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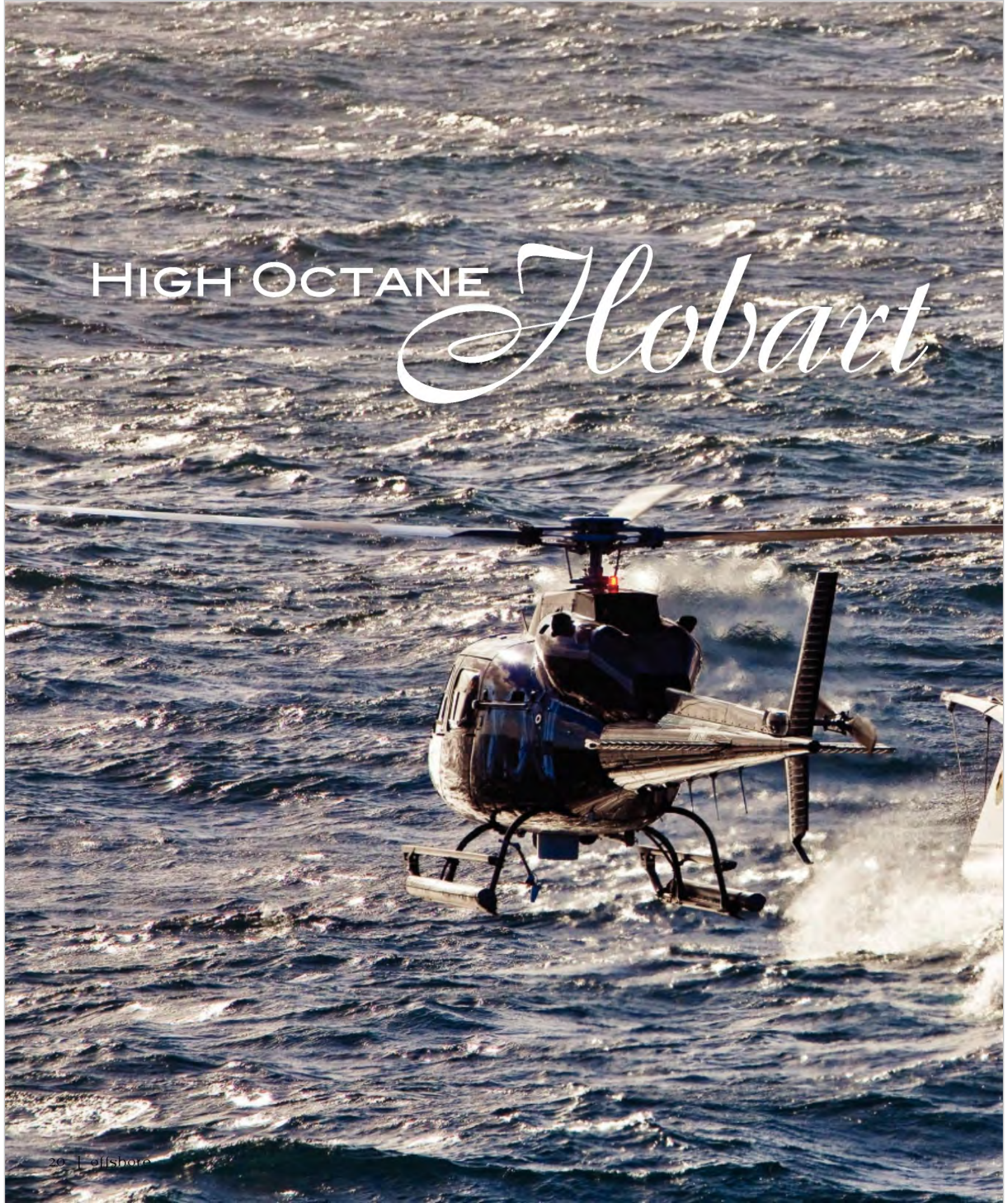
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HIGH OCTANE *Hobart*



A MEMORABLE BATTLE BETWEEN THREE SUPERCHARGED 100-FOOT MAXIS TOOK CENTRE STAGE IN THE ROLEX SYDNEY HOBART 2009 AND SAW A NEW KING CROWNED.

By Matthew Henry



Photo: Rolex/Daniel Forster

Kites were flying for the spinnaker start on Boxing Day.

It was not the race anyone predicted, but in so many ways the 65th Rolex Sydney Hobart tore up the carbon copy of recent years. *Oats* was outdone; Sydney Harbour was sodden and Bass Strait benign. The puff was patchy, as though Huey had taken a summer holiday, and Corinthian crews on production 40-footers bested the “rock star” racers in the battle for overall honours.

The only storm brewing was that of controversy, with a collision between boats before the 100-strong fleet had even left Sydney Heads threatening to decide the winner of the 628 nautical mile ocean classic. Otherwise it was all smooth sailing for most of the 94 finishers.

With five 100-footers and two 98-footers in the fleet, the Rolex Sydney Hobart 2009 was one of the most talked about races in the event’s 65-year history. Rumours of a record-breaking run reached fever pitch in the lead up, with *Wild Oats XI*’s benchmark of 1 day, 18 hours, 40 minutes and 10 seconds looking sure to fall.

Anticipation grew all the more with the tragic dismasting of *Etihaad Stadium* (formerly *Skandial Wild Thing*) just weeks before the race. Australians tuned into the drama as her “million dollar baby” carbon mast – bought from rival Neville Crichton – made an express trip from France to the Sydney City Marine shipyard to begin her intricate installation.

