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OFFICIAL PROGRAM

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67th ROLEX SYDNEY HOBART 2011 OFFICIAL PROGRAM

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The 67th Rolex Sydney Hobart Yacht Race is upon us and a fleet of 96 yachts will light up Sydney Harbour on Boxing Day. The quality of the fleet is outstanding once again with entries from all states and international visitors from Hong Kong, France, UK, USA and New Zealand.

I am pleased to see a number of familiar names sailing in newly acquired boats this year. Ed Psaltis and Bob Thomas, and new co-owner Michael Bencsik, bring their experienced and determined crew together to sail the brand new Ker 40 AFR *Midnight Rambler* to Hobart.

The Ryckman family have also upgraded their *Yeah Baby* to a newly acquired GP 42. There will be some great interest in the 40ft, 50ft and 60ft groups and a great battle for overall Tattersall's Cup honours. It is exciting to see another great race developing.

In keeping with our tradition of honouring those overall winners from the race 50 years ago, we have been able to secure crewmembers from the 1961 place getters. Our Starter will be Alby Mitchell, the last surviving crew member from *Rival*, the 1961 overall winner. We have four crewmembers from *Janzoon II* that will join us on the Start vessel. Richard Norman, Colin Betts, Richard "Sighty" Hammond and Michael Polkinghorne. Richard Norman will fire the 5 Minute preparatory gun and Colin the 10 minute warning gun. We were unable to locate any crewmembers from *Joanne Brodie*, the third placegetter, although I am happy to say the boat has survived well and is seen on the harbour most weekends in the hands of master shipwright Norm Hyatt.

I would like to take this opportunity to thank Rolex SA for their ongoing support and commitment to this classic race. This year marks the first event of our most recent renewal of the sponsorship agreement for a further five-year commitment up to and including the 2015 race. The two superb Rolex Yachtmaster timepieces awarded to the Line Honours and Overall winners are a significant token representing what Rolex bring to the race. I sincerely thank Rolex on behalf of all those involved in the race.

It is also important to give sincere thanks to our finishing partner, The Royal Yacht Club of Tasmania. The RYCT has been involved in all 66 completed races and this year is no

exception. We value their help and support. Thanks must also go to the NSW Government especially NSW Maritime as well as the Tasmanian Government and their various agencies. Finally thanks to all our wonderful volunteers, without you we would not be in a position to conduct the race.

In early September, I accompanied Hugo Van Kretschmar and David Fuller's team to Newport for the New York Yacht Club Invitational Cup. The regatta was fantastic, the organisation and hospitality provided by the NYCC was nothing short of spectacular. Our performance was creditable whilst the competition was fierce; the crews that sail the Swan42s regularly had an edge. A solid heat win on the second day was enjoyed by our crew.

The Royal Canadian Yacht Club team lead by Terry McLaughlin were worthy victors. I hope and expect the club will be invited again.

The Rolex Trophy series is a fantastic lead in regatta to the Rolex Sydney Hobart. The One Design series will be conducted from 9-11 December with the Sydney 38 class also competing for their State Championship. Competition among the Farr 40s will be hot with the current reigning World Champion Guido Belgiorio-Nettis' Transfusion headlining the class. We should see some good close one design racing offshore.

The Rolex Trophy Rating and Passage series conducted from the 15-18 December is a great precursor to the Rolex Sydney Hobart Yacht Race. It gives us a chance to see which IRC boats are sailing best to their ratings.

The SOLAS Big Boat Challenge will light up the Harbour on Tuesday 13 December. An eBay Auction for positions on board a number of competing yachts will once again be conducted online. There will be a spectator boat again this year - the MV Coast will be picking up at King St Wharf and the CYCA. This is a great CYCA day, which culminates in what is, in my opinion, one of our best parties each year.



ON THE START LINE
Garry Linacre,
Commodore CYCA

Speaking of the CYCA SOLAS Trusts, the Associates Committee organised an excellent fundraising dinner for the charity in October. It was attended by 88 guests, including Guest of Honour John Coates AO. Monies raised on the evening totalled \$14,500, which included an \$8,500 donation from the Associates Committee and a \$1000 donation from the Breakfast Club. The balance was raised from a silent auction run on the night.

