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# A Gentleman's Race



Andrea Francolini

THOUGH MUCH GENTLER THAN IN PREVIOUS YEARS, THE WEATHER STILL PLAYED A VITAL ROLE IN THE ROLEX SYDNEY HOBART YACHT RACE 2007, PARTICULARLY ON THE DERWENT, WHICH GAVE COMPETITORS THE KIND OF FICKLE WEATHER THAT REWARDS SAILING SMARTS AND HARD WORK

By Rob Mundle

“Don't wake me,” said Roger Sturgeon, his head buried in his hands. “This is unimaginable. The odds against it were huge. I'm ecstatic beyond belief.”

Sturgeon, a mathematician out of California's Silicon Valley whose incredible intelligence has seen him contribute to everything from nuclear submarine rocket science to technology that makes our mobile phones work, had just heard from the CYCA's commodore, Matt Allen, that his impressive new STP65, *Rosebud*, was the winner of the ultimate prize in the Rolex Sydney Hobart Yacht Race, the Tattersall's Cup. And in taking the trophy, *Rosebud* became the first American yacht to win on handicap since Jim Kilroy's famous ketch, *Kialoa III*, in 1977.

As he eyed the ornate prize, the bespectacled and bearded Sturgeon

stressed that, above all, there was one big plus that came with the achievement: his wife, Isobel, would be much happier – he probably wouldn't hear quite as often, “you're spending how much?”

While the race didn't live up to its reputation for being one of the world's most challenging and sometimes brutal offshore contests, it was an incredible event; one loaded with excitement right to the finish. The weather for this 63rd edition was at its charismatic best for the entire 628 nautical miles, so much so that it could only be described as ‘a gentleman's race’.

There was some superbly close competition among the 83 yachts, including a see-sawing battle for handicap honours. And Bob Oatley's supermaxi, *Wild Oats XI*, skippered by Mark Richards, opened the record books by becoming only the second yacht – and the first since 1948 – to score three consecutive line honours.

The final 44 nautical miles from Tasman Island was the real challenge for the fleet, and the Derwent River in particular turned on a tantrum that is often talked about but rarely seen. On many occasions a faint breeze would suddenly be replaced by a howling 30-knot squall that descended with little warning from the lofty heights of Mt Wellington and created havoc. For some this scenario made the final 12 nautical miles the most testing and threatening part of all. It prompted Hobart race veteran and *Wild Oats XI* crewman Peter Shipway to declare that in his 30 Hobarts he had never seen the river so difficult to deal with. However, when the spray settled and the legendary Customs House Hotel on the dock-front became the focal point for energetic post race celebrations, there was no argument when it came to the results.



The pre-race forecast confirmed that, while winds would generally be light, there was a remote chance that *Wild Oats XI's* two-year-old course record could be bettered. This fact and the anticipated line honours battle between Englishman Mike Slade's Rolex Fastnet Race record holder, *City Index Leopard*, and *Wild Oats XI*, sparked even greater public interest, so much so that there were an estimated 300,000 people on and around Sydney Harbour to watch the fleet set out on what was a perfect summer day – warm, sunny and with a typical light north-easterly sea breeze wafting up the harbour.

One man missing the action as the yachts lined up was Alan Brierty, the owner of the Corby 49, *Limit*. His race started five hours before the gun 3,300 kilometres away in Perth. His scheduled midnight flight to Sydney was cancelled and the next available flight, which he was on, landed just 20 minutes before the start. Incredibly, through some skilled planning he got to the CYCA and then rushed to the yacht on a speedboat in a time that saw *Limit* start just 17 minutes late.

For the third year running *Wild Oats XI* led the fleet out of the harbour. *Leopard* was less than a minute astern with Grant Wharington's supermaxi, *Skandia*, and *Rosebud* following. By nightfall, as the north-easterly built to around 20 knots, *Wild Oats XI* was sailing under 'The Whomper', a new 860-square-metre gennaker and still leading – and Slade was already feeling disconsolate: "The weather isn't going our way. *Wild Oats XI* is proving to be just too good for us right now. She's faster than us in these conditions, and unfortunately for us she's also sailing at a lower angle. I have to say that we have no answers. I expect her to go on and take line honours."

Three of the handicap favourites *Rosebud*, *Chutzpah* (Bruce Taylor) and *Quantum Racing* (Ray Roberts) were the standouts on the fast downhill slide as was the tiny Farr 1020 *Zephyr* (James Connell and Alex Brandon). However, the surprise package was 80-year-old Syd Fischer's recently purchased TP52, *Ragamuffin*. She was on a charge to the degree where the yacht's performance brought back memories for the owner of the days more than 50 years ago when he was a surfboat sweep in Sydney: "This is an exciting boat. We were all down the back hanging on all night. No one was game to go forward. We'd just surf down these waves in full control – the bow would submerge into the wave ahead and then just pop out. It was a great ride."

It was exciting sailing all the way to Bass Strait where a soft south-westerly change crossed the fleet. The sailing conditions were so easy they presented a dilemma for *Rosebud's* navigator, Australian Tom Addis: "I'm after hints on how to deal with these Americans," he reported back to shore. "They are going to think all Hobarts are this pleasant!!! They are starting to think that all our stories of backless waves, icy winds etc. are rubbish!"

By this stage *Wild Oats XI* had established a comfortable break on *Leopard* while *Skandia*, in third place, was unable to make an impression. *Wild Oats XI's* navigator, Ian 'Fresh' Burns, took time to give the outside world an insight into life for the crew: "I think we've used every sail we have on board – bar the heavy weather sails – and we've put reefs in the mainsail as well. We've done a least a dozen sail changes, which might sound easy, but you have to keep in mind that each sail weighs up to 150 kilograms and is generally wedged somewhere in the stack of sail below deck. Murphy's Law dictates that the sail you want is always on the bottom of the stack, so you need at least six people downstairs shifting a tonne of sail bags to get to the one you want. The call of 'We need six good men down here' is often heard on the Oats! The wanted sail then needs to be



Andrea Francolin



Andrea Francolin



Carlo Borlenghi/Rolex

TOP: The blade-like *Wild Oats XI* was again first over the line...

MIDDLE: ...*City Index Leopard* was second...

BOTTOM: ...*Ichi Ban* third





STP 65 *Rosebud* sailing past the Iron Pot on her way to a famous victory



Carlo Borlenghi/Rolex

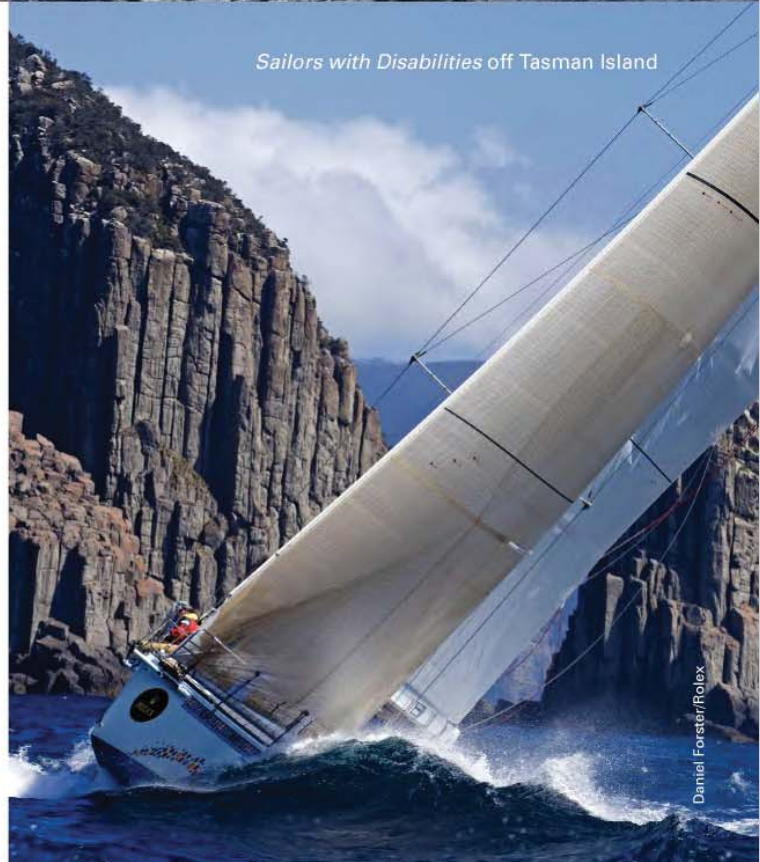


Corby 49 *Limit's* owner Alan Brierty was late for the start after his flight from Perth was cancelled

Carlo Borlenghi/Rolex

manhandled on deck and hoisted, and then the sail it has replaced must be dragged down below and packed into its bag. The sails are so big that they can't be manhandled. We have a winch fitted below deck to drag the sails through the boat so we can pack them. The sheer scale of this operation makes it impossible for mere human power to do it."

