

\$10



ROLEX SYDNEY HOBART YACHT RACE 2021



THE OFFICIAL PROGRAM
Your definitive guide to the return of one of the
world's most iconic ocean races

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THE FLEET**

**FEATURES
AND ANALYSIS**

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FEATURES



OFFICIAL RACE GUIDE

Get up to speed on the key storylines for the 2021 Rolex Sydney Hobart.



TAKING ON THE RACE TWO-UP

Meet some of the crews taking part in the race's inaugural Two-Handed Division.

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CLUB INFORMATION

Cruising Yacht Club of Australia
1 New Beach Rd
Darling Point
NSW 2027

CLUBHOUSE

The CYCA is the home of the Rolex Sydney Hobart Yacht Race. The Club hosts the Sydney Race Village and is open seven days a week.

For the latest opening hours, visit the website – www.cyca.com.au

Phone: (02) 8292 7800

Email: cyca@cyca.com.au

Website: www.cyca.com.au

COVER PHOTOGRAPHY

The scenery is just one part of what makes the Rolex Sydney Hobart so special. Photo: Andrea Francolini.

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Commodore Noel Cornish AM

The Return of the Great Race



Dear Members,

With last year's Covid cancellation behind us, we are delighted to see such a strong fleet for the 2021 Rolex Sydney Hobart Yacht Race. Despite continuing border restrictions, we have yachts from six Australian states and territories, along with three internationals. From the smallest entrant, *Gun Runner*, to the three 100-foot Super Maxis, there will again be many exciting sub-plots written within the race. At time of publication, there are 106 boats signed on for our 628nm Classic, including 20 Two-Handed crews set to contest this Division for the first time.

The excitement and energy around the CYCA ahead of this 76th edition of the Great Race is palpable. Following a lengthy period under lockdown without much action on the water, the past few months have been lively. Boatyards and sailmakers have been kept busy as yachts were modified or freshened up for the racing season and crews have been out training, testing set-ups, tuning and shaking off the cobwebs.

All three Audi Centre Sydney Blue Water Pointscore races have had near-record entrants and the competition in the first two races, Flinders Islet and Bird Island, has been highly competitive. The 2019 Rolex Sydney Hobart Overall Winner, *Ichi Ban*, has looked impressive in the lead-up events but we have also seen strong showings from *Whisper*, *URM*, *Money Penny*, *Gweilo* and *Zen*. With the three Super Maxis, *Black Jack*, *LawConnect* (formerly *InfoTrack*) and *SHK Scallywag* along with the likes of *Stefan Racing*, *Willow* and *Alive* still to join the fray, it could become a very tight tussle amongst the bigger racing boats. And if conditions suit, there are a number of smaller boats that could challenge for the Overall win and the Tattersall Cup.

There is a fascination with Two-Handed crews that will take on the elements and the challenges of the Race for the first time. The competition in the lead-

up races for this division has been intense and in the Bird Island Race, the first three boats finished a mere 1½ minutes apart after over 11 hours at sea. *Disko Trooper*, *Contender Sailcloth*, *Salt Shaker*, *Rum Rebellion* and *Speedwell* have been standouts but are about to be joined by a broad range of Two-Handed entries.

A global audience will once again be transfixed on Sydney Harbour on Boxing Day for what is always a thrilling start to the race with Broadcast Partner Seven West Media televising 90-minutes of live coverage. And the finish in Hobart to the warm reception that only Tasmanians can offer, not to mention the celebrations that follow on the waterfront and Hobart Race Village for days after, will possibly feel just a little more special this year after the break.

Planning for the 2021 Rolex Sydney Hobart has been, and continues to be, a truly collaborative effort. We thank our great friends and Finish Partners at the Royal Yacht Club of Tasmania with whom we've partnered for over three quarters of a century, the many staff and volunteers who work tirelessly behind the scenes, owners, competitors and support crews.

We have been working very closely with both the NSW and Tasmanian Governments across the past two years to develop COVIDSafe Plans that ensure that we can conduct the Race safely and in compliance with any restrictions established. We remain agile in our preparation for the event.

The CYCA is pleased to be able to open both the Sydney and Hobart Race Villages to the public this year with COVID-19 safety measures in place for the protection of all in attendance.

Good luck to all competitors heading South this year. It will truly be an honour to be on the dock to welcome the 2021 Rolex Sydney fleet into Hobart. 🇦🇺

Commodore RYCT, Richard Bevan

2021 – Let the racing resume!

The 2021 Rolex Sydney Hobart Yacht Race – the 76th edition and celebrating a new Two-Handed Division.



After last year's disappointment of the Rolex Sydney Hobart Yacht Race being cancelled just six days before the start because of COVID-19, we are looking forward with even more enthusiasm for the 76th edition of the race to be held in 2021. We continue to "plan with confidence", hoping that the high levels of community immunisation and opening of state borders will indeed allow the race to proceed this year.

The offshore sailing community is obviously very keen to get back on the water, with an impressive 112 initial entries for this year's race; over 15 per cent competing in the new Two-Handed Division, which is sure to create a huge amount of interest.

From an on-water perspective, the race from the start gun to the finishing box will be pretty much as normal and we hope that, from a COVID management perspective, the pre- and post-race requirements will not be too onerous.

At The Royal Yacht Club of Tasmania, as long-term Finishing Partner for the race, we have been working closely with the CYCA and local agencies to ensure that we have considered every possible circumstance that could arise in terms of developing our COVID-19 Safety Plans.

We have all seen over the past two years how quickly COVID circumstances can change, so we need to be nimble and ready to adapt to meet requirements as they evolve.

We ask for your understanding and support for whatever the requirements may be on your arrival in Hobart.

While some arrangements may be different, what will not change is the traditional very warm welcome to Hobart, regardless of the hour of the day or night you arrive.

A constant for the Rolex Sydney Hobart is the sensational input by a large group of RYCT volunteers in Hobart. Thank you so much for your continued support for this great event in whatever role you play.

Thanks also to our major Tasmanian stakeholders – Hobart City Council, TasPorts, Tasmania Police, and the Tasmanian Government, including Premier Peter Gutwein, for their support.

We look forward to seeing the Hobart docks and Race Village buzzing with excitement once again and remember that our

RYCT Clubhouse will certainly be open for business. The Club is just a five-minute taxi ride from the docks; come on down, we'd love to see you!

Finally, I would like to acknowledge our close working relationship with CYCA Commodore Noel Cornish and his team as we have worked together to ensure the delivery of another world class event.

See you in Hobart!

“ We have all seen over the past two years how quickly COVID circumstances can change, so we need to be nimble and ready to adapt to meet requirements as they evolve. ”



NEW YEAR'S EVE PARTY

Friday 31 December - 7:30pm for 8:00pm

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THE ROYAL YACHT CLUB OF TASMANIA

Aerial views of the start of the 75th Rolex Sydney Hobart in 2019.
Photo: ROLEX/Carlo Borlenghi



The Great Race Returns



The Rolex Sydney Hobart Yacht Race is back in 2021, taking its rightful place as one of the pinnacle events of Australia's summer sporting calendar.

Rupert Guinness takes you through some of the key storylines to look out for in this year's race.

Noel Cornish will feel torn as the countdown for the 2021 Rolex Sydney Hobart start approaches its final seconds.

On the one hand, Cornish, as the Cruising Yacht Club of Australia Commodore, will be standing tall in pride that one of the world's great offshore races will be about to start.

"I'm looking forward most of all to 1pm on Boxing Day, and when that gun goes and I watch the boats go through the Heads and turn south," Commodore Cornish says.

"When I am out there, I feel like a young kid at Christmas. The thought of the challenge, the adventure you are about to go on.

"That is what the Rolex Sydney Hobart delivers ... it delivers these opportunities in spades."

However, on the other hand, Cornish, who has competed in 13 Sydney Hobarts and owns the Farr

40 *Indi* that he regularly enters in Club races, will lament that he is not on one of the boats as crew in the 76th edition of the 'Blue Water Classic'.

"It's going to be very hard," he says. "It's been many years since I have not been in the race. A large part of me [will be] wanting to blast over that start line, get through the Heads."

Razzle dazzle on water for diverse fleet

One of the greatest features of any Rolex Sydney Hobart is the diversity of the fleet. There is always a variety of designs and sizes, and also crew make-ups - from professionals to part-timers for whom the race is an annual pilgrimage of friends.

This year's race will be no different. It represents an eclectic mix of boats, equipment, ambition and personalities who all have their story for being in the race, and no doubt will have many more to tell by the time they reach the finish in Hobart.

The sight of the fleet jostling for position in their respective waves before the 1pm start on Boxing Day and then heading out to sea will make for a patchwork of colour.

As of 15 November, the fleet of 105 boats had 71 entries from NSW, 12 from Victoria, 12 from Queensland, three from South Australia, five from Tasmania, one from Western Australia, and one from Hong Kong. The Australian Capital Territory and Northern Territory have no entrants this year.

From the boats, the most popular is the Beneteau design, with 17 entries, of which most are in the 40-plus foot range. Meanwhile, 12 boats are Sydney designs, of which eight are 36-38-footers, and six are Reichel/Pugh designed yachts.

It will also be a fleet rich in vintage, dating back to its three oldest boats - *Solveig*, the 1950 built Halvorsen 36 owned by Annie Lawrence that will race 71 years since her first start; *Kialoa II*, an



Peter Harburg's Reichel/Pugh 100 Black Jack is one of three super maxis in this year's fleet.
Photo: ROLEX/Carlo Borlenghi

aluminium S&S Yawl owned by Patrick and Keith Broughton that was first built as a sloop in 1964 and won Line Honours in 1971; and the John Griffin-owned *Zara*, a Cheoy Lee 47-foot Ketch built in 1974, which will make her race debut.

Up front, there will be no shortage of excitement in the battle for victory; from Line Honours to handicap and every division; including the PHS Corinthian division, introduced in 2014. The Corinthian class is regarded as a throwback to the mid-1990s when the race was considered as mainly an amateur one.

The winner is awarded the York Family Trophy - named after the longstanding CYCA family that donated it. All crews must be either amateur or unpaid professionals. Entries this year include *Blink*, a Beneteau First 44 owned by Mark Gorbato; *Cinquante*, a Sydney 38 owned by Kim Jaggar, a veteran of 34 Sydney Hobarts; *Hartbreaker*, a Reichel/Pugh 46 from Victoria owned by Antony and Gay Walton; *Love & War*, an S&S 47 owned by Simon Kurts; *Midnight Rambler*, a Sydney 36 from Tasmania owned by Ed Psaltis; *Mille Sabords*, a Sydney 38 purchased by Paul Jenkins in January; *Reve*, a Beneteau 45 owned by Kevin Whelan; *Wax Lyrical*, an X-50 owned by Les Goodridge; *White Bay 6 Azzurro*, an S&S34 owned by Shane Kearns; and *Wings*, a Dehler 46 owned by Ian Edwards.

The pressure has been on them and every boat vying for victory or a place in their respective

division, with limited racing opportunities in 2021. For many entrants, the first three 2021/22 Audi Centre Sydney Blue Water Pointscore races - the Flinders Islet Race, Bird Island Race and Cabbage Tree Island Race - provided their last opportunity to test boats offshore in competition, before the Pointscore's finale - the Rolex Sydney Hobart.

Many of the boats outside of NSW had their last long, local offshore race in November, with some then heading to Sydney for the Cabbage Tree Island Race.

Those races certainly provided some interesting insights, for yacht owners, crews and Rolex Sydney Hobart followers.

Despite the difficulties and the compressed racing window, the CYCA was pleasantly surprised by the number of entries it received for the 2021 Rolex Sydney Hobart - 112 when they officially closed on Friday 29 October and still 105 by mid-November.

Locals vie for glory

Despite the difficulties for international entrants, the 2021 Rolex Sydney Hobart fleet will include three super maxis that will carry the load of expectation in the Line Honours battle, with the John H Illingworth Challenge Cup up for grabs.

They are Peter Harburg's Reichel/Pugh 100 *Black Jack* (skipped by Mark Bradford), which won Line Honours in 2009 as *Alfa Romeo*; Seng Huang Lee's



Anthony Johnston's Reichel/Pugh 72 URM will be among the chase pack hunting down the super maxis.
Photo: ROLEX/Carlo Borlenghi

Dovell 100 *SHK Scallywag 100* (skipped by David Witt), and Christian Beck's newly-named Juan-K 100 *LawConnect*, which was second to *Comanche* in 2019 as *InfoTrack*, and Line Honours winner in record-breaking time as *Perpetual LOYAL* in 2016.

However, in the right conditions, other smaller boats could upset the Line Honours favourites and lift the Tattersall Cup as the overall winner on corrected time.

Those on the prowl for Line Honours include the Anthony Johnston-owned Reichel/Pugh 72 *URM*, which took out Fully-Crewed Line Honours in November's Bird Island Race. Others are Sean Langman's Reichel/Pugh 69 *Moneypenny*, the Grant Wharington-led Botin 80 *Stefan Racing*, and Jim Cooney's Volvo 70 *Willow*.

In the running for the Tattersall Cup are David Griffith's JV62 *Whisper*, which won Fully Crewed Line and Overall honours in the Flinders Islet Race; Matt Donald and Chris Townsend's TP52 *Gweilo*, which won the 2020-21 Audi Centre Sydney Blue Water Pointscore; the TP52 *Quest*, a two-time Tattersall Cup winner (in 2008 when Bob Steel was owner, and 2015 when owned by Paul Clitheroe and named *Balance*), now owned by Craig Neil; and Phillip Turner's Reichel/Pugh 66 *Alive*, the Tasmanian entry which won on handicap in 2018. Michael Pritchard's Cookson 50 *Oskana* (overall winner under the name *Victoire* in 2013) could also certainly be in contention.

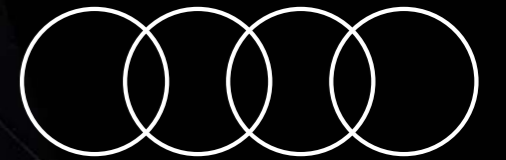
Another ever-present contender is Matt Allen's TP52 *Ichi Ban*, the overall winner in 2017 and 2019. *Ichi Ban* is a proven builder of form, and that again appears to be the case heading towards Boxing Day.

After a solid performance in the Flinders Islet Race, *Ichi Ban* won Fully Crewed Overall honours in the Bird Island Race.

But as Allen observed, every boat and crew are improving with every race, even if they are coming from behind due to limited sailing time brought on by COVID-19 restrictions.



Matt Allen's *Ichi Ban* will look to join an elite list as a three-time overall winner of the Sydney Hobart.
Photos: ROLEX/Carlo Borlenghi



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Rupert Henry's Lombard Class 40, *Eora*. Photo: Bow Caddy Media

"The crew work on a lot of boats is getting better with every race, though we might be a bit further behind than we would normally be this time of year," Allen said after the Bird Island race.

"People are ramping up pretty quickly. We're focusing on getting the crew that's going to Hobart in the right positions. Going out in 30 knots of breeze is always quite good; it gets your mind around a few things you want to improve with the boat. We just need to spend more time on the water and practice setups for different wind angles."

Ichi Ban will seek to become the first three-time winner of the Tattersall Cup since the late Peter Kurts' *Love & War* in 1974, 1978 and 2006. The Oregon and Maple wooded S&S47 will race this year and has been owned by Kurts' son, Simon, since 2005. It remains one of only two triple Sydney Hobart winners, alongside 1963, 1964 and 1965 champion *Freya*.



Historic start for Two-Handed Division

One of the most highly-anticipated plots within the 2021 Rolex Sydney Hobart will be the Two-Handed Division.

The scheduled inaugural staging of the division in 2020 was developing into one of the biggest drawcards.

However, a year on, that interest has only heightened.

As it was to be last year, there will be separate Line Honours and Overall (IRC, ORCi and PHS) trophies on offer for the Two-Handed Division, with Rupert Henry being the strong favourite.



Rupert Henry is one of the leading figures of two-handed racing in Australia. Photo: Andrea Francolini

Last year, Henry was to have sailed the J/65 *Burning Palms* with Greg O'Shea. Before that, the pair sailed *Chinese Whisper* (the JV62 *Whisper* now solely owned by David Griffith) to Line Honours, overall victory and a new race record in the 2018 Melbourne Osaka Cup.

However, this year, the pair will race Henry's latest acquisition, *Eora*, the 169th yacht to be designed and built to the Class40 rules and named after the traditional owners of the land in Sydney, the *Eora* people.

"Sailing is a pure sport; it's an art form that uses natural resources," Henry says of his choice of boat name. "So, I wanted it to serve as a reminder that there were people loving this harbour and living off it, thousands of years before settlement.

"I think behaviour needs to be slightly changed out of respect for the long-term usage of Sydney Harbour."

The Class40 originated in France in 2004 under its own framework and design rules, with the aim being to provide affordable and performance-based offshore racing boats.

They are built to be fast, but safe, in offshore conditions.

Eora was designed in France and built over three years from concept to final delivery, with a number of the parts being manufactured in Australia, New

Zealand and the USA.

"Within the box rule, the naval architects learn and get pretty creative," Henry explains about the Class40 boat.

"Although they're all designed to the same rule, this latest generation is a hell of a lot faster than boats that were designed to exactly the same rule 14 or 15 years ago, just because of advancements in naval architecture principles.

"There are limits on sail area, boat length, beam, draft etc. There are restrictions on cost to prevent things like canting keels, carbon fibre in the hulls, wind masts and deck spreaders, to make the boat relatively affordable for a race boat."

Henry's passion for shorthanded sailing reflects a throw-back to the traditional sea-faring challenge of ocean racing.

This element of adventure in two-handed sailing should attract a lot of interest in followers of the Rolex Sydney Hobart, and not just among sailing aficionados, but also the general public.

"I think the real appeal for short-handed racing is that it combines racing with adventure," Henry says. "It provides a way to compete and always be busy, which appeals to me."

Of course, there is always a competitive aspect to ocean racing in the Two-Handed Division. Henry



Photo: Rolex/Carlo Borlenghi

and the rest of that fleet will be just as focused on that as any adventure.

One of the strong performers among the two-handed boats in the Audi Centre Sydney Blue Water Pointscore to date is *Disko Trooper_Contender Sailcloth*, owned and skippered by Jules Hall, whose crewmate will be Dutchman Jan Scholten.

The pair sail Lasers regularly, so are used to sailing and racing alone. But as Hall jokes, as a double-handed crew they “feel like we have company,” and company they are keen to experience more of after spending a lot of time together sailing during the COVID-19 lockdown.

“During lockdown we were able to keep going, just two of us on the boat,” Hall says. “So, we have done a lot of work on the boat to understand rig tension, different rig tension for conditions. We have done some work on our sails ... and getting the right size and shape of sails for offshore sailing.”

Hall’s J/99 was built especially for conditions like those he expects to experience in the 2021 Rolex Sydney Hobart.

“The hull shape and rig design lends itself to be very good to sail upwind and downwind,” Hall says.

“Our hypothesis is that east coast of Australia offshore racing is generally going to be a Nor’easter or a southerly. So, you are going downwind or upwind. So far that has proved to be the case.”

Conditions aside, the margin for error when there is only two crew is extremely small, says Hall.



Murray Stewart is the *Gun Runner* skipper for 2021.

“The problem when there is two of you, is that it takes a long time to untangle those mistakes. It’s about sailing the boat fast, but it’s also about not making mistakes. Having a boat that is simple and easy is really important.”

Among the other two-handed entries to keep an eye out for are the 9.9 metre Beneteau 34.7 *Speedwell*, to be sailed by Wendy Tuck and Campbell Greeves; the 12-metre Akilaria RC2 *Sidewinder* raced by Tasmania’s Rob Gough and John Saul; *Rum Rebellion*, a 9.9 metre J/99 co-skippered by Shane Connelly and Graeme Dunlop, and *Rogue Wave*, an 11-metre Sigma 36 with Kevin Le Poidevin and Darrell Greig as co-skippers.



Navy One will look to retain the Oggin Cup and Plaque. Photo: Royal Australian Navy

Navy v Army for Armed Services honours

While the two-handed boats will be some of the smallest, they are not *the* smallest. That honour goes to the 9.2 metre Jarkan 925 *Gun Runner*, owned by the Army Sailing Club and skippered by Lieutenant Colonel Murray Stewart.

Gun Runner will represent the Army Sailing Club and have a close eye on *Navy One*, the Royal Australian Navy’s Beneteau First 40 skippered by Commander Nathan Lockart.

Up for grabs for both crews is the Oggin Cup and plaque, which is awarded to the first Armed Services boat to finish the race. Navy are the holders after getting the edge in 2019.

Their contest is taken as fiercely as any division in the race.

“We are all really good friends, but it’s the Services,” says Commander Lockhart. “You won’t find a stronger competition. The gloves are off when it comes to the 26th of December. Most race to win their division. We don’t. We race to beat the other services. That’s our key objective.”

That good-spirited competition is a hallmark of the Rolex Sydney Hobart Yacht Race. Which crews will rise to the top in 2021?

Rupert Guinness is a Sydney-based sports writer and author who has covered the Rolex Sydney Hobart Yacht Race since 2007. He also sailed it twice – on Nicorette in 2000 and 2001 – and is an ultra-endurance cyclist. Away from his laptop, he is training for the 2022 Race Across America (RAAM). For more information, visit his website: rupertguinness.com.au



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How to follow the race

Follow the journey of the 2021 Rolex Sydney Hobart fleet, from the exciting build-up to the finish and beyond.



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PRE-RACE

Get to know the fleet, with interviews, boat tours and the latest news on the official Rolex Sydney Hobart channels.



THE START

AT HOME

Live coverage of the start will once again be broadcast on Boxing Day through the **Seven Network on 7Mate** and will be available LIVE and On Demand via the 7Plus app.

Tune in from 12:30 and watch the fleet jostle for position in Sydney Harbour, before coverage continues as they leave the Heads and move down the NSW coastline.

ON THE WATER

If you have a boat or other vessel, you may watch the race from the water. Note an exclusion zone is in force around the racetrack on Sydney Harbour. Please take care when manoeuvring your vessel.

FROM THE LAND

Nielsen Park is one of the most popular spots to watch the start of the Rolex Sydney Hobart.

There are also many great vantage points all around Sydney Harbour. Please be mindful of any restrictions on gathering which may be enforced by the NSW Government.



DURING THE RACE

The Rolex Sydney Hobart Yacht Race website is the place to go for the latest news and updates on the race.

Check out the **Yacht Tracker** to monitor the progress of every boat in the fleet.

Be sure to stay tuned to the Rolex Sydney Hobart social channels for photos and videos.



AFTER THE RACE

The content doesn't stop when the racing does!

Race highlights, interviews, and coverage of the prizegiving ceremony, will be available on the CYCA TV YouTube channel.



Port of Hobart
7:40PM | 10 October 2015



Boat: TP27823 | Image: Samuel Shelley

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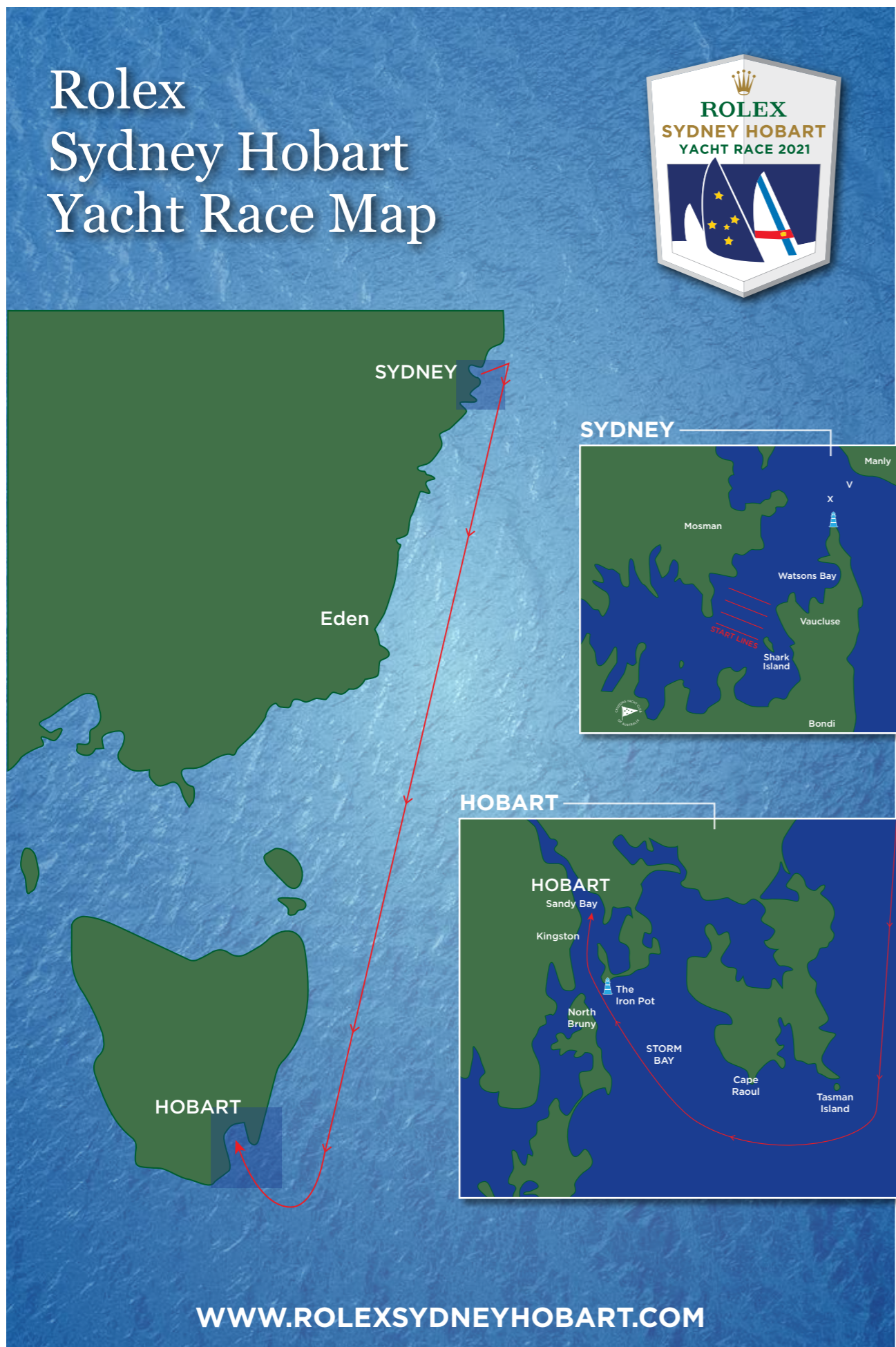


Photo: Rolex/Carlo Borlenghi

Bruce Gould will have the honour of firing the replica start cannon to begin the 2021 Rolex Sydney Hobart Yacht Race.

It has been tradition since 2003 for the race starter to be someone who won the race 50 years previously.

Gould, a veteran of 40 Sydney Hobarts, was a crew member of Sir Robert Crichton-Brown's winning yacht *Pacha* in 1970.

He was originally due to fire the cannon in 2020, but will now get the chance to take on the prestigious role on Boxing Day in 2021.

Gould was aboard Bernard Lewis's *Vengeance* when she took Line Honours in 1981, and on Lewis's *Sovereign* when she claimed the Line Honours and Overall double in 1987.

His illustrious relationship with the Sydney Hobart began in 1963 on *Sylph VI*. Gould also raced on *Gretel*, *Ragamuffin*, *Margaret Rintoul*, *Condor* and *Winston Churchill*, before his final Sydney Hobart on *Strewth 52* in 2009.

There will be multiple start lines for the 2021 Rolex Sydney Hobart, with the larger boats starting off the front line just north of Shark Island.

The remainder of the fleet will start from southern lines off Nielsen Park, with 0.2 nautical miles between each line.

Boats will then round different marks depending on their start line, to account for the staggered start.

There will be a 10-minute warning signal at 12.50pm and a five-minute preparatory signal at 12.55pm, before Gould fires the starting cannon at 1pm. ⚡



The start cannon is steeped in history.

The victorious *Pacha* crew after the 1970 Sydney Hobart Yacht Race. That's Bruce in the bottom right hand corner.

Race Villages



Photo: ROLEX/Carlo Borlenghi

The Sydney and Hobart Race Villages are a centrepiece of the Rolex Sydney Hobart Yacht Race.

The Cruising Yacht Club of Australia is pleased to have both villages in operation for the 2021 race, subject to COVID-19 restrictions.

The Club will prioritise the safety and wellbeing of competitors, Members, guests, volunteers and the general public, remaining agile to ensure any restrictions imposed by the state Governments and Health Departments are adhered to.

Any late operational changes to either Race Village will be communicated directly to competitors, as well as to the media and through the CYCA's social media channels.



Find out what's on in the Sydney and Hobart Race Villages.

SYDNEY RACE VILLAGE

The Sydney Race Village will be open to the general public, with capacity restrictions to allow physical distancing in line with government guidelines. Admission is free.

All Members and guests will be required to check in using the NSW Health QR code at the entrance to the village, which will be monitored by a COVID-19 marshall.

The Village will host some of the traditional build-up events to the Rolex Sydney Hobart, including the VIP & Skippers Launch function.

With a dedicated bar, food and merchandise stalls, and a big screen, there will be something to entertain every day leading up to the race.

Boxing Day is Family Day in the Sydney Race Village, an ideal location to watch the race start live on the large outdoor screen. You'll need to get in early to get a spot.

Please note that on Boxing Day, the CYCA Marina will be **open only to competitors and officials until 10am.**



HOBART RACE VILLAGE

The Hobart Race Village opens at **noon on Monday 27 December** and will be open until 1700hrs Saturday 1 January 2022. Admission is free.

There will be something for people of all ages to enjoy, including entertainment for kids, live music, the Devil's Corner Bar and Q&As with some of the race's great personalities.

To allow physical distancing, capacity restrictions will be in place within the village. Please stay tuned to the Rolex Sydney Hobart channels for updates from the Tasmanian Government. 📍

BE COVID SAFE

What you can do to help:



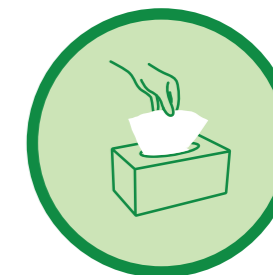
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The Cruising Yacht Club of Australia and The Luxury Collection by Marriott International, have partnered to mark the debut of the brand in Australia with the opening of The Tasman, a Luxury Collection Hotel, Hobart in December 2021.

The Luxury Collection is comprised of world-renowned hotels and resorts offering unique, authentic experiences that evoke lasting, treasured memories.

The Tasman is centrally located at the new Parliament Square overlooking Hobart's historic waterfront and is an elegant heritage reconstruction of former state government offices that brings together three eras of design: Georgian, Art Deco, and Contemporary. The Tasman offers 152 guest rooms and suites carefully conceived to showcase the captivating architectural narrative of the site and ensures no two stays are the same. The signature restaurant Peppina by renowned Tasmanian chef, Massimo Mele, Mary Mary cocktail bar and spirits library, as well as the refined bistro style Deco Lounge can be found deep within the old sandstone walls.

The Luxury Collection will be a Hobart Race Village Partner for the 76th Rolex Sydney Hobart Yacht Race and will support some of the event's activities at Race End.

It is also an Event Supporter for the 2021 Sydney Hobart Classic Yacht Regatta, held at the Cruising Yacht Club of Australia from 10 - 12 December. The three days of racing and social activities recognises the contribution of classic yachts to the traditions and history of the blue water classic and brings together some of the most beautiful boats on Sydney Harbour and surrounds. It is open to any yacht that has a launch date prior to 1976 and has competed in a Sydney Hobart Yacht Race. (other

classic yachts may be invited at the discretion of the Organising Authority).

"The opportunity was a natural choice as we open our first hotel in Hobart, The Tasman," Philipp Wegmann, Vice President and Global Brand Leader at The Luxury Collection by Marriott International. "The Luxury Collection hotels are defined by unique and authentic connections to their location. These races are the perfect way to mark the occasion."

The Luxury Collection is also a multi-year partner of Phillip Turner's Reichel/Pugh 66 *Alive*. As a previous Rolex Sydney Hobart Overall Winner in 2018, and fourth Overall in 2019, *Alive* is back for the challenge once again and must seriously be considered amongst the favourites for Overall victory.

Skipper Duncan Hine was only recently awarded 'Offshore Sailor of the Year' at the 2021 Australian Sailing Awards and their crew has been in great form. *Alive* has always been a strong contender in international events and is a regular competitor in the Rolex China Sea Race, winning Line Honours in 2016.



Phillip Turner's Reichel/Pugh 66 Alive won the Tattersall Cup in 2018.

A first time for everything

Every year since the Sydney Hobart Yacht Race began in 1945, it has attracted new boats and new people. Considered among the toughest ocean races in the world, and with a certain mystique, it attracts people from all walks of life worldwide - from the famous, to grand prix sailors, through to club sailors and even media - who dare to sail the challenging 628 nautical mile course.

This year alone, there are more than 20 yachts headed south for the first time. Some are new, some are not. Most have left a trail of ocean miles behind them, but none along the well-trodden path of the Rolex Sydney Hobart, which still remains an elusive goal for so many.

Di Pearson meets six owners who are preparing for their boat's Rolex Sydney Hobart debut

Bowline

Owner: Ian Roberts (SA)

Ian Roberts' Beneteau First 44.7, *Bowline*, is a Sydney Hobart novice.

"I did it as a young, wet behind the ears, boy in 1981," said Roberts. "The boat was Jamie Cowell's *Morning Hustler*, an S&S 34.

"I had a desire to do some more offshore racing and to get the offshore side of the Royal South Australian Yacht Squadron more revved up," he says, with his Vice Commodore hat on. "I'm still able to do it (race offshore), so here I am."



Ian Roberts' Beneteau First 47.7, *Bowline*.
Photo: Chris Mandalov

The yachtsman owned a Bavaria yacht in Sydney, but decided not to take it back to Adelaide, so he bought the former *Le Billet*, which had a good track record, and took that home instead.

"It's a good seafaring boat and in excellent condition. I've sailed consistently for the past eight years on a Sydney 39, and I've sailed every weekend. I started sailing when I was 12; first in dinghies and then I moved on."

Roberts says that first and foremost is the camaraderie of the crew. He likes to race more than just around the cans.

"If you're going to compete, you may as well do something that demands your attention. It's about managing a project, looking at sails, the running rigging etc. I like the challenge of it and a challenge for the team."

His crew will comprise half of those from the Sydney 39 he sailed on, while the others are cherry picked or have been invited.

"Some haven't done a lot of offshore sailing," he said. "But they have done substantial training and are keen, including one from the Clipper Race. We also have two women on board - one is experienced, the other one is not, but she rises to every challenge."

All but two of the crew who sailed *Bowline* back from Sydney with Roberts are doing the 2021 Rolex Sydney Hobart.

In mid-November, they had a first major hit-out with the 200 nautical mile Haystack Island Race - and won it.

"We also did the Winter Series and when we've had a chance, we get miles in by going out on a Friday night and returning on Sunday."

The most difficult aspect of the 628 nautical mile Rolex Sydney Hobart "is understanding the navigational challenges. The weather will be a big challenge too. The more we've read, we've understood."

Fast forwarding to Boxing Day, Roberts enthuses: "We are absolutely looking forward to it. A lot of my friends do it regularly, but I haven't had the opportunity. The boat came up and I want to take up the challenge. We will be giving it our best shot in the race, but also certainly enjoying it.

"For us, the race has to be fun, safe and competitive.

MRV

Owner: Damien King (VIC)

Damien King is a well-known sailor through his broad sailing experiences, though his name is not one usually associated with offshore racing.

It's a different story for his boat, which carries the famous name of MRV (Margaret Rintoul V). It's the only one of the Rintoul boats not to have found itself on a Sydney Hobart start line.

"I've only done the race a couple of times, years ago, because I've been concentrating on my Etchells sailing," said the Melbourne developer of the class that all the best sailors head into to fine-tune their skills and race against the best in Australia and the world.