Boxing Day arrived wet and overcast but, as always, droves of eager spectators spurned a day on the couch gorging on leftover Christmas turkey to pack harbourside vantage points for the 1pm race start. Always a magnificent sight, the iconic spectacle of summer sport was all the more electrifying with one of the most exciting maxi fleets ever assembled, powering down Sydney Harbour under spinnaker and out through the Heads into a bumpy seastate.

The pre-race buzz on the dock at the CYCA was also palpable. One young Romeo managed to crank the tension up a notch with a daring dockside marriage proposal in front of a flotilla of TV cameras. The sea can

be a lonely place and none more so than for a spurned lover! Thankfully she said yes, to the relief of more than just the prospective groom.

The sun may have hid its face on Boxing Day but the stars shone brightly from the deck of *Investec LOYAL*. Its crew of Aussie sporting heroes included boxer Danny Green, Olympic swimming champion Grant Hackett, rugby internationals Phil Kearns and Phil Waugh, celebrity accountant Andrew Bell as well as TV presenter and former gameshow host Larry Emdur. All novices in the sport of sailing, they were pitted against professional crews onboard the bookies’ favourites: *Alfa Romeo*, fresh from conquering the Transpac race record, and four-time line honours winner *Wild Oats XI*. Both boats had a score to settle after *Wild Oats XI* got the better of *Alfa Romeo* in their first encounter in the 2005 Rolex Sydney Hobart. The rematch was electric, with rival owners Bob Oatley and Neville Crichton ramping up the pre-race banter. *Wild Oats XI* was making a tilt at an historic fifth consecutive line honours win, but in four years of dominance had never had such a fight on her hands. Also lining

“THEY WERE GOOD COMPETITORS BUT AT THE END OF THE DAY WE HAD THE BETTER TEAM.”



Photo: Andrea Francolini

In the hunt for so long, *ICAP Leopard* was eventually outfoxed by *Alfa* and *Oats*.

up as a serious challenger in the line honours tussle was *ICAP Leopard*, the UK 100-footer owned by gregarious Englishman Mike Slade.

The start was over in a flash. Just eight minutes after the starting cannon echoed through the harbour, *Alfa Romeo* was rounding the first mark and steaming out of Sydney Heads. *Wild Oats XI* stumbled with a messy spinnaker drop allowing Crichton and crew to grab a hold of the lead. It was the first time in four years *Wild Oats XI* had not led the fleet to the seaward mark.

“TO BE HONEST, IT WAS A SHOCKER.”

Skipper Grant Wharrington’s never-say-die attitude saw the heavily modified 98-footer *Etihad Stadium* make a Cinderella appearance at the startline. But it was a story too good to be true and hopes of a fairytale ending were dashed.

“It’s very disappointing,” said Wharrington, hours after being forced to retire from the race at the startline due to rigging problems.

“This is not the sort of event that you can just go, ‘She’ll be right, we’re just going around South Head and the next turning mark is Tasman Island’.”

It was a bumpy ride for the fleet that evening and a real baptism of fire for the debutants.

“That first night was absolutely full on; quite confronting I’d have to say,” recalled Olympic swimmer Grant Hackett, sailing aboard *Investec LOYAL*. Normally at home in the water, Hackett was getting his first real

taste of ocean racing. “It gave me new respect for sailors,” he said.

Investec LOYAL’s first 12 hours was a nightmare run for skipper Sean Langman, with shredded headsails seeing the boat slip back to 15th, trailing many of the 60 and 70-footers when it should have been hanging in with the frontrunners. With the problems rectified the following day, Langman put the accelerator down and shot back into fourth, but *Investec LOYAL* was already out of line honours contention. It was now a three-way battle between *Oats*, *Alfa* and *Leopard* down the Tasmanian coast.



Photo: Rolex/Daniel Foster

Investec LOYAL battles RAN up Sydney Harbour.

As conditions softened, *Alfa Romeo* got its race-winning break off the New South Wales south coast. *ICAP Leopard* was relishing the strong upwind conditions, pointing high into the southerly, and *Wild Oats XI* was in step with *Alfa Romeo* in a close battle. But the light airs off Gabo Island – the south easterly tip of the Australian mainland – swung the race in *Alfa Romeo*’s favour.

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According to Mike Slade onboard *ICAP Leopard*, the race just slipped out of reach before their eyes: "We were all just splashing about, there was no breeze whatsoever, and it's always the case that someone will get that little extra puff. *Alfa Romeo* was in the right place to get it. We didn't get it. *Wild Oats XI* didn't get it, and *Alfa* put 10 miles on us both very quickly."

When *Alfa Romeo* finally crossed the finish line off Battery Point just after 10pm, under a pink-hued evening sky on the beautiful Derwent River, she had an elapsed time of 2 days 9 hours 2 minutes 10 seconds. *Wild Oats XI* was still 16 miles behind and *ICAP Leopard* a further 24 miles astern.

It was a score settled for Neville Crichton and a victory sweeter than any of his other 143 line honours wins aboard *Alfa Romeo* since 2005.

"Back then I was drinking the beer and Mark Richards was drinking the champagne," Crichton said. The roles had reversed this year. "They were good competitors but at the end of the day we had the better team."

In stark contrast, *Wild Oats XI* slipped into Constitution Dock after midnight. The crowds had gone home – Hobart was in bed. There was to be no fanfare this year. A philosophical Mark Richards rued his mistake on Sydney Harbour, which surrendered the lead to *Alfa Romeo*. "You can't always win, and it's good for the sport that someone else wins. We gave it our best shot and that's all I could do," said Richards.

"You've got to be a good winner as well as a good loser, that's all part of sport."