During Day Two the entire fleet accelerated south out of Bass Strait and down the east coast of Tasmania in a strengthening north-westerly wind. On the second night at sea *Skandia* slipped out of the running when the top of her carbon mast snapped off. She continued sailing under reduced



Sailors with Disabilities off Tasman Island

Daniel Forster/Rolex



# Rigged to win...



Wild Oats XI

What do the 2007 Rolex Sydney-Hobart Race line honours winner *Wild Oats XI* and IRC Overall winner *Rosebud* have in common? Both are powered by advanced Southern Spars

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THE FINAL 44 NAUTICAL MILES FROM TASMAN ISLAND WAS THE REAL CHALLENGE FOR THE FLEET, AND THE DERWENT RIVER IN PARTICULAR TURNED ON A TANTRUM. “WE WON THIS RACE RIGHT OUTSIDE THE ENTRANCE TO THE DERWENT,” SAID *ROSEBUD*’S SKIPPER ROGER STURGEON, “NOT BECAUSE WE WERE GOING FAST BUT BECAUSE WE WERE GOING SLOW AND WE DIDN’T LET THAT BLOW OUR BRAINS.”



sail and finished in tenth place. *Ichi Ban* was also winged when she lost one of her two rudders, but she too sailed on and was third home.

*Wild Oats XI* looked to have her third straight line honours in the bag as she was more than 20 nautical miles ahead of *City Index Leopard* at Tasman Island, but then she hit the wall – the breeze died and she almost stopped while *City Index Leopard* continued to power south at around 20 knots. Eventually the breeze returned and ‘Oats’ moved on, only to lose it again as she neared the entrance to the river. The crew did six sail changes while sailing up the river – from a code zero through to a staysail and one reef in a 28-knot squall.

There were anxious moments for the *Wild Oats XI* team as they could see *City Index Leopard* approaching fast up the river. One more calm and they could have been in trouble. But the breeze held and the silver-hulled bullet carved across the line to a tumultuous and emotional reception from one of the largest crowds ever seen at a race finish – less than three hours outside her course record. Bob Oatley, his family and supporters were in tears, a reflection of the excitement of the moment and the great relief that came as a consequence of the Herculean effort that went into getting the yacht to the start following the dismasting off Porto Cervo only three months earlier.

*City Index Leopard* slipped into Hobart less than 30 minutes later, having carried much better breeze all the way from Tasman Island. At the dock the always gregarious Slade paid high tribute to the *Wild Oats XI* team: “If you can do something like this three years running in what I consider to be the world’s best ocean race, then you are looking at a great boat and a great team. We couldn’t have done any better. They deserve this victory.”

The race for handicap honours became a two way battle between *Rosebud* and *Ragamuffin*. *Ragamuffin*’s chance came close to literally being wrecked when she was becalmed off Tasman Island and went within metres of hitting the rocks at the base of the towering cliffs. The light airs that ensued went in *Rosebud*’s favour and she took top honours by one hour, 21 minutes from *Ragamuffin*. *Quantum Racing* was third and *Chutzpah* fourth.

“We were dreading *Ragamuffin* all the way down the coast,” Sturgeon said in Hobart. “She was exceeding what I expected.

“We won this race right outside the entrance to the Derwent, not because we were going fast but because we were going slow and we didn’t let that blow our brains.

“I’d heard all about this river and the influence it can have on the outcome of the race and we did everything we could to be ready for it. It was perseverance out there when things were at their bleakest that really helped

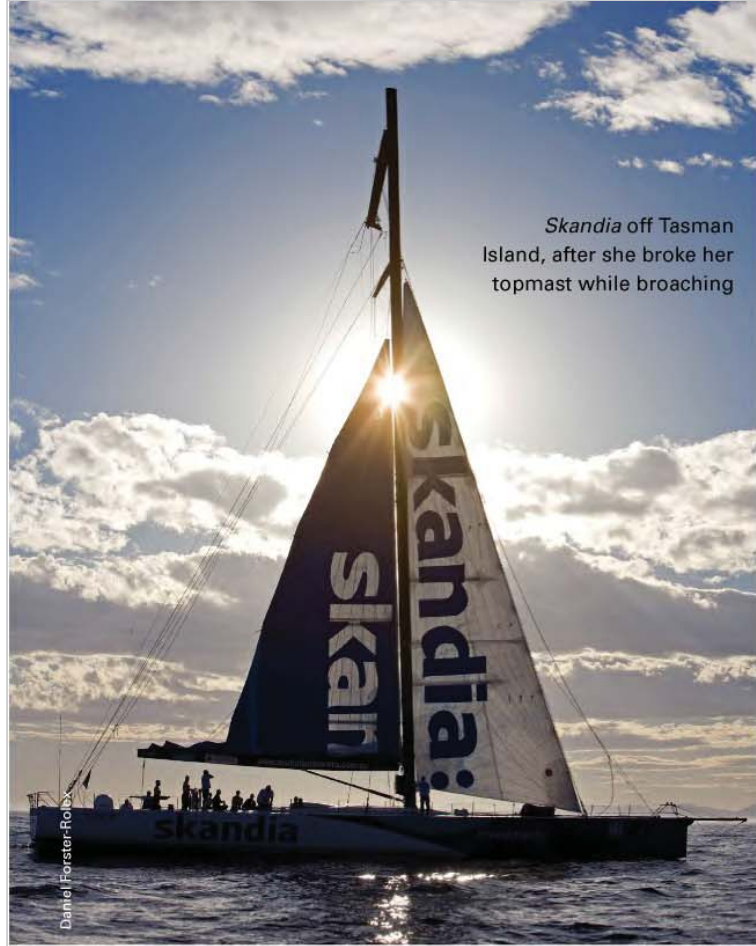


TOP: Overall winner *Rosebud* at the start

MIDDLE: 80-year-old Lou Abrahams (right) sailing his last Rolex Sydney Hobart aboard *Challenge*

BOTTOM: Cookson 50 *Quantum Racing* at sunset. She finished third overall.





Skandia off Tasman Island, after she broke her topmast while broaching

Daniel Forster-Rolox

Chutzpah was one of the favourites from Victoria



Andrea Francolini

get us home. The pressure comes when you see valuable seconds, minutes and hours slipping away because the wind has gone light and you can't do anything about it – that's when you must accept it and stay calm."

Emotional moments continued to flow as the remainder of the fleet came home, especially when 80-year-old Lou Abrahams arrived aboard his Sydney 38, *Challenge*. Having equalled the record of 44 Hobart races, Lou, who is a two-time winner, announced his retirement: "This year I was more a passenger than a participant," he said. "You're just too old to do things on deck and that makes it harder on the crew."