King has won the Etchells National Championships and placed second and third overall at the Worlds. However, seven months ago, he bought the 1996-launched German Frers 61-designed MRV. Unlike the other Rintouls owned by Stan Edwards, who sailed his yachts to notable results over the years, this one is a novice to the race and it is up to King to keep the name in the spotlight.

"I could have bought a full-on racing boat like a TP52, but I wanted a boat that was comfortable - and I wanted a classic boat," he said.

"I spent my life racing dinghies (he was a name in the Olympic class 470s back in the nineties) and Etchells. With Margaret Rintoul, I can race it, cruise it, sail with my family. It's a big boat with a beautiful motion."

King raced in the Ocean Racing Club of Victoria's (ORCV) Return to Racing Celebration in late October and won under ORCc. A good start to the Rolex Sydney Hobart campaign.



Damien King's MRV will add to the long association between the name Margaret Rintoul and the Sydney Hobart.



His crew for Hobart will include some of the younger set who race the Etchells with him.

Eliza Solly was an Olympic campaigner in the 49erFX; Jeremy O'Connell, a former Australian Sailing Squad member in the Laser; and then there is Lockie Dare, a good all-rounder.

Sydney 2000 Olympic gold medallist in the 470, Mark Turnbull, is also on the crew.

"They are people who sail an Etchells with me, or people I have sailed with or against and they are people I know," King said of those who are mostly new to the race.

Sailing his maiden Rolex Sydney Hobart with them too is prominent Victorian publican, Matt Mullins.

"He's Melbourne's answer to Justin Hemmes," King said. "He's looking after our catering and it's second to none. We'll be eating very well!"

"Andrew Henderson (a stalwart of 21 Sydney Hobarts on the likes of *Wild Oats XI* and *Comanche*, and crew boss for America's Cup campaigns, who is involved in running the SailGP series on Sydney Harbour in early December) is preparing the boat for us.

"The people involved sum up the feeling of the boat. We've all sailed at a high level, but this campaign is about the camaraderie. Who knows, we could do OK on handicap - we have new Norths 3DI sails and the boat is in a meticulous state - but it's not all about that."

Salt Shaker

Owner: Peter Franki (NSW)

Salt Shaker, a 23-year-old Sydney 36 Cruiser has been around Sydney Harbour for many years and did duty with Eastsail, the company co-founded by Peter Franki.



Peter Franki and Drew Jones head offshore during the Audi Centre Sydney Blue Water Pointscore Bird Island Race.

While Franki, a well-known figure in the sailing industry, sailed in the 1981, 1987 and 1988 races, this is a first for *Salt Shaker* and for Franki's co-skipper in the Two-Handed Division, Drew Jones.

"I think my boat (an ex-charter boat) is the right size for two people," Franki said. "We can manage the sails and everything else on the boat."

"I always wanted to do the race again, once I finished with EastSail (located next door to the Cruising Yacht Club of Australia), so here we are. I know the boat back to front and I've spent a lot of time on it. *Salt Shaker* is a sound boat and I've always wanted to do one on my own boat."

"I like Tasmania, so it will be good to go back after all this time. The last time I did the race was on the plucky little rocket ship, *Planet X* (a lightweight half-tonner), with Joe Goddard in 1988."

Franki is excited by the opportunity to compete in the race two-handed.

"Drew and I know and trust each other," he said. "We come from a similar background. I've known him for 35 years and Drew sails regularly."

"He went on his honeymoon with his wife Justine some 30 years ago on their Adams 40. They cruised New Guinea and the Louisiades. He also sailed Etchells in the 80s and has had a few boats since, including a Dufour design he picked up from St Maarten and sailed back with his family."

Apart from sailing, Jones is the Senior Special Events Officer at NSW Roads & Maritime Services, and frequently stands in as Operations Manager for Sydney Harbour.

His role has encompassed liaison for the Rolex Sydney Hobart, SailGP, Vivid and other major events.

Franki says the pair have been training on the water almost every week for the race, including with another two-handed entry, the J/99 *Disko Trooper_ Contender Sailcloth*, who they have also been racing against.

"We practice reefing, checking the autopilot, rigging, sail changing, that sort of thing," he said.

“If we finish and my wife is on the dock, all my Christmas’ will have come at once.”

"I think *Disko Trooper* will do well. We have to give her time, even though it's 20 years younger in design."

"The Jeanneaus are very quick too," Franki says of the likes of *Hip-Nautic* (Tasmania), a 3300 model, and *Maverick* (Victoria), a 3600. Both are competition to him in the Two-Handed Division.

"If we happen to do well, happy days. Staying awake and not getting fatigued are our biggest concerns."

"As is the competition. Jules Hall and Clogs (Jan Scholten) on *Disko Trooper*, and Wendy Tuck and Campbell Geeves on *Speedwell* have been working out seriously. Campbell's lost 10 kilos! We haven't really been working out - only a little..."

After the opening two races of the Audi Centre Sydney Blue Water Pointscore, of which the Rolex Sydney Hobart is the final race, *Salt Shaker* was looking good. She placed second overall in the Flinders Islet Race and third overall in the Bird Island Race.

Disko Trooper_ Contender Sailcloth
Owner: Jules Hall (NSW)

Jules Hall is not a name widely known in Australian offshore sailing circles, although he has raced south four times.

This will be a first with his J/99, *Disko Trooper_ Contender Sailcloth*. Launched in 2020, she is just 9.9 metres, making her the third smallest in the fleet this year, with a couple of others of the same size.

"The boat hasn't been south of Botany yet," Hall confessed with a smile a couple of days before the Flinders Islet Race in November.

"I haven't done the Sydney Hobart since 2010 on Steven Proud's Sydney 38, *Swish*, with Clogs."

Clogs is not a pair of Dutch shoes, but Jan Scholten - a Dutch born sailor and Hall's co-skipper.



Jules Hall (L) and Jan Scholten (R)

Scholten has called Sydney home for years and is a respected sailor across a range of classes. Amongst his vast repertoire are 18 Sydney Hobarts. He is also a director of Contender Sailcloth, the sponsor for Hall's boat, providing sailcloth for the new Ian Short sails.

"I have known Clogs a little while now," Hall said. "We got to know each other through the Lasers and Laser Masters Worlds, which Clogs has won. We built our friendship from there."

"I was excited by this Two-Handed Division and the time was right, so it was natural to ask Clogs to do it with me."

Hall's boat is 33 foot, and has good stability, helped by a big bulb on the keel.

“It's simple to sail, but that's just part of it. Physical training is also important, so we've been doing lots of that.”

Hall sees the race as three parts of one whole.

"The first part is what I call race strategy. Knowing the boat, getting our sail choices and rig settings right, concentrating on speed and navigation. It's 10 years since I last navigated to Hobart," he said.

"Then there's tactics - on the course - and the physical. I have rented a rowing machine and I use it three times a week. I sail my Laser regularly too."

"Finally, there's the nutrition. Keeping fluids up, eating properly, getting rest. Managing your body. All this while pushing the boat hard."

Hall and Scholten were in close contact and teamed up for the project before Hall bought the boat.

"He was part of the decision-making process to buy the right boat," Hall said.

"Then I got the boat, and wondered 'gee, what have I committed myself to?' There was a bit of doubt and anxiety because it has been 10 years since my last Hobart. But we've been out practicing in all conditions. I feel we are ready."

Hall need not have worried. Everything he and Scholten have put into their program is paying off. They won the Two-Handed Division of the Flinders Islet Race and, a week later, took Two-Handed Line and Overall honours in the Bird Island Race.

"I am looking forward to an adventure - it's the first time it's been done (a Two-Handed Division in the Rolex Sydney Hobart) - and being part of that is special," said Hall, who relocated to Australia from Oxford in the UK in 2002, the same year he did his maiden Sydney Hobart.

"I joined the CYCA in May, and I'm glad I did. The other two-handers there are in a WhatsApp group together and we talk about everything. I think there will be a real sense of team on the course and when we get there with all of us."

Fruit Salid 3
Owner: Mark Drobotko (QLD)

"Fruit Salid is the third boat in a trilogy," says the owner of the Beneteau First 40, Mark Drobotko, looking down the barrel of only his second Rolex Sydney Hobart and the seven-year-old boat's first.

"She was green and orange and the crew thought it looked like fruit, so we decided to call it Fruit Salad. Problem was, we'd had a few drinks when we painted it and spelt it wrong - Fruit Salid! Now I have to own it, so I embrace the fun of it," he confesses, laughing.

Justin Brenan's Lidgard 36, *Alien*, provided Drobotko his first ride in 2014. They finished 50th, which, coincidentally, has a bearing on this story.

"I've just turned 50, and so have a couple of the crew - so this is like a 50th present for us. We wanted to achieve something, and this is it," Drobotko said.

The Queensland sailor does a considerable amount of ocean racing, and it's been an ambition to skipper his own boat in the Hobart.

"It'll be a sense of achievement. Sharing that achievement with your crew members is special. Some of us are getting on in age, so I thought we better do it now. It will be a great memory."

The yachtsman realises *Fruit Salid 3* won't be the quickest boat in the fleet.

"I know that, but I hope to finish somewhere in the middle of the fleet. The main thing is the safety, camaraderie, achievement and sharing the whole celebration when we arrive in Hobart."

"We'll all then sail the boat home. The whole thing is a sense of adventure."

Fruit Salid 3 and her owner were among the entries for last year's cancelled race and thanks to COVID-19, he said: "We couldn't go back to Queensland, because we'd have had to quarantine. Instead, we cruised to Lord Howe Island and stayed a week there. A good second prize."





This time, they headed to Sydney in company, with Geoff Tomlins on South Australian entry *Enchantress*. The latter landed in Queensland after they too were stranded after last year's race cancellation.

“
It's the pinnacle of
ocean racing
”

Tomlins and co. have been racing in Queensland, where they made friends with the team on *Fruit Salid 3*.

“It was good for them, and it's good for us,” Drobotko said.

Fruit Salid 3 will arrive with almost a carbon copy of last year's Hobart crew: “We've got almost the same crew. One of them is Chris (Dymalovski) from Melbourne who I sailed with for 10 years or so when I lived there. The rest have been sailing together for two or three years, both inshore and offshore.”

Joker on Tourer
Owner: Grant Chipperfield (VIC)

Grant Chipperfield owns the Elliott 1250 Tourer named *Joker on Tourer*, which follows on from a boat he previously co-owned, *Geomatic Joker*: “I did the 2009 and 2010 Hobarts on her,” he said.

This is *Joker on Tourer's* first crack at the race, but the nine-year-old boat has clocked up several hundred miles over the course of time in Victoria and up north on the Queensland circuit of regattas.

“Pete (co-skipper Peter Dowdney) and I are getting there with the preparation to sail in the Two-Handed Division,” he said.

“We're nearly ready to go. We did the Melbourne Devonport with the ORCV last year. This year we did the King Island and Apollo Bay races. We've done checks and audits, making sure the boat is ready.”

The Victorian yachtsman and Dowdney planned to continue practicing up to the 10th of December and then sail their non-stop 200 nautical mile qualifier to Sydney.

“I know the boat back to front. It's a comfortable boat in a sea. We had 55 knots in the Devonport and the boat handled it well. It's passed the Bass Strait test!”

Chipperfield has been sailing since his childhood

Sabot days and from there moved to sports boats, trailable yachts and into *Joker on Tourer*.

“I consider myself a good all-round sailor. Very competitive, but very safety conscious,” he said.

“I don't push the boat when it's unnecessary. I am an OK navigator - I sailed the boat to Cairns double-handed with my wife, who is not really a sailor.

“I've done cruising miles and covered it. We're still married and she still wants to go on the boat with me!

“We haven't hit anything yet, but the whales can be a worry, especially at night.”

Chipperfield says of Dowdney: “With Pete's experience - America's Cup and other international events - we complement each other. He'll run foredeck and all the systems and do a bit of helming, but I will do most the steering (each of the two-handed crew have worked their jobs out, playing to their different strengths).

“Pete's experience at Ronstan (over 20 years) is handy too. He knows what to bring and how to fix things.”

Chipperfield points out the importance of hearing each other and complimenting each other when sailing two-up.

“We've been practicing on what things we can improve on,” he said. “We have everything set up. I'm good at cooking, we'll have cooked food.

“I prepare weeks before a race, things I can shove in an oven. Curries, pastas, things like that, egg and bacon rolls for the morning. I make sure that foodwise things are good, it's important and gets you in a routine.

“It's extremely important to trust each other too because you're relying on each other and putting your lives in each other's hands. You have to have a good marriage. We've known each other over 30 years and I went to kindergarten with his wife, Sallie.”

As to the competition, Chipperfield said: “We haven't really looked at it. We've been too busy getting the boat ready; new sails, systems, building an emergency rudder, getting up to Cat 1, that sort of thing.”

He credits eminent Victorian sailor, Gary Sheard, for the knowledge he has shared: “I have done Etchells with him and run things off him still. He's always been helpful.”

After the Rolex Sydney Hobart, the keen Victorian is talking about Melbourne to Noumea race and Melbourne Osaka race in 2025 with Dowdney. “More ocean racing,” he gleefully divulges. ⚓



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SYDNEY NEWCASTLE MELBOURNE CANBERRA BRISBANE PERTH



Photo:
Andrea Francolini



Race control

Lee Goddard, Race Committee Chairman of the Rolex Sydney Hobart Yacht Race 2021, provides insight into what it takes to run one of the world's toughest ocean races.

A dedicated team of volunteers on the Race Committee support the Cruising Yacht Club of Australia (CYCA) in managing a safe and fair race.

With a broad range of backgrounds, and decades of offshore sailing experience between them, the Race Committee's expertise is most valuable in understanding race conditions and rules.

They will work with the CYCA Sailing Office, management team, Commodore Noel Cornish AM, the Royal Yacht Club of Tasmania (RYCT) and many other agencies prior to, during and after the race.

Some members of the Race Committee will fly down to Hobart before the race to join our Tasmanian Race Committee Members and be in position at Race Control at the RYCT for the start of the race.

The members on the Radio Relay Vessel will follow the fleet out of Sydney Harbour and conduct the twice-daily Skeds, while Lee and the remainder of the Race Committee members will monitor the start before flying to Hobart.

"The team in Hobart sets into a routine to make sure we're managing the race and keeping watch, then we work through any issues as they come through," said Lee.

RACE COMMITTEE, ROLEX SYDNEY HOBART YACHT RACE 2021

Lee Goddard, David Kellett, Peter Whitford, Anthony Hughes, Marc Pavillard, Sean Rahilly, Leander Klohs, Verity Coulter, Ross Mannering, Steve Mannering, John McDougall, Perry Foster.

"We make sure the Sked requirements are met by the entire fleet. We also make sure that if there is an incident, we're in the best place to communicate with everyone about the situation and any decisions that need to be made.

"The discipline of the Sked is embedded in the mind of any offshore sailor. It's absolutely critical for safety, but also for communicating where yachts are.

"We work very closely with the Royal Yacht Club of Tasmania. At any one point, there will be at least two people listening into the radio and if need be, more. If the situation requires it, we will have more people and specialists in there - two people listening and different specialised people as required.

"We have a daily briefing on weather at the Bureau of Meteorology office in Hobart and if we are concerned about the weather conditions we can always speak with the weather experts in there.

"That's to have oversight of the race. If something does concern us or something goes wrong, we are not the lead search and rescue organisation. The Australian Maritime Safety Authority is the lead and we would then assist them to coordinate their response."

Ocean racing is unpredictable by nature. The CYCA's Sailing Committee and the Rolex Sydney Hobart Race Committee work together to implement processes and contingencies for a range of incidents.

"We're not risk averse, we're risk aware," said Lee. "There might be a communication breakdown, or a man overboard. We try to work through different scenarios and be prepared to communicate clearly with the fleet.

"For example, we have contingency plans if communication goes down. Our primary method of communication for 2021 is HF radio, but we've also been focusing on satellite phone communication as a back-up method.

"It's not only in bad weather, but in the most benign weather too. I think we just assume it has to be a rough race or rough conditions, so we think through the potential risks in all conditions.

"Our reputation is built on being the most professional, open and transparent committee we can be to ensure the best race possible."

From harbour races through to the Audi Centre Sydney Blue Water Pointscore, the CYCA's racing committees constantly look to learn from precedents and adapt to changing regulations.

Each race presents an opportunity to improve practices for the next one.

"In any organisation, you want to learn and always think ahead," said Lee.

"It's not just about lessons learnt, it's about lessons being identified and working on what we can do to make sure all competitors are qualified, certified and safe - including both the yachts and crews themselves.

"Our starting point is that we're fair, but we have to be black and white in terms of the expectations and the discipline of making sure a race is managed correctly, communicated correctly and that those who are participating do so in accordance with the very clear racing directions, instructions and rules."

As the Radio Relay Vessel makes its way down to Hobart, Lee

will be alongside his team in the race control room monitoring weather conditions and the progress of each boat.

Their role is to provide guidance and support to the fleet, facilitating the "safest, fastest and best Rolex Sydney Hobart possible".

"That is our motivation as volunteers. Our job really is to not be known," said Lee. "The best cricket umpires are the ones whose names you don't know!

"As a committee, we have a real sense of pride in ensuring the race is run professionally, but we like to stay in the background.

"There is such a buzz in the build-up to Hobart and we don't want to detract from that at all. It's an elite sport and we approach it that way.

"Being on the Race Committee is a lot of fun. We enjoy the experience, because sometimes you can forget this is an iconic global event which grabs the world's attention and it's a privilege to be part of that." ⚓

“
Ocean racing is unpredictable by nature. The CYCA's Sailing Committee and the Rolex Sydney Hobart Race Committee work together to implement processes and contingencies for a range of incidents.
”

Just the two of us

The Two-Handed Division adds a new dimension to the Rolex Sydney Hobart Yacht Race 2021. We spoke to some of the owners and co-skippers who are taking on this great challenge two-up.

20 two-handed crews are set to be on the start line on Boxing Day - 12 from New South Wales, two from Victoria, three from Queensland, two from Tasmania and one from South Australia.

From Mark Stuart and Richard Combrink's modified 1982 Beneteau First 42 *Euphoria II* to specialised shorthanded custom builds like Rupert Henry's Lombard Class 40 *Eora*, there is plenty of variety in the two-handed fleet.

All smiles on Speedwell

There isn't much Wendy Tuck hasn't achieved in sailing.

A veteran of the Rolex Sydney Hobart Yacht Race, Wendy has twice won the Jane Tate Memorial Trophy as the first female skipper to finish the race.

She was the 2018 Australian Female Sailor of the Year and Offshore Sailor of the Year after becoming the first woman to win a round the world yacht race when she skippered *Sanya Serenity Coast* to overall victory in the 2017-18 Clipper Race.

The Cruising Yacht Club of Australia Honorary Member will again be part of history when she teams up with Campbell Geeves to race *Speedwell* in the Rolex Sydney Hobart's inaugural Two-Handed Division.

"It's fantastic to have the Two-Handed Division as part of the race," Wendy said.

"There has been a big development and growth in shorthanded sailing. There are a number of factors

playing into it; smaller crews are easier to run and cheaper than big crews.

"It's lovely to be part of, because it's a developing area of the sport and we're all learning from each other, which is great.

"Once we're out on the water, we're fierce competitors, but before the race and once we're in the bar, we're not."

The Beneteau 34.7 *Speedwell* is owned by Campbell's father, Colin, who has provided the boat as part of his sponsorship of Campbell and Wendy's campaign.

“She just loves being out there and it's infectious.”

They were due to enter the 2020 race, but have benefitted from the extra year of preparation, not least because they had to replace the boat's mainsail after the Bird Island Race in mid-November.

After plenty of fine tuning and race miles under their belts, Campbell and Wendy are confident about *Speedwell's* chances.

"We're close enough that we think, when everything comes together, we'll be competitive," Campbell



Wendy Tuck and Campbell Geeves on *Speedwell*.



Speedwell heads offshore in the Audi Centre Sydney Blue Water Pointscore.

said. "If the conditions suit us, we can definitely win on handicap.

"We don't yet know what the boat revels in, we know it's always been competitive in light air, but it's going better in heavier air than we thought.

"We're very happy with how seaworthy the boat is, which is not a surprise, but was interesting."

Chemistry is an asset on *Speedwell*. Campbell and Wendy first met in the early 2000s on a Coxswain Certificate course and first completed the Sydney Hobart together on *Star Dean-Willcocks* in 2006.

"We get along really well," Campbell said. "You can't not get along with Wendy, she's one of the most cheerful people on the planet.

Wendy echoes that sentiment: "We're getting on really well, sailing well together, learning each other's strengths and weaknesses.

"We haven't had any yelling or screaming at each other, which is huge.

"He knows the boat so well and in our experience we complement each other really well. It's enjoyable."



Hip-Nautic finishes the 2021 TasPorts Maria Island Race. Photos: Steven Shield



Hip-Nautic hype

Jean-Pierre Ravanat's Jeanneau Sunfast 3300 *Hip-Nautic* is one of two Tasmanian boats in this year's race, alongside Rob Gough's Akilaria RC2 *Sidewinder* (co-skipped by John Saul).

16 years after his first Sydney Hobart Yacht Race - on Jason Van Zetten & Mark Koppelman's Adams 13 *Jailhouse Grill* - Jean-Pierre returns to the Great Race's line-up, with Drew Meincke as his co-skipper.

"Our focus is to enjoy the race," he said. "We're going in with no pressure. We just want to be on the start line, do the best we can and see what the result is after that.

“It's more about the adventure for us and the exercise of racing two-handed.”

"The main thing for me is that we can handle everything on our own. When one of us is on deck, the other one rests.

"When there is manoeuvring required or other things where we need two of us, we will, but we are both able to do anything on board - navigate, steer in any conditions - so we're very independent.

"Managing fatigue and being able to go a long distance without being exhausted is really important."

Jean-Pierre began offshore racing in France and hopes to see shorthanded sailing in Australia follow a similar trajectory to the European scene.

"It promotes all skills; you have to be multiskilled, which is quite fun to do," he said.

"When you look at the start lines for races in Europe, there are big fleets in the Two-Handed Division.

"It will be good to see it grow here. It's nice to sail on this size of boat - they are smaller, more accessible and good fun."

Grand entrance for Rum Rebellion

Shane Connelly took delivery of his J/99, *Rum Rebellion*, just two days before entries closed for the 2021 Rolex Sydney Hobart.

10 days later, she was on the start line for her first ocean race, impressing in the Audi Centre Sydney Blue Water Pointscore's Flinders Islet Race with a third-place finish Overall and on Line Honours.

"We're on track in terms of our program and developing the boat," Shane said. "We have a lot to achieve prior to Hobart, so we're really working hard - sailing twice a week in between races and doing final preparations on the boat."



Shane Connelly and Graeme Dunlop on Rum Rebellion.



Rum Rebellion and Local Hero.



If fully-crewed sailing is dancing, two-handed sailing is definitely the tango.

Shane will be racing with long-time friend Graeme Dunlop. The pair have raced in two Rolex Sydney Hobarts together and three Audi Centre Sydney Blue Water Pointscores.

"It's a good partnership and we're both learning a lot about the boat," Shane said.

"We're very much yin and yang. I'm traditional in my approach to sailing and navigation, while Graeme is more modern and has a strong technology bend.

"There is a lot of learning going on - him teaching me to trust the technology and me working with him on more "old school" seamanship and weather, like predicting the weather by looking at the clouds and using the wonderful tool that is a compass."

Shane is expecting some close and competitive racing in the Two-Handed Division.

"There are some really good boats coming up, including the Sunfast 3300s in NSW, Victoria and Queensland," he added.

"We're looking forward to racing against them, because they bring another dimension to the competition.

"There's a high likelihood we'll all come together around Tasman Island, so stay tuned to the race from Tasman Island to Hobart!"

A common theme amongst the two-handed fleet is the sense of camaraderie between sailors who are breaking new ground in the 2021 Rolex Sydney Hobart.

"We're fiercely competitive, but we're allies, and your real competitor is fatigue," Shane said.

"It's about managing fatigue as best you can so you make the fewest mistakes possible.

"We all talk openly about fatigue management,

safety, man overboard etc. It's a different style of racing.

Shane will race against his former boat *Local Hero*, the BH36 now owned by Mark Ayto and Anto Sweetapple.

Perfect blend on Flat White

Jen Linkova's fifth Rolex Sydney Hobart campaign will be her first as both owner and skipper, having purchased her Radford 12.2 *Flat White* earlier this year.

The boat was previously named *Red Jacket* and won IMS Division C in the 1999 Sydney Hobart when owned by Ron Lally.

Having been adapted for shorthanded sailing ahead of the 2018 Melbourne Osaka Cup, the boat proved to be the perfect fit for Jen to take the leap and launch her own program.

Jen will race with Tasmanian-based Jason Cummings, who became her instructor after the pair sailed together on *Flying Fish Arctos* in the 2015 race.



Jen Linkova (L) and Jason Cummings (R).
Photos: Koshka Media

"I was quite happy that he wanted to do the Rolex Sydney Hobart with me," Jen said.

"I know he makes the right decisions and he's a very good sailor."

Jason, who has logged more than 50,000 offshore nautical miles, including a solo trip around New Zealand, was immediately impressed by Jen's approach to sailing.

"She is so driven; she's done everything right," Jason recalled. "When I first taught her, she was doing the right things - going on courses, learning things - and then she just got herself on loads of boats.

"She's very single-minded and driven to get this done properly and do well."

Jen believes her and Jason have found the perfect blend on *Flat White*.

"I'm adventurous, but at the same time I don't take unnecessary risks," she said. "I'm not afraid of getting out in the weather, because you're supposed to see big seas and strong winds.

"We might be conservative in our first race and not push her too hard, at least initially while we find the limits of the boat.

"The mental state and fatigue is probably the



I trust him, probably more than I trust myself.



Jen gets Flat White ready for racing.

biggest factor. When there are only two of you on the boat, it becomes much more important.

"We are both quite happy people. We seem to run the boat in more or less the same way and don't annoy each other, which is the most important thing." ⚓

TWO-HANDED DIVISION - ROLEX SYDNEY HOBART YACHT RACE 2021

BOAT	DESIGN	SKIPPER
CRUX	S&S 34	CARLOS AYDOS & PETER GRAYSON
DISKO TROOPER_ CONTENDER SAILCLOTH	J/99	JULES HALL & JAN SCHOLTEN
EORA	LOMBARD CLASS 40	RUPERT HENRY & GREG O'SHEA
EUPHORIA II	BENETEAU FIRST 42	MARC STUART & RICHARD COMBRINK
FLAT WHITE	RADFORD 12.2	JEN LINKOVA & JASON CUMMINGS
HELLS BELLS	JEANNEAU SUNFAST 3300	LINCOLN DEWS & ANDREW SCOTT
HIP-NAUTIC	JEANNEAU SUNFAST 3300	JEAN-PIERRE RAVANAT & DREW MEINCKE
INUKSHUK	NORTHSHORE 38	ROB LARGE & CHRISTOPHER RIGGS
JOKER ON TOURER	ELLIOTT 1250 TOURER	GRANT CHIPPERFIELD & PETER DOWDNEY
KAYIMAI	AZUREE 46	MICHAEL BELL & MATT BELL
LOCAL HERO	BH36	MARK AYTO & ANTO SWEETAPPLE
MAVERICK	JEANNEAU SUNFAST 3600	ROD SMALLMAN & LEETON HULLEY
MIN RIVER	X-43	JIANG HUI LIN & JEAN CHARLES LEDUN
ROGUE WAVE	SIGMA 36	KEVIN LE POIDEVIN & DARRELL GREIG
RUM REBELLION	J/99	SHANE CONNELLY & GRAEME DUNLOP
SALT SHAKER	SYDNEY 36 C	PETER FRANKI & DREW JONES
SIDEWINDER	AKILARIA RC2	ROB GOUGH & JOHN SAUL
SPEEDWELL	BENETEAU 34.7	CAMPBELL GEEVES & WENDY TUCK
TRIGGA	BEN LEXCEN 34	ADRIAN DUNPHY & ANDREW BUCKLAND
WILD CARD	ELLIOTT 9.6	GENEVIEVE WARLOW & JAMES CHILMAN



InfoTrack was second on Line Honours behind Comanche in the 2019 Rolex Sydney Hobart. Photo: ROLEX/Kurt Arrigo



Final touches being applied to the bowsprit before LawConnect's launch.

New look, same ambition

Introducing *LawConnect*.

Christian Beck's Juan-K 100 has had a rebrand and some key modifications in pursuit of victory in the 2021 Rolex Sydney Hobart Yacht Race.

One of three super maxis lining up for this year's race, *LawConnect* – Line Honours winner as *Perpetual Loyal* for Anthony Bell in 2016 and second behind *Comanche* as *InfoTrack* for Beck in 2019 – is again one of the favourites for the John H Illingworth Challenge Cup.

Beck and his crew had the boat in imperious form ahead of the cancelled 2020 race, with wins in the Audi Centre Sydney Blue Water Pointscore's Cabbage Tree Island Race and SOLAS Big Boat Challenge.

Now named after another of Beck's legal software companies, *LawConnect's* makeover goes well beyond the cosmetic.

New sails and a bright blue hull make her distinct from *Infotrack*, but all eyes will naturally gravitate to the imposing new bowsprit.

Moving to a much longer bowsprit was something Beck had been contemplating for a while, before making the modification in August.

Believed to be the longest bowsprit on a modern 100-footer in the world, it could have a significant impact on *LawConnect's* performance, according to Beck.

"It's really good for us, because it's quite a lot longer, but it's also lighter and it can handle a lot more side load, so we can put much bigger sails forward," he said.

"We can put a Code Zero up, which we couldn't do before because the old bowsprit wouldn't take much side load, so it should make it dramatically better.

"The boat has got about a 15% greater sail area. But also, the weakness the boat always had was in light weather.

"We've got about a 15% larger Code Zero that we can handle more and take to higher winds because of the greater side on the bowsprit. We expect it to be significantly better in light winds."

The changes to *LawConnect* over the last few months have meant her preparations for the Rolex Sydney Hobart are limited to the build-up races in December.

But Beck is confident the platform is set for his most successful campaign yet.

"There is always a risk when you change things and with the new bowsprit and new sails, we have a bit of testing to do," he said.



Christian Beck and some of his crew members check out the new-look *LawConnect*.

"It's great there is so much racing in December, so we'll have a good lead-in and we're really excited about the build-up."

Beck maintains his crew was the key to *InfoTrack's* success and will again be the difference for *LawConnect* in 2021.

"I think, realistically, unless something goes wrong, we're stronger than we've ever been."

"

Stability of crew has been crucial to the boat's progress in recent years. There will be plenty of experience on board, including ocean racing stalwarts Tony Mutter, Chris Nicholson, Ty Oxley, Bradshaw Kellett, Matt Pearce and Mitchell White.

"The crew is such a big differentiator for us," Beck said. "I think the crew makes a bigger difference than the boat."

"The boat itself hasn't been that great, but the crew has been great and I think a couple of years of having largely the same crew is showing in the results."

"They are learning how to sail the boat much better than before."

InfoTrack was first out of the Heads in the 2019 Rolex Sydney Hobart and although the crew will again be determined to start well, they hope the celebrations continue at Constitution Dock.

"We'll practice again for that this year," Beck said. "Obviously having done it once, we'd love to do it



again, but it doesn't have the same focus as it did last time.

"This time, we're really focused on trying to win the race."

The *LawConnect* crew list is a real contrast, with four novices set to mix it with ocean racing veterans.

Beck's legal software company LEAP gave employees the opportunity to enter a raffle to join the crew for the Rolex Sydney Hobart.

"The good thing about the boat is that it's well set up for this," Beck said. "It has a big safe area in the back and it's not a super light boat, so the weight doesn't have as much of an impact as it would on some of the other super maxis."

"It's a good way of getting more people excited about sailing and we've got a lot of staff who are really valuable to us, so we love to have them involved in the race."

It was third time lucky for LEAP Helpdesk Manager Simon Jack, whose name was finally drawn out of the raffle after two colleagues had to withdraw.

"We'll be getting involved in any way we can, but we'll stay well away from the helm!" he said.

"The biggest thing for me is making sure I don't let down the crew. We're there without that level of experience and knowledge of how to work the boat."

"We don't want to be liabilities, so we're taking that on our shoulders and want to make sure we can help out as much as possible."

The four sailors have prepared for the race by doing a Safety and Sea Survival course, as well as learning the basics on MC38s.

"I'm expecting to be challenged, as someone who has not done much sailing before," said LEAP Sales Director Selma Raso.

"This is a great opportunity to take on a new challenge. You can see how much passion there is in sailing and how much of an impact it has on people's lives."

A scintillating showdown between *LawConnect*, *Black Jack* and *SHK Scallywag 100* promises to be one of the headlines of the 2021 Rolex Sydney Hobart. ↴



Soldiering on

At 9.2 metres, the Army Sailing Club's Jarkan 925 Gun Runner is once again the smallest boat in the fleet.



Gun Runner's ration packs, which include some extra treats.

There is no hiding from the challenges of the Rolex Sydney Hobart on *Gun Runner*.

Partly because there isn't much room for manoeuvre, but largely because of the crew's culture.

All eight soldiers on board – from the veterans to the novices – will take the helm in this year's race.

If there is a job to be done, all hands will be up to do it.



Murray Stewart is Gun Runner's skipper for the 2021 Rolex Sydney Hobart.

"We don't have allocated positions, so everyone does an hour on the helm," says skipper Murray Stewart.

"We don't have pit and foredeck. Whoever happens to be up is expected to go forward and change the heading. Whoever is up can be main trimming, whoever is up is helming. We rotate through, so that's always fun."

This will be Murray's fourth Rolex Sydney Hobart campaign on *Gun Runner*, his first as skipper.

A perk of being at sea for five days on a 30-footer is that the elements always throw up a challenge.

"You can't bluff your way through, you need to have a proper watch system, you've got to have your proper food and water allocation," says Murray.

"You're out there for five days, so you're almost certainly going to get some weather.

"People talk about the 2019 Rolex Sydney Hobart as being dry. Not for us, it wasn't.

"Just off Maria Island, we got smacked with 40 knots. The four end boats were getting smacked, so it wasn't a dry Hobart for us and it never is, because sooner or later, a southerly will hit and we'll almost certainly be out there for it."

In the midst of battling those adverse conditions, Murray recalls a young soldier turning to her crew mates and simply saying "courage", one of the Army's core values.

“That’s why Army goes sailing – it’s not to make good sailors, it’s to make better soldiers.”

After five years with the Army Sailing Club, Chris Connelly will tackle his first ever Rolex Sydney Hobart, as mate/navigator.

The Lieutenant Colonel beams as he considers the prospect of hearing the starters' gun fire.

"We absolutely take pride in being the smallest boat," he says.

"It's a real thrill to be in the same race as those 100-foot super maxis and other internationally-recognised boats and sailors.

"At the same time, the handicap system is fantastic for a boat like us. It means we can be competitive."

As well as being the smallest boat in the fleet, Gun Runner likely has the smallest budget too.

"Typically, our entire budget for one year is less than a mainsail for a leading yacht," Chris says.

"We typically run on a few thousand dollars a year for our total budget, including maintenance, repairs, replacements and so on.

"We also eat army ration packs during a race. They are a really good, sustaining meal, but it sometimes takes a bit of effort to make it enjoyable!"

The Soldier Sail program is the Army Sailing Club's pathway to introduce soldiers to the sport.

Soldiers learn the basics, complete the RYA Competent Crew course and head offshore for a five-day training passage.

After achieving the necessary safety qualifications, some of the keen novices are placed into *Gun Runner's* Rolex Sydney Hobart campaign each year.



Chris Connelly shows some novice sailors the ropes as part of the Soldier Sail campaign.



Photo: Andrea Francolini

"People say they're inexperienced, but as soldiers they have a baseline of competency that can't be taken for granted," skipper Murray says.

"They know how to operate 24/7, they know how to do the ration packs, they've all been trained in first aid, they can all use a radio, they all understand discipline and commander control.

"If they're on watch, they know they're on watch until they're told otherwise. They know about putting safety gear on. All we really need to do is teach them the sailing bit, not the other aspects of character.

"We don't compete to win. We want to be competitive, but the intent, and why we rotate everyone through the positions, is so soldiers get the experience.