To everyone's surprise, *ICAP Leopard* gave its two line honours rivals a solid fight most of the way down the Tassie coast, despite her disadvantage in the light and patchy conditions. But a gutsy all-or-nothing decision to head well east of the rhumbline finally ended her race.

"We threw a gamble at the end to try and beat *Alfa* and we got duly punished for it," said Slade. "Gosh, we didn't even damn near make it up the river here."

When the boat slipped into the dock at 5:30 on the morning of the 29th, the perpetually effervescent Slade hopped off, a spring in his step and a wide smile across his face. The grueling days at sea – written all over the faces of his crew members – had seemingly not dented his optimism. But the cheerful demeanor was only external.

"To be honest, it was a shocker," said Slade in summation – his opening words in a dockside interview with Channel 7's *Sunrise* program. The smile never left his face.

"It was the longest and most light air race... that our guys have ever seen before. Just endless problems and shutdowns, but that's what makes it exciting."

While the supercharged maxi fleet grabbed the headlines, the unfolding handicap contest was once again an intriguing battle. Rolex's Yacht Tracker website kept a constant eye on the IRC leader but the results were about as variable as the evening breeze on the Derwent. At one point or another just about every boat in the fleet was in with a shot at a handicap win as the weather swung from 35 knots to complete calm.

Alfa Romeo emerged as an early favourite for the handicap and line honours double – could she completely turn the tables on *Wild Oats XI*'s 2005 triumph? But before the race was through, even the smallest boat in



Sunrise and a sail change for *Ichi Ban*, off the Tassie Coast.

Photo: Rolex/Daniel Forster

the fleet, James Connell and Alex Brandon's Farr 1020 *Zephyr Hamilton Elevators* from the CYCA, had made an appearance atop the leaderboard.

The name on everybody's lips was *RAN*, an eight-month-old Judel-Vrolijk 72 owned by Skype founder Niklas Zennstrom, which came into the race in hot form after its overall win at the Rolex Fastnet. Zennstrom's heart must have sunk as weather reports predicted a light wind race – something he described pre-race as his yacht's "Achilles heel". *RAN* made a strong push for a handicap win, but the 40-footers emerged as the true overall contenders.

By the evening of the 27th, Noel Cornish's Sydney 47 *St Jude* had charged into first place overall, followed closely by *Two True* and *Patrice Six*. Some of the favourites were still in close touch with *RAN* placed at 6, *Loki* at 8, *AFR Midnight Rambler* at 10, *Chutzpah* at 13, *Living Doll* at 20 and early leader *Shogun* at 19. The TP52s were way down the list with last year's winner Bob Steel's *Quest* well out of contention, placed 45th.

When Andrew Saies' Beneteau First 40 *Two True* arrived in Hobart at 12:49pm on December 30 to be declared the provisional winner, he sailed straight into the protest room. *Two True* made contact with *She's the Culprit* on Sydney Harbour, and now the South Australian orthopedic surgeon and his crew would have to endure a testing 24-hour wait for the



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international jury to make their decision. When the protest was eventually dismissed and *Two True* officially declared the overall winner, it was a very relieved Andrew Saies who accepted the Tattersall's Cup and Rolex Yachtmaster.

"The wind was in, the wind was out, we drifted, we went backwards, we lost internet access, we didn't know what was going on until the last few minutes," said Saies of a challenging race.

"It was a classic Rolex Sydney Hobart event and we were in it up to our back teeth and it came our way in the end."

Just 22 minutes behind on corrected time was Victorian father-son duo Mike and Mark Welsh's *Wicked*, also a Beneteau First 40.

The Rolex Sydney Hobart 2009 reminded us that this race is not all about canting keels and carbon fibre. As the fleet sped down the NSW south coast, the TP52 *Shortwave*, with 11 members of the Short family among its crew of 16, pulled to a halt 30 miles out to sea, at the latitude where Andrew Short lost his life in the Flinders Islet race in October. It was a poignant moment of reflection amidst the fleet's relentless southward march. Andrew's older brother Matthew went to the starboard side of the boat, the family having already agreed what would take place.

"He said a few words to the kids. It wasn't heavy," said Matthew's wife Christine. "He said that Andrew had died doing what he enjoyed doing and he reminded the kids not to make any silly mistakes."

"After that, we threw one of his favourite hats into the sea, the one from last year's Rolex Sydney Hobart. From then on, we knew he was with us. Every time we needed some wind we said, 'Come on, Andrew, give us a puff', and he did."

It was not the steady passing of the NSW south coast but an extraordinary pod of dolphins, dashing about *Audi Centre Melbourne* in the waters off Bicheno, which made Roger Hickman take pause and remember Sally

Photo: Rolex/Kurt Arrigo



Rocking and rolling on the rail ... *Sailing Services Anson* in the bumpy swells passing South Head.

Gordon, who also perished that tragic night in October.

"We got more dolphins than any of us had ever seen, and I've been floating around for a long time," an emotional Hickman recalled upon finishing his 33rd Rolex Sydney Hobart.

"They just played and played. Sally was always fascinated with them. That was sad because you think, 'bugger'."

The Corinthian spirit was kept alive on the Whitbread maxi *Lion New Zealand*, which celebrated the 25th anniversary of its line honours win with a commemorative sail by family members of the original crew, including

10/09/09



Alfa Romeo cruising up the Derwent, moments before crossing the line.

Photo: Andrea Francolini

the daughter of winning helmsman, the late Sir Peter Blake, who died in tragic circumstances.