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80-year-old Lou Abrahams (*Challenge*) and 85-year-old John Walker (*Impeccable*) both announced their retirements after competing in 44 and 24 Rolex Sydney Hobarts respectively



Silicon Valley mathematician Roger Sturgeon contemplating the odds after winning the Tattersall's Cup with *Rosebud*



**"I THINK WE'VE USED EVERY SAIL WE HAVE ON BOARD – BAR THE HEAVY WEATHER SAILS – AND WE'VE PUT REEFS IN THE MAINSAIL AS WELL. WE'VE DONE A LEAST A DOZEN SAIL CHANGES, WHICH MIGHT SOUND EASY, BUT YOU HAVE TO KEEP IN MIND THAT EACH SAIL WEIGHS UP TO 150 KILOGRAMS." – WILD OATS XI CREW MEMBER IAN BURNS.**

Then 85-year-old John Walker decided that after his 24th Hobart – 23 of them aboard his tiny sloop *Impeccable* – he too would hang up his sea boots. But it was a different story for another octogenarian, Syd Fischer, who had enjoyed another sniff of victory by finishing second on handicap. He said he planned to be back next year, maybe with a new boat based on *Rosebud*.

However, if there was a prize for perseverance it would go to Bruce Taylor, who sailed his stunning new 40-footer, *Chutzpah*, into fourth place on corrected time and to top spot in his division. In his 26 years of trying to win the Hobart outright on handicap, Taylor has now scored eight wins in his division plus a second, third and fourth overall.

Despite 'parking' in calms in mid Bass Strait and on Storm Bay, Taylor was relaxed about missing out again.

"That's what keeps bringing you back," he said. "We had everything but the weather on our side at crucial stages, but you accept that in this sport. This boat is a breakthrough design for a 40-footer, so we have to keep trying." ○



TOP: *Wild Oats X* taking Line Honours in Hobart after a tricky sail up the Derwent

MIDDLE: The crew of *Rosebud* before their famous victory. Top row (behind Rolex flag): Wade Morgan, Andy Meiklejohn, Mikey Joubert, Jimmy Slaughter, Justin Clougher, Jack Halterman, Keats Keeley, Anthony Merrington. Bottom row: Kevin Miller, John Hayes, Mark Callahan, Roger Sturgeon, Malcolm Park

BOTTOM: The official trophy presentation at the Royal Yacht Club of Tasmania





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# LINE HONOURS TO LAST BOAT



Photo: LEX Carlo Bortolighi

WHILE HOBARTIANS TURN OUT IN LARGE NUMBERS TO SEE THE FIRST BOAT TAKE LINE HONOURS, THE PARTY DOESN'T STOP UNTIL WELL AFTER THE LAST BOAT IN THE RACE HAS FINISHED

By Peter Campbell

**H**obart is a wonderful city at any time, rising from the broad reaches of the Derwent River past the historic waterfront of Castray Esplanade, Constitution Dock, Salamanca Place and Battery Point to the hillside suburbs that nestle below spectacular Mount Wellington, sometimes with a brush of snow even in midsummer.

But the city shines most brightly when the fleet sail in as the old year nears its end, the historic waterfront around Sullivan's Cove is transformed into a summer festival of sail, food, drink and fun, and the Rolex Sydney Hobart Yacht Race becomes the centre of activities, as it has done for the past 63 years.

The finish line is in virtually the same location as it was in 1945 and, other than many more people and spectator craft on the river, the welcome for yachts remains largely unchanged, in particular the massive crowd that

packs the waterfront to greet the first yacht to cross the finish line off Castray Esplanade, night or day.

As *Wild Oats XI* swept up the river with perfect timing to cross the finish line midmorning on Friday, 28 December 2007, thousands of people swarmed down to Sullivan's Cove to see skipper Mark Richards and his crew skillfully bring the 30-metre maxi alongside Constitution Dock.

Changed, of course, are the hotels and restaurants. Even famous old pubs such as the Customs House Hotel, still the favourite watering hole for thirsty sailors after they step ashore, have been gentrified. Up on Battery Point, the Shipwright's Arms remains the next pub to visit for yachties.

The waterfront around Constitution Dock, King's Pier and the Elizabeth Street Pier has now become a fun fair for families at 'Yacht Race Time.' You'll find the oldest carousel in the nation here.

The other big attraction of Hobart's summer festival is the Taste of Tasmania where Hobartians, yachties and tourists enjoy a vast range of Tasmania's finest food, wines and beer.

This summer has seen the biggest influx of ocean racing yachts since the 50th Rolex Sydney Hobart Yacht Race in 1994, with more than 150 boats arriving in races from Sydney, Melbourne and, for the first time, Launceston, all sailing down Tasmania's east coast in a great armada of sail. The waterfront was packed.

The 63rd Rolex Sydney Hobart Yacht Race did not produce a course record, but it did achieve many personal records and achievements. Here





OPPOSITE PAGE: Locals gather to cheer *Pisces*, the first Tasmanian boat to arrive in Hobart

TOP: Veteran CYCA member Bill Ratcliff notched up his 40th Rolex Sydney Hobart Yacht Race aboard *Bear Necessity*, pictured here

ABOVE: Richard de Leyser of Rolex Australia presenting Justin 'Juggy' Clougher, bowman on *Rosebud*, with the Tattersall's Cup and a Rolex Yacht-Master timepiece

BELOW: *Toyota Aurion V6*, aka *Brindabella*, in the Rolex Sydney Hobart 2007



are some of those notable performances between the first and the last boats to finish the race:

*Wild Oats XI's* record-equalling third successive line honours win also marked the eighth time crew member Steve 'Motho' Jarvin has been aboard a line honours winner.

Veteran CYCA member Bill Ratcliff finally achieved his goal of 40 Hobarts after being twice denied the honour – in 2005 when illness prevented him sailing and in 2006 when the boat on which he was to race south was a late withdrawal. Bill notched up his 40th race aboard *Bear Necessity*, receiving the Tasmanian Government medallion and joining an exclusive group of seven yachtsmen to have sailed south 40 times. Bill recounted his first Hobart race in 1963 aboard Don Mickleborough's yacht *Southerly* in quite different weather than last year's more temperate conditions. "It was a tough one," he said. "We spent a day and a half in sight of Tasman Light but could not get around it. It was blowing 86 knots from the south."

At the prizegiving at the Royal Yacht Club of Tasmania, 25-race medallions were presented to Kingsley Piesse (*Chutzpah*), George Snow (*Swan Song*), Colin Chipney (*JBW*) and John Williams (*Georgia*).

Two yachtswomen received 10-race medallions – Julie Hodder (*DHL – The Daily Telegraph*) and Sue Crafer (*Skandia*).

After equalling the late John Bennetto's record of 44 Sydney Hobarts, 80-year-old Lou Abrahams announced his retirement from long ocean racing. But he still plans to encourage young sailors to follow in his wake by training them aboard his Sydney 38 *Another Challenge*.

No retirement, however, for the much younger Tony Cable, who also sailed his 44th race to Hobart. This year's 64th race is likely to see the CYCA's unofficial historian again running the foredeck of *Phillip's Foote Wreckdoctor*, the boat which also happens to hold the record for the most Rolex Sydney Hobart Yacht Races.

Victorian maxi *Skandia* has had its fair share of misfortune since her line honours win back in 2003, but owner Grant Wharington still picked up a trophy – the Rani Trophy. The race committee awarded the historic trophy for the most meritorious performance in the race to *Skandia*, which finished 10th across the line despite losing the top of her mast off the Tasmanian East Coast.

One remarkable performance that went unreported was that of one-armed sailor Kim Jagger. He shattered his wrist in a wipe-out on the first night at sea aboard *Papillon* but insisted on continuing to Hobart with his arm in a temporary splint.

There were big celebrations at two Sydney clubs with the performances of their first ever entrants in a Rolex Sydney Hobart, the Farr 1020 *Zephyr* owned by James Connell and Alex Brandon from Balmain Sailing Club (founded in 1885) and the Cavalier 35 *Morna* from Manly Yacht Club. *Zephyr* placed first and *Morna* second in IRC Division E.

Not a record, but well worth recording was the face on Justin 'Juggy' Clougher, the Tasmanian bowman on IRC overall winner *Rosebud* when American owner Roger Sturgeon asked him to read the inscription on the back of the Rolex watch just presented to Sturgeon by Rolex Australia's Richard de Leyser at the Constitution Dock announcement of overall and division winners. "I haven't got my glasses, but it's yours anyway," said Sturgeon, and handed the Rolex to Justin, who was overcome.

