	1.109	05:14:07:36	Stephane Howarth, VIC

## TROPHIES & AWARDS

**The George Adams Tattersall Cup (Tattersall's Cup) - IRC Overall Trophy + Rolex Yacht-Master timepiece** *Secret Men's Business 3.5*, Geoff Boettcher, South Australia. Plus additional trophies RORC Plaque, Government of Tasmania Trophy

**J. H. Illingworth Trophy & Replica (Line Honours Trophy) + Rolex Yacht Master timepiece** *Wild Oats XI*, Bob Oatley, skippered by Mark Richards, NSW

**Jack Rooklyn Memorial Trophy (First Yacht out of Sydney Heads)** *Wild Oats XI*, Bob Oatley, skippered by Mark Richards, NSW

**F & J Livingstone Trophy (First Yacht South of Tasman Island)** *Wild Oats XI*, Bob Oatley, skippered by Mark Richards, NSW

**Rushcutters Trophy (First IRC Division 0)** *Jazz*, Chns Bull, NSW

**George Barton Trophy (First IRC Division 1)** *Secret Men's Business 3.5*, Geoff Boettcher, SA

**City of Hobart Trophy; Bass Strait Cup; Solo Trophy (Second IRC Overall)** *Jazz*, Chris Bull, NSW

**Royal Yacht Club of Tasmania trophy & Storm Bay Cup (Third IRC Overall)** *Shogun*, Rob Hanna, VIC

**Peter Allsop Memorial Trophy (First IRC Division 2)** *Victoire*, Darryl Hodgkinson, NSW

**RORC Trophy, Storm Bay Cup (First IRC Division 3)** *PACA*, Philippe Mengual, NSW

**Sir Arthur Warner Trophy (First IRC Division 4)** *Ray White Spirit of Koomooloo*, Mike Freebairn, QLD

**RANSA Trophy (First PHS Division 1)** *NSC Mahlgai*, Murray Owen and Jenny Kings, NSW

**CYCA Trophy (First PHS Division 2)** *Flying Fish Arctos*, *Flying Fish Online* skippered by Martin Silk, NSW

**Charleston Trophy (First ORCi Division 1)** *Jazz*, Chris Bull, NSW

PHS OVERALL	YACHT	DIV	LINE PLACING	ELAPSED TIME	HANDICAP
1	<i>Flying Fish Arctos</i>	2	47	04:05:15:17	0.9972
2	<i>Valheru</i>	2	28	03:23:42:32	1.0606
3	<i>CIC Secure Inca</i>	2	64	05:02:26:31	0.8472
4	<i>NSC Mahligai</i>	1	30	04:00:09:23	1.1167
5	<i>Polaris of Belmont</i>	2	68	05:03:42:56	0.8738
6	<i>Merit</i>	1	18	03:09:18:53	1.3315
7	<i>She</i>	2	62	05:01:22:34	0.8935
8	<i>LMR Solar</i>	2	44	04:04:38:13	1.0808
9	<i>Krakatoa II</i>	1	34	04:01:57:34	1.12
10	<i>Wasabi</i>	1	33	04:01:50:30	1.1217
11	<i>Obsession</i>	2	51	04:09:06:57	1.0452
12	<i>Helsal III</i>	1	26	03:23:17:17	1.225
13	<i>Dodo</i>	1	32	04:00:26:32	1.3063
14	<i>Abacadabra</i>	2	60	05:01:18:49	1.0543