"Putting them through what can be a challenging situation, relying on teamwork to compete, is why we do it. We trust them and we take them on Soldier Sail, which brings them up to safety standards."

Gun Runner's primary goal will be to wrestle back the Oggin Cup and plaque from the Royal Australian Navy's Beneteau First 40, *Navy One*.

The Oggin Cup is awarded to the first Armed Services yacht on corrected time, and provides one of many entertaining sub-plots in the race. ⚓



Gun Runner was first in the Corinthian Division in the 2018 Rolex Sydney Hobart. Photo: CYCA/Hamish Hardy



Earlier this year, the SOLAS Trust presented a grant to Marine Rescue Middle Harbour, which went towards two new boat engines.

Show goes on for SOLAS

COVID-19 lockdowns may have slowed down the racing schedule, but the important work of the Cruising Yacht Club of Australia's Safety of Life at Sea (SOLAS) Trust continued.

The SOLAS Trust was established by the CYCA following the tragic loss of six lives in the 1998 Sydney Hobart Yacht Race.

Since its inception, the Trust has raised and distributed more than \$1.6 million to support families in need and marine rescue organisations.

Despite the disruption to the SOLAS Trust's fundraising activities over the last two years, the requests for support are ongoing.

"We haven't had the annual CYCA SOLAS Trust dinner over the last two years because of COVID, so we're certainly seeking donations to the Trust, which are tax deductible," said Chair David Kellett AM.

"We're getting asked for support and donations for equipment and research into safety all the time, and we're reliant on donations and fundraising events to continue this work."

The SOLAS Trust is a beneficiary of the Big Boat Challenge and the Rolex Sydney Hobart Yacht Race Corporate Luncheon.

"The Trust's work runs throughout the year, but there is certainly a focus around Hobart, given why the Trust was established," Kellett said.

"It's always a reminder of how fortunate we are with the research and development going into the safety equipment and the support we're giving rescue organisations." ⚓



Find out more about the SOLAS Trust and make a donation.

Radio Relay Vessel

The Radio Relay Vessel for the 2021 race is once again *JBW*, kindly made available to the CYCA by John Winning of Appliances Online. *JBW* will track the fleet out of Sydney Harbour and down to Hobart.



JBW at work.



Boats are required to provide position reports to the Rolex Sydney Hobart Race Committee twice a day during the race and the Race Committee may increase that to three times a day in adverse conditions.

These skeds are provided by HF radio and conducted by the team on the Radio Relay Vessel. ⚓

David Kellett has been the Chief Radio Operator aboard the Radio Relay Vessel since 2000. Photo: ROLEX/Kurt Arrigo

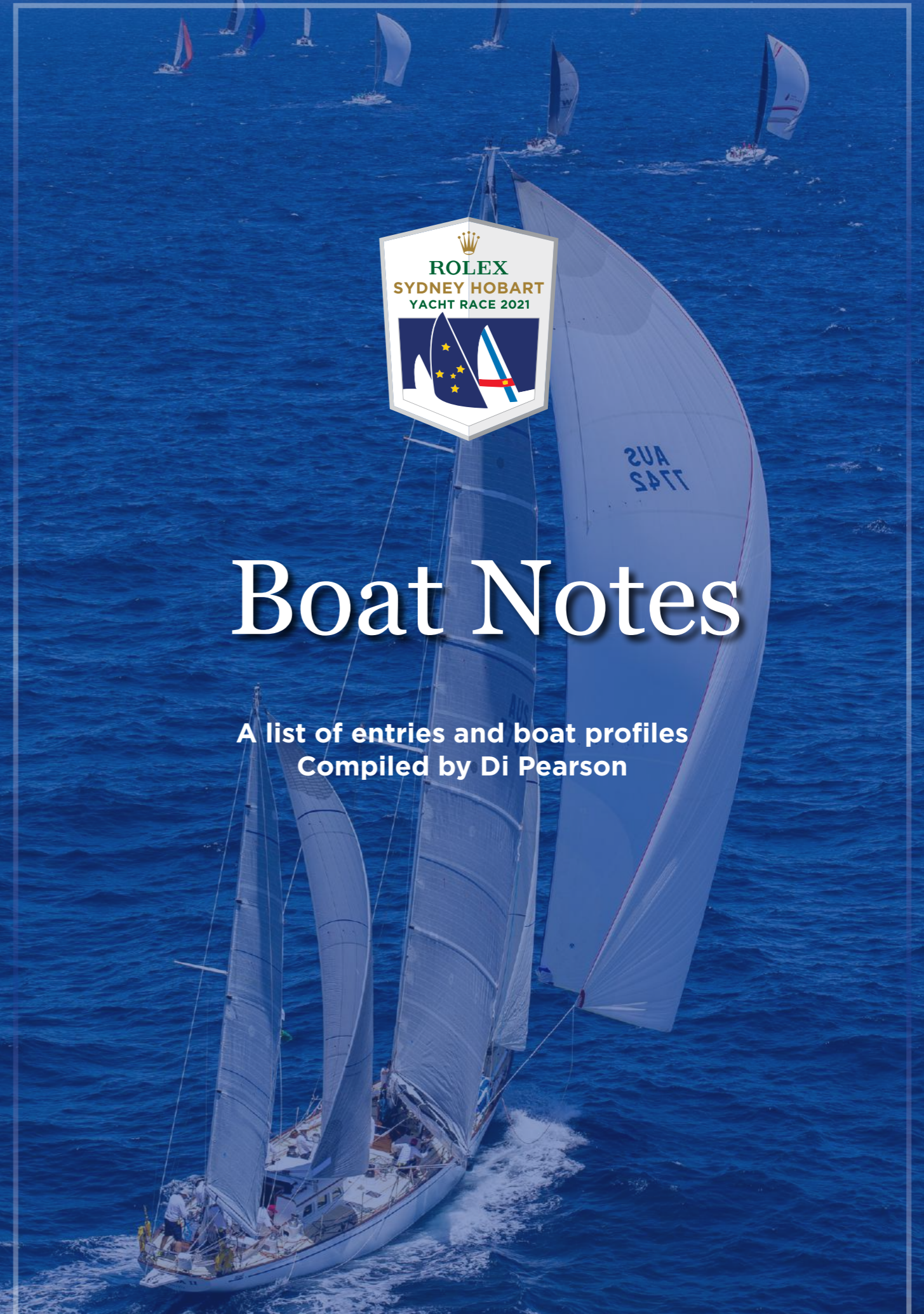


Radio communications have come a long way.



Boat Notes

A list of entries and boat profiles
Compiled by Di Pearson



BOAT NOTES

A list of entries and boat profiles
Compiled by Di Pearson

BOAT NOTES

*Information accurate as at 19 November 2021.



ALIVE

SAIL NO: 52566
LOA: 22.2m
CLASS: IRC/ORCi
DESIGNER: Reichel/Pugh (USA)
YEAR BUILT: 2006
TYPE: Reichel Pugh 66
NUMBER OF HOBARTS: 6
OWNER: Phillip Turner
SKIPPER: Duncan Hine
CLUB: Derwent Sailing Squadron, TAS
CREW: Duncan Hine (4) - Skipper, Lachie Paramor (3) - Navigator, Phillip Turner, William Mackenzie (3), Ben Robinson (1), Shane Gaddes (7), Luke Watkins (2), Jake Erson, Alan Smith, Darren Jones (16), Sam Tiedemann (2), Sam Gilmour, Mark Smith

Philip Turner's Alive claimed overall victory in the 2018 Rolex Sydney Hobart. She was looking good to win the race for a second consecutive time in 2019, but ultimately finished fourth overall to win Division 0. Alive took line honours in the 2020 TasPorts Launceston to Hobart race and chopped just over an hour and a half off the race record in the hands of Turner's regular skipper, Duncan Hine. Before the 2018 Hobart, Alive, an RP66, finished second on line honours in the TransPac Race for second overall in Division 1.

Turner bought the former Stark Raving Mad/Black Jack in 2014 and finished 72nd in the 2014 Rolex Sydney Hobart, then 17th in 2016. He broke the 2014 Melbourne Vanuatu record, won IRC Division 0 in the 2015 Hong Kong Vietnam Race, and took line honours, broke the 16-year-old China Sea Race record and placed second overall. As Black Jack, the canting keeled yacht recorded the second fastest time in the 2012 Sydney Gold Coast Race, behind Wild Oats XI. Always a good boat, Alive has lost none of her oomph. A well-honed crew includes Darren 'Twirler' Jones, who always brings something good

to a boat with his offshore and one-design international expertise, including world championship wins.



ARIEL

SAIL NO: A140
LOA: 12.6m
CLASS: IRC/ORCi
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2010
TYPE: Beneteau First 40
NUMBER OF HOBARTS: 5
OWNER: Ron Forster/Phil Damp
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Ron Forster (6) - Skipper/Navigator, Phil Damp (5) - Skipper, Rest TBA

Ron Forster and Phil Damp last headed south with Ariel in 2017 and placed 34th overall to win Division 3. The previous year she finished 21st overall and third in Division 3 ahead of placing third overall, second in Division 3 and third overall in ORCi in the 2017 Sydney Gold Coast Race. Forster and Damp were thrilled to finish third overall in the 2014 Rolex Sydney Hobart after finishing 29th in 2013 and 28th in 2012. The Ariel crew is, as is usual, limbering up in the Audi Centre Sydney Blue Water Pointscore ahead of the main event. In early November, they placed 14th overall and second in Division 2 of the Flinders Islet Race. Ariel will be a strong contender if the weather is favourable



B52

SAIL NO: B52
LOA: 12.5m
CLASS: PHS
DESIGNER: Iain Murray (AUS)
YEAR BUILT: 1995
TYPE: Sydney 41
NUMBER OF HOBARTS: 3
OWNER: Daniel Farmer
CLUB: Southport Yacht Club, QLD

CREW: Daniel Farmer (1) - Skipper, Mark Gibbs, Andrew McHugh, Cedric Robillot, Cameron Boogaardt, Tanja Prell, Barry Schoonenberg, Mark MacAlister, Greg Black

Daniel Farmer sails B52 out of Southport Yacht Club. The Murray 41 has done three Sydney Hobarts, its first the treacherous 1998 race when owned by Wayne Miller, when she was rolled and dismasted. Tasmanian Hughie Lewis took ownership of B52 and raced her to Hobart in 2000 (25th overall) and 2001 (19th). The boat, designed by Australia's famed Iain Murray, has since undergone a major facelift and has a B52 bomber-themed hand airbrushed paint scheme done by Farmer himself. Apart from the Hobart, the yacht has done six Pittwater to Coffs series with PHS second and third placings, including PHS second overall in 2012 when owned by Paul D'Olier. Since Farmer's ownership, B52 has competed in the Brisbane to Gladstone Yacht Race from 2015 to 2019, and the last three Brisbane to Keppel races, Airlie Beach and Hamilton Island race weeks.



BLACK JACK

SAIL NO: 525100
LOA: 30.0m
CLASS: IRC/ORCi
DESIGNER: Reichel/Pugh (USA)
YEAR BUILT: 2005
TYPE: Reichel/Pugh 100
NUMBER OF HOBARTS: 5
OWNER: Peter Harburg
SKIPPER: Mark Bradford
CLUB: Yacht Club de Monaco, Monaco
CREW: Mark Bradford (13) - Skipper, Alex Nolan (9) - Navigator, Peter Harburg (10), Andrew Henderson (21), Darren Hutchison (13), Anthony Nossiter (19), Silas Nolan (18), Will McCarthy (15), John Flannery (17), Bruce Clark (28), Liam Woulfe (6), Chris Anderson (9), Ryan Godfrey, Graeme Taylor (23), Kevin Costin (16), Vaughan Prentice (12), Sam Newton (5)

Peter Harburg purchased the former Alfa Romeo/Esimet Europa in mid-2017 and finished 3mins 31secs behind Wild Oats XI in the 2017 Sydney Gold Coast Race - the closest finish in 16 years. In the same race in 2018, Black Jack took line honours from Wild Oats XI, Comanche and InfoTrack. She looked strong in the 2019 Rolex Sydney Hobart as she approached Tasman Island, but Black Jack crossed fifth over the line of the five super maxis, in a close finish. In a thriller in 2018, she finished second on line after a race-long battle with the other supers - the top four were just four miles apart. This after placing third on line in 2017, inside Perpetual Loyal's 2016 record. She also took line honours in the 2018 and 2019 Brisbane Gladstone races but retired in 2021 while leading the race.

As Neville Crichton's Alfa Romeo, she took line honours from Wild Oats XI in the 2009 Rolex Sydney Hobart. Under her former two names, the RP100 claimed 150-plus line honours wins around the world and broke the 2009 TransPac Race record. Before buying the 100-footer, Harburg enjoyed success with other Black Jacks, including the RP66 renamed Alive, which won the 2018 Rolex Sydney Hobart under current owner, Phillip Turner, and a modified VOR70 previously known as Telefonica.



BLINK

SAIL NO: B40
LOA: 12.2m
CLASS: IRC/ORCi
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2012
TYPE: Beneteau First 40
NUMBER OF HOBARTS: 3
OWNER: Mark Gorbatov/Mark Siebert
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Mark Gorbatov (1) - Skipper, Mark Siebert - Skipper, Rest TBA

This is the former Concubine

(original owner Jason Ward finished 43rd in the 2014 Rolex Sydney Hobart) and Bravo (placed 14th overall in 2016 and won Division 3 when owned by Robbo Robertson). She is coming up for Sydney Hobart number four, after her latest owner, Mark Gorbatov, posted 82nd overall in his first Hobart with the Beneteau 40 in 2019. The ophthalmologist's first yacht was a Hanse 385 named Out of Sight, which he campaigned out of the CYCA in offshore and inshore races. This is his second Sydney Hobart, and while one might assume the name Blink comes from his profession, the boat was in fact named by his young daughter, for the Dr Who episode titled 'Don't Blink'.



BOWLINE

SAIL NO: 10447
LOA: 13.4m
CLASS: IRC/ORCi/IRC Corinthian
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2005
TYPE: Beneteau First 44.7
NUMBER OF HOBARTS: 0
OWNER: Ian Roberts
CLUB: Royal South Australian Yacht Squadron
CREW: Ian Roberts - Skipper, Peter Hutchison - Navigator, Jodie-Anne Roberts, Seosamh Mac Mathuna, Nick Smith, Jenny Geytenbeek, Andrew Geytenbeek, Bruce Roach, Reid Bosward, Anthony Pennington

This boat was best known as Le Billet when owned by Pittwater's Bill Ebsary and then by Mark Tinworth and Mark Waterhouse. All three campaigned her extensively in major events out of NSW, including Sydney Gold Coast races. She was renamed Bowline by Ian Roberts of South Australia, who purchased her in March and entered her in the yacht's first Rolex Sydney Hobart. Bowline races under the burgee of the Royal South Australian Yacht Squadron and it is Roberts' intention to campaign the Beneteau 44.7 offshore extensively throughout South Australia to assist the promotion of offshore sailing

both locally and nationally. It is also his intention to regularly campaign the yacht with a component of the crew being women and beginners, in support of the sport of yacht racing. In November, Roberts won the 200nm Haystack Island Race, a good precursor for the Hobart.



CARRERA S

SAIL NO: AUS49005
LOA: 15.0m
CLASS: IRC/ORCi/IRC Corinthian
DESIGNER: Reichel/Pugh (USA)
YEAR BUILT: 2006
TYPE: Marten 49
NUMBER OF HOBARTS: 1
OWNER: Gerry Cantwell
CLUB: Sandringham Yacht Club, VIC
CREW: Gerry Cantwell (3) - Skipper, Roger Eastham - Navigator, Al McGreggor, Jackie White (8), Ryan Epstein (5), Bretlyn Brown (7), Katryna Economou, David Holter, Greg Phelan, Alex Mulders, Miguel Molina, Garry Donnellan, Tim Fowler (3), Rowan Pollard

Carrera S contested her only Rolex Sydney Hobart in 2019 and finished 67th overall. Owned by Victorian Gerry Cantwell, the Marten 49 arrived in Australia in 2018, after racing extensively in Auckland for 10 years. Since buying the cruiser/racer, Cantwell has competed in the Auckland Noumea Race and the Groupama Race, which takes the fleet around New Caledonia. Carrera S normally races out of Melbourne in between major events and took line honours in the ORCV's 2019 Apollo Bay Race. In 2019, Cantwell started the Noakes Sydney Gold Coast Yacht Race, but retired due to time constraints. He continued on to Airlie Beach and Hamilton Island Race Weeks where he took on the big guns and finished an excellent fourth at the latter event. In November, the Victorian yacht placed third overall in the 220nm Wolf Rock Race.

BOAT NOTES


CELESTIAL

SAIL NO: 9535
 LOA: 15.9m
 CLASS: IRC/ORCi
 DESIGNER: Judel/Vrolijk (GER)
 YEAR BUILT: 2011
 TYPE: Judel Vrolijk TP52
 NUMBER OF HOBARTS: 1
 OWNER: Sam Haynes
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: Sam Haynes (10) - Skipper, Troy Grafton (19), Richard Bott (7), Callum Cecil (8), Johnny Warren, Will Howard (16), Richard Howard, Keith Groves (6), Wulf Wilkens (1), Malcolm Parker, Jack Macartney (8), Lachlan Hornsby (3), Ben Rice (5), Lewis Brake (1), Chris Dagger

Sam Haynes bought his latest Celestial, the former Audi All4One/Beecom/Temptation III, in the run-up to the 2019 Rolex Sydney Hobart and placed 14th overall that year. The TP52 raced on the MedCup circuit before Chris Dare bought her in NZ and renamed her Ambition. Having experience with the yacht now, Haynes, a Veterinarian and CYCA Treasurer, is looking to replicate the incredible success enjoyed with his previous Celestials. He started by winning February's 55nm Summer Offshore Series Virtual Mark Race, winning the CYCA's 2021 Summer Offshore Series overall and placing seventh in November's Flinders Islet Race.

In 2018, Haynes sailed his former Celestial to 17th in the Rolex Sydney Hobart (second best placed TP52 after Ichi Ban), to finish the Audi Centre Sydney Blue Water Pointscore (BWPS) second to Ichi Ban. In 2017, he placed ninth in the Rolex Sydney Hobart to finish runner-up in the BWPS. In 2016, he was 16th for a divisional third, and in 2015 placed 29th for divisional third (his first Hobart with the yacht). With another former Celestial, a Rogers 46, Haynes was second in the 2012 BWPS and won all three (IRC/ORCi/PHS) crowns in the 2014 BWPS - one of the closest on record - including winning the 2014 Sydney Gold Coast and finished

11th overall for second in Division 2 in the 2014 Rolex Sydney Hobart, following on from third overall in the 2013 race. Haynes and crew have the runs on the board that make them contenders for the Tattersall Cup.


CHANCELLOR

SAIL NO: 6834
 LOA: 12.2m
 CLASS: IRC/ORCi/IRC Corinthian
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 2010
 TYPE: Beneteau First 40
 NUMBER OF HOBARTS: 7
 OWNER: Ted Toohar
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: Ted Toohar (12) - Skipper, Fontaine Foxworth, Kurt Brauteseth, Mark Kahuga, Gordon Howard, Basak Ozer, Rest TBA

Ted Toohar, who names his boats Chancellor, has downsized from his Beneteau 47.7 and returned to this Beneteau 40, which he once owned and raced in the 2010 and 2011 Rolex Sydney Hobarts before selling it to Matthew Vadas and Jonathon Stone, who placed 29th in 2012, 27th in 2013, 12th in 2014 and 52nd in 2016. She last raced to Hobart in 2019, as HYC Breakthrough, sailed by Irishman Darren Wright and his Irish crew for Howth Yacht Club and finished 51st overall. Toohar raced his Beneteau 47.7 in the 2019 Rolex Sydney Hobart and placed 110th overall. He may not finish at the top of the pile, but the genial Toohar gives opportunities to sailors that they might not otherwise get, including those from overseas.


CHUTZPAH

SAIL NO: R33
 LOA: 12m
 CLASS: IRC/ORCi
 DESIGNER: Reichel/Pugh (USA)
 YEAR BUILT: 2007

TYPE: Caprice 40
 NUMBER OF HOBARTS: 13
 OWNER: Bruce Taylor
 CLUB: Royal Yacht Club of Victoria, VIC
 CREW: Bruce Taylor (39) - Skipper, Kingsley Piesse (37) - Navigator, Gavin Gourley (33), Peter Fletcher (33), Paul Sandles (19), James Permezel (33), Ian Taylor (19), David Watson (2), Lincoln Attersall (4), Andrew Smith (14)

Chutzpah sailed in her favoured downwind conditions in the 2019 race but placed 50th overall for fourth in Division 3 - it was not a year for the smaller boats; the weather played into the hands of the 50-plus footers. In 2018, the Caprice 40 placed 16th for Division 2 second. Each year, owner Bruce Taylor makes an effort to compete in major races out of Sydney, as well as competing in Melbourne. He hit the jackpot, winning the 2018 Noakes Sydney Gold Coast Yacht Race after placing eighth overall and third in Division 2 of the 2017 Rolex Sydney Hobart. He was second in Division 2 in 2016, after placing 18th overall in the 2015 Rolex Sydney Hobart, following a painful second to Wild Rose by a little under 39 minutes in 2014 - but he did win Division 2. Other best Sydney Hobart results from this Chutzpah and her perennial crew were fourth in 2007 and fifth in 2013.

With various Chutzpahs, Taylor's other best results were second overall in 1990, second in IMS Division 3 in 1994 (371 boats raced) and sixth overall in 2001. Since 1986, he has owned six offshore Chutzpahs, clocking up 33 straight Sydney Hobarts and mainly scored divisional places. Taylor and son Drew are the only father/son combination in history to sail 28 Hobarts together and are unlikely to ever be superseded. For the first time, Drew, who lives in Hong Kong, is not able to join the crew this year. Eight of the 10 tight-knit crew can boast 241 races between them - nearly all on Chutzpahs - a record of sorts. Many would love to see these guys win the race.


CINQUANTE

SAIL NO: 5038
 LOA: 11.8m
 CLASS: IRC/ORCi/IRC Corinthian
 DESIGNER: Murray Burns Dovell (AUS)
 YEAR BUILT: 2002
 TYPE: Sydney 38
 NUMBER OF HOBARTS: 3
 OWNER: Kim Jaggar
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: Kim Jaggar (34) - Skipper, Bob Thomas (28) - Navigator, Michael Jackson, Chris Rockell (22), Matthew Rockell, Michael Bencsik (23), Grant Healy (12), Max Cottier, Marty Watson (6)

Kim Jaggar, a veteran of 34 Sydney Hobarts, placed 23rd for third in Division 5 in 2019 and was second in both the Sydney 38 and IRC Corinthian divisions - a good result for the respected high school principal. In 2018, he placed 28th and was second in the Corinthian division after buying Cinquante (it means '50' in French) that year. Her only other Sydney Hobart was 2008, when long-time Victorian owner, Iain Murray, won the Sydney 38 division, when the boat was named Morris Finance Cinquante. Bob Thomas of Midnight Rambler fame is in the navigator's chair, with another 'Rambler', Chris Rockell, joining the crew. If it is a small boat race, Cinquante should be in the running.


CORUM

SAIL NO: 1088
 LOA: 10.9m
 CLASS: PHS
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 1993
 TYPE: Mumm 36 Mod.
 NUMBER OF HOBARTS: 0
 OWNER: Michael Rowe

CLUB: Manly Yacht Club, NSW
 CREW: Michael Rowe - Skipper, Greg Wilkins (3) - Navigator, Ben Martin, rest TBA

Corum is a modified Mumm 36 built by Cooksons in New Zealand for the French team to contest the Champagne Mumm Admiral's Cup. She was sold to a father/son team and crewed by keen young sailors from RQYS and raced with success over the years in the Queensland IRC Championships, with third on a trio of occasions, and won the 2006 Brisbane to Gladstone Race overall. She also pulled off other top three results in a variety of races.

The boat is now owned by Michael Rowe, who has had good results, including a divisional third overall in the SSORC last November. Earlier this year, she placed fourth overall in Performance Division 1 at Sail Port Stephens. She placed PHS 30th in November's Flinders Islet Race. Only a couple of boats of this design have taken part in the Sydney Hobart before. The best was Abbott Tout, which placed 35th on line and 31st overall in the gale swept 2004 race, during which only 59 yachts finished and 57 retired. These are sturdy boats with a good record.


CRUX

SAIL NO: MYC8
 LOA: 10.1m
 CLASS: Two-Handed IRC/ Two-Handed ORCi
 DESIGNER: Sparkman & Stephens (USA)
 YEAR BUILT: 2008
 TYPE: S&S 34
 NUMBER OF HOBARTS: 0
 OWNER: Carlos Aydos
 CLUB: Manly Yacht Club, NSW
 CREW: Carlos Aydos - Skipper, Peter Grayson (2) - Skipper

Crux is the last S&S 34 ever built. Her classical design, coupled with a modern vacuum infused vinyl ester construction, ensured she is a very capable cruiser/racer.

Owned by Carlos Aydos since 2018, she was previously known as Blondie and won the Fremantle to Geraldton race under that name. Aydos contested the CYCA's Ocean Pointscore series and scored a third in the opening race. He is a member of Manly Yacht Club, where Crux gets out on the race track regularly. Crux will join other lovely S&S designs in the race, most notably fellow S&S34, White Bay 6 Azzurro and Love & War, a three-time winner of the Sydney Hobart. Both are sailing fully crewed, though. In November, Crux contested the Two-Handed Division of the Bird Island Race and placed sixth overall.


CRYSTAL CUTTER III

SAIL NO: 6661
 LOA: 11.9m
 CLASS: IRC/ORCi/IRC Corinthian
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 2008
 TYPE: Beneteau 40.7
 NUMBER OF HOBARTS: 1
 OWNER: Charles Parry-Okeden
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: Charles Parry-Okeden (1) - Skipper, Adam Leeming (1) - Navigator, Daniel O'Sullivan (1), Ed Strike (1), Mike Cullen (1), James Wentworth (1), David Fair, Jonathan Ward, Gary Vaughan

Crystal Cutter III is the former Tomoka/Bombolo, which previous owners sailed up a storm with, but never did the Sydney Hobart, until Charles Parry-Okeden bought her and raced her to 97th overall in the 2019 Rolex Sydney Hobart. He enjoyed the race and successfully completed the Audi Centre Sydney Blue Water Pointscore that year, and so returns in 2021. Parry-Okeden previously owned a Beneteau Oceanis 38, Crystal Cutter II, which he sailed in various CYCA races. This latest Beneteau 40.7 is a step up in boats and according to those in the know, Crystal Cutter III is the newest Beneteau 40.7 in the country, having been launched in 2008. She is taking part in the

Audi Centre Sydney Blue Water Pointscore in the lead-up to the 2021 Rolex Sydney Hobart.



DENALI

SAIL NO: 52569
LOA: 15.9m
CLASS: IRC/ORCi
DESIGNER: Judel/Vrolijk (GER)
YEAR BUILT: 2008
TYPE: TP52
NUMBER OF HOBARTS: 0
OWNER: Damien Parkes
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Damien Parkes (32) – Skipper, Matthew Cassidy (13), Tony Kirby (35), David McClean (12), Will McVeagh, Drew Van Ryn, Yun Hsu (3), Darryl Bishop, Josh Linnegar (4), Jason Thorne (1), Kate Kenny (1), Mitch Barber, Geoff Nash, Chris Hills, Jacob Broom (9)

Denali is the latest to join the popular TP52 throng in Australia. She was built in 2007 and raced on the TP circuit out of the USA as Matador, before being updated to offshore standards and raced in the US as Denali. Damien Parkes bought the boat in 2019 and has been putting her to good use – when COVID has allowed. Parkes says the boat has all the right gear and rates well with a good crew to sail it. Gweilo, Parkes says, is the boat to beat. “Ichi Ban, of course, and never underestimate Greenie (Mike Green) on Quest. My crew are still learning, whereas the others have been racing the same boat for 10 years. We haven’t done much offshore but should be up there on IRC.”

Parkes raced to Hobart on his Duende in 2019, joining the crew who sailed her and renamed the boat Happy Wanderer. His best result from 32 Sydney Hobarts was a line honours win on Vengeance in 1981, a maxi he raced to Hobart on four times. On board Denali is helmsman Tony Kirby, who did the fourth of his 35 races with Parkes and Matt Cassidy, the sailing master,

who has done all 13 Hobarts with Parkes. Others aboard have also raced with the Sydney yachtsman in recent years.



DISKO TROOPER_ CONTENDER SAILCLOTH

SAIL NO: AUS99
LOA: 9.9m
CLASS: Two-Handed IRC/ Two-Handed ORCi
DESIGNER: Alan Johnstone (USA)
YEAR BUILT: 2020
TYPE: J/99
NUMBER OF HOBARTS: 0
OWNER: Jules Hall
CLUB: Double Bay Sailing Club/ Cruising Yacht Club of Australia, NSW
CREW: Jules Hall (4) - Skipper, Jan ‘Clogs’ Scholten (18) - Skipper

A Laser sailor these days, Jules Hall has been on and round boats his entire life, including doing some ocean racing through his twenties. All his boats have borne the name Disko Trooper, which comes from Rudyard Kipling’s Captains Courageous lead character, Disko Troop. “We are proudly sponsored by Contender Sailcloth,” says Hall, whose side-kick is none other than Contender Sailcloth’s Jan ‘Clogs’ Scholten, a highly respected veteran sailor who Hall met racing his Laser.

“With twice the crew that we have on our Lasers, we’re both looking forward to having someone to cook our dinner,” Hall says, tongue in cheek. The pair has been training on Hall’s J/99, which was designed for double-handed racing, but is equally at home in fully crewed mode. The two-man crew have done a lot of training with other two-handers and undertook a practice sail to Bird Island return in a 20-30 knot breeze, then won the Two-Handed Division in November’s Flinders Islet Race, backed up with Two-Handed Line and Overall honours in the later Bird Island Race. Others have nominated them one of the favourites to win the Two-Handed Division – you can see why.



DODGEBALL

SAIL NO: RQ4077
LOA: 11.9m
CLASS: IRC/ORCi
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 1998
TYPE: Beneteau First 40.7
NUMBER OF HOBARTS: 1
OWNER: Geoffrey McKinnon
SKIPPER: Ray Sweeney
CLUB: Middle Harbour Yacht Club, NSW
CREW: Ray Sweeney (5) – Skipper, Brian Pozzey (7) – Navigator, Nick Hollingworth, Josh Marshall (5), David Walton (1), Jake Gundry (2), Mark Edwards (3), Alexander Jennings (3), Chris Evans (2), Michael Kilgus (2)

Geoff McKinnon bought Dodgeball from Queenslander John Warlow in February. The boat has been racing in RQYS events, keeping the crew together until they could get to Sydney. Warlow raced the Rolex Sydney Hobart in 2019, and, renamed Ocean Crusaders Dodgeball, she placed 20th for third in Division 6 and went on to win Division 3 of the 2020 Australian Yachting Championships in Hobart. McKinnon’s skipper for the race this year is Ray Sweeney (former owner of the Sydney 38, Mondo). From there, the aim was to arrive at the CYCA in mid-December, to take advantage of the atmosphere before the 628 nautical mile race.



ENCHANTRESS

SAIL NO: SA346
LOA: 11.0m
CLASS: IRC
DESIGNER: John Muirhead (AUS)
YEAR BUILT: 1983
TYPE: Muirhead 11
NUMBER OF HOBARTS: 6
OWNER: John Willoughby
CLUB: Royal South Australian Yacht

Squadron, SA
CREW: John Willoughby (7) – Skipper, Geoff Tomlins (3), David Miller, Paul Schaffer, Paul Craig, Mark Maddison

As is usual, John Willoughby and the crew sailed Enchantress all the way to Sydney from South Australia last year and arrived to discover the race had been cancelled two minutes before their arrival. Not able to get the boat home in time due to COVID lockdowns, Enchantress has been in Queensland being raced by some of the crew. The Muirhead 11 has contested six Sydney Hobarts and finished the race 98th overall in 2019. She placed 20th for fourth in Division 4 in 2016, 23rd in 2015 and 19th overall, third in the Veterans 30 Year and fourth in the Veterans 20 Year in 2014. In 2012, her first Rolex Sydney Hobart, she was 19th for third in Division 4. This lovely red hulled home-designed and home-built boat has raced and cruised since launched in 1983, including approximately 30 Adelaide to Port Lincoln races.



ENIGMA

SAIL NO: GBR5790R
LOA: 14.5m
CLASS: PHS
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2005
TYPE: Beneteau First 47.7
NUMBER OF HOBARTS: 3
OWNER: Jason Bond
CLUB: Manly Yacht Club, NSW
CREW: Jason Bond (3) – Skipper, Muir Watson (3), Steve McKeogh (3), David Wright, Vladimir Deskov

Jason Bond bought Enigma in 2008 and sails out of Manly Yacht Club, where he is Commodore. Enigma last pointed south in 2019 and placed 109th overall. She also did the 2017 race and placed 42nd overall. Bond was devastated when forced to withdraw from the 2016 race on Boxing Day when the boat suffered engine problems. Enigma, one of the last Beneteau 47.7s to leave the factory, making her the

youngest and heaviest in the class, has also raced in the BWPS since 2016 and is usually sailed by a group of friends. This year Bond has chosen to sail in the PHS class. The yacht was formerly Just Do It 3 and sailed to Australia from Glasgow in Scotland via Antigua. Under Ian Darby’s ownership, the distinctive dark blue yacht finished 50th overall in the 2008 Rolex Sydney Hobart.



EORA

SAIL NO: AUS169
LOA: 12.2m
CLASS: Two-Handed IRC
DESIGNER: Marc Lombard (FRA)
YEAR BUILT: 2021
TYPE: Lombard Class 40
NUMBER OF HOBARTS: 0
OWNER: Rupert Henry
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Rupert Henry (5) – Skipper, Greg O’Shea (2) – Skipper

Eora was launched for Rupert Henry in June 2021. She is the latest generation of yachts to be designed and built to the internationally popular Class 40 rule and is named in honour of the Aboriginal tribes who were the original lovers of the waterways of Sydney and to draw attention to the unfettered rise of commercial activity on Sydney Harbour. Henry has covered thousands of miles in the world with friends, family and solo on his other boats. His co-skipper for the Rolex Sydney Hobart is friend, Greg O’Shea. The two leapt at the chance to be part of the first Two-Handed Division.

In 2018, on one of Henry’s previous yachts, Chinese Whisper (now known as Whisper), the pair won the 5500 nautical mile Melbourne to Osaka double-handed race across all divisions and set a new race record in the process. With the next yacht, Burning Palms, they placed second from three boats in the Two-Handed Division of the two-race 2020 Audi Centre Sydney Blue Water Pointscore, with a win

and third place in the Bird Island and Cabbage Tree Island races respectively. With his Lombard 34, Mistral, Henry and O’Shea won the Two-Handed Division of the CYCA’s 2021 Summer Offshore Series. They are hot prospects for the upcoming Rolex Sydney Hobart for both Two-Handed Line Honours and Overall. This is a speed machine with very capable hands sailing it.



EUPHORIA II

SAIL NO: E2
LOA: 12.9m
CLASS: Two-Handed IRC/Two-Handed ORCi
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 1982
TYPE: Beneteau First 42
NUMBER OF HOBARTS: 1
OWNER: Marc Stuart
CLUB: Moreton Bay Boat Club, QLD
CREW: Marc Stuart (5) – Skipper, Richard Combrink (4) – Skipper

Euphoria II has only contested one Rolex Sydney Hobart, in 2017, when she finished 61st overall. Purchased by Marc Stuart in Mexico in 2009, this classic cruising yacht was sailed across the Pacific to her new home in Brisbane, where she competed in several Brisbane to Gladstone races, and major Moreton Bay Boat Club events. She is also a previous PHS winner and Short Handed winner in the Brisbane to Noumea Race. She has lots of “go-fast gear,” her owner says tongue in cheek, including a wind generator, Bimini, windvane steering, gas BBQ (perfect for two-handed sailing) and headsail furler. If you want to do it in style and comfort, this is the boat.