On New Year's Day, Justin represented the winning US boat at the official prizegiving at The Royal Yacht Club of Tasmania – another record-





ROLEX-Carlo Borfenghi.



Anna Francolini

ROLEX-Daniel Forster

TOP: Fireworks in front of the dock in Hobart

ABOVE: Syd Fischer's TP52 *Ragamuffin* during the Rolex Sydney Hobart 2007

ABOVE RIGHT: Breast cancer awareness campaigner and yachtswoman Michele Colenso of *Capriccio of Rhu*

breaking fine day in Hobart. He officially collected the Tattersall's Cup and replica, CYCA Trophy, the RORC Plaque and replica, the Government of Tasmania Trophy and replica, the George Barton Trophy and replica, two CYCA trophies – and, for keeps, the Rolex Yacht-Master timepiece!

Collecting his trophies for second overall with his latest *Ragamuffin*, 80-year-old Syd Fischer must have recalled the last time an American boat won the Tattersall's Cup, in 1977. Jim Kilroy's maxi ketch *Kialoa III* took line honours and first place on corrected time that year, and guess who finished runner-up – Syd Fischer with his then *Ragamuffin*!

With no boats at sea on New Year's Eve, Sullivan's Cove was packed gunwale to gunwale with celebrating sailors watching the spectacular fireworks over the Derwent.

For the record, line honours winner Bob Oatley's *Wild Oats XI* crossed the finish line of the 628-nautical mile 63rd Rolex Sydney Hobart Yacht Race at 10.24am on 28 December 2007 to equal the hat-trick record of the famous cutter *Morna* in 1946-48. The last boat of the 79 finishers (from 82 starters) was also a winner: Michele Colenso's *Capriccio of Rhu* finished at 12.12am on 31 December 2007 to win the Cruising Division (in which she was the only entrant).

*The author wishes to thank the Rolex Media Centre and yachties at the bar of the Customs House Hotel for their contributions to this piece. ○*



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# 34



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D34/Offshore





LEFT: Crowds of well-wishers on the CYCA's docks on the morning of the 26 December 2007



## FROM THRILLS IN SYDNEY TO A HEARTFELT HOBART WELCOME

Yachtsmen and women competing in the Rolex Sydney Hobart Yacht Race wake up on Boxing Day with butterflies in their stomachs. On the morning of the 26 December 2007, throngs of spectators with far less to worry about started heading down early to the Cruising Yacht Club of Australia. Here, they wandered freely along the docks where the RSHYR fleet was berthed, and watched race crews go through their final checks. As skippers asked themselves questions such as, "Is all the food aboard? Does everyone have their wet-weather gear? What's the weather doing, anyway? Am I up to this?" spectators enjoyed the perfect summer weather, the thrill of being up close to some of the fastest yachts in the world, and the excitement of simply being at the nerve centre of one of the world's pre-eminent offshore yacht races. The club's restaurant and – despite the early hour – bar were packed to the gunwales. At around 11am, yachts started setting out onto the water so the crews could settle themselves ahead of the start.

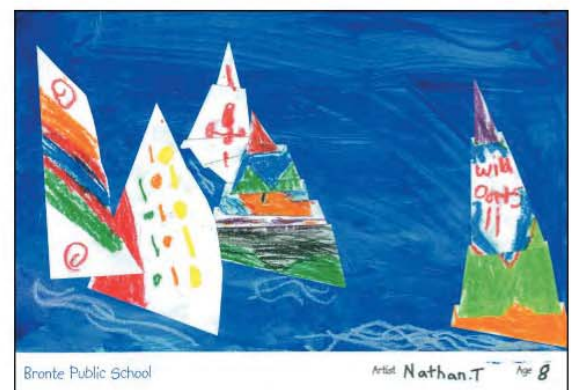
Spectator craft, meanwhile, jostled for position at the edge of the exclusion zone in the Harbour. Thousands lined Sydney's coast. When the gun fired at 1pm, they weren't disappointed. The big boats led a fleet of more than 80 out of Sydney Heads at a rate of knots. Dozens of helicopters buzzed overhead. The race had begun.

By New Year's Day, when the last boat had reached Hobart, the race was officially over and the important business of making whoopee was underway. Cheerful crowds gathered along Constitution Dock and watched as crews dried out their sails and wet-weather gear and reunited with family and friends. Docksides pubs were filled with sailors telling tales of crossing Bass Strait to patient locals. It was the kind of warm welcome that Hobartians extend to yachtsmen and women every year, and for which they have become famous. Just ask Roger Sturgeon, skipper of the US boat and overall winner *Rosebud*, what he made of it all: "Sydney is a dream harbour and yacht racing does not have a better venue nor one with better people. There is nothing to compare with the Boxing Day send-off and the noise of all those helicopters was beyond belief. All of Australia befriended us and wished us well, but Hobart had the fans up close and involved with all the proceedings. I will never forget the reception we had in Hobart."



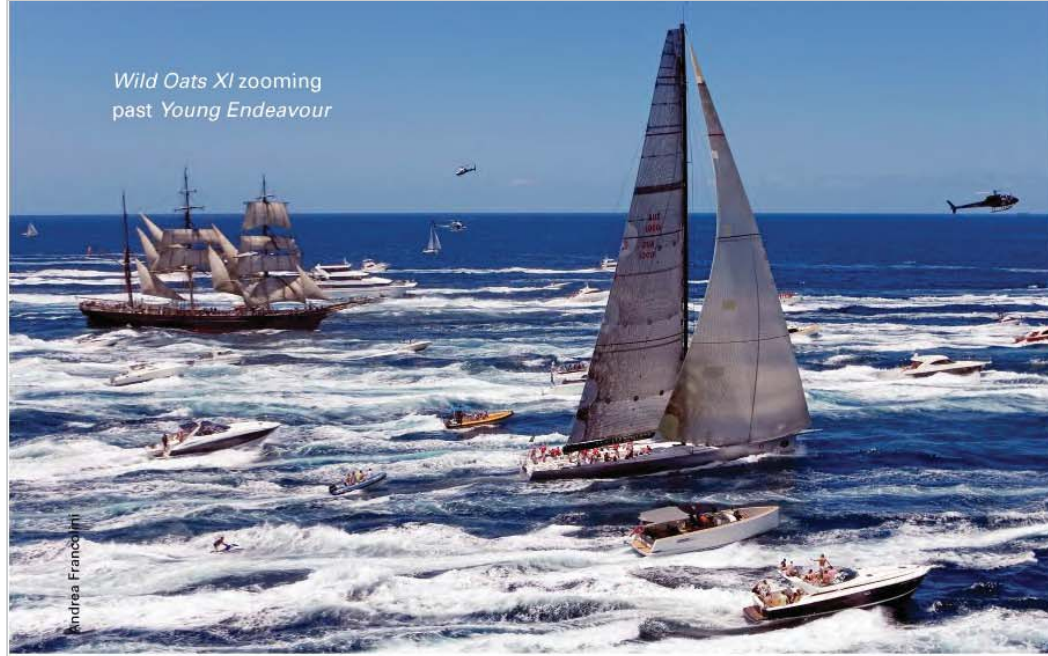
ABOVE: A dolphin off Tasman Island

BELOW: A little faith! Before Christmas, *Offshore Yachting's* publisher Anthony Twibill's son Nathan painted this picture predicting *Wild Oats XI's* line honours win





Wild Oats XI zooming past Young Endeavour



Andrea Francoboni



Toyota Aurion V6

Rolex / Carlo Borlenghi



Hillary Beckman

ABOVE: The CYCA was the epicentre of all the pre-race excitement

BELOW: A view to remember – spectators watch as the fleet passes North Head



ROLEX/Carlo Borlenghi

The fleet heading out to sea from Sydney Harbour



Rolex / Carlo Borlenghi

City Index Leopard sailing past the Organ Pipes



Rolex / Carlo Borlenghi

Noonmark VI, from the UK, won the Polish Trophy, awarded to the yacht traveling from the furthest port to compete in the Rolex Sydney Hobart