ORCI OVERALL	YACHT	DIV	LINE PLACING	ELAPSED TIME	HANDICAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Jazz</i>	1	12	03:00:20:19	1.2762	03:20:19:07	Chris Bull NSW
2	<i>Pretty Fly III</i>	1	13	03:00:33:18	1.2798	03:20:51:21	Colin Woods NSW
3	<i>Victoire</i>	2	21	03:15:41:40	1.0781	03:22:32:36	Darryl Hodgkinson NSW
4	<i>AFR Midnight Rambler</i>	2	24	03:17:04:53	1.0954	04:01:34:47	Ed Psaltis & Bob Thomas NSW
5	<i>Terra Firma</i>	1	15	03:07:27:42	1.245	04:02:55:47	Nicholas Bartels VIC
6	<i>Copernicus</i>	3	42	04:04:14:22	0.989	04:03:08:13	Greg Zyner NSW
7	<i>Chutzpah</i>	2	20	03:13:03:30	1.167	04:03:15:47	Bruce Taylor VIC
8	<i>Limit</i>	1	7	02:21:30:31	1.4537	04:05:02:41	Alan Brierty WA
9	<i>Ragamuffin</i>	1	16	03:07:43:15	1.2709	04:05:19:02	Syd Fischer NSW
10	<i>Lahana</i>	1	3	02:14:09:44	1.6343	04:05:35:30	Peter Millard and John Honan NSW
11	<i>Patriot</i>	2	29	03:23:56:51	1.0648	04:06:09:54	Tony Love QLD
12	<i>Titania of Cowes</i>	1	19	03:12:11:29	1.2168	04:06:26:39	Richard Dobbs United Kingdom
13	<i>Patrice Six</i>	2	31	04:00:17:51	1.0705	04:07:05:11	Tony Kirby NSW
14	<i>Another Challenge</i>	3	38	04:02:59:46	1.0477	04:07:43:06	Chris Lewin VIC
15	<i>Shepherd Centre</i>	3	49	04:07:44:11	1.009	04:08:40:12	Hugh Tarode NSW
16	<i>Cadibarra 8</i>	2	25	03:20:46:20	1.1429	04:10:01:46	Paul Roberts VIC
17	<i>Chancellor</i>	3	52	04:09:13:20	1.031	04:12:29:03	Ted Tooher NSW
18	<i>She's The Culprit</i>	2	43	04:04:21:29	1.095	04:13:53:31	Todd Leary TAS
19	<i>Secret Men's Business #1</i>	2	46	04:05:03:05	1.1048	04:15:38:30	Ross Trembath & Rob Curtis NSW
20	<i>Crossbow</i>	3	59	05:01:07:53	0.9584	04:20:05:32	David Stenhouse & David Cutcliffe NSW
21	<i>Allegro</i>	3	55	05:00:54:11	0.9618	04:20:17:04	John Taylor NSW
22	<i>Wahoo</i>	3	57	05:00:56:54	0.9746	04:21:52:34	Graham Mulligan NSW
23	<i>Blunderbuss</i>	3	61	05:01:21:40	1.0098	05:02:33:02	Tony Kinsman QLD
24	<i>Young Ones</i>	3	65	05:02:56:59	1.0118	05:04:24:02	Ian Miller VIC
25	<i>Wave Sweeper</i>	3	69	05:06:08:30	0.9966	05:05:42:46	Morgan Rogers NSW

**LINE HONOURS**

<i>Wild Oats XI</i>	02:07:37:20	Bob Oatley, skippered by Mark Richards, NSW
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**Notes**

*Alchemy 3* – retired due to boom damage  
*Bacardi* – retired due to broken mast  
*Calm* – retired  
*Exile* – retired due to steering damage  
*Jazz Player* – retired due to damaged mainsail  
*Nautical Circle* – retired to Eden due to Engine Problems  
*Pirelli Celestial* – sail damage

*Salona 2* – steering problems  
*Scarlet Runner* – sail damage  
*Shamrock* – damage to rudder bearing  
*Shining Sea* – Broken Rudder  
*Swish* – radio damage  
*Two True* – engine problems  
*Wot Eva* – engine problems

*Brindabella* – damaged mainsail  
*YuuZoo* – torn headsail  
*Southern Excellence* – rig failure