EVEE

SAIL NO: 8565
LOA: 19.8m
CLASS: IRC/ORCi
DESIGNER: Sparkman & Stephens (USA)

YEAR BUILT: 1981
 TYPE: Swan 65
 NUMBER OF HOBARTS: 3
 OWNER: Steven Capell
 SKIPPER: Benjamin Roulant
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: Benjamin Roulant (1) - Skipper/Navigator, Steven Capell (3), Meg Niblett, Bert Norman (1), Richard Agnew, Robert Warner, John Charles (4), Kate Troup, Morgan White (8), Fraser Welch (1), Iain Turner, Joshua Hodgkinson, Catherine Sarah

In the 2019 race, Steven Capell's elegant Swan 65 finished 106th overall in the 75th race's large fleet of 157 boats. The previous year, Eve was 41st overall, seventh in Division 3, third in ORCi Division 3 and second in the Corinthian division. Capell sailed her in the 2015 Rolex Sydney Hobart under the name of Ugg Australia and finished 31st overall. She finished a good fifth and won Division 2 in the 2018 Sydney Noumea Race. Eve is a classic S&S Swan 65; the 35th of 40 yachts built by Nautor in the 1970s and early 1980s. Launched in 1981 as UK registered Cheetah of Hamble, she then became the Italian registered Kenta from whence Eve was imported to Australia by Will Vicars and took up residence in Sydney. Eve is contesting the Audi Centre Sydney Blue Water Pointscore, of which the Rolex Sydney Hobart is the final race. She won Division 2 in November's Bird Island Race.

**EXTASEA**

SAIL NO: G10007
 LOA: 15.2m
 CLASS: IRC/ORCi
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 2004
 TYPE: Cookson 50
 NUMBER OF HOBARTS: 8
 OWNER: Paul Buchholz
 CLUB: Royal Geelong Yacht Club, VIC
 CREW: Paul Buchholz (10) - Skipper, Tim Holzer (3) - Navigator,

Jasmine Tozer (2), Simon Hunter (4), Bryce Reid, Jason Hegert, Harry Mann, Paul Anderson (1), Dale Laurie (2), James Prascevic, Mick Doherty, Robert Nelson (2), James Hannah, Dustin Popp

This is the former Pretty Fly III and Ubox, purchased in 2019 by veteran Victorian yachting, Paul Buchholz, who steered her to 105th in the 2019 Rolex Sydney Hobart, still learning how to sail his latest acquisition. Before that 75th race, she last pointed south as Ubox in 2016 with her then Chinese owner, Bin Wang, and finished a brilliant third overall; aboard were Chinese crew and some famous offshore names, including Charles Caudrelier. As Pretty Fly III, her best result from six races was fourth in 2010. Now that Buchholz has a better handle on this great canting Cookson 50 design, his results will improve.

Buchholz's former Extasea was a DK46 that he sailed to 44th overall in the 2018 Rolex Sydney Hobart and had a best result of 17th in 2010. These seasoned Victorians won every local offshore race over a 13-year period with the DK46, culminating in winning the ORCV Offshore Championship four times. In 2015, they took line honours in the Melbourne Hobart race for the fourth time (between 2011 and 2015), excluding 2014, when Buchholz contested the Rolex Sydney Hobart and finished 29th overall.

**FLAT WHITE**

SAIL NO: 1696
 LOA: 12.2m
 CLASS: Two-Handed ORCi
 DESIGNER: Graham Radford (AUS)
 YEAR BUILT: 1995
 TYPE: Radford 12.2
 NUMBER OF HOBARTS: 2
 OWNER: Jen Linkova
 CLUB: Middle Harbour Yacht Club, NSW
 CREW: Jen Linkova (4) - Skipper, Jason Cummings - Skipper

This is the former Red Jacket, bought by Jen Linkova and

renamed Flat White. The Radford 12.2 did two Sydney Hobarts, retiring in 1998 and placing 10th and winning her division in 1999 when owned by Ron Lally. More recently, she was owned by couple Annette Hesselmanns and Gerry Snijders. Hesselmanns contested the double-handed Melbourne-Osaka race in 2018 with her brother Andrew. With COVID restrictions and Jason Cummings living in Tasmania, the pair have had little time to sail Flat White together but have sailed together before. The Rolex Sydney Hobart seduced Linkova when she raced aboard another Graham Radford design, Flying Fish Arctos, in three Hobarts from 2013 to 2015 (Cummings was the skipper in 2015), and the Beneteau First 45, Dreki Sunnan, in 2018. Linkova has also raced overseas, including crewing on Scarlet Logic in the Round Britain and Ireland Race.

**FLYING CLOUD**

SAIL NO: 6808
 LOA: 12.2m
 CLASS: PHS
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 2009
 TYPE: Beneteau First 40
 NUMBER OF HOBARTS: 0
 OWNER: David Myers
 SKIPPER: George Martin
 CLUB: Middle Harbour Yacht Club, NSW
 CREW: George Martin - Skipper, Ivan Signorelli (4) - Navigator David Myers, Michael Frost, Elizabeth Myers, Rest TBA

Flying Cloud was previously owned and regularly raced by Howard Piggott, a Past CYCA Commodore. The Beneteau First 40 competed in the 2018 Ponant Sydney Noumea Yacht Race and placed ninth overall. Now with a new owner, David Myers, and based at MHYC, Flying Cloud has entered the 2021 Audi Centre Sydney Blue Water Pointscore in preparation for the yacht's first Rolex Sydney Hobart Yacht Race. George Martin, who skippered Flying Fish Arctos in the 2019 race, will skipper the boat south this year.

**FLYING FISH ARCTOS**

SAIL NO: 7551
 LOA: 15.2m
 CLASS: PHS
 DESIGNER: Graham Radford (AUS)
 YEAR BUILT: 2001
 TYPE: Radford 50
 NUMBER OF HOBARTS: 14
 OWNER: Flying Fish Online
 CLUB: Middle Harbour Yacht Club, NSW
 CREW: Drew Hulton-Smith (1) - Skipper, Steve Grellis (29), Marty Maher, Anna-Leigh Barker, Matt Smith, Brendan Savage, Ian Graf, Tom Burgess, Ian Rankine, Tom Alexander Rest TBA

George Martin skippered Flying Fish Arctos to PHS 12th overall in the 2019 race after Andrew Corless steered the Radford-designed training vessel to PHS eighth overall in 2018. Best results for the boat include a PHS overall win to win Division 2, beating all Division 1 yachts overall in 2017, with Alex Martin at the helm. The yacht also won PHS in 2010, scored second in 2009 and third in 2012. This snapshot of results is wonderful, as the crew typically consists of a mix of local experience and international trainees, all graduates of the Flying Fish sailing school. The flagship yacht in the Flying Fish offshore training fleet, she is a strong and powerful cutter rigged yacht that was built for Don McIntyre to race around the world. Drew Hulton-Smith helms this time, while crew member Steve Grellis will sail his 30th Sydney Hobart.

**FRUIT SALID 3**

SAIL NO: RQ334
 LOA: 12.6m
 CLASS: IRC
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 2013
 TYPE: Beneteau First 40

NUMBER OF HOBARTS: 0
 OWNER: Mark Drobotko
 CLUB: Royal Queensland Yacht Squadron, QLD
 CREW: Mark Drobotko (1) - Skipper, Mick Milestone - Navigator Daniel Scanlan, Chris Dymalovski, Rebecca Blake, Miles Ellery, Sam Johnson, Dan Deburiatte

Queenslander Mark Drobotko purchased Fruit Salid 3 in Southampton, England, in 2016. The Beneteau 40 was then sailed to Australia, arriving in late 2017. The passage highlights included first place in the 2016 ARC+ Atlantic Crossing, Caribbean Sea cruising, Grenada Race Week, Panama Canal transit, Pacific Ocean, and time taken enjoying the tranquillity of ocean crossings and life at sea. Her Queensland owner says Fruit Salid 3 is in tip-top condition. Her crew are currently working towards the boat's first Rolex Sydney Hobart campaign, having originally signed on for last year's race, which was cancelled. The boat's intended name was Fruit Salad, (find the reason for the change on page 29).

**GUN RUNNER**

SAIL NO: 3867
 LOA: 9.2m
 CLASS: IRC/IRC Corinthian
 DESIGNER: John King (AUS)
 YEAR BUILT: 1984
 TYPE: Jarkan 925
 NUMBER OF HOBARTS: 3
 OWNER: Army Sailing Club, NSW
 SKIPPER: Murray Stewart
 CLUB: Army Sailing Club, NSW
 CREW: Murray Stewart (3) - Skipper, Lisa Doszpot, Patrick Williams, Chris Connelly, Mani Lachmaiya, Daniel Lynch, Nicholas Shuey

Murray Stewart is in the skipper's chair on Gun Runner, the smallest boat in the fleet this year and the boat he sailed the last two Rolex Sydney Hobarts on. Reece Young skippered the boat to 114th overall in 2019, after skippering the Jarkan 925 to 50th overall for

fourth in Division 4 and winning the Corinthian trophy in the 2018 Rolex Sydney Hobart. In the 2017 race, as the second smallest boat in the fleet, they finished 77th. Owned by the Army Sailing Club, the Aussie designed boat will feature the usual new-look crew of trainees. The Army uses the boat to train its personnel and teaches the Army values of courage, initiative, respect and teamwork. Gun Runner also takes part in the ADFSA Inter-Service Championship each year and puts in plenty of training ahead of the big race. They will also be out to wrest the Oggin Cup (awarded to the first armed services yacht on corrected time) back from the 2019 winner, Navy One.

**GWEILO**

SAIL NO: 052
 LOA: 15.9m
 CLASS: IRC/ORCi
 DESIGNER: Judel/Vrolijk (GER)
 YEAR BUILT: 2011
 TYPE: TP52
 NUMBER OF HOBARTS: 2
 OWNER: Matt Donald/Chris Townsend
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: Matt Donald (2) - Skipper, Chris Townsend (2) - Skipper, Andrea Green (9) - Navigator, Peter Merrington (23), Adam Brown (33), Andrew Cribb (13), Ben Psaltis (4), Justin Mulkearns (8), Kyle Dodds (1), Nicolas Partridge (22), Simon Cunningham (8), Oliver Scott-Mackie (4)

In Gweilo and her owners' second tilt at the Rolex Sydney Hobart, they finished second overall and second in Division 1 to Ichi Ban in 2019, with Wade Morgan skippering the TP52. This finish also gave them second in the 2019 Audi Centre Sydney Blue Water Pointscore. Gweilo (Cantonese slang for 'white man' or 'ghost man' - with the ghost livery to match) is the former Container/Calm 2/Viento II and was new to Australia and the Rolex Sydney Hobart in 2018, when Matt

Donald and Chris Townsend sailed her to 22nd overall, with Sydney Hobart veteran, Mike Green, in the skipper's chair.

The TP52 finished fourth overall in 2019 Noakes Sydney Gold Coast Yacht Race and scored a trio of third places in the inaugural Brisbane Hamilton Island Race, the Flinders Islet Race and Newcastle Bass Island Race. Gweilo won the 2019 Bird Island Race from Khaleesi and Ichi Ban. She finished third to InfoTrack and Black Jack in the 180nm Cabbage Tree Island Race in December 2019. In 2020, she won the shortened ACSBWPS, culminating in Donald and Townsend being crowned the CYCA Ocean Racing Yachts Persons of the Year. Gweilo placed third in the 2021 Port Hacking Race and fourth in November's Flinders Islet Race, following up with second in the Bird Island Race. Hot to trot, she will give the TPs and the rest a run for their money.



HARTBREAKER

SAIL NO: B330
LOA: 14.2m
CLASS: IRC/ IRC Corinthian
DESIGNER: Reichel/Pugh (USA)
YEAR BUILT: 2004
TYPE: Reichel Pugh 46
NUMBER OF HOBARTS: 11
OWNER: Antony and Gaye Walton
CLUB: Royal Brighton Yacht Club, Vic
CREW: Antony Walton (7) - Skipper, Gordon Buchan (7) - Navigator, Robert Pollock, Stuart DePoi (4), Alistair Holmes, Louis Irving (5), Catherine Parsons (2), Alvaro Maz, Marcus Morris (1), Charles Stott (4), David Kneen, Paul King (4)

Hartbreaker placed 80th overall in the 75th Rolex Sydney Hobart in 2019. She was 43rd in 2018; after placing 55th in 2017 and 67th in 2016. The RP46 placed 41st in 2015, 66th in 2014 and 49th in 2013 - the year cardiologist Tony Walton and Alan Bredahl purchased and

renamed the RP46, known before as Hardy's Secret Mens Business 2 and Shamrock. As Shamrock, the yacht retired from the 2010 Rolex Sydney Hobart with rudder damage. As HSMB, she finished 20th in the 2004 Sydney Hobart, eighth in 2005 and 18th in 2006. Now owned by Antony and Gaye Walton, Hartbreaker is based at Royal Brighton Yacht Club and has successfully campaigned in ORCV races, including taking line honours and overall AMS victory in the 2019 King Island Race. Walton is looking forward to performing well with a strong crew.



HASTA LA VISTA

SAIL NO: M25
LOA: 11.7m
CLASS: IRC
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 2000
TYPE: Sydney 38
NUMBER OF HOBARTS: 0
OWNER: Richard Grimes
SKIPPER: Jessica Grimes/Tom Grimes
CLUB: Lake Macquarie Yacht Club, NSW
CREW: Jessica Grimes - Skipper, Tom Grimes - Skipper, Rebecca Grimes, Richard Grimes (30), Tim Cummings, Ian Davis (28), Matt Hall, Eric Sparkes (1), Anthon Young (6), Paul Simmons

Jessica and Tom Grimes, 22-year-old twins, will skipper Hasta La Vista, while 26 year-old sister, Rebecca, is in a trainee navigating role. It is the trio's first Rolex Sydney Hobart and they will be under the watchful eye of their father, Richard, an eminent navigator and ex-Lou Abrahams crew - Ian 'Ox' Davis. The twins are products of the CYCA's Youth Sailing Academy and are two-time World Champions. Schmidt is a former World Youth OK Dinghy champion and joining them is current Red Bull Air Race champion, Matt Hall, who is tackling his first Sydney Hobart. The pointy end of the Sydney 38 will be

led by Tim Cummings, aided by two former F18 and F35 top gun instructors who have inshore sailing experience. Paul Simmons, day sailor and former F18 pilot, is the 10th crew member.

Cubic Defence Australia is sponsoring the youth part of the program. "We wanted to get the maximum number of Youth Sailing Academy participants and train the Academy crew into offshore racing," Grimes said. "We're also aiming to emulate Lou Abrahams' achievements in the Sydney 38. Lou's three old boys are the mentors of the youth. And we're eating real food - none of that freeze dried stuff. When we get to Tasman Island it will be either steamed dim sims or fresh bacon and egg rolls. Around that time, the crew hopes to spot the rarely seen hairy back turtles that are native to the east coast of Tasmania," Grimes declared, laughing.



HELLS BELLS

SAIL NO: B3200
LOA: 10.1m
CLASS: Two-Handed IRC/Two-Handed ORCi
DESIGNER: Andrieu Yacht Design (FRA)
YEAR BUILT: 2009
TYPE: Jeanneau Sun Fast 3200
NUMBER OF HOBARTS: 0
OWNER: Geoff Dews
CLUB: Royal Queensland Yacht Squadron, QLD
CREW: Lincoln Dews (1) - Skipper, Andrew Scott (10) - Skipper
Lincoln Dews will sail his dad, Geoff's, Hells Bells, in the Two-Handed Division. His co-skipper is Andrew Scott, whose experience includes winning the 2014 Rolex Sydney Hobart with Roger Hickman on Wild Rose. Dews and his family have practically lived on the water all their lives through sailing and surf lifesaving and are powerhouses in stand up paddle boarding. Dews has done a lot of ocean miles and contested many events on the Sunshine Coast, along with Brisbane

to Gladstone races and one Rolex Sydney Hobart. Dews sailed Hells Bells to third in the Two-Handed Division in RQYS's Short Passage Race in September this year. He and Scott are racing in support of the Shake It Up Foundation, where Lincoln is an ambassador in support of his dad, who was diagnosed with Parkinson's disease almost three years ago.



HIGHLY SPRUNG

SAIL NO: AUS7771
LOA: 13.7m
CLASS: IRC/ORCi
DESIGNER: Beneteau (FRA)
YEAR BUILT: 2007
TYPE: Beneteau First 45
NUMBER OF HOBARTS: 6
OWNER: Mark Spring
CLUB: Middle Harbour Yacht Club, NSW
CREW: Mark Spring (1) - Skipper, Patrick St John - Navigator, Andrew Pearson (19), Rest TBA

The well-named Highly Sprung is owned by 2020 Ocean Racing Rookie of the Year, Mark Spring, who purchased the Beneteau 45 in 2018. In 2019, Highly Sprung scooped IRC, ORCi and was second over the line in the Pittwater to Paradise race. Spring scored second place in IRC and ORCi division in his first full year of racing in the 2019 Audi Centre Sydney Blue Water Pointscore. That year, he placed 44th in the Rolex Sydney Hobart. The former Lady Courier/Balance/Peugeot Surf rider did her first Hobart in 2008, and her then French owner placed 37th overall. Paul Clitheroe bought her and placed 62nd in 2009, 18th in 2011 and 37th in 2013. Chartered in 2012, she placed 21st as Peugeot Surf rider. This is the third Highly Sprung for Spring, who has done just the 2019 Rolex Sydney Hobart, and he is still in awe of this famous race.



HIP-NAUTIC

SAIL NO: 7811
LOA: 10.1m
CLASS: Two-Handed IRC
DESIGNER: Andrieu Yacht Design (FRA)
YEAR BUILT: 2020
TYPE: Jeanneau Sun Fast 3300
NUMBER OF HOBARTS: 0
OWNER: Jean-Pierre Ravanat
CLUB: Derwent Sailing Squadron, TAS
CREW: Jean-Pierre Ravanat - Skipper, Drew Meincke (23) - Skipper

Christened by her French owner, Jean-Pierre Ravanat, last November, the beautifully named Hip-Nautic is one of the many Sun Fast designs in the race. Jeanneau has tailor made the Sun Fasts for short-handed sailing, making them popular for those who enjoy the sport in this way. Ravanat may be new to the race, as is Hip-Nautic, but he is a seasoned sailor and skippered his new yacht to third under IRC in the 2020 Launceston to Hobart race. The versatile yachtsman also skippered Slingshot to third catamaran to finish the 2011 Three Peaks Race among other results.



HUNTRESS

SAIL NO: 888
LOA: 12.3m
CLASS: IRC/ORCi
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 2006
TYPE: Sydney 39 C/R
NUMBER OF HOBARTS: 0
OWNER: Brent Dowton
CLUB: Royal Queensland Yacht Squadron, QLD
CREW: Victoria Logan - Skipper, Adam Goode (10) - Navigator, Brent Dowton, Natasha Edwards (2), Matt Kardas (1), Rik Thompson, Marcus Carter, Gavin Douglas

Huntress is a development of the Sydney 38 from the Australian Murray Burns Dovell stable. Queenslander Brent Dowton took charge of his newly purchased Huntress late last year when the Sydney 39 cruiser/racer was sailed up from Sydney where previous owner, Philip Grove, raced her regularly out of the CYCA and up north, with wins at Airlie Beach and Hamilton Island Race Weeks. Since his purchase, Dowton has sailed her to ninth overall in the RQYS's Short Passage Race in September. The boat is skippered by experienced yachtswoman, Victoria Logan.



ICHI BAN

SAIL NO: AUS001
LOA: 15.9m
CLASS: IRC/ORCi
DESIGNER: Botin Partners (ESP)
YEAR BUILT: 2017
TYPE: TP52
NUMBER OF HOBARTS: 3
OWNER: Matt Allen
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Matt Allen (30) - Skipper, Will Oxley (19) - Navigator, Gordon Maguire (20), Anthony Merrington (13), Davin Conigrave (10), James Paterson (9), Jeremy Rae (27), Matiu Te Hau (4), Sean O'Rourke (4), Timothy Sellars (14), Ben Lamb (10), Dick Parker (1), Craig Garnett (18), Tim Ryan, William Parker (8)

After winning the 2017 Rolex Sydney Hobart with this TP52, Ichi Ban, Matt Allen was over the moon to win again in 2019, especially as it was his 30th Sydney Hobart in the 75th race - and because it earned him the Audi Centre Sydney Blue Water Pointscore victory. Allen went on to win Division A of the Australian Sailing Championships for a third year running in January 2020 and finished second in the shortened 2020 Audi Centre Sydney Blue Water Pointscore with a pair of third places in the Bird Island and Cabbage Tree Island races. Ichi Ban won her third consecutive Adelaide Port Lincoln

race and Lincoln Race Week in February 2021. She remains the benchmark in the fleet, but others have beaten her in recent times. She finished second on line and second overall in November's Flinders Islet Race and then won the subsequent Bird Island Race after finishing fourth over the line.

Ichi Ban has been a standout boat since launching in late 2017, taking the line and overall double in the 2017 Newcastle Bass Island Race, her maiden race. In 2018, she finished the Rolex Sydney Hobart best of the TP52s in fifth place, after being caught by the infamous 'Derwent shutdown', but still won the Blue Water Pointscore by 14 points. That year, she also won the Brisbane Gladstone and Brisbane Hamilton Island races and placed second in the Noakes Sydney Gold Coast, which she repeated in 2019. Ichi Ban was a finalist in World Sailing's 2019 Goslings Boat of the Year Award for her performances. Allen is hoping to join the club of only two other boats to win the race overall three times.



ICHI BAN

SAIL NO: AUS01
LOA: 18.3m
CLASS: IRC/ORCi
DESIGNER: Carkeek Design Partners (RSA)
YEAR BUILT: 2013
TYPE: Carkeek 60
NUMBER OF HOBARTS: 4
OWNER: Matt Allen
CLUB: Cruising Yacht Club of Australia, NSW

In 2018, this Carkeek 60, usually known as Ichi Ban, was chartered to Winning Appliances, and placed fourth overall for second in Division 1; its best Sydney Hobart result to date.

Prior to the 2018 race, Matt Allen scored eighth overall for third in Division 1 in the 2013 Hobart, 63rd in 2014, and eighth for second in Division 0 in 2015. He also took line/overall honours in the

inaugural Newcastle Bass Island Race, creating the record which Comanche broke in 2018. In 2015, this Ichi Ban took the line/overall double in the Cabbage Tree Island Race, breaking the conventional ballast yacht record, which still holds, and she has held the conventional ballast record in the Port Hacking Bird Islet Race since 2013.



INUKSHUK

SAIL NO: SA982
LOA: 11.6m
CLASS: Two-Handed IRC/Two-handed ORCi
DESIGNER: Hank Kaufman (AUS)
YEAR BUILT: 1989
TYPE: Northshore 38
NUMBER OF HOBARTS: 0
OWNER: Robert Large
CLUB: Royal South Australian Yacht Squadron, SA
CREW: Robert Large (3) - Skipper, Christopher Riggs - Skipper

Inukshuk is the re-named New Morning III, now in the hands of Robert Large whose name we know from Sydney Hobarts on another South Australian yacht, Enchantress. His co-pilot is fellow South Aussie yachtsman, Chris Riggs, who owned Helsal II and has vast sailing experience. This Northshore 38 is a new entry to the race and is set up for short-handed racing. In preparation for the Two-Handed Division of the 2021 Rolex Sydney Hobart Yacht Race, Large raced her in the RSAYS Short-Handed Series, and won the light-air second race. The name Inukshuk means 'a structure of rough stones stacked in the form of a human figure', traditionally used by Inuit people as a landmark or a commemorative sign and symbolises safety, hope and friendship - which resonates given the race and the world's current Covid predicament.



JOKER ON TOURER

SAIL NO: MY1250
LOA: 12.5m
CLASS: Two-Handed ORCi
DESIGNER: Greg Elliott (NZL)
YEAR BUILT: 2012
TYPE: Elliott 1250 Tourer
NUMBER OF HOBARTS: 0
OWNER: Grant Chipperfield/Peter Dowdney
CLUB: Martha Cove Yacht Squadron, VIC
CREW: Grant Chipperfield (2) - Skipper, Peter Dowdney (17) - Skipper

This Cruising Elliott Tourer 1250 was launched in 2012 for Grant Chipperfield, who previously co-owned Geomatic Joker on which he contested the 2009 and 2010 Rolex Sydney Hobarts. Joker on Tourer is roomy and comfortable, fitted out for short-handed cruising and racing, with a cruising rig and lifting keel, perfect for the race's new Two-Handed Division. Chipperfield has chosen his co-skipper well; Peter Dowdney has enjoyed many career highlights, including getting the call up to do bow on Steak 'N Kidney in the 1986-87 America's Cup as a 20-year-old, and racing at other major events around the world. 'The Kid' has long worked at Ronstan, so is handy for repair and replacement of gear at sea. The two have raced the boat both fully crewed and double-handed, including placing third overall in the open fleet in the 2020 Melbourne to Devonport Race (Rudder Cup) double-handed.



KAYIMAI

SAIL NO: MH46
LOA: 14.0m
CLASS: Two-Handed IRC/Two-Handed ORCi
DESIGNER: Rob Humphreys (UK)
YEAR BUILT: 2015

TYPE: Azuree 46
NUMBER OF HOBARTS: 1
OWNER: Rob Aldis
CLUB: Middle Harbour Yacht Club, NSW
CREW: Michael Bell (11) - Skipper, Matt Bell - Skipper

Michael 'Zappa' Bell will sail Rob Aldis' Kayimai two-up in this year's race with ocean racing novice son Matt, 26, a surf lifesaving iron man, competing in the likes of the Coolangatta Gold. When not competing, Matt is a physical training instructor who sailed dinghies and skiffs as a kid. Zappa is coming up for his 12th Sydney Hobart. A former rigger, Zappa's skills will come in handy. "We've been training on Pittwater and will continue to do that, and race." As to the competition, Zappa cites Disko Trooper_Contender Sailcloth as a contender. "You have to look at them because of Clogs' (co-skipper Jan Scholten) ability and tenacity. Rupert (Henry) with his new rocket ship Eora, too. If we can be in the mix with them, I will be happy."

The yacht, owned by Rob Aldis, takes its name, Kayimai, from the Kayimai clan of Aboriginal people who lived around the Manly foreshore. Aldis purchased the Azuree 46 in 2017 and raced her to Hobart that year, placing 30th overall. The same year, they also did the Sydney Noumea Race and placed seventh for third in Division. He says comfort is built into this slippery design.



KHALEESI

SAIL NO: 46
LOA: 14.1m
CLASS: IRC/ORCi
DESIGNER: Mark Mills (IRE)
YEAR BUILT: 2005
TYPE: DK46
NUMBER OF HOBARTS: 4
OWNER: Rob Aldis & Sandy Farquharson
CLUB: Middle Harbour Yacht Club, NSW
CREW: Rob Aldis (1) - Skipper,

Sandy Farquharson - Skipper, Rest TBA

Owned by Rob Aldis of Kayimai fame, Khaleesi remains at MHYC where Aldis has sailed events such as the SSORC in which he finished third in Division 1 in 2020 and placed second in the Bird Island Race, beating all the top grand prix boats including Ichi Ban. This is the former Shogun/Exile and was last owned by Andrew and Pauline Dally, who renamed the DK46 Khaleesi and placed 24th in the 2014 Rolex Sydney Hobart. She raced again in 2017 and finished 48th before placing third in Division 2 of the 2019 Australian Yachting Championships in Melbourne. In 2016, she scored a trio of IRC second places in the CYCA's SOPS, MHYC's IRC Open Pointscore and Division 1 of the Sydney Harbour Regatta and placed 12th in the Pittwater Coffs race. To be co-skippered by Aldis and Sandy Farquharson, Khaleesi is primed to do well.



KIALOA II

SAIL NO: AUS7742
LOA: 23.0m
CLASS: IRC/ORCi
DESIGNER: Sparkman & Stephens (USA)
YEAR BUILT: 1964
TYPE: S&S Yawl
NUMBER OF HOBARTS: 4
OWNER: Patrick and Keith Broughton
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Patrick Broughton (12) - Skipper, Lindsay May (47) - Navigator, Keith Broughton (5), Chris Harmsen (10), James Judd, Grant Chessells (14), Aero Lepplatrier, Dallas Kilponen (10), Paul Runyan (1), Dave Cummins (4), Jeff Beaton (12), Kate Haycock, Andrew Cutler (14), Matthew Souter (15), James Sellors, Stuart Holdsworth (19), Jono Pryke

This famous aluminium boat was first owned by American, Jim Kilroy,

who converted her from a sloop to a yawl in 1968 and brought her to Australia in 1971 for just one Sydney Hobart. The rest is history - Kialoa II took Line Honours in little more than three and a half days. She also took Line Honours in the 1966 Newport Bermuda and San Diego Acapulco races, won the 1969 Transatlantic Race from Newport to Cork, finished second on line in the 1969 Fastnet Race and took the double in the 1972 Trans-Tasman Race from Hobart to Auckland. Kilroy's name lives on.

Forty-five years later, brothers Paddy and Keith Broughton purchased the classic S&S design, gave her the treatment, and finished the Rolex Fastnet Race in the UK in 134th overall from over 300 entries. Then they sailed Kialoa II to Australia and placed 56th overall in the 2017 Rolex Sydney Hobart. The focus was on beating Kialoa II's 1971 finish time - and they did, shaving seven hours off it. In 2018 they finished 38th overall, and nearly an hour faster than in 2017. Heading back to the UK, she finished second in Division 5 in the TransPac Race before contesting the 75th Rolex Sydney Hobart to place 70th overall and third in the Grand Veterans division. Lindsay May will sail a record 48th consecutive Hobart on this boat.



KING BILLY

SAIL NO: 4966
LOA: 11.5m
CLASS: IRC/ORCi/IRC Corinthian
DESIGNER: John King (AUS)
YEAR BUILT: 1992
TYPE: John King/Custom
NUMBER OF HOBARTS: 5
OWNER: Philip Bennett
CLUB: Royal Sydney Yacht Squadron/Royal Prince Alfred Yacht Club, NSW
CREW: Philip Bennett (7) - Skipper, Bill Wright (18), Chris McCormack (1), Malcolm White, Michael Scott, Joshua Thomson, Simon Estella (2), Manny Scott, Deborah Dalziel (2)



ROLEX AND YACHTING

Rolex has always associated with activities driven by passion, excellence, precision and team spirit. The Swiss watchmaker naturally gravitated towards the elite world of yachting six decades ago and the brand's enduring partnership now encompasses the most prestigious clubs, races and regattas, as well as towering figures in the sport, including ground-breaking round-the-world yachtsman Sir Francis Chichester and the most successful Olympic sailor of all time, Sir Ben Ainslie.

Today, Rolex is Title Sponsor of 15 major international events - from leading offshore races such as the annual Rolex Sydney Hobart Yacht

Race and the biennial Rolex Fastnet Race, to grand prix competition at the Rolex TP52 World Championship and spectacular gatherings at the Maxi Yacht Rolex Cup and the Rolex Swan Cup.

It also supports the exciting SailGP global championship in which national teams race identical supercharged F50 catamarans on some of the world's most famous harbours. Rolex's partnerships with the Cruising Yacht Club of Australia, Yacht Club Costa Smeralda, New York Yacht Club and Royal Yacht Squadron, among others, are the foundation of its enduring relationship with this dynamic sport.

At the entrance to Sydney Harbour, the 2019 Rolex Sydney Hobart fleet met steep seas, challenging the technique of the helmsmen and trimmers tasked with driving the yachts as fast as possible in testing conditions. Photo: Rolex/Carlo Borlenghi

ROLEX SYDNEY HOBART YACHT RACE



Negotiating the stunning Tasmanian coastline is always one of the highlights for the Rolex Sydney Hobart fleet. Photo: Rolex/Carlo Borlenghi



The TP52 Gweilo reaches under asymmetric spinnaker, having rounded Tasman Island, on her way to second place overall on corrected time in the 2019 Rolex Sydney Hobart. Photo: Rolex/Carlo Borlenghi

ROLEX FASTNET RACE



Rounding the Fastnet Rock is a seminal moment for crews competing in the Rolex Fastnet Race. Photo: Rolex/Kurt Arrigo

The supermaxi Skorpios, the largest yacht in the 2021 Rolex Fastnet Race, encounters steep waves as she enters the English Channel. Photo: Rolex/Carlo Borlenghi

ROLEX MIDDLE SEA RACE



An international fleet of 114 yachts from 25 countries contested the 2021 Rolex Middle Sea Race. Photo: Rolex/Kurt Arrigo

The Rolex Middle Sea Race fleet negotiate the passage close to Strombolicchio lighthouse. Photo: Rolex/Kurt Arrigo



BOAT NOTES

Phil Bennett skippered King Billy to 75th overall in the 75th race in 2019. Built from King Billy Pine by Sailors Bay Boatshed (now known as Northside Shipwrights) in Northbridge, the aptly named boat was designed by Australian John King. Bennett's other Hobarts with King Billy were the 50th in 1994 when she placed fourth in Division F, and in 1995 when she finished 50th overall. Along with the bulk of the fleet, King Billy retired from the 1998 race. She returned for the 2015 Hobart and placed an excellent 14th and second in the Corinthian division. She has also contested four Lord Howe Island and 10 Pittwater Coffs races and has won the Gascoigne Cup twice.

**LAWCONNECT**

SAIL NO: SYD1000
LOA: 30.5m
CLASS: IRC/ORCi
DESIGNER: Juan Kouyoumdjian (ARG)
YEAR BUILT: 2008
TYPE: Juan Kouyoumdjian 100ft Custom
NUMBER OF HOBARTS: 6
OWNER: Christian Beck
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Christian Beck (3) - Skipper, Brad Kellett (28) - Navigator, Tony Mutter (5), Charlie Wyatt (2), Mitch White (17), Matt Pearce (21), Ty Oxley (15), James Corrie (8), Lucas Chapman (7), Ryan Phillips (1), Mustafa Ingham (2), Chris Nicholson (7), Alan Turner, Alexander Gough (2), Rachel Williams, Troy Tindill (11), Russell Ely (1), Sebastian Figg, Selma Raso

InfoTrack has been renamed LawConnect for the race this year. She wowed the crowd with her brilliant second over the line in 2019; 44 minutes 18 seconds astern of the victor, Comanche after a five-way super maxi super battle all the way to Hobart. She also notched up third overall in Division O. Christian Beck's boat returns with a good chance of Line Honours this year.

She finished a close fourth over the line in 2018 after a protracted battle with Wild Oats XI, Black Jack and Comanche, in conditions not suited to her weight. She showed good form in December 2020, when she took the Line and Overall double in the 180nm Cabbage Tree Island Race in lighter breeze, 18 minutes faster than Black Jack over the line - the precursor to the Rolex Sydney Hobart.

Software guru Beck bought the former Speedboat/Rambler/Perpetual Loyal from Anthony Bell in 2017, renamed her InfoTrack, and finished fourth on line in the 2017 Rolex Sydney Hobart, inside the Sydney Hobart record set by this boat when owned by Bell. However, the declaration was not lodged, so a 20 percent penalty dropped InfoTrack down the board to 24th. Despite a few bumps along the way, this boat continues to defy her critics. When owned by Bell, she retired from the 2014 and 2015 Rolex Sydney Hobarts (damaged after hitting an object and rudder damage respectively), after finishing second on line in 2013. But Bell more than made up by taking Line Honours and the race record in 2016. Beck continues the tradition of taking a few employees along for their first taste of the race - an unbelievable opportunity for them to do the race - and with pros.

**LOCAL HERO**

SAIL NO: 1236
LOA: 11.0m
CLASS: Two-Handed IRC/Two-Handed ORCi
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 1995
TYPE: BH36
NUMBER OF HOBARTS: 8
OWNER: Mark Ayto
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Mark Ayto (7) - Skipper, Antony Sweetapple - Skipper (13)

Local Hero will be skippered by Mark Ayto and Anto Sweetapple in the new Two-Handed Division. While Ayto is at home in the double-handed world, Sweetapple is best known as the co-owner and skipper of Quetzalcoatl, a fully-crewed boat which he scored a PHS win and second and third PHS in past Sydney Hobarts. The pair dipped their two-handed toes in doing the CYCA's 2020/2021 Two-Handed Series, placing second in Race 1, and was the only finisher in Race 2. In the 2021/22 Audi Centre Sydney Blue Water Pointscore's Bird Island Race in November, the pair placed fifth overall.