Rolex / Carlo Borlenghi





RIGHT: Marcos Rodriguez, owner of the Beneteau 40.7 *lataia*, the first Mexican boat ever to compete in the Rolex Sydney Hobart Yacht Race, reunites with his family in Hobart



Rolex / Carlo Bortolenghi

Former Wallaby prop Bill Young (left) crewed on *George Gregan Foundation*, skippered by David Witt (right)



ROLEX/Daniel Forster



ABOVE: L-R Bob Oatley, Robbie Naismith, *Wild Oats XI* skipper Mark Richards and Richard de Leyser of Rolex Australia

ROLEX/Carlo Bortolenghi



ROLEX/Daniel Forster



ROLEX/Carlo Bortolenghi



Rolex / Carlo Bortolenghi

MIDDLE: Dockside in Hobart

ABOVE: Peter Dowdney of *Wedgetail* reunited with family

LEFT: Drying out in Hobart



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The STP65 *Rosebud* passing the Organ Pipes on her way to an overall victory

# THE CUP AND THE ROSE

Rolex - Daniel Forster

BELOW: Sturgeon with the Rolex Yacht-Master timepiece, which he gave to *Rosebud*'s bowman, and the Tattersall's Cup

AMERICAN ROGER STURGEON'S *ROSEBUD*, THE FIRST STP65 BOX RULE YACHT ENTERED IN THE WORLD-FAMOUS ROLEX SYDNEY HOBART YACHT RACE, IS ONLY THE SECOND AMERICAN ENTRY TO BE AWARDED THE TATTERSALL'S CUP FOR OVERALL WINNER ON HANDICAP OF AUSTRALIA'S OCEAN-RACING CLASSIC

OFFSHORE YACHTING TALKED WITH ROGER ABOUT PAST, PRESENT AND FUTURE PLANS FOR HIS PRIZED ROSE

By Anthony Twibill

Roger Sturgeon is a numbers man. He has fine-tuned his numerical skills in industry and defence over many decades working amongst the intellects of California's Silicon Valley. He is also a man of the sea, having raced in a host of signature ocean races, not just in American waters but increasingly in the cut and thrust of international competition. Having just added the coveted Tattersall's Cup for 2007 to his international trophy cabinet, Roger and his team are clearly thinking ahead of the fleet when it comes to the winning formula. *Rosebud*, the first STP65 out on the course, is certainly making the ocean-racing community pay attention. Roger's team has succeeded in matching ocean-racing skill and experience with the very latest yacht design and construction technology, and through careful analysis of the international IRC design rules, have applied the rating opportunities to maximum advantage.

Although now an accomplished ocean-racing yachtsman, Roger didn't grow up sailing dinghies or small skiffs like many of us who love the sea. He has nevertheless been at it most diligently for over a quarter century, having bought his first yacht, a used Santa Cruz 27 called *Mystery Eagle* in



Rolex - Carlo Borlenghi





ABOVE: Sturgeon with Richard de Leyser of Rolex Australia

LEFT: Bowman out on *Rosebud's* sprit during the Rolex Sydney Hobart 2007



1981, and joined the Santa Cruz Yacht Club on Monterey Bay in California.

"The fleets were much larger in those days," said Roger, "but our progress was steady and eventually we were able to win the club's SC27 One Design Series. We had wins in the local match racing and the biggest win in that boat was the Alcatraz Cup in a summer Friday night series at Golden Gate Yacht Club in San Francisco.

"Later I co-owned another Santa Cruz 27 called *Hanalei Express* with Rob Schuyler, also a member of SCYC. My favourite win with that boat was the Santa Cruz 27 National Championships at Huntington Lake in the high sierras of California. Starting with Rob, I was seldom the driver because I was always better as the tactician.

"Eventually I ordered a Santa Cruz 52, which was the first to be called *Rosebud*. As we intended to have a less than maximum-sized boat for offshore racing, then that would make it a smaller-sized 'sled'. The most obvious name for such a childhood dream would of course be *Rosebud* from the movie *Citizen Kane*. The last scene of the movie shows his 'flexi-flyer' sled burning in a big blaze revealing the name and its symbolic logo of a rosebud. We took the font and the logo and colorised it! So full credit goes to those who remember this sled!

"My favourite win with this first *Rosebud* was the St. Francis Perpetual Trophy in the 1999 Big Boat Series and concurrently the Santa Cruz 52 National Championship. This boat allowed me to do many offshore races including a Pacific Cup and many California to Mexico races."

Roger's next step up was to a purely racing yacht, again called *Rosebud*.

"This was the fifth TP52 built which allowed level racing within the class," he said. "My thought was to be the fastest boat in B fleet (and thus first to the bar), leaving the longer boats in A fleet. You could

## MAJOR RACES AND REGATTAS IN WHICH ROGER AND THE *ROSEBUD* TEAM HAVE PARTICIPATED

### SC52 and TP52, both *Rosebud*

#### 2003

Key West Race Week – 1st in Class  
Pineapple Cup – 2nd in Fleet  
Chicago to Mackinac – 1st in Class, 2nd to Finish (1st in Americap Finish)  
Harbor Springs Regatta – 1st Overall  
St. Petersburg to Isla Mujeres – 1st to Finish, 2nd in Fleet  
SORC – 1st in Class, Governors Trophy (best overall)  
Big Boat Series – 1st in Class, St. Francis Perpetual Trophy  
Ft. Lauderdale to Palm Beach – 1st in Class

#### 2004

Ft. Lauderdale to Key West – 1st in Class  
Heineken Regatta, St. Maarten – 2nd in Class  
International Rolex Regatta, St. Tomas – 2nd in Class  
BVI Spring Regatta – 1st in Class  
Antigua Race Week – 1st in Class  
Newport to Bermuda – 1st Overall, Gibbs Hill Lighthouse Trophy, 1st in TP52 Class, 5th to Finish  
New York Yacht Club Spring Regatta – 2nd in TP52 Class  
Big Boat Series – 3rd in TP52 Class

#### 2005

Transpac – 1st Overall, 1st in Class

#### 2006

Ft. Lauderdale to Key West – 2nd in Class  
BVI Spring Regatta – 1st in Class  
Antigua Race Week – 1st Overall, 1st in Class

### STP65

#### 2007

Hoag Cup, Newport Beach, CA – 1st in Class  
Long Beach Race Week – 4th in Class (Five 1st places after not competing on first day)  
Transpac – 3rd to Finish, 3rd in Class, 1st to Finish less than 72 feet  
SOLAS Big Boat Challenge, Sydney – 1st Overall  
Rolex Trophy Rating Series, Sydney – 1st Overall  
Rolex Sydney Hobart Yacht Race – 1st Overall, 1st in Class





The TP52 *Rosebud* was overall winner at the Rolex Antigua Sailing Week 2006

not always control the handicaps but it was always fun to be fast. The TP52 was certainly the biggest little boat ever (often acting like a dinghy) but I soon found out that it was also the smallest big boat. Because of its performance, we most often raced in A fleet. It took us about a year to get our act together and get more professional but eventually this boat was arguably the most successful of that period. It not only took class honours but frequently took some form of overall honours. My favourite memory for the TP52 was the dual overall wins of Bermuda and the Transpac races. My research shows that this was the only boat to ever win both of

metres) so that's where our team focused next. Through the diligent and difficult work of the Storm Trysail and Transpac Yacht Clubs, the various designers and the sailing community, a consensus was reached on the STP65 design. Since I was in position to move quickly, I 'volunteered' to be the first STP65, to be again called *Rosebud*. The STP65 design was selected because it was longer, faster, simpler and better able to handle the most difficult yacht races in the world than my previous TP52 (besides, anything bigger would undoubtedly bust my budget). You never know how handicapping is going to treat you so you better enjoy the ride!