**Hobart Port Trophy (First ORCI Division 2)**

*Victoire*, Darryl Hodgkinson, NSW

**Hobart Port Trophy (First ORCI Division 3)**

*Copernicus*, Greg Zyner, NSW

**Apollo Trophy (presented to first yacht under 18.5m across the finish line)**

*Rodd & Gunn Wedgetail*, Bill Wild, QLD

**Battery Point Trophy (Fastest Small Yacht on Elapsed Time)**

*L'Altra Donna*, Andy Kearman, NSW

**Prince Albert of Monaco Cup & Sydney Yachts Trophy (First Sydney 38)**

*Eleni*, Tony Levett, NSW

**Port of Hobart Trophy (First Tasmanian Yacht IRC)**

*She's The Culprit*, Todd Leary

**Jane Tate Memorial Trophy (First female skipper)**

Stephane Howarth, *Mille Sabords*, VIC

**Polish Trophy (for the yacht travelling the furthest to compete)**

*Onelife*, Alberto Biffignandi, Italy

**Rani Trophy (most meritorious performance as judged by the race committee)**

*Lisa Chamberlain*, *YuuZoo* crew member, NSW

**Tasmanian Government 25 Race Medallions**

Carl Crafoord, *Lahana*; Hugh Brodie, *Victoire*

**City of Hobart Trophy (presented to the navigator of the first Tasmanian yacht on corrected time)**

Rod Chamberlain, *She's The Culprit*

**Bill Owen Memorial Trophy (presented to navigator of winning yacht corrected time)**

Steve Kemp, *Secret Men's Business 3.5*

**Alan Payne Memorial Trophy (designer of winning yacht)**

Reichel Pugh

**Cruising Division**

*Onelife*, Alberto Biffignandi, Italy

**050 | RSHYR 2010 RESULTS**

IRC OVERALL	YACHT	DIV	LINE	ELAPSED TIME	TCC	CORRECTED TIME	OWNER/SKIPPER
1	<i>Secret Men's Business 3.5</i>	1	14	03:00:42:10	1.341	04:01:29:40	Geoff Boettcher, SA
2	<i>Jazz</i>	0	12	03:00:20:19	1.356	04:02:05:28	Chris Bull, NSW
3	<i>Shogun</i>	1	11	03:00:18:54	1.357	04:02:07:53	Rob Hanna, VIC
<b>IRC DIV 0</b>							
1	<i>Jazz</i>	0	12	03:00:20:19	1.356	04:02:05:28	Chris Bull, NSW
2	<i>Pretty Fly 3</i>	0	13	03:00:33:18	1.362	04:02:49:12	Colin Woods, NSW
3	<i>Lahana</i>	0	3	02:14:09:44	1.674	04:08:03:34	Peter Milard & John Honan, NSW
<b>IRC DIV 1</b>							
1	<i>Secret Men's Business 3.5</i>	1	14	03:00:42:10	1.341	04:01:29:40	Geoff Boettcher, SA
2	<i>Shogun</i>	1	11	03:00:18:54	1.357	04:02:07:53	Rob Hanna, VIC
3	<i>Rodd &amp; Gunn Wedgetail</i>	1	9	02:23:44:50	1.402	04:04:35:23	Bill Wild, QLD
<b>IRC DIV 2</b>							
1	<i>Victoire</i>	2	21	03:15:41:40	1.130	04:03:05:41	Darryl Hodgkinson, NSW
2	<i>Vamp</i>	2	17	03:08:36:59	1.269	04:06:18:98	Roger Hickman and Mikhail Muratov, NSW & Russia
3	<i>Chutzpah</i>	2	20	03:13:03:30	1.209	04:06:50:08	Bruce Taylor, VIC
<b>IRC DIV 3</b>							
1	<i>Paca</i>	3	36	04:02:08:45	1.085	04:10:29:18	Philippe Mengual, NSW