The board of the CYCA SOLAS Trusts have also been busy disbursing much-needed funds to various search and rescue organisations around Australia. Recently, \$24,000 was donated to Volunteer Marine Rescue Burdekin as a contribution toward the purchase of two new Yamaha motors to be fitted to their new Kevlar Cat rescue vessel. Two donations have also been pledged to Marine Rescue NSW to assist fund the establishment of the Cambewarra Mountain VHF repeater project and to assist in the upgrade of the Marine Rescue Eden Tower replacement and antenna upgrade. The total amount donated was \$45,500. All three disbursements will significantly benefit the broader yachting community and CYCA members who race or cruise along the NSW and Queensland coasts.

The CYCA redevelopment is still progressing, however our goal to float in the extension of D arm before Christmas will not be achieved due to a hold up in obtaining the necessary documentation required to issue a construction certificate. The Site Redevelopment Committee and our Head Consultant will continue to work with the various authorities over the next couple of months with a revised plan to commence works on the extension of D arm early February 2012.

Again I am excited about the upcoming action at the club. The place develops a carnival feel as we are infiltrated by welcome visitors, hard working volunteers and dedicated competitors. I ask that all members come and join in the fun at this great time of the year. This is the best time to feel really genuinely proud of our great club and all it stands for.

To all members and friends of the CYCA, I wish you and your loved ones a safe and happy holiday season and a most optimistic New Year. I look forward to seeing you at the club and on the water over this joyous time.

GARRY LINACRE
Commodore CYCA

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On behalf of the Royal Yacht Club of Tasmania it is my pleasure to extend a warm welcome to competitors and visitors when you arrive in Hobart for the finish of the 67th Rolex Sydney Hobart Yacht Race.

When the fleet heads south after the spectacular start in Sydney Harbour its course takes it 628 nautical miles from the vagaries of the New South Wales south coast past the notorious Bass Strait and into the "Roaring Forties" of Tasmania where the magnificent cliffs of Tasman Island provide a spectacular landfall. From there onwards the yachts will sail to an incredible finish where thousands of Hobartians and visitors cheer the yachtsmen across the finishing line.

The River Derwent has a reputation for frustratingly light and variable winds or buffeting blustery conditions that require a high level of concentration to gain the shortest route to the Castray finish.

The finish of the Rolex Sydney Hobart demands many hours from the volunteers in our club, undertaking roles such as staffing the finishing box 24 hours a day, crewing the patrol boats to help competitors into their correct berth, or manning Tascoast radio with its link to the JBW radio relay vessel. Then there is the all-important Liaison Centre at Constitution Dock that keeps families and friends up to date on the yachts' progress and estimated finishing times.

This year the Royal Yacht Club of Tasmania will again operate the Liaison Centre adjacent the prize-giving dais at Constitution Dock and locals and visitors are most welcome



to join friends for breakfast or light refreshments during the day.

Most crew that have completed a 'Hobart' will have enjoyed the delights of the 'Taste of Tasmania' and skippers this year are invited to motor past and present their boat to patrons at the 'Taste' after they finish, before berthing in Sullivan's Cove. I am sure patrons at the 'Taste' will give you and your crew a good reception.

I would like to thank the Cruising Yacht Club of Australia for their continued confidence in our club and I look forward to welcoming Commodore Garry Linacre, flag officers, the race staff, and representatives from Rolex to Hobart once again.

The Official Prizegiving for this 67th Rolex Sydney Hobart Yacht Race will again be held at our club on New Year's Day and I extend a warm invitation to all competitors and visitors to come along to this glittering conclusion to the great race to our shores. Just to see the wonderful array of perpetual trophies is reason enough.

GRAHAM TAPLIN
Commodore
The Royal Yacht Club of Tasmania

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W elcome to the Official Program edition of *Offshore Yachting* for the 67th running of the classic Rolex Sydney Hobart Yacht Race.

With 96 yachts and their crews lining up to take on this Everest of yachting challenges, the latest edition of this great race is bound to deliver another rich chapter of tales of seamanship, courage and camaraderie.

Whether putting your sailing skills and vessel to the test against fellow man and nature vying for the ultimate glory of overall winner on handicap, or for the largest yachts racing south against the clock for a new line honours record, or simply a personal best, this years' Hobart remains the only other race, and the one sailing event, that truly stops the nation.

"The Hobart" is, after all, the one colourful and inspiring event that brings yacht racing into the thoughts of all Australians on Boxing Day every year. Sydney's famous harbour is invariably packed to the shorelines with hundreds of thousands of spectators, with thousands more afloat lining the course out the heads, as though an honour guard for the fleet about to embark to the south. A colourful spinnaker start on the harbour is always a fitting send off to mark what is, without a doubt, one of the world's ocean racing classics – from start to finish.