"I did it to get to know Dad a little better," said Sarah-Jane, his daughter. When asked had the trip been emotional, she said, "I've been busy and tired; when you stop and think about it, it can mess with your head."

Even if it felt like a long race to some, the Rolex Sydney Hobart 2009 was not the longest by any measure. Although only 41 yachts of the 95 finishers completed the race in under four days, and more than half the fleet was still at sea on 30 December, all boats arrived in Hobart to see in the New Year. The line honours winner took 13 hours longer to cross the line than in 2008, but only seven minutes more than in 2006. In fact, the 2003 and 2004 Rolex Sydney Hobarts were longer by six and seven hours respectively.

The sense of frustration crews felt was more the result of floundering in the patchy breeze, which seemed to treat some yachts with particularly stinging injustice. On the morning of 28 December, the 90-footer *YuuZuu* "parked" off the Tassie coast, watching helplessly as *Investec LOYAL*, *RAN*, *Iebi Ban* and *Lahana* sailed by. The exasperated skipper, Ludde Ingvall, simply exclaimed:

"We are sailing into minefields. We seem to find all of them."

But fortunes were just as likely to change as wind filled in and died away and the boat was soon on the other foot.

"Looking at the Yacht Tracker and watching Ludde go from 10 nautical miles behind us to 20 in front and to beat us over the line by just over three hours was frustrating," said *Lahana* helmsman Bob Fraser, "they ought to get rid of that tracker."

For many hardened campaigners, the notoriously belligerent Bass Strait was virtually unrecognisable. Reputed as the cantankerous colossus of ocean racing, the Strait proved a gentle giant in 2009. Aussie sailing legend and Hobart veteran, Iain Murray, who raced as tactician on *Wild Oats XI*, said from onboard that it was the calmest he had ever seen Bass Strait. Sean Langman also noted the unusually serene conditions.

"It was nice, yeah it was pleasant," said Langman nonchalantly upon arriving in Hobart. "For our celebrities, they were saying, 'Is this all Bass Strait's got?' and I said, 'Just take it when you can get it and if you want more, come back next year'."

The Rolex Sydney Hobart 2009 will be remembered for testing crews mentally. For newcomer Danny Green, the boxer-turned-sailor on *Investec LOYAL*, his first taste of sailing the Derwent was perhaps an exercise in patience following his quick bout with Roy Jones Jr just weeks before.

"We could see the lights of Hobart for 10 hours," said Green in disbelief.

But perhaps Mike Slade sum it up best.

"This is always *the* ocean race," said Mike Slade, "but I don't see the need to have a reputation as a killer, do you? When we say it's a tough race, working light air like this for two or three days is tough enough." ○

For further information visit www.rolexsydneyhobart.com



Lahana looking for a lift in front of the Organ Pipes.

Photo: Rolex/Kurt Arrigo

Sean Langman's *Loyal*
 rounding the Iron Pot,
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FROM ALFA TO ZEPHYR

OFFSHORE YACHTING'S PETER CAMPBELL FOLLOWS THE WHOLE FLEET, FROM FIRST TO LAST, WITH THE DETAILS ON ALL DIVISIONAL WINNERS IN THE ROLEX SYDNEY HOBART YACHT RACE 2009.

Photographs Rolex/Kurt Arrigo

The 65th Rolex Sydney Hobart results underline the concept of what Australia's world-famous ocean race is all about – a race for all-comers. For only the second time in the past decade, the first dozen boats on corrected time in the Rolex Sydney Hobart 2009 included the winners of all five IRC rating divisions. Most recently this happened in 2006, when the vintage yacht *Love & War* memorably claimed the overall win.

First and second place overall went to Division 4 boats, the Beneteau First 40s *Two True* and *Wicked*; third, fourth and fifth to Division 3 boats *Next* and *Swish*, both Sydney 38s, and *Patrice Six*, an X41.

In sixth place overall was the British yacht and race favourite *RAN* and the winner of IRC Division 1. She was followed by the little Farr 1020 *Zephyr Hamilton Elevators*, a Division 4 boat and a chance of an overall win on the last night of the race that was thwarted by a windless Derwent.

Then came *Charisma*, the first Spanish yacht to contest the Rolex Sydney Hobart. Skipped by Alejandro Perez Calzada from the Royal Nautical Club of Barcelona, *Charisma* is an S&S 57, built in 1970 and currently on a round-the-world voyage, competing in key offshore races along the way. The Spaniards can leave well satisfied with their performance in placing eighth overall and fourth in IRC Division 3.

Another Division 3 boat, *Imagination*, a Beneteau 47.7, followed in ninth place, while 10th overall was the winner of IRC Division 2, *Tow Truck*, a Ker 11.3, which finished one place ahead of division rival *AFR Midnight Rambler*, the modified Farr 40.

Bringing up 12th overall and first in Division 0 was line honours winner

Alfa Romeo, the Reichel/Pugh-designed 100-footer from New Zealand.


Two True, Cruising Yacht Club of South Australia member Andrew Saies' brand new Beneteau First 40, designed specifically by Bruce Farr and Associates as a production racer/cruiser capable of winning against the top European racing yachts, certainly lived up to its design brief. She placed first overall on IRC to take the coveted Tattersall's Cup, and winning IRC Division 4. She also placed first under the new ORCi rating rule which the CYCA scored for this race, although it did not rank as a trophy-winning division.

With 35 yachts rated for ORCi, this augers well for the future of this new rating system in Australia. Under ORCi, *Two True* won from the Sydney 38 *Swish*, skippered by Steve Proud from the Royal Sydney Yacht Squadron, with third place going to Tony Kirby's X41 *Patrice Six*. IRC overall placegetters *Wicked* and *Next* were not rated ORCi for the Rolex Sydney Hobart.