**"THE STP65 WAS SELECTED BECAUSE IT WAS LONGER, FASTER, SIMPLER, AND BETTER ABLE TO HANDLE THE MOST DIFFICULT YACHT RACES IN THE WORLD THAN MY PREVIOUS TP52 (BESIDES, ANYTHING BIGGER WOULD UNDOUBTEDLY BUST MY BUDGET). YOU NEVER KNOW HOW HANDICAPPING IS GOING TO TREAT YOU SO YOU BETTER ENJOY THE RIDE!"**

these regattas overall. It was even better because it was my first try at each and had little expectation of such a feat. I was supposed to sell the boat after the Transpac but I just could not let it go yet (and we were not sure what to build next). We kept the boat through its final Caribbean series ending up with a magical overall win at Antigua Race Week.

"As I was getting older and technology was ever improving the new TP52s, it was time to get a boat longer than my age. There was a lot of talk about a new box rule boat around 65 feet (approximately 20

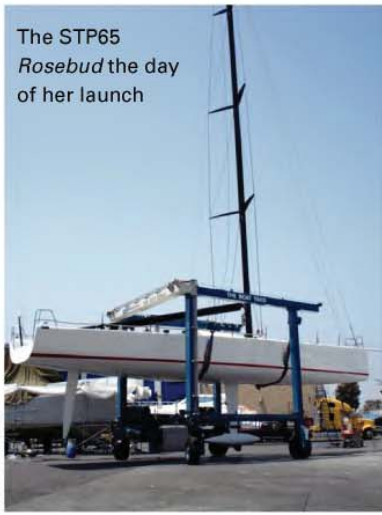
"The philosophy of the STP65 is the same as the TP52, only it's now a boat more fitting to my age. We chose the centre of the box because we wanted an all-round boat that could compete in any regatta in the world. The concept was to keep it simple yet fast. Yes, we can't cant (the keel) but we like it that way.

The boat went through some learning curve breakdowns so the first few regattas were difficult yet rewarding. My wife Isobel races the day races but not the long distance races. It was her analysis of our possible



The STP65  
*Rosebud* the day  
of her launch

Malcolm Park.



schedules that made it imperative that we go to Australia in spite of the high costs. We knew that new STP65s would have the advantage of time so our best chance was to improve the team by facing the best competition in the world. At that point Australia became mandatory for the overall program. The trip far exceeded every goal we set for ourselves and we thank the Australian people for all their warmth, kindness and extreme competitiveness. Australia is a 'must do' for any serious racer. For us, it is a 'must do' again."

Asked whether the Rolex Sydney Hobart was as challenging as expected, Roger replied, "The race was more difficult than I expected, but of course I knew it could be even worse. We were well prepared for anything but you can never be prepared for everything. Nature always has a way to make you humble."

And what's next for *Rosebud*?

"On to Newport, then Bermuda, the Maxi Worlds in Sardinia, and then the Middle Sea race in Malta," said Roger, "and then we hope to return as soon as possible to Australia but we are quite budget limited. With a new fleet of STP65s on the way, we hope to convince them to go to Australia for all it has to offer. Sydney is a dream harbour and yacht racing does not have a better venue nor with better people, but Hobart had the fans up close and involved with all the proceedings. I will never forget the reception we had in Hobart and this was well before we could begin to think we had won."

For further information on *Rosebud* Racing visit [www.rosebudracing.com](http://www.rosebudracing.com) ○

## THE ROSEBUD RACING TEAM

### MANAGEMENT

**Roger Sturgeon** – Owner/Skipper, **Isobel Sturgeon** – Owner/Crew on buoy races. Her opinion matters as much or more than anyone else in the program;

**David Cardinali** – Managing Director – Handles all payments to boatyards, crew; fills out race entries; secures insurance (does all the behind the scene stuff that keeps the program running); makes most monetary decisions; helps co-ordinate logistics and create projections; at race locations, David is the buffer between crew and owner;

**Malcolm Park** – Project Manager (Main Trimmer) – Does crew negotiations; handles most media requests; the team's technical and political representative; creates projections with Dave for Roger to assess upcoming schedules; was intricately involved in the build of the boat; helps choose hotels and coordinate logistics and much, much more;

**Jack Halterman** (Helmsman) – Roger's oldest sailing partner and his right-hand man. Jack was also intricately involved in the build of the boat and knows it inside and out; always fills the gaps where the others overlook something; almost always involved in the commissioning and decommissioning of the boat and onboard for most deliveries.

### CREW FOR THE ROLEX SYDNEY HOBART YACHT RACE ALSO INCLUDED:

**Jimmy Slaughter** – Boat Captain (Grinder/Hydraulics Specialist) – Jimmy has been the Boat Captain since the campaign began in June 2007 and has been nothing short of spectacular;

**Kevin Miller** – Tactician – Kevin has been sailing with *Rosebud* since the TP52 version in 2003; he has missed only a couple of regattas with the program since then;

**Tom Addis** – Navigator – Tom has sailed with *Rosebud* only once before but in that previous race he guided the TP52 *Rosebud* to an overall win in the 2005 Transpac. Results like that speak for themselves;

**Justin Clougher** – Bowman – Justin has done every race with the new STP65 (since June 2007) and also did one previous race with the TP52 *Rosebud* in 2005; nickname 'Juggy';

**Mikey Joubert** – Mastman – Mikey has done all the races with the STP65 and did three races with the TP52 in 2004;

**Keats Keeley** – Mastman – Keats has been with the *Rosebud* program since we had the TP52; he also rarely misses a regatta;

**John Hayes** – Jib Trimmer – John has been racing with the program since 2004. Also now rarely misses a race;

**Anthony Merrington** – Spinnaker Trimmer – Anthony has done all but two regattas with the STP65 *Rosebud*; an Australian, he helped the campaign with his knowledge of Sydney Harbour and Australian waters; nickname 'Youngster';

**Andy Meiklejohn** – Pitman – Australia was Andy's first three races with the program; an extremely hard worker;

**Wade Morgan** – Grinder – Same as Andy, Australia was Wade's first three races with the *Rosebud* program; he provided local knowledge; nickname 'Bubs';

**Mark Callahan** – The Rolex Sydney Hobart was Mark's second race with the STP65; he only did the Hobart in Australia, not the SOLAS or Big Boat Challenge; another hard worker with a great attitude.

Speaking of *Rosebud's* crew, Roger said, "As you can see, a lot of our crew stay with the program. There are usually three or four spots that we try to have locals on board, however those locals are generally sailors who have sailed with the program in the past. Using locals saves the program costs on rooming and airfares and if we can find good quality and save some money, we are always going to do that. I think it's rare in sailing to see a crew made up of the same guys over and over again. The boat clearly reaps the benefits of these guys knowing not only their physical positions on the boat but also their roles on the boat. The chemistry onboard is amazing. They are always thinking three to four steps ahead and many of them could sail in any position on the boat."