Shane Connelly skippered this BH36 to 83rd overall in the 2019 Rolex Sydney Hobart. Before that, Chris Matthews bought the boat from long-time owner Peter Mosely in 2016 and finished 29th that year. Mosely retired from the 2015 race with hull damage, and was 54th in the 2014 race, PHS fourth in 2012 and IRC 20th and third in IRC Division 4 in 2010. The BH36 did her first Sydney Hobart as Local Hero XII (skippered by Geoff Howison, a business partner of the boat's designer, Iain Murray and builder, the late Ian Bashford) and placed 14th. In 1996, entered by next owner, Kevin Wood, she was 35th.

**LOVE & WAR**

SAIL NO: 294
LOA: 14.2m
CLASS: IRC/ORCi
DESIGNER: Sparkman & Stephens (USA)
YEAR BUILT: 1973
TYPE: S&S 47
NUMBER OF HOBARTS: 17
OWNER: Simon Kurts
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Simon Kurts (21) - Skipper, Stephen McCullum (24), Joseph Earl (4) Peter Sheldrick (28), Erik Adriaanse (29), Michael Heenan (21), Phillip Kurts (5), Robert Woodman (1), David Powys, Kirk Mitchel, Matt Tomaszewski (3)

This famous classic Oregon and Maple built boat, launched for Peter Kurts in 1973, can count among her many victories winning the Tattersall Cup three times: 1974, 1978 and 2006 - joining Freya as the only yachts to win the race overall three times. Her last win came after Peter Kurts' son Simon loaned her to Lindsay May. Simon last raced her south in 2019, placing 64th overall for third in Division 7, with second in the Grand Veterans division, and before that, 2016 (15th overall, third in Division 4 and second in the Corinthian division) and 2014 (seventh overall and second in Division 4, winning the 30-year Veterans and placing second in the 20 year Veterans). Love & War was the favourite of all yachts owned and raced by the late Peter Kurts in Australia and at the 1975 Admiral's Cup, and the only one kept by him. Love & War still has what it takes to win.

**LUNA BLUE**

SAIL NO: 7809
LOA: 14.1m
CLASS: PHS
DESIGNER: Philippe Briand (FRA)
YEAR BUILT: 2008
TYPE: Beneteau First 45
NUMBER OF HOBARTS: 0
OWNER: David Watson/John Turnbull/Andrew Silk
CLUB: Royal Prince Alfred Yacht Club, NSW
CREW: John Turnbull - Skipper, David Watson - Navigator, Steve Kellaway, Patrick James, Michael Turnbull, John Nell, Bill Kay, Andrew Benefield, Peter Kelly, Andrew Spearritt

One of a few boats new to the Rolex Sydney Hobart, last year, Luna Blue was bought by John Turnbull and David Watson, (former owners of the yacht Reverie, the RPAYC blue water champions in 2013/2014 and runner-up the following season) and Andrew Silk. Launched in November 2008, this

Beneteau First 45 was purchased out of Adelaide where she had raced and was the fastest Royal South Australian Yacht Squadron entry in the 2009 Adelaide Port Lincoln Race. Her now owners sailed Luna Blue from Adelaide to her new home on Pittwater. Other Beneteau 45s have done well in the past with divisional placings, so no reason why this one can't too.

**MAKO**

SAIL NO: N40
LOA: 12.0m
CLASS: PHS
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 1999
TYPE: Sydney 40
NUMBER OF HOBARTS: 1
OWNER: Paul O'Rourke
CLUB: Newcastle Cruising Yacht Club, NSW
CREW: Tim Dodds (8) - Skipper, Adam Manders - Navigator, Paul O'Rourke (1), Greg Busch, Marcus Busch, Simon Macks, Hugh Dodds, Adrian Kiely, John Searl

Newcastle Cruising Yacht Club (NCYC) CEO Paul O'Rourke chose the 75th running of the Rolex Sydney Hobart in 2019 to represent his club with Mako and they placed 60th overall. Formerly Questionable Logic, this Sydney 40 was built for the 1999 Admiral's Cup and was part of the winning Dutch Team, sailing as Trust Computer Products. She was also known as Pride and raced in several Rolex Fastnet races. In 2018, she was bought by a large syndicate out of NCYC to compete in regattas on the east coast. The owners take it in turns to skipper the boat at various events on the east coast of Australia and it works for them.

**MARITIMO**

SAIL NO: USA16
LOA: 16.3m
CLASS: IRC/ORCi
DESIGNER: Carl Schumaker (USA)
YEAR BUILT: 1996
TYPE: Schumaker 54
NUMBER OF HOBARTS: 0
OWNER: Bill Barry-Cotter
SKIPPER: Michael Spies
CLUB: Southport Yacht Club, QLD
CREW: Michael Spies (43) - Skipper, Murray Spence (20) - Navigator, Kendal Barry-Cotter (11), Cooper Ellis (2), Anthony Arends (3), Scott Kaufman (14), Peter Jones (24), Richard Roberts (8), Steven Jackson (2), Neil Sherring (2), Stuart Graham (2), Tristan Hamilton (2)

Originally launched as Swiftsure II, this Schumaker 54 was dominant under various measurement systems in San Francisco, winning the Rolex Big Boat Series an unprecedented eight times. Bill Barry-Cotter, a leader in the Australian boat building industry, purchased the boat last year. He had the intention of competing in the Tahiti TransPac, but the race was cancelled due to Covid, so the boat was shipped to Australia where she underwent a refit and upgrade at Barry-Cotter's Maritimo's Gold Coast facility in readiness for the Rolex Sydney Hobart. The boat program supports youths and this year, Cooper Ellis will have the benefit of sailing with some ocean racing greats.

For the 75th Rolex Sydney Hobart, Barry-Cotter entered Katwinchar, the oldest boat to ever do the race. He was unable to go, but his brother Kendal was aboard as skipper, along with notables Michael Spies, Scott Kaufman and Robert Case. They placed 62nd overall for second in Division 7, won the Grand Veterans division and finished third in the Veterans division. Maritimo took line honours in the 2021 Brisbane to Gladstone race, won the Queensland Yachting Championship and in mid-November, won the

BOAT NOTES

220nm Wolf Rock Race. She has to be considered as an overall chance. Kaufman, a renowned boat designer and sailor, is here from New York again to join the crew.

**MAVERICK**

SAIL NO: SM3600
LOA: 10.3m
CLASS: Two-Handed IRC/Two-Handed ORCi
DESIGNER: Andrieu Yacht Design (FRA)
YEAR BUILT: 2016
TYPE: Jeanneau Sun Fast 3600
NUMBER OF HOBARTS: 1
OWNER: Anthony Hammond
CLUB: Sandringham Yacht Club, VIC
CREW: Rod Smallman (1) - Skipper, Leeton Hulley - Skipper

Rod Smallman sailed Maverick to 89th overall in their first Rolex Sydney Hobart in 2019. He has since sold the boat to Tony Hammond and Smallman will be joined by Leeton Hulley to do the race in the new Two-Handed Division of the Rolex Sydney Hobart this year. Smallman and this Jeanneau Sun Fast 3600 are at home double-handed racing, having finished third overall in the 5500 nautical mile Melbourne Osaka in 2018 with his son Tyson. Maverick has continued to race double-handed in ORCV events as she prepares for her assault on the 628nm Rolex Sydney Hobart. Victorians Smallman and Hulley will provide serious competition for the other double-handers in the race, Smallman's experience giving them a good shot at the Two-Handed overall win.

**MAVERICK 49**

SAIL NO: GBR4945R
LOA: 14.1m
CLASS: IRC/ORCi
DESIGNER: Hugh Welbourn (UK)
YEAR BUILT: 2016

TYPE: Infiniti 46R
NUMBER OF HOBARTS: 1
OWNER: Quentin Stewart
CLUB: Guernsey Yacht Club, Guernsey
CREW: Quentin Stewart (2) - Skipper, Steven Thomas (1), Shaun Lane (2), Finn Alexander, Shaun Connor, David Gilmour (1), Rest TBA

Quentin Stewart comes to the start line for a second time with Maverick 49. He was disappointed with 13th overall (despite scoring third in Division 2) in the 75th race in 2019, after looking to make the overall podium up until their last day on the water. Stewart and Shaun Lane have been honing their tight crew work via the pair's MC38, Lazy Dog, which won both the 2020 and 2021 Australian Championships. Stewart has again enlisted the stars of the small boat brigade, such as David Gilmour and Laser Olympic campaigner Finn Alexander.

This Hugh Welbourn-designed Infiniti 46r has been touted as the "fastest 46-footer in the world". She has a canting keel and DSS foils - the only 40-footer to utilise twin foils when built in 2016. Her best results before Stewart bought her include winning IRC Zero in the 2016 RORC Transatlantic Race; third overall in the 2016 Middle Sea race; winning Class 16 in the Open Division of the 2018 Newport Bermuda race and winning the 2019 SoCal 300. On paper, they are serious contenders for an overall win - if the weather suits.

**MAYFAIR**

SAIL NO: M16
LOA: 14.0m
CLASS: IRC/ORCi
DESIGNER: Simon Rogers (UK)
YEAR BUILT: 2006
TYPE: Rogers 46
NUMBER OF HOBARTS: 0
OWNER: James Irvine
CLUB: Royal Queensland Yacht Squadron, QLD
CREW: James Irvine (4) - Skipper, Shawn Butt (4), Mark Carter (1),

Jarrold Cook (1), Jamie Pirret (4), Steve Brierley (4), Robert Cordingley, Leon Thomas (1), Rest TBA

James Irvine's latest Mayfair was purchased last year by the Queensland yachtsman. When owned by Lake Macquarie yachting identity, Doug Coulter, and under the name Shakti, this Rogers 46 took line honours in the 2017 Club Marine Pittwater to Southport race and won IRC and ORCi. Irvine previously owned a Beneteau First 40, also called Mayfair, with which he contested the 75th Sydney Hobart in 2019 and finished 48th overall. Moving up to a faster Rogers 46 should fulfill his need for more speed. Mayfair has a distinct royal blue hull. In November, Mayfair placed second in the 220nm Wolf Rock Race.

**MIDNIGHT RAMBLER**

SAIL NO: ST36
LOA: 10.8m
CLASS: IRC/ORCi Corinthian
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 2005
TYPE: Sydney 36
NUMBER OF HOBARTS: 2
OWNER: Ed Psaltis
CLUB: Royal Yacht Club of Tasmania, TAS
CREW: Ed Psaltis (38) - Skipper, Andrew Davison (9) - Navigator, Daniel Matzolic, Timothy Edwards, Donovan Oak, Anne Stewart, Glenn Stewart (1), Tim Jones

The seventh Midnight Rambler is returning after finishing 74th overall in the 2019 race, followed by fifth in Division C of the 2020 Australian Yachting Championships. He scored third in Division 4 in the 2018 Hobart and has won every major offshore race on the east coast of Australia with various Midnight Ramblers, including the Gosford Lord Howe Island and Sydney Mooloolaba races (twice each) plus Sydney Gold Coast and the 1998 Sydney Hobart. The

Tasmanian 2019/20 sailing season was a successful one, the Sydney 36 winning the Combined Clubs Pennant among and the Crown Series in 2020 and 2021.

This season is going well; Psaltis won the tough 180nm Maria Island Race (which he also won in 2020) under AMS and placed second in IRC - a positive outcome ahead of the Hobart. After the disappointment of last year's cancellation of the race, Psaltis, originally from Sydney, says, "I am hoping my crew's mix of experience and youth will give Midnight Rambler the edge in the race back to my new home waters." An all-Tassie crew with a great mix of youth and experience for all races in the season, includes Sydney Hobart first timer, 19 year-old Anne Stewart (she was on the crew list for last year's cancelled race), whose father Glenn is aboard again.

**MILLE SABORDS**

SAIL NO: 7174
LOA: 11.7m
CLASS: IRC/ORCi/IRC Corinthian
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 2000
TYPE: Sydney 38
NUMBER OF HOBARTS: 5
OWNER: Paul Jenkins
CLUB: Middle Harbour Yacht Club, NSW
CREW: Paul Jenkins (1) - Skipper, James King - Navigator, Ian Jones, Mark Loneragan, Peter Graham, Bill King, Anthony King, Neil Carroll, Wesley Allen

Paul Jenkins purchased Mille Sabords in January to campaign in offshore races. The Sydney 38's last owner was Robert Frayne, who placed 45th overall and third in Sydney 38 division in the 2019 Rolex Sydney Hobart, following his 65th in the 2018 race. Before Frayne, Mille Sabords was owned by Stephane Howarth who had purchased her in May 2010. She was the first women skipper to cross

the line in the 2010 Rolex Sydney Hobart and as a consequence, was awarded the Jane Tate Memorial Trophy. Was also fourth in the Sydney 38 Division that year and raced to Hobart again in 2011 with a 40th overall. Horwath did one more Hobart with her in 2013 and finished 35th overall. Jenkins is doing the Blue Water Pointscore, which includes the Hobart, and placed 20th in the Flinders Islet Race.

**MIN RIVER**

SAIL NO: AUS888
LOA: 12.5m
CLASS: Two-Handed IRC/Two-Handed ORCi
DESIGNER: Niels Jeppesen (DEN)
YEAR BUILT: 2018
TYPE: X4.3
NUMBER OF HOBARTS: 0
OWNER: Jiang Hui Lin
CLUB: Balmain Sailing Club/ Cruising Yacht Club of Australia, NSW
CREW: Jiang Hui Lin (2) - Skipper, Jean-Charles Ledun - Skipper

This X4.3 is the first of her model and arrived in Australia in July 2018. She is a 41ft cruiser with which Jiang Hui Lin and her co-skipper, Frenchman Jean-Charles Ledun, have done the Two-Handed series at the CYCA in preparation for her entry in the new Two-Handed division of the Rolex Sydney Hobart - her first tilt at the race as an owner. Jiang Hui Lin has also been racing in the twilight and Sunday summer series at Balmain Sailing Club, which in 2015 named her as the Most Improved Keelboat Sailor, just three years after she began sailing. Jiang Hui Lin grew up in China and named her boat Min River for the river in Fujian, which flows through the province where her parents lived.

**MINERVA**

SAIL NO: 6837
LOA: 13.0m
CLASS: IRC/ORCi/IRC Cortinthian
DESIGNER: Reichel/Pugh (USA)
YEAR BUILT: 2002
TYPE: DK43
NUMBER OF HOBARTS: 6
OWNER: Timothy Cox
SKIPPER: Edward Cox
CLUB: Royal Sydney Yacht Squadron, NSW
CREW: Edward Cox (4) - Skipper, Jim Walsh (5) - Navigator, William Cox (4), Ian King, Jerome Johnson (1), Brad Greenrod (3), Peter Craig (6), Katherine Bennett (1)

This is Hobart number seven for Minerva, which broke a rudder bearing in the 2019 race, one of only three retirements. In 2013, skippered by owner Tim Cox's nephew William, the DK43 finished 16th overall. Prior to that, she was 44th in 2011. This year, Cox's younger son, Edward, is in the skipper role. Minerva is a regular in the CYCA's Short Ocean Pointscore series. Over the past few summers, she has competed alternately in the Rolex Sydney Hobart and Coffs Harbour races. Formerly known as Pla Loma IV, she contested three Sydney Hobarts, retiring from the first in 2004, and going on to place 47th in 2006 and 57th in 2008. In December last year, finished Division 2 fourth in the 180nm Cabbage Tree Island Race.

**MONEYPENNY**

SAIL NO: AUS1
LOA: 21.5m
CLASS: IRC/ORCi
DESIGNER: Reichel/Pugh (USA)
YEAR BUILT: 2008
TYPE: Reichel Pugh 69
NUMBER OF HOBARTS: 2
OWNER: Sean Langman

CLUB: Cruising Yacht Club of Australia, NSW
 CREW: Sean Langman (29) – Skipper, Matthew Humphries (10) – Navigator, Josh Alexander (19), Ed Powys (2), Geoff Bauchop (22), Oliver Court (2), Brett Van Munster (6), Nina Curtis (2), Harry Hall, Joe de Kock, Rest TBA

Sean Langman bought Money Penny from the US owner in 2018 and raced her as Naval Group to 39th overall with a number of ‘green’ sailors aboard. He lengthened the Reichel/Pugh design from 65 to 69ft in 2019 and placed 10th overall for second in Division 0 with more regular offshore crew aboard. Finished second on line in the 2020 Adelaide Port Lincoln Race, inside record time. The yacht returns to the Hobart with her original name. Langman, who also sails an 18-foot skiff to stay fit and keep his inshore skills intact, continues to bring something different to the race each year – from Maluka, the smallest and oldest boat in the fleet, to downwind flyers, maxis and super maxis. Money Penny was second over the line in November’s Bird Island Race and finished fourth overall. Based on recent results, the grand prix yachts in the 60 to 80ft range are in for a thriller to the end.

Crew includes UK sailor, Matt Humphries navigating, along with 2012 Olympic silver medallist Nina Curtis, who these days races on the SailGP circuit with Tom Slingsby, skiffies Brett Van Munster and Ed Powys along with other regulars. A solid crew mix with good ACSBWPS results are all positives for Langman this year.



MRV
 SAIL NO: SYD5
 LOA: 18.0m
 CLASS: IRC/IRC Corinthian
 DESIGNER: German Frers (ARG)
 YEAR BUILT: 1996
 TYPE: Frers 61
 NUMBER OF HOBARTS: 0
 OWNER: Damien King

CLUB: Sandringham Yacht Club, VIC
 CREW: Damien King (2) – Skipper, Jeremy O’Connell, Mark Turnbull, Ben Morrison-Jack (4), Eliza Solly, Lockie Dare, Grant Allen, Mark Byrne, Matt Mullins

This is the last of the Margaret Rintouls built for Stan Edwards, a sailing figure of note during the 70s, 80s and 90s, who competed for Australia and internationally with previous Rintouls. MRV has competed in the Pittwater to Lord Howe and Pittwater to Coffs races, amongst her expansive repertoire with Edwards, and then with Graham Buckeridge and partners, who purchased her in 2007. Melbourne sailor Damien King owns the yacht now, with a composite hull of epoxy/Kevlar over balsa core, a keel and rudder developed from America’s Cup technology and a carbon fibre mast.

During the 90s, King campaigned in the Olympic 470 class. He is better known these days as an Etchells sailor with an Australasian title and top three Etchells Worlds results. Crew will include Olympic 470 gold medallist Mark Turnbull, and young sailors who crew for King on his Etchells; Eliza Solly, a past Olympic 49erFX campaigner and Jeremy O’Connell, a former Australian Sailing Squad member in the Laser; and Lockie Dare, a good all-round dinghy sailor. King likes to travel in style, and the best news for the crew on his German Frers-designed boat is that prominent Victorian publican, Matt Mullins, has promised the crew restaurant quality food. Aren’t they lucky?!



NAUTICAL CIRCLE
 SAIL NO: A169
 LOA: 12.0m
 CLASS: PHS/PHS Corinthian
 DESIGNER: Joubert/Nivelt (FRA)
 YEAR BUILT: 2006
 TYPE: Archambault 40
 NUMBER OF HOBARTS: 3
 OWNER: Robin Shaw

CLUB: Cruising Yacht Club of Australia, NSW
 CREW: Robin Shaw (3) – Skipper, Ian Prentice (4), Timothy Bye (2), Alexander Bye, Mitchell Bye, Robert Palazzi (2), Dermot Ryan (2), David Holmes, Campbell Thornton (15), Adam Cameron (2)

Robin Shaw last pointed Nautical Circle south to Hobart in 2019 and placed fourth in PHS Division 2 for seventh PHS overall. With Ian Prentice as skipper in 2013 and Shaw second in command, she finished 40th overall. These results followed a disappointing retirement in 2010, her first tilt at the race. Before the 2019 race, Shaw put the Archambault through her paces in the 2019 Noakes Sydney Gold Coast race and finished PHS eighth, and IRC 12th in the Newcastle Bass Island Race. In between, Prentice competes in local events with good results. Man and boat will pit their performance against the likes of Reve and Flying Fish Arctos.



NAVY ONE
 SAIL NO: 0404
 LOA: 12.2m
 CLASS: IRC/ORCi/IRC Corinthian
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 2011
 TYPE: Beneteau First 40
 NUMBER OF HOBARTS: 3
 OWNER: Royal Australian Navy, NSW
 CLUB: RANSA, NSW
 CREW: Nathan Lockhart (1) – Skipper, Tracey Magyar – Navigator, William Sherman, Matthew Dawe, Angus Ekberg, Tori Costello, Kieran Davis, Kate Millward, Kellie Nash

The Royal Australian Navy is sailing this Beneteau First 40 for a second time after placing 84th overall in 2019. She was launched as Lunchtime Legend for Queensland Robbo Robertson in August 2011 and won IRC Division 2 of the Rolex Trophy Rating Series and scored third in IRC Division 4 of the Rolex Sydney Hobart that year – finishing with the exact same

corrected overall time as sistership, Two True, winner of the 2009 Sydney Hobart. In 2012, Robbo won IRC Division 3 after finishing 17th overall in the 2012 Hobart. The boat was sold and became Outlaw and the Navy then renamed her Navy One, after purchasing her four years ago for initial entry officer sail training for the RAN at HMAS Creswell in Jervis Bay. In the 2019, Navy One, with Nathan Lockhart in command, won the Oggin Cup and plaque for the first Armed Services Yacht on corrected time. They need to keep Gun Runner at bay to take it home again.



NO LIMIT
 SAIL NO: AUS98888
 LOA: 19.2m
 CLASS: IRC/ORCi
 DESIGNER: Reichel/Pugh (USA)
 YEAR BUILT: 2008
 TYPE: Reichel Pugh 63
 NUMBER OF HOBARTS: 5
 OWNER: David Gotze
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: David Gotze (9) – Skipper, Steve Kemp (22) – Navigator, David Allen (8), Ian Walker (32), Julian Freeman (31), Tony Ellis (52), Aaron Cole (18), Jade Cole (9), Rowan Leaper (16), Matt Wenke (12), Clynton Wade-Lehman (16), Andrew Simpson (8), Declan Brennan (18), Duncan Macleod (24), Stefan Treurniet (7), Adam Schlipalius (4), Charles Gundy (4), Scott Alle (15)
 David Gotze bought this RP63 in 2019 and was thrilled with seventh overall and second in Division 2 in the 75th race that year, after a season of good results mixed with mishaps and breakages. Extra cause for celebration was crew, Tony Ellis, celebrating a record 52nd Sydney Hobart and he is aboard again for his 53rd, a record that is likely to go down in history. No Limit was originally christened Limit, then later named Aszhou and Voodoo. As Voodoo, Hugh Ellis finished the 2018 Sydney Hobart third overall to win Division 1, shortly after

buying the yacht out of the US. As No Limit, it led the 2019 Flinders Islet Race, but was pipped for line honours by Chinese Whisper – just 37 seconds separated them at the finish. Followed up with ninth overall in the Bird Island Race.

As Limit, when owned by Alan Brierty, she last went to Hobart in 2010 and finished 14th overall. Launched three weeks prior to the 2008 Rolex Sydney Hobart, she finished seventh and then won Auckland Noumea Race line honours and every class (IRC/ORCi/PHRF) overall. Upon returning to Australia, she retired from the 2009 Hobart with rigging issues. This is an excellent all-round boat, and a near sistership to the 2011 Hobart winner, Loki. Before this yacht, Gotze campaigned the LC60, Triton and finished 25th in the 2018 Hobart. Earlier again, he raced other offshore and one-design yachts with success.



OLD SCHOOL RACING
 SAIL NO: 8338
 LOA: 14.0m
 CLASS: IRC/ /IRC Corinthian
 DESIGNER: Mark Mills (IRE)
 YEAR BUILT: 2004
 TYPE: DK46
 NUMBER OF HOBARTS: 6
 OWNER: David Elliott
 SKIPPER: Mark Griffith
 CLUB: Royal Prince Alfred Yacht Club, NSW
 CREW: Mark Griffith (2) – Skipper, Rob Buchanan (11) – Navigator, David Elliott, Matt Jensen (8), Todd Anderson, David Taylor (6), Paul Freeman, Angelique Kear (2)

David Elliott has bought the former Dekadence, originally owned by Victorian, Phil Coombs. The DK46 then passed to Tasmanian David Creese, Victorian Ken Simpson, Queenslanders Stephen Kerin and in 2019, Queenslanders Drew Carruthers, who placed 42nd overall for third in Division 3 in 2019 under the name Bounty Brassware Our Rush. Before that,

Kerin finished 53rd in 2016, retiring the previous year with electronic issues. Simpson placed 54th in 2012; Creese recorded 21st in 2009, while Coombs, who also did the double-handed 2007 Melbourne Osaka with her, placed 19th in 2005 and 10th in the tough 2004 Hobart. Elliott has renamed her Old School. Due to lockdown, Elliott and crew have not had as much time on the water with Old School but did win PHS Division 1 Race 4 in May’s Lion Island Series and placed a good 10th overall (IRC) in November’s Flinders Islet Race.



OROTON DRUMFIRE
 SAIL NO: CAY6536
 LOA: 24.0m
 CLASS: IRC/ORCi
 DESIGNER: Hoek Design (NED)
 YEAR BUILT: 2007
 TYPE: Hoek TC78
 NUMBER OF HOBARTS: 2
 OWNER: Will Vicars
 SKIPPER: Phillip Neil
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: Phillip Neil (2) – Skipper, Adrienne Cahalan (28), Stacey Jackson (13), Felicia Danby (2), Adam Hickey (1), Christopher White (2), Will Vicars (2), Katy MacDonald, Geoff Little, Harry Bethwaite (3), Brandon Buynik (1), Michael Ritchie (2), John Alvarez, Duncan Campbell, James Whelan

A particularly attractive Hoek design, Drumfire is named for the mythical long-distance desert racehorse of the same name. She placed 65th in 2019’s 75th Sydney Hobart and in her first Hobart in 2018, with updated rigging, sails and other modifications, the 24-metre yacht finished 45th. This luxury yacht’s exterior and interior are beautifully kept, and her timber interior has been personally designed. She features a double cockpit and double coach roof. Before she was purchased and brought to Australia in 2015, Drumfire, which draws admiring glances wherever she goes, won

ROLEX GIRAGLIA

The crew on board *Chenapan IV* embracing the challenge of the historic 241-nautical mile offshore race. Photo: Rolex/Carlo Borlenghi

Ex Officio 2 and *Buran* round the Giraglia Rock as sunset approaches on the second day of the 2021 Rolex Giraglia. Photo: Rolex/Carlo Borlenghi



MAXI YACHT ROLEX CUP



The azure waters of the Costa Smeralda are famous in the yachting world. Photo: Rolex/Carlo Borlenghi



The maxi, *Rambler*, powers past Capo Ferro. Photo: Rolex/Carlo Borlenghi

ROLEX SWAN CUP



The five days of racing at the Rolex Swan Cup offer close competition across all classes. Photo: Rolex/Carlo Borlenghi

The 2018 Rolex Swan Cup fleet enjoying the breeze in Bomb Alley. Photo: Rolex/Carlo Borlenghi



the 2011 Superyacht Cup, Palma. Another interesting crew mix includes Volvo Ocean Racer Stacey Jackson who skippered *Wild Oats X* to second overall in 2018.



OSKANA

SAIL NO: AUS5299
LOA: 15.2m
CLASS: IRC/ORCi/IRC Corinthian
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2006
TYPE: Cookson 50
NUMBER OF HOBARTS: 13
OWNER: Michael Pritchard
CLUB: Derwent Sailing Squadron/Royal Yacht Club of Tasmania, TAS
CREW: Michael Pritchard (3) - Skipper, Jason Wilkie (3) - Navigator, Patrick Copeland (4), Geoff Tuck (1), Robbie Tuck (1), Michael Hutchinson (5), Charlie Goodfellow, Silas Hamilton, Richard Goodfellow, Oliver Pritchard, Jack McCullum (5)

The 75th anniversary race in 2019 was one of disappointment for Michael Pritchard and *Oskana*, when they finished 103rd overall after racing to a much better 23rd in the 2017 Sydney Hobart. The Tasmanian missed the race in 2018, instead taking line honours in the Melbourne to Hobart race. Pritchard formerly sailed his *Beneteau First 45*, *Audere*, to eighth in the 2014 Hobart. This *Cookson 50*, touted as Tasmania's fastest offshore yacht, is the 2013 Rolex Sydney Hobart winner under the name *Victoire*, when owned by Darryl Hodgkinson. She was previously known as *Jazz*, *Evolution Racing*, *Quantum Racing* and launched as *Aero*, carrying with each name an exemplary offshore racing record.

Brian McMaster chartered the then *Victoire* for the 2016 Hobart, finishing 10th, after the owner, Darryl Hodgkinson, retired from the 2015 race when he suffered injuries in a fall in stiff seas. In 2014, 'Dr Darryl' placed 45th for second in Division 0. Before that, Ray Roberts owned the yacht he

named *Evolution Racing*, taking the line/overall double in the 2007 Sydney Gold Coast race and placed 17th for second in Division 0 in the 2009 Hobart. Chris Bull bought and renamed her *Jazz* to finish second in the 2010 Hobart, then fourth for the Division 0 win in 2011 and fourth for divisional third in 2012. *Oskana* and her crew still have the goods to win the race.



PATRICE SIX

SAIL NUMBER: 7779
LOA: 12.4m
CLASS: IRC/ORCi
DESIGNER: Niels Jeppesen (DEN)
YEAR BUILT: 2007
TYPE: X-41
NUMBER OF HOBARTS: 8
OWNER: Alexander Flecknoe-Brown
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Alexander Flecknoe-Brown - Skipper, Mattijs Willenborg (1) - Navigator, Grant Parkhurst, Matthew McKenzie, Benjamin D Aquilina, Greg Antipas, Duncan Sim, Jonathan Low (1), Andrew Byrne (7), Stephen Lipman (5).

Patrice Six last contested the race in 2016 and placed 30th overall after finishing 43rd overall in the 2015 race under the ownership of Shaun Lane. Previously, she was one of Tony Kirby's many yachts named *Patrice*, which he skippered to 32nd in the 2012 Rolex Sydney Hobart. Kirby also sailed this X-41 to a best Hobart result of fifth overall for third in IRC Division 3 in 2009, initially sitting in the hot seat to win. In 2008, he finished 31st. Shaun Lane bought the yacht in 2013 and raced it locally. She has since been purchased by Alexander Flecknoe-Brown who raced a *Jeanneau* beforehand. He has been contesting numerous CYCA races since.



PATRIOT

SAIL NO: SM133
LOA: 13.3m
CLASS: IRC/ORCi/IRC Corinthian
DESIGNER: Rod Johnstone (USA)
YEAR BUILT: 2004
TYPE: J/133
NO. OF HOBARTS: 3
OWNER: Jason Close
CLUB: Sandringham Yacht Club, VIC
CREW: Jason Close (2) - Skipper, Cathryn Furey (2), Andrew McGrath, Peter Chalkley (3), Stuart Schafer, Graeme Smith (6), Jordan Sunkell-Lozell (2), Cameron McKenize, Tony Hutchinson, Greg Coutts (2), Lex O'Connor (3)

The disappointment of retiring with a broken rudder in the 2018 Rolex Sydney Hobart may well have been the catalyst of Jason Close returning to the race with *Patriot* in 2019. It was well worth it, as they placed ninth overall to win Division 5 by nearly two hours from *Sail Exchange*. *Patriot's* only other Hobart was 2010, after being purchased by her former owner, Queenslander Tony Love that year, and they finished 25th overall for second in Division 3. Otherwise, the J/133 has been lightly raced. Originally from the US, *Patriot* competed on the Great Lakes. She was the second US built J/133 to be imported into Australia and has a great cruising fit-out with solid offshore pedigree. The pressure is now on Close to finish the race and try to replicate or better her 2019 result.



PHILOSOPHER

SAIL NO: 20
LOA: 11.3m
CLASS: IRC/ORCi/IRC Corinthian
DESIGNER: Sydney Yachts (AUS)
YEAR BUILT: 2008

BOAT NOTES

TYPE: Sydney 36CR Mod
 NUMBER OF HOBARTS: 1
 OWNER: David Henry
 CLUB: Royal Sydney Yacht Squadron/Cruising Yacht Club of Australia, NSW
 CREW: David Henry (7) - Skipper, Maclean Paton (2), Stephen Prince (4), Courtney Macris, Mathieu Girolet, Andrew Milln (5), Giuseppe Musmeci Catania, Riccardo Adirosi, Bob Paton

Now owned by David Henry, this Sydney 36CR was previously known as The Philosopher's Club when owned by Peter 'Sorro' Sorensen and then Philosopher and Willie Smith's Philosopher when owned by Tasmanian, Shaun Tiedemann, from 2016. Tiedemann raced to Hobart in 2019 and placed 15th overall to win Division 6. He placed third in Division 3 in the 2020 Australian Yachting Championships (AYC) after winning division the previous two years. Before that, Sorro, won division in the AYC in 2008 and 2011. This is a first Hobart with the boat for Henry, who entered his Sweet Chariot IV in 2019, with son and Two-Handed Sydney Hobart entrant (Eora), Rupert aboard. They placed 51st in ORCi. With broad sailing experience, both racing and long cruising miles, and a credentialed boat, Henry could be in the money, should the weather play into the hands of the smaller yachts.

**POPEYE**

SAIL NO: 6612
 LOA: 14.5m
 CLASS: IRC/ORCi
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 2000
 TYPE: Beneteau First 47.7
 NUMBER OF HOBARTS: 0
 OWNER: Craig Douglas
 CLUB: Royal Prince Alfred Yacht Club, NSW
 CREW: Craig Douglas - Skipper, Julie Hodder (13) - Navigator, Vanessa Dudley (23), David Grice, Martin Hollingsworth (1), Nik Payten, Rouzbeh Katrahmani, Peter Jaeger, Chris Matthews, Tracy Richardson,

Malcolm Richardson, Phillip Chisholm (4)

Popeye is a regular racer in the RPAYC's Short Ocean Pointscore and Blue Water events. She does venture out of town every now and again, to such events as SeaLink Magnetic Island Race Week and others. Popeye is easily recognisable with Popeye the Sailor Man emblazoned on her spinnaker. He also features on the side of the Beneteau 47.7s hull. Aboard are renowned sailors, Vanessa Dudley coming up for her 24th Hobart and Julie Hodder sailing her 14th.

**PRETTY WOMAN**

SAIL NO: 545
 LOA: 13.8m
 CLASS: IRC/ORCi/IRC Corinthian
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 1996
 TYPE: IC45 modified
 NUMBER OF HOBARTS: 2
 OWNER: Richard Hudson/David Beak
 CLUB: Royal Prince Alfred Yacht Club, NSW
 CREW: Richard Hudson (11) - Skipper, David Beak (7), Antony Hawke (1), Juliet Costanzo, Liam Bennett (1), Jon Bassinder (1), Matthew Gerethy (1), Wendy Tinning, Francois Naef (1), Will Hardcastle (6), Jessica Angus (1), Anneliese Scholten

Richard Hudson heads up the team for Pretty Woman's third assault on the Sydney Hobart. In 2019 they finished 58th overall after placing 25th in 2007. Hudson races regularly out of his 'local', the RPAYC. The boat also takes part in other major offshore races, such as the ARC. In January 2019, she took line honours in the 2020 Pittwater to Paradise (Southport) race, with a second place overall. David Beak, of 'Mr Beaks Ribs' fame, and the former owner of an offshore racer of the same name, is now part owner of the boat, so the crew will be well fed. Hudson

again blends experience with some younger sailors from the RPAYC on the modified IC45 design, giving them opportunities to try out offshore racing at its toughest. Among them this year is 22 year-old 2018 Australian Women's Match Racing champion, Juliet Constanzo, Anneliese Scholten and Antony Hawke.