The new Beneteau First 40 class certainly received a boost with Mike Welsh's *Wicked* from Sandringham Yacht Club placing a close second overall and in Division 4. Among new owners of this fast and well-rated boat is CYCA Vice Commodore Howard Piggott.

Third place in IRC Division 4 went to *Zephyr Hamilton Elevators*, a Farr 1020 owned by James Connell and Alex Brandon from Balmain Sailing Club. An exceptional little ocean racer, *Zephyr* won this division in 2007 Rolex Sydney Hobart.

Third overall placegetter, Ian Mason's Sydney 38 *Next* from the CYCA, won Division 3 from sistership *Swish*, skippered by Steven Proud from



"ALFA ROMEO NOT ONLY ENDED THE WINNING LINE HONOURS RUN OF BOB OATLEY'S *WILD OATS XI* BUT TROUNCED THE CHAMPION ON IRC CORRECTED TIMES."

The highly charged Sydney Hobart fleet, resting in the dock at Hobart.

Ludde Ingvall's *YuuZoo* negotiating a rare patch of pressure.



Swish, winner of the Sydney 38 division, with some playful companions.



Lion New Zealand was back to commemorate her win 25 years ago.



PHS Division 1 winner *Wasabi*.



the RSYS, maintaining the good results of this Iain Murray one-design offshore racing yacht in the Rolex Sydney Hobart. Third went to *Patrice Six*, the X41 with owner/skipper Tony Kirby sailing his 25th Hobart race.

The two Sydney 38s staged a remarkable boat-for-boat race with *Swish* beating *Next* across the finish line off Hobart's Castray Esplanade by a mere five seconds to win the Sydney 38OD division. However, *Next's* lower IRC rating gave her third place overall and first place in IRC Division 3. Third in the Sydney 38OD division went to *The Subzero Goat*, skippered by Bruce Foye.

"WITH 35 YACHTS RATED FOR ORCI, THIS AUGERS WELL FOR THE FUTURE OF THIS NEW RATING SYSTEM IN AUSTRALIA."

Rolex Fastnet race winner *RÁN*, Niklas Zennstrom's JV72, sailing under the burgee of Britain's Royal Southern Yacht Club, won IRC Division 1 from a star-studded fleet of grand prix racers, placing sixth overall and beaten for overall first place by just under four hours. Second in Division 1 went to Rob Hanna's *Shogun*, a TP52 from Royal Geelong Yacht Club, third to Syd Fischer's TP52 *Ragamuffin*, sailing for both the Cruising Yacht Club of Australia and the Royal Sydney Yacht Squadron.

Anthony Paterson and his longtime crew from Lake Macquarie Yacht Club notched up a second successive division win on Paterson's Ker 11.3 *Tow Truck*, imported in late 2008 to replace his much-travelled Mumm 30 of the same name. Fed on "red snakes" during the 628 nautical mile race, they arrived in fine fettle to win IRC Division 2, again beating rivals Ed Psaltis and Bob Thomas in their modified Farr 40 *AFR Midnight Rambler*. The two boats were seldom far apart throughout the race, *AFR Midnight Rambler* first to finish but not far enough ahead when it came to corrected times.

Alfa Romeo, Neville Crichton's Reichel/Pugh-designed 100-footer, not only ended the winning line honours run of Bob Oatley's *Wild Oats XI*, now also a 100-footer, but trounced the champion on IRC corrected times. *Alfa Romeo* placed 12th overall and won IRC Division 0; *Wild Oats XI* placed 35th overall.

Alfa Romeo, sailing for the Royal New Zealand Yacht Squadron, won IRC Division (for yachts with canting keels) from Ray Roberts' *Cookson 50 Evolution Racing* from the CYCA, third place going to *Ichi Ban*, the Jones 70 skippered by CYCA Commodore Matt Allen.

Of the 100 starters in the 65th Rolex Sydney Hobart Yacht Race, 20 boats raced under PHS handicaps rather than IRC, including *Lion New Zealand* which 25 years previously had taken line honours in this race.

Winner of the PHS division was *She*, Peter Rodgers' 27-year-old Gary Mull-designed modified Olsen 40, her skipper finishing the race in a daze after being thumped by the boom as she battled 40-knot headwinds in Storm Bay. Second place went to *Flying Fish Arctos*, the McIntyre 55 skippered by Andy Fairclough from Middle Harbour Yacht Club, third to the Canberra Ocean Racing Club's Bavaria 44 *Namadgi*, skippered by Paul Jones from the land-locked club.

The first three boats overall in the PHS division came from Division 2, with the winner of Division 1 being Bruce McKay's *Wasabi*, a striking looking boat with its hot green hull, from Cronulla Sailing Club in NSW. The John Sayer-designed 40-footer won PHS Division 1 from *Sailors with Disabilities* (David Pescud) from the CYCA and *Mahligai*, skippered by Murray Owen from the CYCA. The first PHS division boat to finish was the former Volvo 60 round-the-world racer *Merit*, skippered by Leo Rodriguez from the Whitsunday Sailing Club, second was Tony and Rob Fisher's Adams 20 *Helsal III* from the Royal Yacht Club of Tasmania.