# ROLEX SYDNEY HOBART YACHT RACE 2007

Andrea Francolini

IRC OVERALL	YACHT	DIV	LINE	ELAPSED TIME	TCC	CORRECTED TIME	OWNER/SKIPPER
1	Rosebud	B	4	2:06:02:02	1.509	3:09:32:14	Roger Sturgeon, USA
2	Ragamuffin	B	7	2:14:19:41	1.33	3:10:53:47	Syd Fischer, NSW
3	Quantum Racing	A	5	2:14:12:47	1.342	3:11:29:24	Ray Roberts, NSW
4	Chutzpah	C	14	2:21:35:07	1.209	3:12:07:43	Bruce Taylor, VIC
5	Ichi Ban	A	3	2:05:01:21	1.601	3:12:53:20	Matt Allen, NSW
6	City Index Leopard	A	2	1:21:51:55	1.855	3:13:04:48	Mike Slade, GRB
7	Yendys	B	6	2:14:12:49	1.377	3:13:40:05	Geoff Ross, NSW
8	Wild Oats XI	A	1	1:21:24:32	1.903	3:14:24:47	Bob Oatley/Mark Richards, NSW
9	Wot Yot	B	9	2:17:01:05	1.34	3:15:07:27	Graeme Wood, NSW
10	Wedgetail	C	21	3:02:09:56	1.202	3:17:08:49	Bill Wild, QLD
11	Living Doll	B	13	2:21:22:24	1.301	3:18:15:17	Michael Hiatt, VIC
12	Shogun	C	17	2:23:43:18	1.265	3:18:43:40	Rob Hanna, VIC
13	Limit	C	18	2:23:49:15	1.271	3:19:17:03	Alan Brierty, WA
14	Georgia	B	16	2:23:23:29	1.306	3:21:14:14	John Williams/Graeme Ainley, VIC
15	Jazz	C	22	3:05:58:41	1.203	3:21:48:27	Chris Bull, GBR
16	Goldfinger	B	19	3:01:36:28	1.292	3:23:06:04	Peter Blake/Kate Mitchell, VIC
17	Mr Beaks Ribs	D	30	3:13:40:20	1.112	3:23:16:03	David Beak, NSW
18	AFR Midnight Rambler	D	27	3:09:48:16	1.167	3:23:27:57	Ed Psaltis/Bob Thomas, NSW
19	Rush	C	23	3:06:15:09	1.226	3:23:56:15	John Paterson, VIC
20	Alacrity	D	39	3:15:51:05	1.098	4:00:27:39	Matthew Percy, QLD
21	True North	D	41	3:18:42:49	1.065	4:00:36:36	Andrew Saies, SA
22	Zephyr	E	66	4:05:30:31	0.959	4:01:20:48	James Connell, NSW
23	The Goat	D	38	3:15:45:22	1.11	4:01:24:33	Bruce Foye/Mitchell Gordon, NSW
24	Zen	D	40	3:15:54:16	1.11	4:01:34:26	Gordon Ketelbey, NSW
25	Pretty Woman	C	25	3:07:57:17	1.223	4:01:47:05	Richard Hudson, NSW
26	Pretty Fly II	D	36	3:15:39:59	1.116	4:01:50:08	Colin Woods, NSW
27	Morna	E	70	4:06:48:59	0.953	4:01:59:02	Greg Zyner, NSW
28	Huckleberry	E	77	4:10:46:58	0.92	4:02:14:25	Steve Humphries, WA
29	Another Fiasco	D	32	3:14:38:38	1.14	4:02:46:27	Damian Suckling, QLD
30	Noonmark VI	C	28	3:10:38:24	1.206	4:03:39:50	Sir Geoffrey Mulcahy, GBR
31	Stormy Petrel	E	75	4:08:44:51	0.953	4:03:49:28	Kevin O'Shea, NSW
32	Swan Song	D	35	3:15:38:13	1.142	4:04:04:53	Geoffrey Hill, NSW
33	Impeccable	E	74	4:08:40:05	0.958	4:04:16:19	John Walker, NSW
34	Wot's Next	D	29	3:13:24:42	1.174	4:04:16:24	Graeme Wood/Bill Sykes, NSW
35	Spirit of Koombuloo	E	53	4:02:00:38	1.024	4:04:21:46	Mike Freebairn, QLD
36	Knee Deep	C	24	3:07:01:45	1.276	4:04:50:28	Philip Childs, WA
37	Imarex	D	42	3:18:52:46	1.11	4:04:52:34	Marc & Louis Ryckmans, NSW
38	Another Challenge	D	43	3:19:04:16	1.11	4:05:05:20	Chris Lewin, VIC



39	Endorfin	D	31	3:14:24:12	1.172	4:05:15:53	Peter Mooney, NSW
40	Challenge	D	44	3:19:14:03	1.11	4:05:16:12	Lou Abrahams, VIC
41	The Bigger Picture KM & T	D	45	3:19:24:32	1.11	4:05:27:50	Mike Roberts & Anthony Hooper, NSW
42	Palandri Wines Minds Eye	E	58	4:04:36:22*	1.009	4:05:30:42*	Brad Skeggs, WA
43	Splash Gordon	D	34	3:15:36:07	1.16	4:05:37:06	Stephen Ellis, NSW
44	Matangi	E	64	4:05:16:00	1.014	4:06:41:04	David Stephenson, TAS
45	Balance	D	33	3:15:33:35	1.174	4:06:47:42	Paul Clitheroe, NSW
46	Pisces	D	51	4:01:38:13	1.061	4:07:35:34	David Taylor, TAS
47	Eleni	D	47	3:21:56:49	1.11	4:08:16:52	Tony Levett, NSW
48	Inner Circle	E	54	4:03:54:53	1.049	4:08:48:38	Ken Robinson, NSW
49	Swish	D	50	3:22:59:04	1.11	4:09:25:58	Steven Proud, NSW
50	Patrice Six	D	48	3:22:01:51	1.126	4:09:52:43	Adrian Dunphy/Tony Kirby, NSW
51	Decosolmarine Sailplane	D	49	3:22:50:14	1.117	4:09:55:59	Decosol Marine/John Danby/ Robert Bottomley, GBR
52	Bear Necessity	D	62	4:04:57:36	1.06	4:11:01:03	Andrew Dally, NSW
53	Sextant	E	67	4:05:37:31	1.057	4:11:25:05	Denis Doyle, NSW
54	Iataia	D	60	4:04:47:48	1.067	4:11:33:00	Marcos Rodriguez, MEX
55	Secret Mens Business #1	D	46	3:20:52:57	1.16	4:11:44:37	Ross Trembath/R Curtis, NSW
56	Papillon	D	56	4:04:10:21	1.095	4:13:41:20	Phil Molony, NSW
57	Global Yacht Racing - Kioni	D	52	4:01:44:20	1.123	4:13:45:39	Richard Falk, NSW
58	Scarlet Runner	D	59	4:04:43:17	1.11	4:15:48:03	Robert Date, VIC
59	Getaway Sailing 2	D	68	4:05:46:01	1.11	4:16:57:41	Getaway Sailing/Jay Pettifer, NSW
60	Skandia	A	10	2:17:23:33	1.758	4:18:57:36	Grant Wharington, VIC
61	Quetzalcoatl	D	57	4:04:30:46	1.167	4:21:17:54	Bruce/Hampshire/Lee Warner/ Sweetapple, NSW
62	Aurora	E	79	4:15:49:55*	1.049	4:21:18:41*	Jim Holley, NSW

Retired: Berrimilla (Alex Whitworth, NSW); Cougar II (Alan Whiteley, VIC); Mr Kite (Andrew Buckland/Andrew Hunn, NSW/TAS)

Penalties and Redress: Palandri Wines Minds Eye - redress of 39 minutes; Aurora - 30% penalty for OCS.

PHS OVERALL	YACHT	DIV	LINE	ELAPSED TIME	TCF	CORRECTED TIME	OWNER/SKIPPER
1	Sailors with disABILITIES	A	20	3:01:57:03	1.2743	3:22:14:08	David Pescud, NSW
2	Toyota Aurion V6	A	8	2:14:23:16	1.5407	4:00:07:15	Andrew Short, NSW
3	Namadgi	B	63	4:05:01:40	0.9518	4:00:09:30	Canberra Ocean Racing Club/ Rick Scott-Murphy, ACT
4	DHL - The Daily Telegraph	A	11	2:21:13:01	1.4041	4:01:11:15	Kookaburra Challenge/ Mitch Booth, NSW
5	She	B	76	4:09:26:53	0.945	4:03:38:54	Peter Rodgers, NSW
6	Phillip's Foote Witchdoctor	B	69	4:06:13:42	0.9786	4:04:02:26	Rum Consortium, NSW
7	Flying Fish Arctos	B	61	4:04:53:04	1.0152	4:06:25:04	Flying Fish Properties/Andy Fairclough/ James Dobie, NSW
8	Sheridan Road Rail (Tartan)	B	72	4:07:19:07	0.9929	4:06:35:06	Ian Sanford, NSW
9	Dehler Magic	B	55	4:03:55:28	1.0287	4:06:47:32	Greg Tobin/Charlie Preen, QLD
10	Krakatoa	A	37	3:15:40:00	1.1736	4:06:53:08	Rod Skellet, NSW
11	George Gregan Foundation	A	15	2:21:42:55	1.4843	4:07:28:42	David Witt, NSW
12	Hugo Boss II	A	12	2:21:13:56	1.4951	4:07:30:33	Alex Thomson Racing/ Ross Daniel, NSW
13	First Light	B	71	4:07:16:50	1.0229	4:09:38:44	Nicolas Ewald, NSW
14	Salona	B	73	4:08:21:46	1.0128	4:09:41:55	Phillip King, NSW
15	Pirelli	A	26	3:09:36:44	1.3493	4:14:07:10	Les Goodridge, NSW
15	Helsal IV	A	65	4:05:29:47	1.09	4:14:37:52	Rob Fisher, TAS