2	<i>Patriot</i>	3	29	03:23:56:51	1.118	04:11:16:09	Tony Love, QLD
3	<i>Copernicus</i>	3	42	04:04:14:22	1.073	04:11:33:25	Greg Zyner, NSW
<b>IRC DIV 4</b>							
1	<i>Ray White Spirit of Koomooloo</i>	4	48	04:06:48:11	1.027	04:09:34:43	Mike Freebairn, QLD
2	<i>L'Altra Donna</i>	4	41	04:03:59:53	1.063	04:10:17:53	Andy Kearman, NSW
3	<i>Local Hero</i>	4	45	04:04:46:09	1.056	04:10:24:44	Peter Mosley, NSW
<b>PHS OVERALL</b>							
1	<i>Flying Fish Arctos</i>	2	47	04:05:15:17	0.9972	04:04:58:16	Flying Fish Online, skippered by Martin Silk
2	<i>Valheru</i>	2	28	03:23:42:32	1.0606	04:05:30:32	Anthony Lyall, TAS
3	<i>CIC Secure Inca</i>	2	64	05:02:26:31	0.8472	04:07:43:58	Noel Sneddon, ACT
<b>PHS DIV 1</b>							
1	<i>NSC Mahligai</i>	1	30	04:00:09:23	1.1167	04:11:22:40	Murray Owen & Jenny Kings, NSW
2	<i>Merit</i>	1	18	03:09:18:53	1.3315	04:12:16:14	Leo Rodriguez, QLD
3	<i>Krakatoa II</i>	1	34	04:01:57:34	1.12	04:13:42:52	Rod Skellet, NSW
<b>PHS DIV 2</b>							
1	<i>Flying Fish Arctos</i>	2	47	04:05:15:17	0.9972	04:04:58:16	Flying Fish Online, skippered by Martin Silk, NSW
2	<i>Valheru</i>	2	28	03:23:42:32	1.0606	04:05:30:32	Anthony Lyall, TAS
3	<i>CIC Secure Inca</i>	2	64	05:02:26:31	0.8472	04:07:43:58	Noel Sneddon, ACT
<b>SYDNEY 38 OD</b>							
1	<i>Eleni</i>			04:02:59:17		04:02:59:17	Tony Levett, NSW
2	<i>Another Challenge</i>			04:02:59:46		04:02:59:46	Chris Lewin, VIC
3	<i>Zen</i>			04:03:27:06		04:03:27:06	Gordon Ketelbey, NSW
<b>CRUISING</b>							
1	<i>Onelife</i>						Alberto Biffignandi, Italy
2	<i>Scarlett Ribbon</i>						Richard Buxton, VIC
<b>ORCI OVERALL</b>							
1	<i>Jazz</i>	1	12	03:00:20:19	1.2762	03:20:19:07	Chris Bull, NSW
2	<i>Pretty Fly III</i>	1	13	03:00:33:18	1.2798	03:20:51:21	Colin Woods NSW
3	<i>Victoire</i>	2	21	03:15:41:40	1.0781	03:22:32:36	Darryl Hodgkinson, NSW
<b>ORCI Div 1</b>							
1	<i>Jazz</i>	1	12	03:00:20:19	1.2762	03:20:19:07	Chris Bull, NSW
2	<i>Pretty Fly III</i>	1	13	03:00:33:18	1.2798	03:20:51:21	Colin Woods, NSW
3	<i>Terra Firma</i>	1	15	03:07:27:42	1.245	04:02:55:47	Nicholas Bartels, VIC
<b>ORCI Div 2</b>							
1	<i>Victoire</i>	2	21	03:15:41:40	1.0781	03:22:32:36	Darryl Hodgkinson, NSW
2	<i>AFR Midnight Rambler</i>	2	24	03:17:04:53	1.0954	04:01:34:47	Ed Psaltis & Bob Thomas, NSW
3	<i>Chutzpah</i>	2	20	03:13:03:30	1.167	04:03:15:47	Bruce Taylor, VIC
<b>ORCI Div 3</b>							
1	<i>Copernicus</i>	3	42	04:04:14:22	0.989	04:03:08:13	Greg Zyner, NSW
2	<i>Another Challenge</i>	3	38	04:02:59:46	1.0477	04:07:43:06	Chris Lewin, VIC
3	<i>Shepherd Centre</i>	3	49	04:07:44:11	1.009	04:08:40:12	Hugh Torode, NSW