The 65th Rolex Sydney Hobart Race maintained the international

Photo: Rolex/Daniel Forster



Andrew Saies of *Two True* (second from left) collecting the Tattersalls Cup and Rolex timepiece.

status of the race, not only in entries but also in top placings on line and handicap results. Yachts from New Zealand, Australia and Great Britain were the first three boats to finish the ocean classic, while there were boats from Australia, Great Britain, Spain and New Zealand in the top 12 boats on IRC corrected times. The top dozen boats flew the burgees of nine different yacht clubs. ○

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ROLEX SYDNEY HOBART 2009 RESULTS

IRC OVERALL	YACHT	DIV	LINE PLACING	ELAPSED TIME	HANDICAP	CORRECTED TIME	OWNER /SKIPPER
1	Two True	4	41	03:23:49:03	1.085	04:07:57:43	Andrew Saies, SA
2	Wicked	4	44	04:00:11:16	1.088	04:08:39:08	Mike Welsh, VIC
3	Next	3	47	04:00:16:59	1.099	04:09:48:54	Ian Mason & Jay Krehbiel, NSW
4	Swish	3	46	04:00:16:54	1.104	04:10:17:42	Steven Proud, NSW
5	Patrice Six	3	36	03:23:05:34	1.119	04:10:24:32	Tony Kirby, NSW
6	RAN	1	5	02:20:27:55	1.560	04:10:48:21	Niklas Zennstrom/ Tim Powell, UK
7	Zephyr Hamilton Elevators	4	80	04:15:33:35	0.958	04:10:52:27	James Connell and Alex Brandon, NSW
8	Charisma	3	39	03:23:38:48	1.118	04:10:55:59	Alejandro Perez Calzada, Spain
9	Imagination	3	38	03:23:30:43	1.123	04:11:15:36	Robin & Annette Hawthorn, NSW
10	Tow Truck	2	34	03:21:16:47	1.150	04:11:16:18	Anthony Paterson, NSW
11	AFR Midnight Rambler	2	31	03:20:42:02	1.159	04:11:26:24	Ed Psaltis / Bob Thomas NSW
12	Alfa Romeo	0	1	02:09:02:10	1.897	04:12:11:51	Neville Crichton, NZ
13	Shogun	1	10	03:08:16:03	1.360	04:13:09:50	Rob Hanna, VIC
14	Seahold Perie Banou II	4	89	04:20:38:03	0.943	04:13:59:10	Jon Sanders, WA
15	Chutzpah	2	27	03:19:31:43	1.203	04:14:06:32	Bruce Taylor, VIC
16	St Jude	2	35	03:21:22:23	1.180	04:14:10:49	Noel Cornish, NSW
17	Evolution Racing	0	12	03:09:27:49	1.357	04:14:32:46	Ray Roberts, NSW
18	Rush	2	25	03:18:03:53	1.229	04:14:41:22	Ian & John Paterson, VIC
19	Matangi	4	72	04:14:04:49	1.011	04:15:17:28	David Stephenson, TAS
20	Ragamuffin	1	15	03:10:56:49	1.342	04:15:18:53	Syd Fisher, NSW
21	Dekadence	2	33	03:21:07:03	1.196	04:15:22:07	David Creese, TAS
22	Shortwave	1	14	03:10:36:59	1.349	04:15:26:58	Matthew Short, NSW
23	Ray White Spirit of Koomooloo	4	62	04:12:53:10	1.026	04:15:43:02	Mike Freebairn, QLD
24	Love & War	4	71	04:14:03:23	1.020	04:16:15:27	Simon Kurts, NSW
25	Pinta - M	4	86	04:19:40:32	0.972	04:16:26:12	Atse Blei, Netherlands
26	Ichi Ban	0	6	02:21:37:56	1.615	04:16:27:22	Matt Allen, NSW
27	Quest	1	16	03:11:45:55	1.343	04:16:29:48	Bob Steel, NSW
28	Yendys	1	11	03:08:47:20	1.400	04:17:06:16	Geoff Ross, NSW
29	Paca	4	57	04:08:42:45	1.084	04:17:30:30	Philippe Mengual, NSW
30	The SubZero Goat	3	52	04:06:37:59	1.107	04:17:36:53	Clayton/Foye/Gordon/Peckman, NSW
31	Archie	4	68	04:13:46:11	1.036	04:17:43:17	Sally Rattle & Mick Souter, TAS
32	Bacardi	4	67	04:13:24:00	1.043	04:18:06:15	Martin Power, VIC
33	Cougar II	1	18	03:12:43:05	1.347	04:18:06:55	Alan Whiteley, VIC
34	Nips N Tux	3	56	04:08:34:34	1.092	04:18:11:50	Howard De Torres, NSW
35	Wild Oats XI	0	2	02:11:05:34	1.933	04:18:13:35	Bob Oatley/Mark Richards, NSW
36	Secret Men's Business 3.5	1	20	03:13:36:33	1.337	04:18:27:34	Geoff Boettcher, SA
37	Living Doll	1	13	03:10:28:44	1.396	04:19:08:26	Michael Hiatt, VIC
38	Auch	3	53	04:07:38:50	1.114	04:19:27:47	David Bean, TAS
39	Ray White Castle Hill Tartan	4	88	04:20:05:57	1.004	04:20:33:49	Barrie King & Ian Sanford, NSW
40	Goldfinger	2	26	03:18:22:12	1.291	04:20:40:04	Peter Blake, VIC
41	Bear Necessity	4	75	04:14:37:51	1.056	04:20:49:34	Andrew & Pauline Dally, NSW
42	Chancellor	4	73	04:14:10:58	1.061	04:20:54:14	Ted Tooher, NSW
43	Knee Deep	2	32	03:21:04:57	1.259	04:21:11:27	Philip Childs/Frank Van Ruth, WA
44	Pelagic Magic	4	69	04:13:58:26	1.066	04:21:13:56	Hugh Torode, NSW
45	Audi Centre Melbourne	2	23	03:17:15:03	1.314	04:21:16:32	Chris Dare, VIC
46	Calm	1	21	03:14:45:12	1.353	04:21:22:38	VanderSlot/Ainley/Williams, VIC
47	Loki	1	9	03:06:41:37	1.496	04:21:43:32	Stephen Ainsworth, NSW
48	Strewth	2	50	04:05:19:58	1.163	04:21:51:00	Geoff Hill, NSW
49	Copernicus	4	70	04:13:58:28	1.072	04:21:53:33	Greg Zyner, NSW
50	Discoverer of Hornet	3	58	04:08:43:44	1.129	04:22:14:20	Rebecca Walford, Royal Air Force Sailing Association (UK)
51	Shamrock	2	30	03:20:36:56	1.279	04:22:27:19	Tony Donnellan, VIC
52	One For The Road	4	84	04:18:28:00	1.035	04:22:28:23	Kym Butler, NSW
53	Colortile	2	42	04:00:01:10	1.236	04:22:40:48	Warren Buchan & Kristy Edwards, NSW
54	Papillon	4	61	04:12:51:23	1.093	04:22:58:48	Phil Molony, NSW
55	Susea	2	37	03:23:26:44	1.249	04:23:12:41	Brian Todd, WA
56	Ninety Seven	2	49	04:05:07:02	1.181	04:23:25:10	Alan Saunders, VIC
57	Another Fiasco	2	54	04:08:01:55	1.151	04:23:44:27	Damian Suckling, QLD
58	41 SUD	4	76	04:14:53:33	1.088	05:00:39:04	Jean-Luc Esplaas, New Caledonia
59	ICAP Leopard	0	3	02:16:45:46	1.877	05:01:33:35	Mike Slade, UK
60	Valheru	2	48	04:04:43:26	1.207	05:01:34:25	Anthony Lyall, TAS
61	Menace	3	64	04:12:58:02	1.119	05:01:56:04	Niven James, NSW