#### CRUISING

1	Capriccio of Rhu				79	4:11:12:57	Michele Colenso, GBR
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SYDNEY 38 OD	YACHT	ELAPSED TIME	OWNER/SKIPPER
1	The Goat	3:15:45:22	Bruce Foye/Mitchell Gordon, NSW
2	Zen	3:15:54:16	Gordon Ketelbey, NSW
3	Imarex	3:18:52:46	Marc & Louis Ryckmans, NSW
4	Another Challenge	3:19:04:16	Chris Lewin, VIC
5	Challenge	3:19:14:03	Lou Abrahams, VIC
6	The Bigger Picture - KM & T	3:19:24:32	Mike Roberts & Anthony Hooper, NSW
7	Eleni	3:21:56:49	Tony Levett, NSW
8	Swish	3:22:59:04	Steven Proud, NSW
9	Scarlet Runner	4:04:43:17	Robert Date, VIC
10	Getaway Sailing 2	4:05:46:01	Getaway Sailing/Jay Pettifer, NSW

#### LINE HONOURS:

Wild Oats XI, Reichel/Pugh 98 (Bob Oatley/Mark Richards, NSW) – 1 day 21 hours 24 minutes 32 seconds – JH Illingworth Trophy, Rolex time-piece





# HONOUR ROLE



The JH Illingworth Trophy is awarded to the first yacht across the finish line, which, in 2007, was *Wild Oats XI* for the third year running



*Rosebud* won the George Adams Tattersall Cup, awarded to the overall winner on corrected time

Andrea Francolini (2)

## IRC Overall – Tattersall's Cup:

*Rosebud*, Farr STP65 (Roger Sturgeon, USA) – Tattersall's Cup, CYCA Trophy, RORC Plaque, Government of Tasmania Trophy, George Barton Trophy, Rolex timepiece  
*Ragamuffin*, Farr Transpac 52 (Syd Fischer, NSW) – City of Hobart Trophy, Bass Strait Cup, Solo Trophy, CYCA Trophy  
 Quantum Racing, Farr Cookson 50 (Ray Roberts, NSW) – RYCT Trophy, Storm Bay Cup

## IRC A:

1 Quantum Racing, Cookson 50 (Ray Roberts, CYCA, NSW) – Rushcutters Trophy, CYCA Trophy  
 2 *Ichi Ban*, Jones 70 (Matt Allen, CYCA, NSW) – CYCA Trophy  
 3 *City Index Leopard*, Farr 98 (Mike Slade, GBR) – CYCA Trophy

## IRC B:

1 *Rosebud*, Farr STP65 (Roger Sturgeon, USA)  
 2 *Ragamuffin*, Farr Transpac 52 (Syd Fischer, NSW)  
 3 *Yendys*, Reichel/Pugh 55 (Geoff Ross, CYCA, NSW)

## IRC C:

1 *Chutzpah*, Reichel/Pugh 40 (Bruce Taylor, VIC) – Peter Allsop Memorial Trophy, CYCA Trophy  
 2 *Wedgetail*, Wellbourn 42 (Bill Wild, QLD) – CYCA Trophy  
 3 *Shogun*, Rogers 46 (Rob Hanna, VIC) – CYCA Trophy

## IRC D:

1 *Mr Beaks Ribs*, Beneteau 44.7 (David Beak, NSW) – RORC Trophy, CYCA Trophy  
 2 *AFR Midnight Rambler* (Ed Psaltis/Bob Thomas, NSW) – CYCA Trophy  
 3 *Alacrity*, Beneteau 44.7 (Matthew Percy, SYC, QLD) – CYCA Trophy

## IRC E:

1 *Zephyr*, Farr 1020 (James Connell/Alex Brandon, NSW) – Sir Arthur Warner Trophy, CYCA Trophy  
 2 *Morna*, Cavalier 35 (Greg Zyner, NSW) – CYCA Trophy  
 3 *Huckleberry*, S&S 34 (Steve Humphries, WA) – CYCA Trophy

## Sydney 38 One Design:

1 *The Goat* (Bruce Foye, NSW) – Sydney Yachts Trophy  
 2 *Zen* (Gordon Ketelbey, NSW) – CYCA Trophy  
 3 *Imarex* (Marc & Louis Ryckmans, NSW) – CYCA Trophy

## PHS Division 1 (RANSA Trophy)

1 & Overall Sailors with disABILITIES, Lyons 54 (David Pescud, NSW) – RANSA Trophy  
 2 *Toyota Aurion V6*, Jutson 79 (Andrew Short, NSW) – CYCA Trophy  
 3 *DHL – The Daily Telegraph*, Volvo 60 (Kookaburra Challenge, NSW) – CYCA Trophy

## PHS Division 2:

1 *Namadgi*, Bavaria 44 (Canberra Ocean Racing Club, ACT) – CYCA Trophy  
 2 *She*, Olsen 40 (Peter Rodgers, NSW) – CYCA Trophy  
 3 *Phillip's Foote Witchdoctor*, Davidson 42 (Rum Consortium, NSW) – CYCA Trophy

## Cruising Division:

1 *Capriccio of Rhu*, Dyster 55 (Michele Colenso, GBR) – CYCA Trophy

## Line Honours (JH Illingworth Trophy):

1 *Wild Oats XI*, Reichel/Pugh 98 (Bob Oatley/Mark Richards, NSW) – 1 day 21 hours 24 minutes 32 seconds – JH Illingworth Trophy, Rolex timepiece  
 2 *City Index Leopard*, Farr 98 (Mike Slade, GBR) 1:21:51:55 – CYCA Trophy  
 3 *Ichi Ban*, Jones 70 (Matt Allen, CYCA, NSW) 2:05:01:21 – CYCA Trophy

## Other perpetual trophies and awards:

**Jack Rooklyn Memorial Trophy** (First yacht out of Sydney Heads): *Wild Oats XI* (Bob Oatley/Mark Richards, NSW)

**F&J Livingston Trophy** (First yacht south of Tasman Island): *Wild Oats XI*

**Rani Trophy** (Most meritorious performance as judged by the Race Committee): *Skandia* (Grant Wharrington, VIC)

**Polish Trophy** (Yacht traveling from furthest port to compete): *Noonmark VI* (Sir Geoffrey Mulcahy, GBR)

**Battery Point Trophy** (First small boat across the line): *Pisces* (David Taylor, TAS)

**TasPorts Trophy** (First Tasmanian boat, IRC: *Matangi*) (David Stephenson)

**Tasmanian Government 40 Race Medallion:** *Bill Ratcliff* (Bear Necessity, NSW)

**Tasmanian Government 25 Race Medallions:** *Kingsley Piesse* (Chutzpah, VIC), *George Snow* (Swan Song, NSW), *Colin Tipney* (JBW, NSW), *John Williams* (Georgia, VIC)

**Tasmanian Government 10 Race Medallions for women sailors:** *Julie Hodder* (DHL – The Daily Telegraph, NSW), *Sue Crafer* (Skandia, VIC)

**City of Hobart Trophy** (Navigator of first Tasmanian yacht on corrected time): *Gwyn Alway* (Matangi)

**Bill Owen Memorial Trophy** (Navigator of winning yacht): *Tom Addis* (*Rosebud*, USA)

**Alan Payne Memorial Trophy** (Designer of winning yacht): *Farr Yacht Design* (*Rosebud*, USA)

**Apollo Trophy** (First yacht under 18.5m across the finish line): *Quantum Racing* (Ray Roberts, NSW)