**PROTAGONIST**

SAIL NO: H140
 LOA: 12.6m
 CLASS: IRC
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 2011
 TYPE: Beneteau First 40
 NUMBER OF HOBARTS: 1
 OWNER: Nick Foa/Justin Hanney
 CLUB: Hobsons Bay Yacht Club, VIC
 CREW: Nick Foa - Skipper, Darrin Pearce - Navigator, Justin Hanney, Megan Gault (1), Jeremy Bacon, Lynda Brayton (2), Matthew Minchin (1), Rick Rogers (2), David Stoopman (1), Leon Berry

Taken over by Nick Foa, who will have Justin Hanney as co-skipper, this Beneteau First 40 had been thoroughly raced out of Melbourne by David Stoopman, including the Melbourne to Stanley Race and Melbourne Launceston races. Protagonist had also been a regular on the Derwent River sailing scene in Tasmania. Under Stoopman, she did her first Sydney Hobart in 2019, choosing the 75th race (as did many others) to make her debut and finished 93rd overall. Enter Nick Foa, who like Stoopman, represents Hobsons Bay Yacht Club. Protagonist will have other Beneteau 40s to gauge his performance against, among them Ariel, Navy One and others of a similar ilk. The former crew of Samskara will shape the nucleus of the crew.

**QUEST**

SAIL NO: 52002
 LOA: 15.9m
 CLASS: IRC/ORCi
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 2004
 TYPE: TP52
 NUMBER OF HOBARTS: 8
 OWNER: Craig Neil
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: Mike Green (41) - Skipper, James Walker (1) - Navigator, Craig Neil (3), Max de Montgolfier (8), Will Sargent, Erik Alston (1), Clinton Evans (7), Tom Brewer, Ryan Brook (1), Ben De Coster (17), Nick Mrdjen (4), Matthew Bassett (8), Don McPhee (1), Shaun Moran

When Bob Steel couldn't race in 2019, then co-owner (and now sole owner) Craig Neil and skipper, Mike 'Greenie' Green, were left to bring home the bacon - and they almost did. Quest led at Tasman Island but fell into a big hole on the Tassie coast and ended up third overall for third in Division 1, leading to third in the CYCA's BWPS. Quest next placed fourth in the 2020 Australian Yachting Championships. Steel originally owned Quest and won the 2008 Hobart with her. He handed her to Paul Clitheroe for a spell and the 'Money Man' won the 2015 Hobart to also take out the BWPS. Neil took line honours in February's Lion Island Race to finish fourth overall and was eighth in November's Flinders Islet race. This is a very tough offshore boat with solid crew.

Steel also placed second to Ichi Ban in the 2017 Sydney Hobart - 20 minutes separated them overall. Steel also won the race with his previous Quest in 2002. While in the hands of Clitheroe, he skippered Quest to fourth overall to win Division 1 in the 2016 Hobart. Clitheroe also set a new race record in the 2016 Sydney to Newcastle race and scored a clean sweep of IRC/ORCi/PHS wins. This boat has

enjoyed remarkable results, and if the weather gets rough, this is the boat to watch. Their main rivals will be Ichi Ban and Gweilo, both of which beat her in the short distance Flinders Islet and Bird Island races in November.

**RAGTIME**

SAIL NO: RQ130
 LOA: 13.0m
 CLASS: IRC/ORCi/IRC Corinthian
 DESIGNER: Rod Johnstone (USA)
 YEAR BUILT: 1994
 TYPE: J/130
 NUMBER OF HOBARTS: 0
 OWNER: Steve Watson
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: Steve Watson - Skipper, Andrew Harrington, Greg Fox, Nicole Sawick, Chris O'Neill, Luke Ingeman, Paddy Manning, Christian Holle, Matthew Sen

Ragtime has been kicking around a long time. The J/130 was built in 1994 and has served her various owners faithfully. The yacht's US designer, Rod Johnstone, originally owned and christened the yacht Ragtime. Steve and Cindy Everett were her next owners and scored many good results, including third overall under IMS in the 1991 Sydney Gold Coast race and second PHS in the 1996 race. Enter later owners, Chris and Bernadette Morgan from Queensland. They won IRC overall in the 2014 Club Marine Brisbane to Keppel race. Latest owner, Steve Watson, has been racing at the CYCA, placing second in the 2020 Sydney Port Hacking Race and first in the subsequent Lion Island race Combined Pointscore Division 1. This is Ragtime's maiden Sydney Hobart, although she almost made the start line of the 1995, but a carbon fibre mast in those days was not allowed, so ruled her out.

**REVE**

SAIL NO: 5930
 LOA: 14.0m
 CLASS: PHS/PHS Corinthian
 DESIGNER: Philippe Briand (FRA)
 YEAR BUILT: 1991
 TYPE: Beneteau 45 F5
 NUMBER OF HOBARTS: 4
 OWNER: Kevin Whelan
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: Kevin Whelan (3) - Skipper/Navigator, Judell Johnston, Pierre Briand (1), Kate Lynch, Matthew Cameron (1), Simon Barrington (1), Alana Sahakian, Juan Munoz

In the 75th race in 2019, Kevin Whelan skippered Reve to 16th under PHS. The pair enjoyed a good result in 2018 with PHS fifth after placing PHS eighth in 2017. The Beneteau 45 F5 placed PHS 11th overall in her maiden Hobart the previous year. Whelan was thrilled to win PHS in the 2017 and 2018 Sydney Gold Coast races. A regular CYCA competitor, he also won PHS in the 2019 Newcastle Bass Island Race. Reve raced locally in Sydney from 1998 to 2002, before setting out on a worldwide cruise, sailing back to Australia in 2011 following a complete circumnavigation. Ready to race with a conservative flavour, Reve's crew are in warm-up mode for the Sydney Hobart. With a multitude of skills on board, and more ocean miles than you can poke a stick at, Whelan plans to up the ante in the PHS class.

**ROGUE WAVE**

SAIL NO: 6921
 LOA: 11.0m
 CLASS: Two-Handed IRC/Two-Handed ORCi
 DESIGNER: David Thomas (UK)
 YEAR BUILT: 1983
 TYPE: Sigma 36

NUMBER OF HOBARTS: 1
 OWNER: Kevin Le Poidevin
 CLUB: Port Stephens Yacht Club, NSW
 CREW: Kevin Le Poidevin (1) - Skipper, Darrell Greig (1) - Skipper

Sailed fully crewed in the 2019 race, Rogue Wave placed 115th overall. This time, Keith Le Poidevin and Adelaide's Darrell Greig, will sail in the new Two-Handed Division. Greig was with Le Poidevin in the 2019 race, but the pair has sailed double-handed since 2012 as well. This time, the two long-serving Airforce aviators will use the race to raise money for two charities: Brain Tumour Alliance Australia and Soldier On. Both charities support their Airforce mate who, in their words, "continues to kick goals in his battle with brain cancer." For the past 10 years, Rogue Wave has been in the care of Le Poidevin. He says, "The Sigma 36 is a delight to sail. It's set up for solo and short-handed sailing but is equally happy being sailed fully-crewed." The aim for the 2021 Rolex Sydney Hobart is to beat Rogue Wave's 2019 elapsed finish time of 5 days, 6 hours, 42 minutes.



RUM REBELLION

SAIL NO: 1808
 LOA: 9.9m
 CLASS: Two-Handed IRC/Two-Handed PHS
 DESIGNER: Alan Johnstone (USA)
 YEAR BUILT: 2021
 TYPE: J/99
 NUMBER OF HOBARTS: 0
 OWNER: Shane Connelly
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: Shane Connelly (3) - Skipper, Graeme Dunlop (4) - Skipper

Rum Rebellion is a J/99 launched this year for Shane Connelly, who did the 2016 and 2018 Rolex Sydney Hobart on Pelagic Magic with his co-skipper for this race, Graeme Dunlop. Her campaign follows on from the successful two-handed

campaign of Connelly's previous boat, Local Hero (he skippered it fully crewed in the 2019 Hobart), in the inaugural CYCA Two-Handed series. The pair are contesting the Audi Centre Sydney Blue Water Pointscore in the Two-Handed division. They have already produced top results in the first two races: third in the Flinders Islet Race and second in the Bird Island Race. At 9.9 metres, she rates among the smaller boats in the fleet that appear to be favoured by many Two-Handed entries this year.

For the historians, the yacht's name and sail number reflect the infamous Rum Rebellion of 1808, Australia's first and only military coup. Appropriately, her motto is New South Wales don't hide under the bed! Connelly says he and Dunlop look forward to competing against fellow two-handed sailors and will continue to promote the CYCA's "great new category of sailing."



SALT SHAKER

SAIL NO: 5826
 LOA: 10.9m
 CLASS: Two-Handed IRC/Two-Handed ORCi
 DESIGNER: Murray Burns Dovell (AUS)
 YEAR BUILT: 1998
 TYPE: Sydney 36 Cruiser
 NUMBER OF HOBARTS: 0
 OWNER: Peter Franki
 CLUB: Cruising Yacht Club of Australia/RANSA, NSW
 CREW: Peter Franki (3) - Skipper, Andrew Jones - Skipper

This is a first Sydney Hobart for Salt Shaker, an Aussie-designed Sydney 36 Cruiser, and a first for co-pilot Drew Jones. Peter Franki is no sailing novice and is well-known in sailing circles and as competitor in various races and regattas. Jones has plenty of boating experience on both sides of the fence, as a racer and because he is Roads & Maritime's Senior Special Aquatic Events Officer.

Salt Shaker is a modified Bashford Howison 36 commissioned in late 1998 as a charter boat with EastSail, (Peter Franki was the co-founder), at Rushcutters Bay. Now retired from charter work, Salt Shaker has been fitted with newer sails and races from the CYCA. Franki is also a regular at major regattas such as Sail Port Stephens. In November, Salt Shaker placed second in the Two-Handed division of the Flinders Islet Race, just eight minutes on corrected time behind the winner, Disko Trooper-Contender Sailcloth. She followed up with second on line and third overall in the Bird Island Race. She is in good shape.



SECRET MENS BUSINESS 1

SAIL NO: 8300
 LOA: 12.7m
 CLASS: IRC/ORCi
 DESIGNER: Murray & Associates (AUS)
 YEAR BUILT: 1996
 TYPE: Murray 42
 NUMBER OF HOBARTS: 10
 OWNER: David De Coster/Sally Armati
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: David De Coster (16) - Skipper, Stephanie Lyons, Mark Loader (1), Rian Aldridge, Katie O'Mara, Steven Ewin, Michael Giles, Sally Armati (1), Mackenzie Muir (1), Mike Davies

Secret Mens Business 1 was purchased by David De Coster and Sally Armati in May 2018 and was optimised to maintain her competitive edge before the pair sailed her to 63rd overall in the 2019 Rolex Sydney Hobart. The Murray 42 was originally owned by South Australian Geoff Boettcher who had little luck with her in the Sydney Hobart, having retired from the 1996, 1998, 1999 and 2001 races. He did finish 18th overall in 1997 and 20th overall in 2003 before she was sold and went to Melbourne for a spell. She was purchased by Ross Trembath and Rob Curtis in

2006 and renamed Secret Mens Business #1. They raced her in the 2007 (55th), 2008 (63rd) and 2010 (41st) Sydney Hobarts before she was sold and moved to Western Australia, where she spent the next six years before De Coster and Armati bought her.



SHE'S THE CULPRIT

SAIL NO: 370
 LOA: 12.0m
 CLASS: PHS/PHS Corinthian
 DESIGNER: Inglis/Jones (AUS)
 YEAR BUILT: 1994
 TYPE: Inglis/Jones 39 Mod
 NUMBER OF HOBARTS: 8
 OWNER: The Culprit Syndicate
 SKIPPER: Glenn Bulmer
 CLUB: Lake Macquarie Yacht Club/ Newcastle Cruising Yacht Club, NSW
 CREW: Glenn Bulmer (8) - Skipper, Glen Picasso (12) - Navigator, David Edwards (1), Mark Virtue, Wade Croak, Paul Dover, Mark Graham (9), Mark Nugent, Courtney Smith, Brad Dodds (1), Oonagh O'Donovan (3)

This well-known yacht owned by a fun group of sailing friends from around 'The Lake' and Newcastle, finished PHS 20th overall in the 75th race in 2019. 'The Culprits' finished PHS second overall for second in Division 2 in 2017 and third in Corinthian division, then PHS fifth overall for third in Division 2 in the 2015 race after winning PHS in 2014, when she won the York family Corinthian trophy. In 2013, then owners Glenn Bulmer (Tac), Glen Picasso (Cyril), who purchased the boat in 2011, and David O'Dowd sailed the Inglis/Jones 39 to PHS fourth overall in the Hobart for third in division.

Launched as Top Cat for the double-handed Melbourne Osaka race, the Inglis/Jones yacht relocated to Tasmania under the name 42 South. Todd Leary bought and renamed her She's the Culprit, campaigning her in three Hobart's from 2008 to 2010. A few more friends were added to the

syndicate last year, including Kristen Anderson. This boat is always well sailed and a credit to the clubs she represents.



SHK SCALLYWAG 100

SAIL NO: HKG2276
 LOA: 30.5m
 CLASS: IRC
 DESIGNER: Andy Dovell (AUS)
 YEAR BUILT: 2014
 TYPE: Dovell 100ft
 NUMBER OF HOBARTS: 5
 OWNER: Seng Huang Lee
 SKIPPER: David Witt
 CLUB: Royal Hong Kong Yacht Club, Hong Kong
 CREW: David Witt (24) - Skipper, Chris Wild - Navigator, Seng Huang Lee (2), Larry Jamieson (34), Timothy Morishima, Nick Meyer, Ben Piggott (5), Luke Parkinson (5), Phil Harmer (12), Nick Cronos (2), Scott Salter, Rest TBA

Looking hot throughout the race in 2019, SHK Scallywag 100 ultimately finished fourth on line to Wild Oats XI in a thriller to the finish - just 38 seconds the difference - as the crowds lining Constitution Dock and the Derwent River held their collective breath. Seng Huang Lee's super maxi, skippered by Dave Witt, was an early retirement the year before when the bowsprit broke. She went on to take line honours in the Antigua Bermuda and Transatlantic races. She missed the 2017 Hobart; her new keel in the making as the crew did the VOR. In 2016, Witt took the boat to third on line, and was one of a trio to break Wild Oats XI's standing 2012 record. She scorched FreeFire's 2001 San Fernando race record by over 15 hours and won overall. She was monohull second on line to Rambler 88 in 2019s Rolex Fastnet Race.

Seng Huang Lee bought the former Ragamuffin from Syd Fischer in 2016, making modifications before breaking the Groupama Race monohull record that year, for second overall. She then smashed Beau Geste's (TP52) Hong Kong to

Hainan record. As Ragamuffin, she contested her first Hobart in 2014, finishing third on line, then second on line in 2015. In the lead-up, she took line honours and broke the Hong Kong Vietnam Race record Fischer set with his Ragamuffin 90 in 2013. The hull of this yacht was designed by Andy Dovell, but her modified deck came from Investec Loyal, which Fischer purchased from Anthony Bell and raced to Hobart in 2012 and 2013. These days, Scallywag's goal is promoting competitive sailing in Asia, while building a long-lasting youth sailing legacy in Hong Kong, in conjunction with the HK Sailing Federation.



SIDEWINDER

SAIL NO: 112
 LOA: 12.0m
 CLASS: Two-Handed PHS
 DESIGNER: Marc Lombard (FRA)
 YEAR BUILT: 2011
 TYPE: Akilaria RC2
 NUMBER OF HOBARTS: 0
 OWNER: Rob Gough
 CLUB: Royal Yacht Club of Tasmania, TAS
 CREW: Rob Gough (1) - Skipper, John Saul (6) - Skipper

Rob Gough and John Saul have teamed up to sail two-up on Sidewinder in the Rolex Sydney Hobart's new Two-Handed division. Saul has done the race in the past, including in 1998 when he was 15th over the line, just one of 44 finishers with Computerland, his modified Inglis 47. Gough is best known as a former windsurfing and Moth world champion and top SB20 sailor. He dabbles in ocean racing and did the Sydney Hobart with Saul on Oskana in 2019. "When we heard about the new Two-Handed division, we wanted to be on the start line," Gough said. "We're really looking forward to the race. We did the 2020 Maria Island Race in no wind, but we learnt a lot."

Sidewinder was previously named Jasmine Flyer and successfully raced out of Britain in the

Normandy Channel Race, RORC Caribbean and Global Ocean Race with some big international names aboard, so she is well set-up. Gough and Saul bought the boat out of Adelaide in July 2020 and sailed her to Hobart – the last stretch in a 30 knot westerly!



SMUGGLER

SAIL NO: 6952
LOA: 15.9m
CLASS: IRC/ORCi
DESIGNER: Judel/Vrolijk (GER)
YEAR BUILT: 2006
TYPE: TP52
NUMBER OF HOBARTS: 9
OWNER: Sebastian Bohm
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Sebastian Bohm (7) – Skipper, Steve Taylor (3) – Navigator, Steve McConaghy (20), Hugh Robinson, Mark Feilberg (10), Ashley Major (10), Tom Wormald (1), Nicholas Armstrong (6), Bradley Madders (1), Jake Newman (12), Timothy Davis (13), Sam Price (14), Mario Marfella, Sue Crafer (15), Andrew Ebbott (5), Peter Tarimo (14)

Before Sebastian Bohm bought this former Celestial in 2019, Sam Haynes sailed her to 17th overall in the 2018 Sydney Hobart. Since renamed Smuggler, Bohm finished eighth overall in the 2019 race and placed second to the latest Celestial in February's 55nm Summer Offshore Series Virtual Mark Race, was second in the Port Hacking Race and third in Race 7 of the SOPS in late February. She placed sixth overall in November's Flinders Islet race and 10th in the following Bird Island race.

Previously, Bohm capped off a solid season with his former Smuggler (a Rogers 46, also ex-Haynes), including a best place of sixth for divisional second in the 2017 Hobart, and 24th in the 2018 race. He also won the IRC/ORCi/PHS triple in the 2018 Sydney Noumea race and won Line and Overall at the 2019 Brisbane to Keppel Tropical Race and placed 17th

for third in Division 2 in the 2019 Sydney Gold Coast race. Smuggler will be amongst the TP52 action come the big race.



SOLERA

SAIL NO: G1350
LOA: 13.5m
CLASS: PHS/PHS Corinthian
DESIGNER: Greg Elliott (NZL)
YEAR BUILT: 2013
TYPE: Elliott 1350 Tourer
NUMBER OF HOBARTS: 0
OWNER: Stuart Richardson
CLUB: Royal Geelong Yacht Club, VIC
CREW: Stuart Richardson (3) – Skipper, Tony McRae, Brenton Carnell (10), Jason Boyle, Adrian Harmsworth, Danielle Fraser, Rest TBA

Stuart Richardson purchased Solera in November 2020. She was previously owned by her prominent Kiwi designer, Greg Elliott, who named her Fortuna. Solera is one of two Elliott Tourer's in the race, the other being fellow Victorian entry, Joker on Tourer, which is slightly smaller at 12.5 metres to Solera's 13.5m. Richardson last raced to Hobart as skipper of Moody Buoys in 2019 and placed second overall in PHS and second in PHS Division 2, so is worth keeping an eye on for PHS victory this year. He says, "Solera is looking forward to the Sydney Hobart and hopes to continue with lots of offshore racing in 2022." In the meantime, boat and owner have been tuning up in local races out of Royal Geelong Yacht Club.



SOLVEIG

SAIL NO: CYC54
LOA: 11.0m
CLASS: IRC/IRC Corinthian
DESIGNER: Trygve Halvorsen (AUS)
YEAR BUILT: 1950
TYPE: Halvorsen 36

NUMBER OF HOBARTS: 5
OWNER: Annie Lawrence
SKIPPER: John Whitfeld
CLUB: RANSA, NSW
CREW: John Whitfeld (26) – Skipper, Anne Lawrence (15) – Navigator, Neil Tavener (16), Andrew Taylor (18), Allan Grundy (11), Campbell Isherwood, David Sharp (15)

A famous yacht, designed, built and raced by an equally famous seafaring family and still carrying her original CYC sail number. Solveig was built by Lars Halvorsen Sons in 1950 for Lars' famous sons, Trygve and Magnus Halvorsen. Trygve, Magnus and their equally famous navigator, Stan Darling, first raced her to Hobart in 1950 for fifth overall, then sixth in 1951, and eighth in 1952. Solveig took line honours in 1953 for second overall and won the race in 1954. The brothers sold Solveig in 1955 in Hawaii and she was returned to Sydney in 2017 by Bob Allan. This year marks 71 years since her first Hobart. The boat is now owned by Annie Lawrence, who has 15 Sydney Hobarts behind her – six as navigator. Lawrence and her skipper husband, John Whitfeld, have stripped Solveig back and returned her to offshore racing capability.



SPEEDWELL

SAIL NO: B347
LOA: 9.9m
CLASS: Two-Handed IRC/Two-Handed ORCi
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2006
TYPE: Beneteau 34.7
NUMBER OF HOBARTS: 0
OWNER: Colin Geeves
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Campbell Geeves (9) – Skipper, Wendy Tuck (13) – Skipper

Wendy Tuck, the only woman to win an around the world race, and with 13 Hobarts behind her, was thirsting for new adventure, so entered the race's new Two-Handed division. The Sydneysider's co-

skipper is Campbell Geeves, whose dad Colin loaned them his Beneteau 34.7 – one of the smaller boats heading south. Tuck is one of only two women to have won the Jane Tate Memorial Trophy (for the first female skipper to cross the finish line) twice. She says, "I'm grateful for the loan of the boat and looking forward to the challenge." A winner of many awards, she has kept busy as guest skipper on Maiden's (Tracy Edwards) global voyage in 2018 in support of The Maiden Factor Foundation while maintaining her work as a chief sailing instructor and training hard for the Hobart. In November, she and Geeves placed fourth overall in the Bird Island race's Two-Handed division.



STEFAN RACING

SAIL NO: AUS80
LOA: 24.0m
CLASS: IRC
DESIGNER: Botin Partners (ESP)
YEAR BUILT: 2013
TYPE: Botin 80
NUMBER OF HOBARTS: 3
OWNER: AUS 80 Pty Ltd
SKIPPER: Grant Wharington
CLUB: Cruising Yacht Club of Australia, NSW/Royal Queensland YS, QLD
CREW: Grant Wharington (27) – Skipper, Carl Crafoord (34) – Navigator, Paul Heyes (16), Zac Heyes, Peter Cosman, Oliver Wharington, Jarrod Sallis, Doug Sallis, Adrian Seiffert, Philip Marshall (4), Mark D' Emilio, Curtis Skinner (9), Peter Cosman (16), Josh Torpy,

This yacht was bought late last year by the AUS 80 Pty Ltd syndicate, headed by 27 Sydney Hobart veteran Grant 'Wharo' Wharington. Top sports boat sailor Paul Heyes, marine auctioneer Adrian Seiffert and Doug Sallis are co-owners. The boat is called Stefan Racing, and is sponsored by Stefan Ackerie, owner of a chain of hairdressing salons and was best known during the seventies. He is also a power boating enthusiast. This Botin 80 is the former Beau Geste and was

fifth to finish on line in the 2017 Hobart and the last of five inside the 2016 race record. It was also fifth over the line in 2016 and 2013. A consistent performer, she was sailed from America (where it had been sailing as Cabron) and arrived in Australia in December 2020.

An all-carbon, canting yacht, it has similar foils to a VO70, with daggerboards and had been optimised to suit the IRC rule. However, Wharo says it slowed the boat down, so they have gone back to larger sails and water ballast. "We want to go as fast as we can. Its real strength is big breeze upwind and reaching. It's a very powerful boat." Wharo's eldest son, 25 year-old Oli will do his first Hobart, as will Sallis' 25 year-old son Jarrod and Heyes' 18 year old-son, Zac. Stefan Racing aimed to be in Sydney on 1st December in time for the Cabbage Tree Island Race and the Australian Maxi Championship. She took line honours and placed fourth overall in the 220nm South East Qld Ocean Racing Qualifier.



SUPERNOVA

SAIL NO: 6499
LOA: 11.0m
CLASS: IRC/ORCi/IRC Corinthian
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 2005
TYPE: Sydney 36
NUMBER OF HOBARTS: 0
OWNER: Alex Seja/Felicity Nelson
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Alex Seja (17) – Skipper, Felicity Nelson (24) – Skipper, Lauren Connors (2) – Navigator, Michael Doherty (18), Frederico Momigliano, Owen Kenny (1), James Kilpatrick, Scott Cotton (1) Felicity Nelson and Alex Seja have purchased Supernova from Matthew Hanning who was a consistent performer out of Middle Harbour Yacht Club. Nelson and Seja make the move from sailing the race on other yachts, such as

Azzurro and Arch Rival, to make their own mark on the race with this Sydney 36. Nelson has 24 Hobarts to her credit; it would have been 26 but for the withdrawal of her ride in 2018 and the cancellation of last year's race. This year's race means she becomes just the second woman to make the '25 Hobarts' board, joining the famed Adrienne Cahalan. Seja and Nelson, both proficient yachties, now hold their destiny in their own hands.



THIRLMERE

SAIL NO: 3060
LOA: 11.7m
CLASS: PHS/PHS Corinthian
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 2003
TYPE: Sydney 38
NUMBER OF HOBARTS: 0
OWNER: Mike Logan/Dan Belcher
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Dan Belcher – Skipper, John Hodgkinson – Skipper, Mike Logan, Rest TBA

This will be Thirlmere and her owners, Mike Logan and Daniel Belcher's, maiden tilt at the Sydney Hobart. This is Logan's third year in the Sydney 38 class, and he has been busy contesting class events, including the Sydney 38 OD Australian Championship in February 2020, along with other local events. Belcher is the Australian Sailing President and a former Olympic class campaigner. This yacht was previously owned by Sally Warneford and Larry Jamieson who clocked up the odd win in various events in NSW. Thirlmere will be able to measure her performance against the other Sydney 38s such as TSA Management, Cinquante and Hasta La Vista.

ROLEX TP52 WORLD CHAMPIONSHIP



Close competition as the Rolex TP52 World Championship fleet approaches the windward mark. Photo: Rolex/Kurt Arrigo

The TP52 is a 52-foot (15.85 metre) grand prix monohull design, conceived solely for racing. Photo: Rolex/Kurt Arrigo



BOAT NOTES



TOY BOX 2

SAIL NO: MH4
LOA: 13.3m
CLASS: IRC/ORCi
DESIGNER: Niels Jeppesen (DEN)
YEAR BUILT: 2012
TYPE: XP44
NUMBER OF HOBARTS: 1
OWNER: Ian Box
CLUB: Middle Harbour Yacht Club, NSW
CREW: Ian Box - Skipper (2), Graeme Bridges (1) - Navigator, Miles McLennan, John Morgan, Mattias Svensson, Trevor Baillie, Oli Zuk, Tom Hogan, Jeremy Green, Tom Box, Michael Grundy, John Taylor

Ian Box bought Toy Box 2 to the 2012 Rolex Sydney Hobart when she was brand new and finished 43rd overall. Now they return for another shot at the Tattersall Cup. A past commodore of Middle Harbour Yacht Club, Box has sailed his XP44 to good results since 2012, mainly at his home club, including the Sydney Short Ocean Racing Championship (SSORC) and the Sydney Harbour Regatta. Box previously contested the 2006 Rolex Sydney Hobart with his former Toy Box and finished 25th overall. He and the beautifully named Toy Box finished fourth in Division 1 of the 2020 SSORC, which he will do again this year. Joining his father Ian, for his first Sydney Hobart is 24 year-old Tom Box.

TRIGGA

SAIL NO: 580
LOA: 10.3m
CLASS: Two-Handed IRC/Two-Handed ORCi
DESIGNER: Ben Lexcen (AUS)
YEAR BUILT: 1988
TYPE: Eureka 34
NUMBER OF HOBARTS: 0
OWNER: Adrian Dunphy
CLUB: Cruising Yacht Club of Australia/Sydney Flying Squadron, NSW
CREW: Adrian Dunphy (20) - Skipper, Andrew Buckland (24) - Skipper

Adrian Dunphy recently bought Razzle Dazzle II. Designed by Ben Lexcen, she was launched as one of only seven original Eureka 31s built before the company folded after the death of Ben Lexcen in May 1988, the same year the yacht was named Australian Yacht of the Year. Mark Clement bought and renamed it Cool Runnings in 1994. In 1997, a sugar scoop stern was added, extending the LOA to 34ft. Adrian Dunphy, a veteran of 20 Sydney Hobarts, has the renamed Trigga and will be co-skipped by Andrew 'Bucko' Buckland, a high-profile sailor/navigator with 26 Hobarts behind him.

Bucko, who also does a bit of yacht design, has given the boat an update with new sails, new engine, new keel and carbon spars. "It's fairly easy to sail and a good size boat for double-handed sailing," Bucko says. Dunphy, a very capable all-round sailor, has notched up 20 Sydney Hobarts and the two, who raced the 2016 Hobart together on Gordon Ketelbey's Cookson 12, Philosophers, found they had a mutual respect for each other's sailing abilities. They both last went to Hobart in 2019: Dunphy on the maxi URM, Buckland aboard the Sydney 38, TSA Management.



TROUBLE & STRIFE

SAIL NO: 8009
LOA: 12.0m
CLASS: IRC/ORCi/IRC Corinthian
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2000
TYPE: Cookson 12
NUMBER OF HOBARTS: 0
OWNER: Matt Williams/Duane Smith
CLUB: Royal Queensland Yacht Squadron, QLD
CREW: Matt Williams - Skipper, Duane Smith (9) - Skipper, Brady Lowe - Navigator, Shane Koreman, Ben Green, Matthew Ward, Benjamin Mann (4), Adrian Smith, Philip de Gannes

Trouble & Strife, a Cookson 12,

is the former Occasional Coarse Language One Racer/Cruiser with a successful offshore racing pedigree via original owner, Warwick Sherman. After less than four weeks of acquisition, she is now based at RQYS in Manly, with experienced new co-owners Duane Smith and Matt Williams. They entered the 2019 Brisbane to Gladstone Yacht Race and finished a credible sixth overall in IRC Division 1. In the 2020 Brisbane-Keppel race Trouble & Strife finished fifth over the line and fifth overall. She is a regular racer on Moreton Bay and in offshore events and having her first shot at the Rolex Sydney Hobart.



TSA MANAGEMENT

SAIL NO: MH60
LOA: 11.8m
CLASS: IRC/ORCi
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 2003
TYPE: Sydney 38
NUMBER OF HOBARTS: 15
OWNER: Tony Levett
CLUB: Middle Harbour Yacht Club, NSW
CREW: Tony Levett (16) - Skipper, Tim MacGillvray (11), Nelly Poyuzan (2), Simon Williams (12), Tony Stephens (2), Rest TBA

Tony Levett sailed TSA Management to 49th overall in the 2019 race. No doubt the boat has done more Sydney Hobarts than any other Sydney 38 around, with 15 to its credit and having contested every Hobart since 2004, barring the 2016 race. Levett sailed her to 37th in 2018, after placing 36th in 2017 for third in Division 3. He finished 11th in 2015 and sixth overall in 2014. In the 2013 Hobart, the boat known variously as TSA Management, Eleni and Horwath BRI, placed 39th, retiring in 2012 with a broken rudder. Won the Sydney 38 OD division of the 2010 and 2011 Sydney Hobarts and was third in the Sydney 38 OD Division in 2008. Always well-sailed, the boat should finish at the top end of its division.

ROLEX AND SAILGP



The Australia SailGP Team, helmed by former Rolex World Sailor of the Year, Tom Slingsby, were the overall winners of the Spain Sail Grand Prix in Season 2. Photo: Felix Diemer for SailGP



Eight international teams took part in Italy Sail Grand Prix, the second event of Season 2. Photo: Ricardo Pinto for SailGP

BOAT NOTES

**URM**

SAIL NO: AUS72
LOA: 21.8m
CLASS: IRC/ORCi
DESIGNER: Reichel/Pugh (USA)
YEAR BUILT: 2009
TYPE: Reichel/Pugh Maxi 72
NUMBER OF HOBARTS: 1
OWNER: Anthony Johnston
SKIPPER: Marcus Ashley-Jones
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Marcus Ashley-Jones (16) – Skipper, Anthony Johnston (2), Rest TBA

Anthony Johnston bought URM, and she arrived in Australia in October 2019. Fighting the clock to get her ready in time for the race, they did, and she placed 19th overall and ninth on line. She surprised by dicing in the top four on line until late in the race, despite her hurried preparation. This maxi was originally Shockwave, built by John McConaghy and launched as Alfa Romeo III for Neville Crichton. He raced her successfully overseas, including winning the IRC Maxi division, of the 2010 Giraglia Race. American, George Sakellaris, was her next owner and he took her first in the Mini-Maxi division at the 2015 Giraglia Cup. She was the oldest there, but as he said, “the best one there.” We’re looking forward to what transpires in this year’s race, because this is still a very good yacht. URM took line honours and placed third overall in November’s Bird Island Race, her first major race of the season.

**VAMP**

SAIL NO: 43218
LOA: 14.9m
CLASS: IRC
DESIGNER: John Corby (UK)
YEAR BUILT: 2003

TYPE: Corby 49
NUMBER OF HOBARTS: 6
OWNER: Donald Graham/Leander Klohs
SKIPPER: David Stephenson
CLUB: Cruising Yacht Club of Australia, NSW
CREW: David Stephenson (19) – Skipper, Daren Castle (2) – Navigator, William Moya (1), Greg Marshall (11), Andrew Marr (2), Ashleigh Larkin, James Keane (1), Samuel Foale (1), Serge Vegh (2), Stuart Richardson (1), Graham Howe (1), Justin Bain, Cheyne Allen

In the 2019 Rolex Sydney Hobart, Vamp, under the name Abbotts Vamp, was raced by respected sailors Paul Eldrid and Chris Higham to 72n overall. They had borrowed the boat from a past CYCA Commodore, David Fuller and Donald Graham. This time, Graham, a 14 Sydney Hobarts veteran, takes back command of the Corby 49 he now owns solely, after a stint as crew on JBW, the race’s Radio Relay Vessel. The Corby 49 previously went to Hobart in 2011 when on loan to Peter Wrigley, who finished 26th overall and won Division 2. With the late Roger Hickman as sailing master, Vamp placed ninth overall and second in Division 2 in 2010. As Flirt (when owned by Chris Dare) she finished 14th in 2005 and 32nd in 2006. As Limit (when owned by Alan Brierty) she was 13th in 2007.

**WAX LYRICAL**

SAIL NO: 248
LOA: 15.2m
CLASS: PHS/PHS Corinthian
DESIGNER: Niels Jeppesen (DEN)
YEAR BUILT: 2011
TYPE: X-50
NUMBER OF HOBARTS: 6
OWNER: Les Goodridge
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Les Goodridge (11) – Skipper/Navigator, Dinah Eagle (12), Louise Stevenson (14), Julia Owens (8), Jason Lane (1), Jonathan Allatt (7), Jeremy Spear (6), Greta Quealy, Les Davison (1), Brett Smith (23), Hamish Vass

Wax Lyrical starts this race having won PHS overall in 2018 and 2019, so Les Goodridge and his team of regulars have a lot to live up to. The X-50 design also finished third in the Corinthian Division in 2018. In 2017, they placed PHS seventh overall, moving up from PHS ninth in 2016, after finishing PHS third overall and second in Division 2 of the 2015 Hobart and PHS fifth overall in 2014 – her first Hobart. Goodridge finished PHS fifth in the 2019 Sydney Gold Coast race and in October’s Newcastle Bass Island Race. He says the women of this tight-knit crew, including Dinah Eagle, the second-in-command and Louise Stevenson, keep body and soul together when the going is hard on this Corinthian team. Wax Lyrical is easily identifiable by her pirate skull and cross swords, rather than bones.