YACHT RACE

62	Balance	3	59	04:12:21:35	1.126	05:02:00:47	Paul Clitheroe, NSW
63	Geomatic Joker	3	83	04:15:49:23	1.092	05:02:06:39	Grant Chipperfield, VIC
64	Pretty Fly III	0	24	03:17:41:10	1.364	05:02:19:55	Colin Woods, NSW
65	Shining Sea	3	74	04:14:13:38	1.110	05:02:21:08	Andrew Corletto, SA
66	Adventure of Hornet	3	65	04:13:00:25	1.129	05:03:04:08	Richard Tarr, Royal Navy Sailing Association, UK
67	Eleni	3	78	04:15:23:21	1.107	05:03:18:28	Tony Levett, NSW
68	Rapture	1	17	03:11:48:11	1.476	05:03:41:36	Brook Lenfest, USA
69	Investec LOYAL	0	4	02:18:34:33	1.864	05:04:05:50	Sean Langman, NSW
70	Lahana	0	8	03:03:13:07	1.660	05:04:51:46	Peter Millard and John Honan, NSW
71	YuuZoo	0	7	03:00:05:05	1.738	05:05:17:00	Ludde Ingvall, NSW
72	Challenger of Hornet	3	79	04:15:32:55	1.129	05:05:56:18	Darren Gale, Army Sailing Association, UK
73	Aurora*	4	95	04:19:08:41	1.048	05:00:40:18	Jim & Mary Holley, NSW

Etihad Stadium	0	Retired at Port
Limit	1	Retired at Port
Mondo	3	Retired at Port
She's The Culprit	3	Retired at Port

Notes

Two True and Colortile – the International Jury dismissed the protests against the boats relating to an incident in Sydney Harbour after the start.
 * Aurora 30% scoring penalty imposed by International Jury for a breach of RRS 41 which resulted in placings on 95th line honours, 73rd IRC & 20th IRC Div 4.
 Etihad Stadium retired due to rigging needing more tuning prior to being able to race.
 Limit – retired with rigging issues.
 Mondo – damaged rigging. Berthed at Eden.
 She's the Culprit – minor damage sustained in harbour incident. Protest against the boat dismissed by the International Jury.
 Kioni – disqualified.

IRC OVERALL	YACHT	DIV	LINE	ELAPSED TIME	TCC	CORRECTED TIME	OWNER/SKIPPER
1	Two True	4	41	03:23:49:03	1.085	04:07:57:43	Andrew Saies SA
2	Wicked	4	44	04:00:11:16	1.088	04:08:39:08	Mark Welsh, VIC
3	Next	3	47	04:00:16:59	1.099	04:09:48:54	Ian Mason & Jay Krehbiel, NSW
IRC DIV 0							
1	Alfa Romeo	0	1	02:09:02:10	1.897	04:12:11:51	Neville Crichton, NZ
2	Evolution Racing	0	12	03:09:27:49	1.357	04:14:32:46	Ray Roberts, NSW
3	Ichi Ban	0	6	02:21:37:56	1.615	04:16:27:22	Matt Allen, NSW
IRC DIV 1							
1	RAN	1	5	02:20:27:55	1.560	04:10:48:21	Niklas Zennstrom/Tim Powell, UK
2	Shogun	1	10	03:08:16:03	1.360	04:13:09:50	Rob Hanna, VIC
3	Ragamuffin	1	15	03:10:56:49	1.342	04:15:18:53	Syd Fisher, NSW
IRC DIV 2							
1	Tow Truck	2	34	03:21:16:47	1.150	04:11:16:18	Anthony Paterson, NSW
2	AFR Midnight Rambler	2	31	03:20:42:02	1.159	04:11:26:24	Ed Psaltis/Bob Thomas, NSW
3	Chutzpah	2	27	03:19:31:43	1.203	04:14:06:32	Bruce Taylor VIC
IRC DIV 3							
1	Next	3	47	04:00:16:59	1.099	04:09:48:54	Ian Mason & Jay Krehbiel, NSW
2	Swish	3	46	04:00:16:54	1.104	04:10:17:42	Steven Proud, NSW
3	Patrice Six	3	36	03:23:05:34	1.119	04:10:24:32	Tony Kirby, NSW
IRC DIV 4							
1	Two True	4	41	03:23:49:03	1.085	04:07:57:43	Andrew Saies, SA
2	Wicked	4	44	04:00:11:16	1.088	04:08:39:08	Mark Welsh, VIC
3	Zephyr Hamilton Elevators	4	80	04:15:33:35	0.958	04:10:52:27	James Connell and Alex Brandon, NSW