**WHISPER**

SAIL NO: AUS13
LOA: 18.9m
CLASS: IRC/ORCi
DESIGNER: Judel/Vrollijk (GER)
YEAR BUILT: 2009
TYPE: JV62
NUMBER OF HOBARTS: 4
OWNER: David Griffith
CLUB: Cruising Yacht Club of Australia, NSW
CREW: David Griffith (1) – Skipper, Grant Simmer (19), Michael Coxon (30), Ian McKillop (2), Sam Hunt (26), Doug McGain (12), Jamie Woods (2), Tom Braidwood (22), Lindsay Stead (11), Kurt Sullivan, Cameron Gundy, Robert Greenhalgh (4), Nick Beaudoin (8), Kashi Saunders

Now known as Whisper, David Griffith sailed the then Chinese Whisper to fifth overall to win Division 2 of the 2019 Hobart after a solid season in the ACSBWPS, winning Division 0 in the 2019 Noakes Sydney Gold Coast race, and line honours in the 2019 Flinders Islet and Newcastle Bass Island races. Whisper broke the 2020 Adelaide Port Lincoln record and finished third overall. Last year,

Griffith had a new keel and fin made for the 11 year-old JV62, so was pleased when he took the line honours overall wins in the 2021 Flinders Islet Race. Later the same month, Whisper finished fifth overall in the Bird Island Race. Griffon feels his boat is in good shape now and has ramped up the crew to include four-time America’s Cup winner, Grant Simmer, Michael Coxon and Rob Greenhalgh from the UK.

**WHITE BAY 6 AZZURRO**

SAIL NO: 3430
LOA: 10.1m
CLASS: IRC/ORCi/IRC Corinthian
DESIGNER: Sparkman & Stephens (USA)
YEAR BUILT: 1981
TYPE: S&S 34
NUMBER OF HOBARTS: 7
OWNER: Shane Kearns
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Shane Kearns (16) – Skipper, Duncan McCrae (18) – Navigator Jim Nixon (26), Adrian Herington (5), Aaron McKibben (2)

Another name change for Azzurro, now sponsored by White Bay 6 Marine Park, located at Balmain, where Azzurro is dry stored. Shane Kearns sailed his S&S 34, then named Komatsu Azzurro, to 52nd to win Division 7 of the 2019 Sydney Hobart. He finished the previous two races in 53rd overall in consistent performances. In the 2016 Hobart, the ‘little boat that could’ finished 13th for second in Division 4. The year prior, it nearly snatched overall victory from Balance, but lack of breeze on rounding Tasman Island pushed her down to third for second in Division 4, but with wins in the ORCi and Corinthian divisions. Kearns’ sailed his first Hobart with her (as Quickpoint Azzurro), in 2014 and finished 33rd. He won Division 2 in the December 2020 180nm Cabbage Tree Island Race. Kearns has been on the brink; maybe this is the year.

**WHITE NOISE**

SAIL NO: SM1245
LOA: 12.5m
CLASS: IRC/ORCi
DESIGNER: Mark Mills (IRE)
YEAR BUILT: 2019
TYPE: M.A.T. 1245
NUMBER OF HOBARTS: 1
OWNER: Daniel Edwards
CLUB: Sandringham Yacht Club, VIC
CREW: Daniel Edwards (1) – Skipper, John Neville – Navigator (1), Dan Cave, Stuart Stirling (2), Andy Roper (1), Ben Frecheville (3), David Richards (4), William Sheers (1), Sam Harrington, Blake Anderson (9)

In her first race since launching in October 2019, White Noise placed second AMS is the Melbourne to Stanley Race, giving her a run-in ahead of her first participation in the Rolex Sydney Hobart – the 75th running in 2019 – and they finished 54th overall. Subsequently, this new M.A.T. 1245, the third of her design to arrive in Australia, blitzed the field in the ORCVs 49th King Island Race in March this year. With his previous White Noise, Edwards was crowned the Ocean Racing Club of Victoria’s Offshore Champion for 2016-2017. Edwards and crew are from Sandringham Yacht Club and are more than capable of a better result than that of 2019.

**WILD CARD**

SAIL NO: RQ303
LOA: 9.6m
CLASS: Two-Handed IRC/Two-Handed ORCi
DESIGNER: Greg Elliott (NZL)
YEAR BUILT: 1997
TYPE: Elliott 9.6
NUMBER OF HOBARTS: 0
OWNER: Genevieve Warlow/James Chilman
CLUB: Royal Queensland Yacht

Squadron, QLD
CREW: Genevieve Warlow (3) – Skipper, James Chilman (3) – Skipper

Wild Card is the former Wild Spirit, a cruiser/racer version of the Elliott 9.6. She was purchased in mid-2021 by Genevieve Warlow and James Chilman following the cancellation of the 2020 Sydney Hobart, which they had entered with Warlow’s father’s yacht. As they intended last year, the couple are competing in the newly created Two-Handed division in the race this year. Warlow sailed the 75th Hobart in 2019 with her dad on Ocean Crusaders Dodgeball and placed 20th for third in Division 6. They went on to win Division 3 of the 2020 Australian Yachting Championships. She sailed her first Hobart with Jessica Watson on Ella Bache Another Challenge in 2011, placing 29th overall and second in the Sydney 38 division. Warlow and Chilman should provide good competition for Wendy Tuck/Colin Geeves who are sailing two-up on a marginally larger 9.9 metre boat, Speedwell.

**WILD OATS**

SAIL NO: 4343
LOA: 13.1m
CLASS: IRC/ORCi
DESIGNER: Bruce Farr & Associates (USA)
YEAR BUILT: 1985
TYPE: Farr 43
NUMBER OF HOBARTS: 17
OWNER: Brett Eagle/ Gordon Smith/Mark Skjellerup
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Brett Eagle (3) – Skipper, Gordon Smith (4), Drew Bagnall, Sandra Ardila Romero, Marc Skjellerup, Evan Watson, Rest TBA

Brett Eagle purchased Wild Rose in 2020 and reverted to her original name Wild Oats. The late Roger Hickman, crewed by male and female amateurs, won the 2014 Hobart and scored wins in the Australian and NSW IRC

BOAT NOTES

Championships, among many great victories with this famous yacht, including taking Division 4 of the Hobart in 2011, 2012, 2013. 'Hicko', with Bruce Foye and Lance Peckman also won the 1993 race (IOR) with the boat, alongside IMS winner, Cuckoos Nest. Her last Hobart was 2015, when Hickman skippered her to sixth overall and third in Division 4. New owner, Eagle, raced on Ted Toohar's Chancellor for three years as second in charge and navigator prior to buying this boat. He has given Wild Oats a new paint job, with the rose remaining between the two words of its name. Eagle and crew are in still in the early days of learning this beautifully set up boat.

**WILLOW**

SAIL NO: ITA70
LOA: 21.5m
CLASS: IRC/ORCi
DESIGNER: Juan Kouyoumdjian (ARG)
YEAR BUILT: 2007
TYPE: Volvo Open 70
NUMBER OF HOBARTS: 3
OWNER: Jim Cooney/Samantha Grant
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Jim Cooney (10) - Skipper, Rest TBA

Having sold Comanche following a successful run, inclusive of a new race record in 2017 and line honours in 2017 and 2019, Jim Cooney and Samantha Grant return with the ex-Maserati, now named Willow, named for the Australian technology company Cooney became a Board member of in 2019. Skippered by Jim Cooney, this yacht finished sixth on line and seventh overall in the 2016 Hobart - the last of the bigger boats to finish before the breeze shut down, therefore locking out some of her main rivals. The yacht was chartered to Polish sailors in 2019, who finished 73rd overall and 12th over line. Cooney and Grant bought this former VOR yacht (originally known

Ericsson 3) in 2016, after legendary Italian Giovanni Soldini raced her to fourth on line and 22nd overall in the 2015 Hobart. Should we get a traditional hard race, Willow could do well in the race for line honours - and overall. Watch this space.

**WINGS**

SAIL NO: 07
LOA: 14.0m
CLASS: IRC/IRC Corinthian
DESIGNER: Judel/Vrolijk (GER)
YEAR BUILT: 2017
TYPE: Dehler 46
NUMBER OF HOBARTS: 2
OWNER: Ian Edwards
CLUB: Cruising Yacht Club of Australia/Royal Prince Alfred Yacht Club, NSW
CREW: Ian Edwards (2) - Skipper, David Hirsch (2) - Navigator, Elyse Guevara (1) - Navigator, Helen Buckland (5), Mick DiMunno (2), Gregory Baker, James Whittle (6), Piergiorgio Merli, Bridget Gibbins, Fabio Alfonsin (1), Janease Graham (1), Sunny Singh, David Cunningham (6)

In 2019, Northern Beaches yachtsman, Ian Edwards, sailed Wings to 53rd overall with a blended male/female crew. In her first Hobart in 2018, Wings finished 47th. Launched in November 2017 for Lindy and Ian Edwards, this Dehler 46 is a comfortable fast cruising boat that also goes racing. In 2018, the well-travelled Wings sailed the RPAYC Pittwater to Paradise Race, Sydney Noumea and Groupama races, enjoyed some Pacific cruising, then competed at Airlie, Hamilton Island and SeaLink Magnetic Island race weeks. Edwards says: "We have built a great team. We will sail safe enjoy the journeys, and sail as fast as we can. In longer offshore races we always have the best boat food!"

**WONDERLAND**

SAIL NO: GBR9166T
LOA: 14.3m
CLASS: PHS
DESIGNER: Groupe Finot (FRA)
YEAR BUILT: 2005
TYPE: Beneteau Oceanis 473
NUMBER OF HOBARTS: 1
OWNER: Rebecca Connor
CLUB: Newcastle Cruising Yacht Club, NSW
CREW: Rebecca Connor (1) - Skipper, Rest TBA

Wonderland, a dark blue cruiser/racer, was purchased by Rebecca Connor in September 2017 from Yeppoon in Queensland, and now lives in Newcastle where Connor has been racing her. In the 2019 Rolex Sydney Hobart, Connor sailed the Beneteau Oceanis 473 to PHS 25th overall. It was both her and the boat's first tilt at the race and Connor will be targeting a better result this year. The design is one of the most outstanding productions yachts of all-time and one of Beneteau's most successful models. Wonderland is classic, yet strong. She was ahead of her time, with a larger stern and huge cockpit and a fast ocean going hull.

**XS MOMENT**

SAIL NO: 11744
LOA: 13.3m
CLASS: IRC/ORCi/IRC Corinthian
DESIGNER: Niels Jeppesen (DEN)
YEAR BUILT: 2011
TYPE: Xp 44
NUMBER OF HOBARTS: 2
OWNER: Ray Hudson
CLUB: Royal Prince Alfred Yacht Club, NSW
CREW: Ray Hudson (2) - Skipper, Frank Walker (16) - Navigator, (2), Greg Edwards (2), Alex Lyons, David Walker (7), Stuart Dawe (1), Lucy Rohr, Bridget Cooksey, Robert

McClung, Mike Hecht (1), Sean Inkley, Chris Zonca (5)

XS Moment BNMH and Ray Hudson are from Pittwater. They made their Sydney Hobart debut in 2017 and finished 50th overall for 11th in Division 3. In the 2019 Rolex Sydney Hobart, they placed 59th overall in a much larger fleet. XS Moment is a luxury 44-foot racer/cruiser built in Denmark, the first of the new series for X Yachts. She races regularly out of the Royal Prince Alfred Yacht Club on Pittwater and is successfully campaigned offshore in local and CYCA events, such as Noakes Sydney Gold Coast, ACSBWPS and Rolex Sydney Hobart races. "We are looking forward to the challenge of the Sydney Hobart again," Hudson says.

**ZARA**

SAIL NO: 1612
LOA: 15.0m
CLASS: PHS
DESIGNER: A.E. 'Bill' Luders Jr (USA)
YEAR BUILT: 1974
TYPE: Cheoy Lee 47 Ketch
NUMBER OF HOBARTS: 0
OWNER: John Griffin
CLUB: Cruising Yacht Club of Australia, NSW
CREW: John Griffin - Skipper, Rest TBA

Zara was designed by A.E. 'Bill' Luders, Jr., and built by Cheoy Lee Shipyards in Zhuhai, China. The elegant 47 is designed to be a fast cruising yacht, and its construction is the result of over 90 years of yacht-building knowledge and experience, utilising the best materials and perfected for the most rigid standards and longevity. The yacht is typical of all Cheoy Lee yachts; designed for performance and built for stamina. The strength and durability of her solid fiberglass construction is beautifully concealed above deck and below by rich Burma Teak overlays. Griffin and his crew will be praying for strong winds to propel

her to Hobart in a reasonable time for Zara's first Hobart. Griffin and Zara are regulars in the CYCA winter series, and also race with the Sydney Amateur Sailing Club.

**ZEN**

SAIL NO: 52001
LOA: 15.9m
CLASS: IRC/ORCi
DESIGNER: Botin Partners (ESP)
YEAR BUILT: 2011
TYPE: TP 52
NUMBER OF HOBARTS: 2
OWNER: Gordon Ketelbey
CLUB: Middle Harbour Yacht Club/ Cruising Yacht Club of Australia, NSW
CREW: Gordon Ketelbey (11) - Skipper, Tom Barker (14) - Navigator, Clare Costanzo, Tim Austin (6), Mark Langford (3), Sean Kirkjian (23), Daniel Williams (10), Matthew Daniels, Shane Guanaria (13), Tony Powell (19), Neil Workman

Gordon Ketelbey, an avid one-design sailor, joined the TP52 class with his latest Zen, purchased in 2018 out of Europe. He retired on the first night of the 2018 Sydney Hobart, after enduring rig damage. Since then, Zen has been pushing the top TP52s in various races and regattas. Zen finished the 2019 Rolex Sydney Hobart in 11th place and followed up with second at the 2020 Australian Yachting Championships in Hobart in 2020. Ketelbey raced Sydney 38s in previous Hobarts, the last one, also named Zen, in 2014, and before that Wadadli. Best result was fifth overall for third in Division 3 in 2014. He also won the Sydney 38 Division in 2013. In 2016, he co-owned and skippered the Cookson 12, Philosophers, to 50th in the Sydney Hobart.

This year, Zen won February's Port Hacking Race and placed fifth in the Lion Island Race and sixth in November's Bird Island Race. Crew includes Mark Langford, a winning match racer/America's Cup winner/world champion/Volvo Ocean

Racer. Talented young match racer, Clare Costanzo is also aboard, alongside those with serious Sydney Hobart cred, such as Sean Kirkjian and Tony Powell.

**RADIO RELAY VESSEL JBW**

LOA: 20.0m
DESIGNER: Ian Perdriau (AUS)
YEAR BUILT: 1997
TYPE: Long Range Displacement Motor Yacht
NUMBER OF HOBARTS: 16
OWNER: John Winning
SKIPPER: Andrew Copley
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Boat Crew: Andrew Copley 26 (14 on RRV), Doug Cameron 5 (4), Radio Crew: John Woodford 32 (14), Colin Tipney 35 (16), Colin Wildman 50 (18), Donald Graham 15 (4)

The Radio Relay Vessel, JBW, was conceived by master craftsman Ian Perdriau, with the lines drawn by Faustman, resulting in a very sea-kindly and comfortable vessel of 20 metres. She is built of Oregon planking on Queensland maple frames, covered with epoxy fibreglass sheathing and is beautifully appointed below decks. Since 2005, John Winning AM has kindly loaned the vessel to the CYCA.

CYCA Past Commodore and Life member, David Kellett AM, has been the Chief Radio Operator aboard the Radio Relay Vessel since 2000, but this year has been engaged as Deputy Race Committee Chairman, so will not be aboard. John Woodford, his back-up for the last 14 races, will lead the team as Chief Radio Operator in 2021. Most of the current team members have gone the distance with Kellett, racking up more than 30 Sydney Hobarts each.

Pursuit of Glory

Since the inaugural race in 1945, an illustrious list of sailors have etched their names into Sydney Hobart Yacht Race history. The skill, determination and commitment it takes to win the Rolex Sydney Hobart makes it one of the most coveted prizes in world sailing.

Each year, the race produces two major winners from the fleet - Line Honours (first yacht across the finish line) and Overall (first yacht on corrected time).



The Race's major partner, Rolex, also awards the line honours-winning skipper with the Yacht-Master II - a unique regatta chronograph dedicated to both yachting enthusiasts and experienced sailors.

The Yacht-Master II features an exclusive function developed by Rolex, a programmable countdown with a mechanical measurement that can be synchronized on the fly. A function that responds ideally to the need for precise timing during the crucial starting sequence of a regatta. ⚓



OVERALL WINNER - THE GEORGE ADAMS TATTERSALL CUP

Determined by the application of a time-correction handicap system to the IRC fleet. The overall winner is awarded with both the George Adams Tattersall Cup and a Rolex Yacht-Master timepiece.

The Tattersall Cup is the most significant and historic perpetual trophy awarded in the Rolex Sydney Hobart Yacht Race and was presented in 1946 by the

Executors of the Estate of the late George Adams, the founder of Tattersall Lotteries in Hobart. The name of the 1945 winner was added retrospectively.

Having begun life in Australia as a penniless immigrant, George Adams learned early the lessons of fair play and the level playing field. That a trophy bearing his name would come to acknowledge the bluewater battlers of the Rolex Sydney Hobart Yacht Race seemed fitting and appropriate.

The George Adams Tattersall Cup was first presented to the handicap winner of the second Sydney Hobart in 1946, but Rani, the original race winner's name, was later engraved on the plinth.

The overall winning skipper is also presented with a Rolex timepiece. Rolex has forged a privileged relationship with yachting out of a natural affinity with this dynamic sport and its time-honoured values. The Yacht-Master embodies the spirit of the sailor and is inspired by the rich heritage that has bound Rolex to the world of sailing since the 1950s.

Today, Rolex has deep-rooted ties with the most prestigious yacht clubs, institutions and regattas in the world, sharing the highest standards of excellence with the custodians of yachting's finest spirit.

LINE HONOURS WINNER - THE JOHN H. ILLINGWORTH CHALLENGE CUP

The John H. Illingworth Challenge Cup is awarded to the line honours winner - the first boat to cross the line in Hobart. It is generally won by the one of the larger maxi boats in the fleet, which have a speed advantage over those with shorter hulls.

The perpetual trophies on offer in the 2021 Rolex Sydney Hobart Yacht Race include:

The George Adams Tattersall Cup - for the overall winner on IRC rating corrected time, together with a Tattersall Medal for each member of the crew of the winning boat

Government of Tasmania Trophy - for the overall winner on IRC rating corrected time

RORC Plaque - for the overall winner on IRC rating corrected time

Bill Owen Memorial Trophy - for the navigator of the overall winner on IRC rating corrected time

Alan Payne Memorial Trophy - for the designer of the overall winner on IRC rating corrected time

John H Illingworth Challenge Cup - for the winner of Line Honours

Jack Rooklyn Memorial Trophy - for the first yacht out of Sydney Heads

F & J Livingstone Trophy - for the first yacht due south of Tasman Island

Solo Trophy - for 2nd place overall on IRC rating corrected time

Bass Strait Cup - for 2nd place overall on IRC rating corrected time

City of Hobart Trophy - for 2nd place overall on IRC rating corrected time

RYCT Trophy - for 3rd place overall on IRC rating corrected time

Storm Bay Cup - for 3rd place overall on IRC rating corrected time

Rushcutter Trophy - for the winner of IRC Division 0

George Barton Trophy - for the winner of IRC Division 1

Peter Allsop Memorial Trophy - for the winner of IRC Division 2

RORC Trophy - for the winner of IRC Division 3

Sir Arthur Warner Trophy - for the winner of IRC Division 4

Charleston Trophy - for the winner of ORCi Division 1

RANSA Trophy - for the winner of the PHS Division 1

York Family Trophy - for the winner of the Corinthian PHS Division

Graeme Frizzle Freeman Memorial Trophy - for the winner of the Corinthian IRC Division

One Tonne Trophy - for the winner of the Sydney 38 One Design Division

Jane Tate Memorial Trophy - for the first female skipper over the line

Apollo Trophy - for the first yacht under 18.5 metres LOA to finish

Plum Crazy Trophy - for the first yacht under 9.5 metres LOA to finish

Battery Point Trophy - for the first small boat to finish

City of Hobart Trophy - for the navigator of the first Tasmanian yacht on handicap

Polish Trophy - for the yacht that travels the furthest to compete in the race

Adrienne Cahalan Trophy - for female sailors who have competed in 20 Sydney Hobart Yacht Races

Ichi Ban Trophy - recognises all conventionally ballasted and open race record holders since the race began in 1945 and is awarded each year a race record is broken

Southern Cross Cup - awarded to the team with the lowest aggregate of each boat's race score in the overall IRC category, using the low point system

Barbarian Trophy - first all female crew on corrected time

Barbarian Trophy - first all female crew on corrected time

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WINNERS 1945 - 2020

Year	Overall Winner	Designer	Fleet	Line Honours	Designer	Elapsed Time (Line Honours)
1945	RANI, Capt John Illingworth, UK	A.C.Barber, NSW	9	*RANI, Capt John Illingworth, UK	Arthur Barber, NSW	6:14:22:00
1946	CHRISTINA, J.R.Bull, NSW	Lars Halvorsen, NSW	19	*MORNA, Claude Plowman, NSW	William Fife, UK	5:02:53:33
1947	WESTWARD, G.D.Gibson, Tas	Jock Muir, Tas	28	MORNA, Claude Plowman, NSW	William Fife, UK	5:03:03:54
1948	WESTWARD, G.D.Gibson, Tas	Jock Muir, Tas	18	*MORNA, Claude Plowman, NSW	William Fife, UK	4:05:01:21
1949	TRADEWINDS, Merv Davey, NSW	Mervyn Davey, NSW	15	WALTZING MATILDA, Phil Davenport, NSW	Jock Muir, Tasmania	5:10:33:10
1950	NERIDA, Colin Haselgrove, SA	Alfred Mylne, Scotland	16	MARGARET RINTOUL, A.W.Edwards, NSW	Phillip Rhodes, USA	5:05:28:35
1951	STRUEN MARIE, Tom Williamson, NSW	Robert Clark, UK	14	*MARGARET RINTOUL, A.W.Edwards, NSW	Phillip Rhodes, USA	4:02:29:01
1952	INGRID, J.S.Taylor, SA	Bill Atkin, USA	17	NOCTURNE, J.R.Bull, NSW	Alan Payne, NSW	6:02:34:47
1953	RIPPLE, Ron Hobson, NSW	A.C.Barber, NSW	24	SOLVEIG, Trygve & Magnus Halvorsen, NSW*	Trygve Halvorsen, NSW	5:07:12:50
1954	SOLVEIG, Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	17	KURREWA IV, F.& J.Livingston, NSW/Vic	William Fife, UK	5:06:09:47
1955	MOONBI, H.S.Evans, NSW	John Alden, USA	17	EVEN, F.J.Palmer, NSW	J.Laurent Giles, UK	4:18:13:14
1956	SOLO, Vic Meyer, NSW	Alan Payne, NSW	28	KURREWA IV, F.& J.Livingston, NSW/Vic	William Fife, UK	4:04:31:44
1957	ANITRA V, Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	20	*KURREWA IV, F.& J.Livingston, NSW/Vic	William Fife, UK	3:18:30:39
1958	SIANDRA, Graham Newland, NSW	Arthur Robb, England	22	SOLO, Vic Meyer, NSW	Alan Payne, NSW	5:02:32:52
1959	CHERANA, Russ Williams, NSW	Alan Payne, NSW	30	SOLO, Vic Meyer, NSW	Alan Payne, NSW	4:13:33:12
1960	SIANDRA, Graham Newland, NSW	Arthur Robb, England	32	KURREWA IV, F.& J.Livingston, NSW/Vic	William Fife, UK	4:08:11:15
1961	RIVAL, Alby Burgin & N. Rundle, NSW	Alan Buchanan, England	35	ASTOR, Peter Warner, NSW	William Fife, UK	4:04:42:11
1962	SOLO, Vic Meyer, NSW	Alan Payne, NSW	42	*ONDINE, S.A. ('Huey') Long, USA	Bill Tripp, USA	3:03:46:16
1963	FREYA, Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	44	ASTOR, Peter Warner, NSW	William Fife, UK	4:10:53:00
1964	FREYA, Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	38	ASTOR, Peter Warner, NSW	William Fife, UK	3:20:05:05
1965	FREYA, Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	53	STORMVOGEL, C. Brynzeel, South Africa	Vanderstadt, Holland	3:20:30:09
1966	CADENCE, H.S.Mason, NSW	W.Ward/R.Swanson, NSW	46	FIDELIS, J.V.Davern, New Zealand	Knud Reimers, Germany	4:08:39:43
1967	RAINBOW II, Chris Bouzaid, New Zealand	Sparkman & Stephens, USA	67	PEN DUICK III, Eric Tabarly, France	Eric Tabarly, France	4:04:10:31
1968	KOOMOOLOO, Denis O'Neil, NSW	T.Kaufman & B.Miller (Lexcen),	67	ONDINE II, S.A. ('Huey') Long, USA	Bill Tripp, USA	4:03:20:02
1969	MORNING CLOUD, Edward Heath, UK	Sparkman & Stephens, USA	79	CRUSADE, Sir Max Aitken, UK	Alan Gurney, UK	3:15:07:40
1970	PACHA, Sir Robert Crichton-Brown, NSW	Camper & Nicholson, UK	61	BUCCANEER, Tom Clark, NZL	John Spencer, New Zealand	3:14:06:12
1971	PATHFINDER, Brin Wilson, NZ	Sparkman & Stephens, USA	79	KIALOA II, Jim Kilroy, USA	Sparkman & Stephens, USA	3:12:46:21
1972	AMERICAN EAGLE, Ted Turner, USA	Bill Luders, USA	79	AMERICAN EAGLE, Ted Turner, USA	Bill Luders, USA	3:04:42:39
1973	CEIL III, Bill Turnbull, Hong Kong	Bob Miller (Ben Lexcen), NSW	92	*HELSAL, Tony Fisher, NSW	Joe Adams, NSW	3:01:32:09
1974	LOVE & WAR, Peter Kurts, NSW	Sparkman & Stephens, USA	63	ONDINE III, S.A. ('Huey') Long, USA	Britton Chance, USA	3:13:51:56
1975	RAMPAGE, Peter Packer, WA	Bob Miller (Ben Lexcen), NSW	102	*KIALOA III, Jim Kilroy, USA	Sparkman & Stephens, USA	2:14:36:56
1976	PICCOLO, John Pickles, NSW	Bruce Farr, NZL	85	BALLYHOO, Jack Rooklyn, NSW	Bob Miller, NSW	3:07:59:26

*Denotes new race record



WINNERS 1945 - 2020

Year	Overall Winner	Designer	Fleet	Line Honours	Designer	Elapsed Time (Line Honours)
1977	KIALOA III, Jim Kilroy, USA	Sparkman & Stephens, USA	131	KIALOA III, Jim Kilroy, USA	Sparkman & Stephens, USA	3:10:14:09
1978	LOVE & WAR, Peter Kurts, NSW	Sparkman & Stephens, USA	97	APOLLO, Jack Rooklyn, NSW	Bob Miller, NSW	4:02:23:24
1979	SCREW LOOSE, Bob Cumming, Tas	Ron Holland, NZ/Ireland	147	BUMBLEBEE 4, John Kahlbetzer, NSW	German Frers, Argentina	3:01:45:52
1980	NEW ZEALAND, NZ Round the World Cmte, NZL	Bruce Farr, NZL	102	NEW ZEALAND, NZ Round the World Cmte, NZL	Bruce Farr, NZ/USA	2:18:45:41
1981	ZEUS II, Jim Dunstan, NSW	Peter Joubert, Victoria	159	VENGEANCE, Bernard Lewis, NSW	Rolly Tasker, WA	3:22:30:00
1982	SCALLYWAG, Ray Johnston, NSW	Bruce Farr, NZL	118	CONDOR OF BERMUDA, Bob Bell, Bermuda	John Sharp, UK	3:00:59:17
1983	CHALLENGE, Lou Abrahams, Vic	Sparkman & Stephens, USA	173	CONDOR, Bob Bell, Bermuda	Ron Holland, New Zealand	3:00:50:29
1984	INDIAN PACIFIC, John Eyles/Gunter Heuchmer, NSW	Bruce Farr, NZL	151	NEW ZEALAND, NZ Round the World Cmte, NZL	Ron Holland, New Zealand	3:11:31:21
1985	#SAGACIOUS, Gary Appleby, NSW	Bruce Farr, NZL	179	APOLLO, Jack Rooklyn/Warwick Rooklyn, NSW	Ben Lexcen (Bob Miller), NSW	3:04:32:28
1986	EX TENSION, Tony Dunn, NSW	Laurie Davidson, NZL	123	CONDOR, Bob Bell, Bermuda	Ron Holland, New Zealand	2:23:26:25
1987	SOVEREIGN, Bernard Lewis, NSW	David Pedrick, USA	154	SOVEREIGN, Bernard Lewis, NSW	David Pedrick, USA	2:21:58:08
1988	ILLUSION, Gino Knezic, Vic	Laurie Davidson, NZL	119	RAGAMUFFIN, Syd Fischer, NSW	German Frers, Argentina	3:15:29:07
1989	ULTIMATE CHALLENGE, Lou Abrahams, Vic	Ed Dubois, England	126	DRUMBEAT, Alan Bond, WA	David Pedrick, USA	3:06:21:34
1990	SAGACIOUS V, Gary Appleby, NSW	Bruce Farr, NZL	105	RAGAMUFFIN, Syd Fischer, NSW	German Frers, Argentina	2:21:05:33
1991	IOR: ATARA, Harold Cudmore/John Storey, Ireland	Bruce Farr, NZL	99	BRINDABELLA, George Snow, ACT	Bruce Farr, NZ/USA	3:01:14:19
	IMS: SHE'S APPLES, David Strong, NSW	John King, NSW				
1992	IOR: RAGAMUFFIN, Syd Fischer, NSW	Bruce Farr, NZL	110	NZ ENDEAVOUR, Grant Dalton, NZL	Bruce Farr, NZ/USA	2:19:19:18
	IMS: ASSASSIN, Robin Crawford, NSW	Bruce Farr, NZL				
1993	IOR: WILD OATS, Roger Hickman/Bruce Foye, NSW	Bruce Farr, NZL	104	NINETY SEVEN, Andrew Strachan, NSW	Bruce Farr, NZ/USA	4:00:54:11
	IMS: CUCKOOS NEST, Nigel Holman, NSW	David Lyons, NSW				
1994	RAPTOR, A.Eichenauer, Germany	Iain Murray, NSW	371	TASMANIA, Robert Clifford, Tas	Bruce Farr, NZ/USA	2:16:48:04
1995	TERRA FIRMA, Scott Carlile/Dean Wilson, Vic	Iain Murray, NSW	98	SAYONARA, Larry Ellison, USA	Bruce Farr, NZ/USA	3:00:53:35
1996	AUSMAID, Georgio Gjergja, Vic	Bruce Farr, NZL/USA	95	*MORNING GLORY, Hasso Plattner, Germany	Reichel/Pugh, USA	2:14:07:10
1997	BEAU GESTE, Karl Kwok, Hong Kong/China	Bruce Farr, NZL/USA	114	BRINDABELLA, George Snow, ACT	Scott Jutson, Australia	2:23:37:12
1998	AFR MIDNIGHT RAMBLER, Ed Psaltis/Bob Thomas, NSW	Robert Hick, Victoria	115	SAYONARA, Larry Ellison, USA	Bruce Farr, NZ/USA	2:19:03:32
1999	YENDYS, Geoff Ross, NSW	Bruce Farr, NZL/USA	79	*NOKIA, Stefan Myralf/Michael Spies, Denmark	Bruce Farr, USA	1:19:48:02
2000	SAP AUSMAID, Kevan Pearce, SA	Bruce Farr, NZL/USA	82	NICORETTE, Ludde Ingvall, Sweden	Simonis/Voogd, SA/NED	2:14:02:09
2001	BUMBLEBEE 5, John Kahlbetzer/Iain Murray, NSW	Murray Burns Dovell, NSW	75	ASSA ABLOY, Neal McDonald, Sweden	Farr Yacht Design, USA	2:20:46:43
2002	QUEST, Bob Steel, NSW	Nelson/Marek, USA	57	ALFA ROMEO, Neville Crichton, NZL	Reichel/Pugh, USA	2:04:58:52

*Denotes new race record

WINNERS 1945 - 2020

Year	Overall Winner	Designer	Fleet	Line Honours	Designer	Elapsed Time (Line Honours)
2003	FIRST NATIONAL REAL ESTATE, Michael Spies/Peter Johnston, NSW	Farr/Beneteau, France	56	SKANDIA, Grant Wharington, Victoria	Don Jones, VIC	2:15:14:06
2004	AERA, Nicholas Lykiardopulo, UK	Jason Ker, UK	116	NICORETTE, Ludde Ingvall, NSW	Simonis/Voogd, SA/NED	2:16:00:04
2005	WILD OATS XI, Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	85	*WILD OATS XI, Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	1:18:40:10
2006	LOVE & WAR, Simon Kurts/Lindsay May, NSW	Sparkman & Stephens, USA	78	WILD OATS XI, Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	2:08:52:33
2007	ROSEBUD, Roger Sturgeon, USA	Bruce Farr, USA	82	WILD OATS XI, Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	1:21:24:32
2008	QUEST, Bob Steel, NSW	Bruce Farr, USA	100	WILD OATS XI, Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	1:20:34:14
2009	TWO TRUE, Andrew Saies, SA	Bruce Farr, USA	100	ALFA ROMEO, Neville Crichton, NZL/Aus	Reichel/Pugh, USA	2:09:02:10
2010	SECRET MENS BUSINESS 3.5, Geoff Boettcher, SA	Reichel/Pugh, USA	87	WILD OATS XI, Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	02:07:37:20
2011	LOKI, Stephen Ainsworth, NSW	Reichel/Pugh, USA	88	INVESTEC LOYAL, Anthony Bell, NSW	Greg Elliott, NZL	02:06:14:18
2012	WILD OATS XI, Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	76	*WILD OATS XI, Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	01:18:23:12
2013	VICTOIRE, Darryl Hodgkinson, NSW	Farr Yacht Design, USA	94	WILD OATS XI, Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	02:06:07:27
2014	WILD ROSE, Roger Hickman, NSW	Farr Yacht Design, USA	117	WILD OATS XI, Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	02:02:03:26
2015	BALANCE, Paul Clitheroe, NSW	Farr Yacht Design, USA	108	COMANCHE, Jim and Kristy Clark, USA	Verdier Yacht Design & VPLP, USA	02:08:58:30
2016	GIACOMO, Jim Delegat, NZL	Juan Kouyoumdjian, ARG	88	*PERPETUAL LOYAL, Anthony Bell, NSW	Juan Kouyoumdjian, ARG	01:13:31:20
2017	ICHI BAN, Matt Allen, NSW	Botin, ESP	102	*LDV COMANCHE, Jim Cooney/Samantha Grant, NSW	Verdier Yacht Design & VPLP, FRA	01:09:15:24
2018	ALIVE, Philip Turner, TAS	Reichel/Pugh, USA	85	WILD OATS XI, the Oatley Family, NSW	Reichel/Pugh, USA	1:19:07:21
2019	ICHI BAN, Matt Allen, NSW	Botin, ESP	157	COMANCHE, Jim Cooney/Samantha Grant, NSW	Verdier Yacht Design & VPLP, FRA	1:18:30:24
2020	RACE NOT CONDUCTED					

*Denotes new race record

NOTES

The rules did not provide for a first place following the penalising of Drake's Prayer which had provisionally been first prior to a protest. Nor did it allow for lower placed yachts to move up a place when other yachts were penalised. Because there was no 1st place, Sagacious officially was recorded as second but as the overall winner.

^ In 1953, Wild Wave took line honours but was unable to retain the title. Josephine and Nimbus lodged protests against Wild Wave. After a marathon five hours, the protest against Jock Muir's Wild Wave was upheld for two reasons. Firstly, Wild Wave was the windward yacht that had converged onto Josephine, and then failed to keep clear. Secondly, Wild Wave

had failed to keep clear of and collided with Nimbus; therefore Wild Wave's line honours result did not stand, she was disqualified and Solveig IV was declared the line honours winner.