ROLEX SYDNEY HOBART YACHT RACE 2009

PHS OVERALL

1	She	2	88	04:19:57:42	0.9321	04:12:05:16	Peter Rodgers, NSW
2	Flying Fish Arcos	2	60	04:12:21:43	1.0122	04:13:41:02	Flying Fish Online/ Andrew Fairdough, NSW
3	Namadgi	2	91	04:21:33:47	0.9545	04:16:12:50	Canberra Ocean Racing Club Paul Jones, ACT

PHS DIV 1

1	Wasabi	1	43	04:00:09:26	1.1964	04:19:02:33	Bruce McKay, NSW
2	Sailors with disAbilities	1	29	03:20:31:17	1.2693	04:21:26:15	David Pescud, NSW
3	Mahligai	1	51	04:05:20:53	1.1993	05:01:32:48	Murray Owens & Jenny Kings, NSW

PHS DIV 2

1	She	2	88	04:19:57:42	0.9321	04:12:05:16	Peter Rodgers, NSW
2	Flying Fish Arcos	2	60	04:12:21:43	1.0122	04:13:41:02	Flying Fish Online/ Andrew Fairclough, NSW
3	Namadgi	2	91	04:21:33:47	0.9545	04:16:12:50	Canberra Ocean Racing Club/Paul Jones, ACT

SYDNEY 38 OD

1	Swish	46	04:00:16:54	04:00:16:54	Steven Proud, NSW
2	Next	47	04:00:16:59	04:00:16:59	Ian Mason, NSW
3	The SubZero Goat	52	04:06:37:59	04:06:37:59	Clayton/Foye/Gordon/Peckman, NSW

CRUISING

1	Holy Cow!	45	04:00:16:35	04:00:16:35	John & Kim Clinton, NSW
2	Livewire.org.au	92	04:22:39:56	04:22:39:56	David Pring, NSW

Pippin – retired – mechanical failure.

ORCI

1	Two True	41	03:23:49:03	1.0469	04:04:18:41	Andrew Saies, SA
2	Swish	46	04:00:16:54	1.0478	04:04:53:02	Steven Proud, NSW
3	Patrice Six	36	03:23:05:34	1.0688	04:05:38:07	Tony Kirby NSW

LINE HONOURS

Alfa Romeo, Reichel Pugh 100 (Neville Crichton, NZ) – 02:09:02:10

TROPHIES AND AWARDS

Jack Rooklyn Memorial Trophy
Alfa Romeo, Neville Crichton, NZ

F & J Livingstone Trophy
Alfa Romeo, Neville Crichton, NZ

Rushcutters Trophy
Alfa Romeo, Neville Crichton, NZ

George Barton Trophy
RAN, Niklas Zennstrom, UK

City of Hobart Trophy; Bass Strait Cup; Solo Trophy
Wicked, Mike Welsh, VIC

Royal Yacht Club of Tasmania trophy & Storm Bay Cup
Next, Ian Mason and Jay Krehbiel, NSW

Peter Allsop Memorial Trophy
Tow Truck, Anthony Paterson, NSW

RORC Trophy
Next, Ian Mason and Jay Krehbiel, NSW

Sir Arthur Warner Trophy
Two True, Andrew Saies, SA

RANSA Trophy
Wasabi, Bruce McKay, NSW

Apollo Trophy
Shogun, Rob Hanna, VIC

Oggin Cup
Discoverer of Hornet, skippered by Rebecca Walford, Royal Air Force Sailing Association, UK

Battery Point Trophy
Tow Truck, Anthony Paterson, NSW

Prince Albert of Monaco Cup & Sydney Yachts Trophy
Swish, Steven Proud, NSW

Tasports Trophy
Matangi, David Stephenson, TAS

Jane Tate Memorial Trophy
Rebecca Walford, Discoverer of Hornet, Royal Air Force Sailing Association, UK

Polish Trophy
Discoverer of Hornet, Rebecca Walford, Royal Air Force Sailing Association, UK

Rani Trophy
Love & War, Simon Kurts, NSW

Gordon Marshall Perpetual Trophy
Ray White Spirit of Koomooloo, Mike Freebairn, QLD

Tasmanian Government 40 Race Medallions
Bruce Gould, Strewth

Tasmanian Government 25 Race Medallions
Greg Prescott, Limit; Peter Hopkins, Valheru; Tony Kirby, Patrice Six; Robert Case, Ichi Ban

City of Hobart Trophy
Gwyn Alway, Matangi, TAS

Bill Owen Memorial Trophy
Brett Young, Two True, SA

Alan Payne Memorial Trophy
Bruce Farr/Beneteau