TATTERSALL CUP:

For 1991, 1992 & 1993 races, the winners of the IOR and IMS categories were both declared overall winners during the transition from IOR to IMS. However the Tattersall Cup was awarded only to the overall IOR winner during this period. Since 1994 there has been only one winner, from 1994 to 2003 being decided using IMS, but from 2004 onwards the overall winner of the Tattersall's Cup has been decided using IRC, with IMS dropped altogether as a handicap system

SPECIAL NOTE: The following yachts were faster than the line honours boat but for various reasons were not counted:

1978: SISKI II, Rolly Tasker, WA (owner/designer) 03:06:19:00. Ruled ineligible to compete because did not have valid rating certificate. Sailed to Hobart independantly not as competitor. 1983: NIRVANA, Marvin Green, USA (designer David Pedrick, USA) 03:00:48:13. Disqualified for failing to give Condor enough shore room during a gybing duel up the Derwent Rivert to the finish. 1990: ROTHMANS, Lawrie Smith (designer Rob Humphreys, UK) 02:19:07:02. Disqualified from receiving line honours award and penalised 10% of overall corrected time placings for breaching Rule 26 (advertising)

Stats & Facts

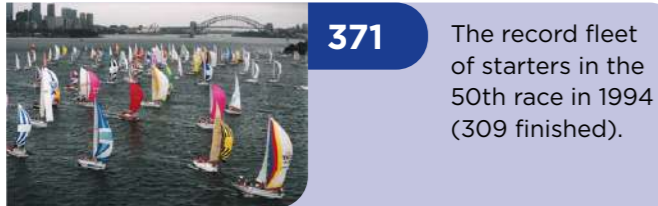
Diving into the history of the Sydney Hobart Yacht Race

6,257 Yachts have completed the race from 1945-2019. 1036 retired or were disqualified.

60,061 Estimated total crew to have competed.

ICHI BAN Matt Allen's *Botin 52* was the IRC overall winner of the last edition of the race in 2019.

COMANCHE The supermaxi, owned by Jim Cooney and Samantha Grant, won Line Honours in 2019 in a time of 1 day 18 hours 30 minutes 24 seconds.



371 The record fleet of starters in the 50th race in 1994 (309 finished).

9 The smallest fleet was nine starters for the inaugural race in 1945.

1 day 9 hours 15 minutes and 24 seconds

LDV Comanche, owned by Jim Cooney and Samantha Grant, set the open race record in 2017.

1 day 19 hours 10 minutes and 20 seconds

Matt Allen's *Ichi Ban* set the conventionally ballasted record in 2017.

7 seconds The closest finish for Line Honours came in 1982, when *Condor of Bermuda* beat *Apollo* by just seven seconds.

RANI Captain John Illingworth RN's Barber 35" cutter won Line Honours and Overall honours in the inaugural race.

6 Six boats have won Line Honours and Overall honours in the same race: *Rani* (1945), *American Eagle* (1972), *Kialoa* (1977), *New Zealand* (1980), *Sovereign* (1987) and *Wild Oats XI* (2005 & 2012).



WILD OATS XI The supermaxi holds the record for most Line Honours wins (a total of nine, including four successive races between 2005-2008)

3 *Freya* (1963-1965) and *Love & War* (1974, 1978, 2006) hold the record for most Overall wins, with three each.

YACHTSPERSON - 25+ RACES

		Races	Wins	Line Honours
Lou	Abrahms*	44	2	
Erik	Adriaanse	29	1	2
Graeme	Ainley	25		
Matt	Allen	30	2	
Colin	Anderson	34	2	
Warren	Anderson	26		
Geoff	Barter	30		
Richard	Bearman	27		
Michael	Bellingham	28	1	
John	Benetto*	44	1	1
Colin	Betts	34	3	2
David	Blanchfield	31	1	
Hugh	Brodie	29	1	
Adam	Brown	33	3	1
Alby	Burgin*	31	1	
Robert	Burns	30	1	1
Alan	Butler*	26	3	1
Tony	Cable	53	1	2
Adrienne	Cahalan	28	2	6
Maurie	Cameron	32		
Ralph	Carlier	36		
Lew	Carter	27		
Robert	Case	35	1	
Bernard	Case	40		1
Bruce	Clarke	27	2	4
Michael	Coxon	31	1	5
Carl	Crafoord	34	4	
Max	Crafoord*	30		3
Stan	Darling*	27	5	2
Ian	Davis	28	2	
Noel	Drennan	33	2	3
Peter	Duffield	29		
Jim	Dunstan	26	1	
Phil	Eadie	35	3	2
Tony	Ellis	52	1	2
David	Ellis	30	2	3
Russell	Evans*	25		
Simon	Firth	27	1	
Syd	Fischer	47	1	2
Peter	Fletcher	33		
Michael	Formosa	27		
Bob	Fraser	28	1	2
Graeme	Fraser	29		
Julian	Freeman	31	2	2
Graeme	Freeman*	27		4
Jack	Goluzd	36	2	3
Bruce	Gould	46	2	2
Gavin	Gourley	33		
Mike	Green	41	3	1
Robert	Green	25		
Peter	Green*	35	1	
Steve	Grellis	29		
Richard	Grimes	29		
Josko	Grubic*	27		
Magnus	Halvorsen*	30	5	3
Richard	Hammond*	40	2	2
John	Harris	31	2	2
Tony	Harder	33		3
Michael	Hesse	27	2	1
Roger	Hickman*	39	3	
David	Hodgson	28		5
Jim	Holley	25		
Peter	Hopkins	26		
Roger	Howlett	33		
Sam	Hunt	26	2	1
Peter	Inchbold	32	1	
Rod	Jackman	30		
Bruce	Jackson	29		
Kim	Jaggar	33		
Larry	Jamieson	34	2	1
Steve	Jarvin	31	2	14
Greg	Johnston	28	1	1
Fraser	Johnston	35	2	
Peter	Joubert*	27		
Bradshaw	Kellett	28	1	1
David	Kellett	47	1	2
Tony	Kirby	35		
Peter	Kurts*	30	2	
Don	Lang*	32	1	

* Denotes deceased sailors

These statistics have been compiled based on the records of the Cruising Yacht Club of Australia, the Royal Yacht Club of Tasmania, CYCA Members the late Alan Campbell, Peter Campbell, Tony Cable, Di Pearson, David Kellett and others.

		Races	Wins	Line Honours
Sean	Langman	29		
David	Lawson*	34		1
Lindsay	May	47	3	1
Peter	Messenger	30	4	
Don	Mickleborough*	34		1
Rolf	Mische*	27		1
Albert	Mitchell	30	2	
Phil	Molony	29		
John	Mooney	27		
Robert	Moore	29		
Ian	Murray	25	3	9
Lester	Nibbs	30		
Jim	Nixon	25		
Richard	Norman	35	2	
Des	O'Connell*	27		
Colin	O'Connor	26		
Hugh	O'Niell	25		
Damien	Parkes	32		1
James	Permezal	33		
Kingsley	Piesse	37		
Tony	Poole	25		
Ian	Potter	30		1
Greg	Prescott	29		
Ed	Psaltis	38	1	
Jeremy	Rae	27	1	1
Bill	Ratcliff	50		
Toby	Richardson	25	3	3
Bill	Riley	25		
Geoff	Rouvray	33		
Sven	Runow	29	4	7
Darren	Senogles	26	2	2
Peter	Sheldrick	28	1	1
Peter	Shipway	31	2	5
George	Snow	25	1	2
John	Solomon	29		
Michael	Spies	43	1	1
Bill	Sykes	31	1	
Andrew	Taylor	28		
Bruce	Taylor	39		
Bob	Thomas	27	1	
T.W.(Bill)	Thompson*	28		2
Colin	Tipney	36	1	2
Ian	Treharne	25		
Hugh	Treharne	28	2	
Hugo	van Kretschmar	25		3
Ian (Barney)	Walker	31	3	3
John	Walker*	25		
Bill	Watson*	26		3
Grant	Wharrington	26		1
John	Whitfeld	26	1	
Colin	Wildman	51	1	1
John	Williams	26		
John	Woodford	33	1	1
Robbie	Naismith	25	2	12
Matt	Shillington	25	2	9

WOMEN - 10+ RACES

		Races	Wins	Line Honours
Audrey	Brown	12		
Adrienne	Cahalan	28	2	6
Sue	Crafer	16		
Vanessa	Dudley	23		
Dinah	Eagle	12		
Sally	Gordon*	15	1	
Kerry	Gouge	10		
Gail	Harland	22	1	
Julie	Hodder	13		
Mary	Holley	16		
Jan	Howard	14		
Stacey	Jackson	12		1
Cathy	Josling	12		
Annie	Lawrence	14		
Lee	Meyer	10		
Felicity	Nelson	24		
Louise	Stevenson	14		
Wendy	Tuck	12		
Amanda	Wilmot	12		

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Photo: Rolex/Carlo Borlenghi



Delivery essentials

The delivery from Hobart to Sydney has become a passage of many tales over the years.

From crews enjoying a slow cruise after a gruelling race and those flying down to Hobart as delivery specialists, to first-timers getting offshore miles under their belts.

The 628 nautical mile northerly trip can be as challenging as the southerly one and preparation is just as important.

BE OCEAN READY

The Australian Sailing Safety and Sea Survival course is a mandatory qualification for every competitor in the Rolex Sydney Hobart.

Despite the delivery not being a race, all crew members not competing in the 2021 Rolex Sydney Hobart should take on the safety training required of competitors, regardless of how much sailing experience they have.

Boats in the race fleet will be equipped with all necessary safety gear and this should all remain on board for the delivery.

WEATHER PREPARATIONS

Plan for your delivery as you would plan for the race, when it comes to weather.

With the luxury of not having a starter's gun, be sure to set off at a time when your crew and boat are well-equipped to deal with the forecasted conditions.

As this is not an organised passage, crews must seek external weather advice.

Visit the Bureau of Meteorology website (bom.gov.au) before you intend to leave Hobart for the latest forecast.

CREW CHANGES

The delivery from Hobart is a great opportunity for offshore sailors looking to take on a longer passage.

You'll likely have fewer crew than during the race, so ensure you also have experienced crew members on board.

ON SHORE CONTACT

Have a point of contact on shore with whom you will be communicating during the journey. Ensure they have a full crew list, including contact details for each crew member and next of kin details.

KEY PORTS

There are plenty of stop overs on the route north to seek shelter in challenging weather, or just a nice break along the way.

Make a list of ports at which you might like to stop depending on conditions and study the charts of these areas beforehand.

The commercial and regional ports on the way include:

- Eden
- Coastal harbours
- Batemans Bay
- Kiama
- Port Kembla
- Bermagui
- Ulladulla
- Wollongong
- Port Botany
- Narooma
- Greenwell Point

Visit transport.nsw.gov.au for a full list of NSW Ports.

EMERGENCY COMMUNICATIONS

It is a mandatory requirement for all boats in the Rolex Sydney Hobart to have a working HF radio during the race.

HF is the advised preferred option for search and rescue authorities, while satellite phones are used as a complementary method of communication.

The National Search and Rescue Manual is available on the Australian Maritime Safety Authority (AMSA) website (amsa.gov.au) and provides information about the management of Search and Rescue Operations, as well as distress and emergency signals, the Global Maritime Distress and Safety System (GMDSS) etc.


Scan this code to visit the AMSA website.

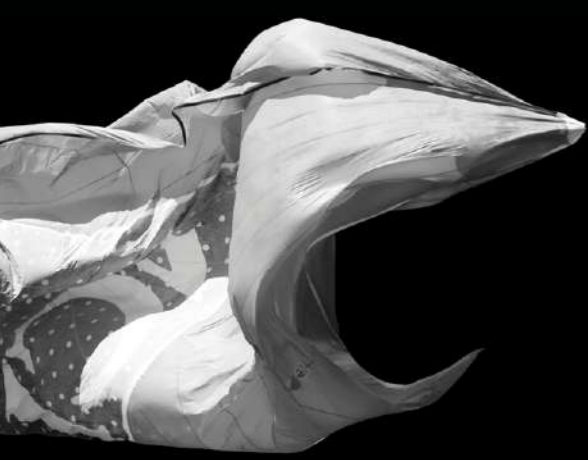
In an emergency, use your radio or ring TRIPLE ZERO (000).



Scan the QR code to visit the AMSA website and find information about preparing for a trip, search and rescue equipment, and more.

Marine Rescue NSW (marinerescuensw.com.au) can be reached on **Channel 16 on VHF, Channel 88 on 27MHz, or (02) 9450 2468.**

You may also wish to use the **MarineRescue App** and log your journey. The app is monitored by professionally trained and equipped search and rescue experts. 



From the eye of Andrea



Photos: Andrea Francolini
Visit afrancolini.com

The name Andrea Francolini is a familiar one to many sailors worldwide. Over the last two decades, he has garnered much acclaim for his sailing photography, including his powerful shoots both on and off the water.

Andrea, a long-time collaborator with the Cruising Yacht Club of Australia, has shared this unique collection. It features the worn hands of sailors post-Rolux Sydney Hobart, and silhouetted spinnakers.

Andrea also provided some insight into his career so far.

I first covered the race 15 days after I moved to Sydney in December 2000...

At the time, I was sending my images to an agency in France. It was an incredible day on the water!

The sun was out and shoreside was packed with spectators. When the gun went off, we could hear the crowd cheer. I got goose bumps.

Coming from Italy, the Sydney Hobart was the only race from this side of the world we heard of.

No matter how many times I shoot an event, it will always be different...

The weather is different, the boats are different, the waves are different. No two days are the same.

I am curious when it comes to taking pictures, so I always try different things. Many of them

don't work – you never see those ones – and others do; you just have to keep trying over and over.

Something I love about shooting sailing is that the water never behaves in the same way. A bow ploughing through a wave is always different. The composition may be the same over time, but the water never will be.

A race like this is great to cover because there are so many aspects to it...

The weather, the boats, the people. We often always talk about the boats, but I think we have to give more importance to crew members. It is a very hard race, both physically and mentally.

I think it is the hardest amateur race, maybe besides the Rolex Fastnet Race.

One year, the boats arrived with no wind and in the rain. It was terrible to shoot and very difficult.

The sailing images were useless and boring, but while walking the docks, I saw someone's hands – hands that had been wet for two days.

The skin was peeling off and they were white. I took a picture of them and once I saw the image on my camera, I went around looking for other hands. It just shows how hard the race is on the body!

My dream is to be in the chopper with rough seas – nothing too dangerous for the boats, but some hardcore action would be nice.

Otherwise, anything spectacular that mother nature has in store for us would be good – clouds, sunset, dolphins etc. There is so much to shoot in this race. Bring it on! ⚓





Causes behind the campaigns

The global platform of the Rolex Sydney Hobart provides an opportunity to raise funds and awareness of organisations close to the hearts of competitors.

The Kids' Cancer Project will again be a beneficiary of this year's race.

Their distinctive, colourful logo can't be missed on the hull of Ian Edwards' Dehler 46, *Wings*, and the charity's relationship with the race goes back a long way.

From 2011-2018, Tony Kirby skippered *Patrice* in the Rolex Sydney Hobart and raised more than \$200,000 for The Kids' Cancer Project.

"Tony had been an enthusiastic supporter of the charity and when he wasn't sailing two years ago, they were looking for a lead boat to focus on and raise funds," Edwards said.

"We raised more than \$30,000 that year, which was very substantial."

The Kids' Cancer Project supports "bold science that has the greatest chance of clinical success to improve childhood cancer treatments".

Edwards and his crew are motivated by the charity's vision.

"It's a great cause, improving the quality of life for children and giving them a life, in some cases," Edwards added.

"They do good work supporting children and families of children that have had cancer. I've been very happy to support them; they do really great things to address this issue."



Ian Edwards' Dehler 46 *Wings*.



Tony Kirby (L) helped raise more than \$200,000 for The Kids' Cancer Project.

You may see Edwards and the *Wings* crew out on the CYCA Marina in the build-up to the Rolex Sydney Hobart, with donation buckets for The Kids' Cancer Project research.

You can also scan the QR code to make a donation to the charity.



THE KIDS' CANCER PROJECT
Science. Solutions. Survival.

MAKE A DONATION





Kevin Le Poidevin's Sigma 36 *Rogue Wave*.

Rogue Wave

Long-serving Air Force aviators Kevin Le Poidevin and Darrell Greig have teamed up to enter the inaugural Two-Handed Division, on Le Poidevin's Sigma 36 *Rogue Wave*.

The pair began sailing together after Le Poidevin put out a call for crew at the RAAF base.

Among those who will be following the *Rogue Wave* journey to Hobart is Nathan 'Bullet' Draper, an Air Force mate of Le Poidevin and Greig.

In 2019, Draper was diagnosed with glioblastoma multiforme, the most aggressive form of cancer, which begins in the brain.



The *Rogue Wave* campaign will support a close friend of her co-skippers.

The *Rogue Wave* campaign will support both **Brain Tumour Alliance Australia (BTAA)**, on behalf of Draper, and **Soldier On**, who Le Poidevin has been supporting since his first Trans-Tasman in 2014.

"During his amazing journey through post-op recovery, I asked 'Bullet' if he would like me to raise awareness and funds for his preferred charity through my sailing," he said.

"He told me of the great work by BTAA in not only supporting patients, but also the family, caregivers and loved ones. After looking through the BTAA website and the members' personal stories, I knew this was an organisation that cares."

The 2021 Rolex Sydney Hobart features as part of Le Poidevin's 'Aviator Ocean Racing' campaign, which will see him take on shorthanded sailing events around the globe over the next five years.

He's entered the 2023/24 Global Solo Challenge - a 26,000 nautical mile solo circumnavigation around the world - with his 40-foot carbon fibre racing yacht *Roaring Forty*.

"I hope to inspire and motivate others who are unable to pursue their own adventures because of their illness or injury," he said.

"Through these adventurous challenges, I hope that for a moment, patients, family and caregivers can escape their own challenges and join me vicariously, and without getting cold or their feet wet!" 🍷

ARE YOU SUPPORTING AN IMPORTANT CAUSE IN THE 2021 ROLEX SYDNEY HOBART?
EMAIL media@cyca.com.au WITH MORE DETAILS TO BE FEATURED ON THE OFFICIAL RACE WEBSITE



DONATE TO BTAA



BRAIN TUMOUR ALLIANCE AUSTRALIA
1800 857 221

SOLDIER ON

DONATE TO SOLDIER ON





Photo: ROLEX/Carlo Borlenghi

A global production

The Rolex Sydney Hobart Yacht Race attracts a global audience, with the sailing community, sporting enthusiasts and casual onlookers far and wide tuning in for the exciting race start in Sydney Harbour and the journey beyond.

In 2021, we look forward to expanding the coverage of the race and sharing the stories of the people who take on this great challenge.

The Cruising Yacht Club of Australia thanks the production partners who will help bring to life the 76th edition of the Rolex Sydney Hobart.



The Rolex Sydney Hobart is broadcast to a global audience. Photo: Andrea Francolini

SEVEN WEST MEDIA

The CYCA and Seven have enjoyed a long-standing relationship when it comes to the Rolex Sydney Hobart Yacht Race.

Seven has been the host broadcaster of the race start since 2005 and the coverage of the 75th anniversary race in 2019 reached 2.08 million Australians!

The free-to-air coverage will be broadcast on 7Mate from 1230hrs on Sunday 26 December, with a 30-minute program building up to the race start and an hour of race footage as the fleet races towards Sydney Heads and down the coast to Hobart.

A replay of this production will also be broadcast to the CYCA TV YouTube channel for international viewers to enjoy.



Behind the scenes with Hype TV.

HYPE TV

We are pleased to be working with Hype TV as our major production partner in Hobart for the 2021 race.

Hype TV is Tasmania's premier production company, specialising in tourism, hospitality and live events.

The team will set up a production facility in the Hobart Race Village and work around the clock to film and edit content for all Rolex Sydney Hobart channels.

Hype TV will host live broadcasts - including the Line Honours finish - and support the CYCA in delivering post-produced packages for global television networks.

A studio will be set up in the Race Village, from where we will broadcast interviews and panel discussions on the race's biggest moments.

Dave Flower, co-owner of Hype TV, said: "As an official media partner for the CYCA, Hype is excited to share with the world all the action and excitement of the Rolex Sydney Hobart Yacht Race 2021."

Visit hypetv.com.au.



SAIL MEDIA

The Sydney-based production company, Sail Media, will head down to Hobart to help capture the action down the Derwent River.

As the name suggests, Sail Media specialises in on-water production.

Their team will capture footage of the finishes from right across the fleet, flying drones and getting up close on the water.

Visit sailmedia.com.au

NAIAD (THE WHISKEY PROJECT GROUP)

Naiad creates rough water, specialised Rigid Hulled Inflatable Boats (RHIBS), which are used across the world by rescue and patrol agencies, tour operators and maritime specialists.

Naiad was acquired by The Whiskey Project Group (TWPG) in 2020 and the partnership with the CYCA will see their boats and TWPG's impressive tactical watercraft, Whiskey Alpha 85, used as media vessels for the Australian Maxi Championship and Rolex Sydney Hobart start.

Visit naiad.co.nz

H Y P E



NAIAD

4WD OF THE SEA
A COMPANY OF THE WHISKEY PROJECT GROUP



Sail Media's Camera Cat has been used for CYCA productions in Sydney Harbour.



The Whiskey Alpha 85 (R) is a versatile vessel. Photo: Salty Dingo



Virtual Regatta

Virtual Regatta and the Cruising Yacht Club of Australia (CYCA) are teaming up for a fifth consecutive year to bring the excitement of the Rolex Sydney Hobart Yacht Race 2021 to fans around the world.

Get involved in the annual online race as you virtually sail the 628 nautical mile Rolex Sydney Hobart in real time, using current weather data and your navigational skills to compete in the race from the comfort of your home.

The Virtual Regatta is proving increasingly popular as the rise of eSports continues, with a record virtual fleet of around **175,000 eSailors** making the trip south to Hobart.

The simulation game provides the platform for anyone with a passion for sailing – and a PC, Mac or mobile – to compete in the Rolex Sydney Hobart, without getting wet!

What's new?

The latest Virtual Regatta updates have increased the accuracy of the game's engine and made it more realistic.

Users can now enjoy crisper graphics, faster weather updates, improved routing programs and a new autopilot.

Racing tactics

Just like the real thing, the Virtual Regatta Rolex Sydney Hobart Yacht Race is fast and fun, but a tactically tricky race, which makes it stand out from other world class yacht races.

Conditions are always changing and the Southern Ocean can be unpredictable and shifty.

If you want to be at the head of the pack, be prepared to welcome any change to conditions and strategies.

Or, you could point south, set your sails and have fun competing with friends! ⚓

Virtual Regatta



GET INVOLVED

STARTING GUN

The virtual race starts at the same time as the real race – Sunday 26 December at 1300hrs (AEDT).

ENTER

Visit rolexsydneyhobart.com or virtualregatta.com to register for **FREE**. Enter as an individual, or join a team.

Sign up, set up your boat, select your sails and you're ready to go.

PLAY

Download the Virtual Regatta Offshore app on Google Play or the Apple App Store. You can also play on a PC or Mac.



What's On

The build-up to the 2021 Rolex Sydney Hobart features some exciting new additions.

DECEMBER

03 Friday

Cabbage Tree Island Race (Race 3 of the Audi Centre Sydney Blue Water Pointscore)

Income Asset Management Australian Maxi Championship

07 Tuesday

SOLAS Big Boat Challenge

10 Friday

Rolex Sydney Hobart Yacht Race Corporate Luncheon

Sydney Hobart Classic Yacht Regatta



11 Saturday

CYCA Trophy Sydney Hobart Classic Yacht Regatta

12 Sunday

Sydney Hobart Classic Yacht Regatta

16 Thursday

Official Rolex Sydney Hobart Yacht Race 2021 VIP & Skippers Launch



26 Saturday

Race start and Family Day in the Sydney Race Village

27 Monday

Hobart Race Village opens



31 Thursday

Prize Giving at the Grand Chancellor Hobart



2021 FLEET

2021 FLEET

Boat Name	Sail No	Design	State	Owner/s	Skipper/s
ALIVE	52566	Reichel/Pugh 66	TAS	Phillip Turner	Duncan Hine
ARIEL	A140	Beneteau First 40	NSW	Ron Forster & Phil Damp	Ron Forster & Phil Damp
B52	B52	Sydney 41	QLD	Daniel Farmer	Daniel Farmer
BLACK JACK	525100	Reichel/Pugh 100	QLD	Peter Harburg	Mark Bradford
BLINK	B40	Beneteau First 40	NSW	Mark Gorbатов & Mark Siebert	Mark Gorbатов & Mark Siebert
BOWLINE	10447	Beneteau First 44.7	SA	Ian Roberts	Ian Roberts
CARRERA S	AUS49005	Marten 49	VIC	Gerry Cantwell	Gerry Cantwell
CELESTIAL	9535	TP52 Judel/Vrolijk	NSW	Sam Haynes	Sam Haynes
CHANCELLOR	6834	Beneteau First 40	NSW	Ted Tooher	Ted Tooher
CHUTZPAH	R33	Reichel/Pugh 40	VIC	Bruce Taylor	Bruce Taylor
CINQUANTE	5038	Sydney 38	NSW	Kimberley Jaggar	Kimberley Jaggar
CORUM	1088	Mumm 36 Mod	NSW	Michael Rowe	Michael Rowe
CRUX (TH)	MYC8	S&S 34	NSW	Carlos Aydos	Carlos Aydos & Peter Grayson
CRYSTAL CUTTER III	6661	Beneteau 40.7	NSW	Charles Parry-Okeden	Charles Parry-Okeden
DENALI	52569	TP52 Judel/Vrolijk	NSW	Damien Parkes	Damien Parkes
DISKO TROOPER_ CONTENDER SAILCLOTH (TH)	AUS99	J/99	NSW	Jules Hall	Jules Hall & Jan Scholten
DODGEBALL	RQ4077	Beneteau 40.7	QLD	Geoffrey McKinnon	Ray Sweeney
ENCHANTRESS	SA346	Muirhead 11	SA	John Willoughby	John Willoughby
ENIGMA	GBR5790R	Beneteau First 47.7	NSW	Jason Bond	Jason Bond
EORA (TH)	AUS169	Lombard Class 40	NSW	Rupert Henry	Rupert Henry & Greg O'Shea
EUPHORIA II (TH)	E2	Beneteau First 42	QLD	Marc Stuart & Richard Combrink	Marc Stuart & Richard Combrink
EVE	8565	Swan 65	NSW	Steve Capell	Benjamin Roulant
EXTASEA	G10007	Cookson 50	VIC	Paul Buchholz	Paul Buchholz
FLAT WHITE (TH)	1696	Radford 12.2	NSW	Jen Linkova	Jen Linkova & Jason Cummings
FLYING CLOUD	6808	Beneteau First 40	NSW	David Myers	George Martin
FLYING FISH ARCTOS	7551	Radford 55	NSW	Flying Fish Online	Drew Hulton-Smith
FRUIT SALID 3	RQ334	Beneteau First 40	QLD	Mark Drobitko	Mark Drobitko
GUN RUNNER	3867	Jarkan 925	NSW	Army Sailing Club	Murray Stewart
GWEILO	052	TP52 Judel/Vrolijk	NSW	Matthew Donald & Chris Townsend	Matthew Donald & Chris Townsend
HARTBREAKER	B330	Reichel/Pugh 46	VIC	Gaye Walton & Antony Walton	Antony Walton
HASTA LA VISTA	M25	Sydney 38	NSW	Richard Grimes	Tom Grimes & Jessica Grimes
HELLS BELLS (TH)	B3200	Jeanneau Sunfast 3300	QLD	Geoff Dews	Lincoln Dews & Andrew Scott
HIGHLY SPRUNG	AUS7771	Beneteau First 45	NSW	Mark Spring	Mark Spring
HIP-NAUTIC (TH)	7811	Jeanneau Sunfast 3300	TAS	Jean-Pierre Ravanat	Jean-Pierre Ravanat & Drew Meincke
HUNTRESS	888	Sydney 39 Cr	QLD	Brent Dowton	Victoria Logan

Boat Name	Sail No	Design	State	Owner/s	Skipper/s
ICHI BAN	AUS001	TP52 Botin	NSW	Matt Allen	Matt Allen
ICHI BAN	AUS01	Carkeek 60	NSW	Matt Allen	TBC
INUKSHUK (TH)	SA982	Northshore 38	SA	Rob Large	Rob Large & Christopher Riggs
JOKER ON TOURER (TH)	MY1250	Elliott 1250 Tourer	VIC	Grant Chipperfield	Grant Chipperfield & Peter Dowdney
KAYIMAI (TH)	MH46	Azuree 46	NSW	Rob Aldis	Michael Bell & Matt Bell
KHALEESI	46	DK 46	NSW	Rob Aldis	Rob Aldis & Sandy Farquharson
KIALOA II	AUS7742	S&S Yawl	NSW	Patrick Broughton & Keith Broughton	Patrick Broughton
KING BILLY	4966	Custom/John King	NSW	Philip Bennett	Philip Bennett
LAW CONNECT	SYD1000	Juan K 100 Custom	NSW	Christian Beck	Christian Beck
LOCAL HERO (TH)	1236	BH36	NSW	Mark Ayto	Mark Ayto & Anto Sweetapple
LOVE & WAR	294	S&S 47	NSW	Simon Kurts	Simon Kurts
LUNA BLUE	7809	Beneteau First 45	NSW	David Watson, John Turnbull & Andrew Silk	John Turnbull
MAKO	N40	Sydney 40	NSW	Paul O'Rourke	Tim Dodds
MARITIMO	USA16	Schumacher 54	QLD	Bill Barry-Cotter	Michael Spies
MAVERICK (TH)	SM3600	Jeanneau Sunfast 3600	VIC	Anthony Hammond	Rod Smallman & Leeton Hulley
MAVERICK 49	GBR4945R	Infiniti 46r	NSW	Quentin Stewart	Quentin Stewart
MAYFAIR	M16	Rogers 46	QLD	James Irvine	James Irvine
MIDNIGHT RAMBLER	ST36	Sydney 36	TAS	Ed Psaltis	Ed Psaltis
MILLE SABORDS	7174	Sydney 38	NSW	Paul Jenkins	Paul Jenkins
MIN RIVER (TH)	AUS888	X-43	NSW	Jiang Hui Lin	Jiang Hui Lin & Jean Charles Ledun
MINERVA	6837	DK 43	NSW	Timothy Cox	Edward Cox
MONEYPENNY	AUS1	Reichel/Pugh	NSW	Sean Langman	Sean Langman
MRV	SYD5	Frers 61	VIC	Damien King	Damien King
NAUTICAL CIRCLE	A169	Archambault 40	NSW	Robin Shaw	Robin Shaw
NAVY ONE	0404	Beneteau First 40	NSW	Royal Australian Navy	Nathan Lockhart
NO LIMIT	AUS98888	Reichel/Pugh 63	VIC	David Gotze	David Gotze
OLD SCHOOL RACING	8338	DK 46	NSW	David Elliott	Mark Griffith
OROTON DRUMFIRE	CAY6536	Hoek TC78	NSW	Will Vicars	Phillip Neil
OSKANA	AUS5299	Cookson 50	TAS	Michael Pritchard	Michael Pritchard
PATRICE SIX	7779	X-41	NSW	Alexander Flecknoe-Brown	Alexander Flecknoe-Brown
PATRIOT	SM133	J/133	VIC	Jason Close	Jason Close
PHILOSOPHER	20	Sydney 36 CR	NSW	David Henry	David Henry
POPEYE	6612	Beneteau First 47.7	NSW	Craig Douglas	Craig Douglas
PRETTY WOMAN	545	Farr 45	NSW	Richard Hudson & David Beak	Richard Hudson
PROTAGONIST	H140	Beneteau First 40	VIC	Nick Foa	Nick Foa
QUEST	52002	TP52 Farr	NSW	Craig Neil	Mike Green

2021 FLEET

Boat Name	Sail No	Design	State	Owner/s	Skipper/s
RAGTIME	RQ130	J/130	NSW	Steve Watson	Steve Watson
REVE	5930	Beneteau 45f5	NSW	Kevin Whelan	Kevin Whelan
ROGUE WAVE (TH)	6921	Sigma 36	NSW	Kevin Le Poidevin	Kevin Le Poidevin & Darrell Greig
RUM REBELLION (TH)	1808	J/99	NSW	Shane Connelly	Shane Connelly & Graeme Dunlop
SALT SHAKER (TH)	5826	Sydney 36 C	NSW	Peter Franki	Peter Franki & Drew Jones
SECRET MENS BUSINESS 1	8300	Murray-Burns-Dovell 42	NSW	David De Coster & Sally Armati	David De Coster
SHES THE CULPRIT	370	Inglis-Jones 39	NSW	The Culprit Syndicate	Glen Bulmer
SHK SCALLYWAG 100	HKG2276	Dovell 100	OVE	Seng Huang Lee	David Witt
SIDEWINDER (TH)	112	Akilaria RC2	TAS	Rob Gough	Rob Gough & John Saul
SMUGGLER	6952	TP52 Judel/Vrolijk	NSW	Sebastian Bohm	Sebastian Bohm
SOLERA	G1350	Elliott 1350 Tourer	VIC	Stuart Richardson	Stuart Richardson
SOLVEIG	CYC54	Halvorsen 36	NSW	Annie Lawrence	John Whitfeld
SPEEDWELL (TH)	B347	Beneteau 34.7	NSW	Colin Geeves	Campbell Geeves & Wendy Tuck
STEFAN RACING	AUS80	Botin 80	QLD	AUS 80 Pty Ltd	Grant Wharington
SUPERNOVA	6499	Sydney 36	NSW	Alex Seja & Felicity Nelson	Alex Seja & Felicity Nelson
THIRLMERE	3060	Sydney 38	NSW	Mike Logan & Dan Belcher	John Hodgkinson & Dan Belcher
TOY BOX 2	MH4	XP44	NSW	Ian Box	Ian Box
TRIGGA (TH)	580	Eureka 34	NSW	Adrian Dunphy	Adrian Dunphy & Andrew Buckland
TROUBLE & STRIFE	8009	Cookson 12	QLD	Duane Smith & Matt Williams	Duane Smith & Matt Williams
TSA MANAGEMENT	MH60	Sydney 38	NSW	Tony Levett	Tony Levett
URM	AUS72	RP 72 Maxi	WA	Anthony Johnston	Marcus Ashley-Jones
VAMP	43218	Corby 49	NSW	Donald Graham & Leander Klohs	David Stephenson
WAX LYRICAL	248	X50	NSW	Les Goodridge	Les Goodridge
WHISPER	AUS13	JV62	NSW	David Griffith	David Griffith
WHITE BAY 6 AZZURRO	3430	S&S 34	NSW	Shane Kearns	Shane Kearns
WHITE NOISE	SM1245	M.A.T 1245	VIC	Daniel Edwards	Daniel Edwards
WILD CARD (TH)	RQ303	Elliott 9.6	QLD	Genevieve Warlow & James Chilman	Genevieve Warlow & James Chilman
WILD OATS	4343	Farr 43	NSW	Brett Eagle, Gordon Smith & Mark Skjellerup	Brett Eagle
WILLOW	ITA70	Volvo Open 70	NSW	Jim Cooney	Jim Cooney
WINGS	07	Dehler 46	NSW	Ian Edwards	Ian Edwards
WONDERLAND	GBR9166T	Beneteau Oceanis 473	NSW	Rebecca Connor	Rebecca Connor
XS MOMENT	11744	XP44	NSW	Ray Hudson	Ray Hudson
ZARA	1612	Cheoy Lee 47 Ketch	NSW	John Griffin	John Griffin
ZEN	52001	TP52 Botin	NSW	Gordon Ketelbey	Gordon Ketelbey



The Cruising Yacht Club of Australia thanks the valued supporters who make the Rolex Sydney Hobart Yacht Race possible.

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Devil's Corner



ROLEX SWAN CUP

NEVER STRAIGHT

It is said the shortest distance between two points is a **straight line**. But at sea, charting any course comes with a slew of uncontrollable factors. The winds, the currents, the swell... Only the strongest will, the keenest experience and a sharp intuition can overcome such overwhelming powers. Only by keeping the highest expectations and harnessing the deepest resources can one chart a course between where one is and where one aims to be. There is very little chance it will ever be a straight line. **Yet more often than not, it will be the right one.**

#Perpetual



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