For some smaller yachts competing, it can be up to five days

and nights at sea in cramped, wet and cold conditions, racing south across Bass Strait in what can become the steepest seas in the world, before they finish on the Derwent river in Hobart. It's no wonder competitors dream of a hot shower, a most well earned "quiet little drink" and much needed sleep.

All you need to know about the great race, from a host of contributors with an array of ocean racing knowledge, is packed into this special edition.

With the competition for line honours always being fought out among the fastest maxi yachts, favourable wind and sea conditions may well see the race record rewritten. But the true race and test of sailor against sailor, yacht against yacht, and both against the best and worst of the elements that nature can deliver, will always be for the overall winner on corrected time – the battle for the Tattersall's Cup.

From all at *Offshore Yachting* we wish you a Merry Christmas, a safe sail south for competitors, and a prosperous New Year.

ANTHONY TWIBILL
Publisher

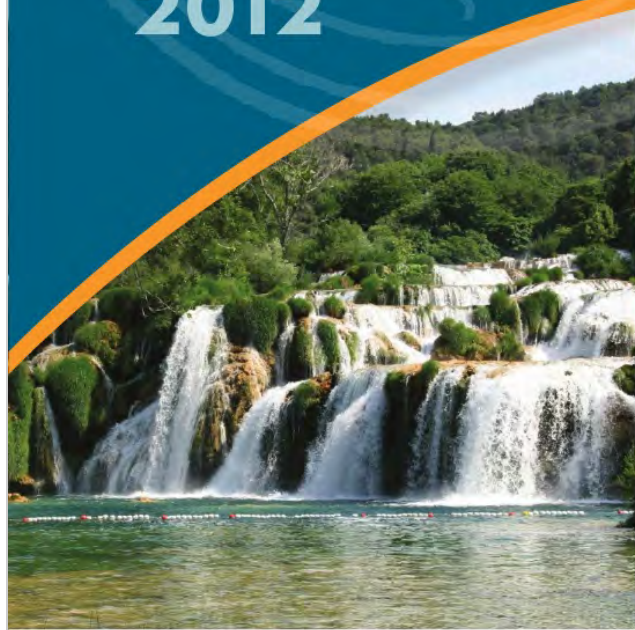
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Quiet Little Drink

Well-known Sydney sailors Carl Crafoord and Hugh Brodie are the latest yachtsmen inducted into the Cruising Yacht Club of Australia's Hall of Fame for contesting their 25th Sydney Hobart race this year. A "Quiet Little Drink" (QLD) cocktail party celebration was held at the CYCA to commemorate the milestone. Crafoord, a renowned navigator, had the added distinction of being only the third ever father and son duo (with dad Max having completed 30 races) to be immortalised on the beautiful Huon Pine map of Tasmania that hangs in pride of place at the CYCA in Sydney. The Crafoords joined Bernie Case (40 Hobarts) and his son Robert (26 Hobarts) and Peter Green (35) and son Mike (31). Crafoord and Brodie are the last two names that will appear on the original historic board, as it has now run out of space. Have no fear though, a new board was unveiled at the CYCA on the night, donated by Tasmanian Bob Thorpe who commissioned the original board and donated it to the CYCA so many years ago.

1. Peter Shipway with John Dawson. 2. Warren Kermond and Bob Thorpe unveil the new 25 Hobarts plaque. 3. The CYCA Youth Sailing Academy First Hobart plaque. 4. Some of the YSA members and graduates who have completed their first Hobart. 5. Dick Bearman, David Reid, John Dawson, Bob Thorpe, Warren Kermond, Frank Smcovich. 6. Cathy Josling with Associates President Janey Treleven. 7. Mike Green, Hugh Brodie, Carl Crafoord, Colin Betts.



SOLAS Trusts Dinner

In mid October ninety members and guests attended the inaugural CYCA SOLAS Trusts fundraising dinner with over \$5,000 raised in a silent auction. John Coates of the Australian Olympic Committee was a most entertaining and informative guest speaker, together with CYCA Life Member David Kellett officiating as emcee for the evening. Guests enjoyed a delicious three-course dinner with wines generously donated by Robert Oatley Vineyards and Sir James Brut sparkling donated by Accolade Wines. The evening was organised by the Associates Committee with Commodore Garry Linacre and David Gotze, President of Yachting Australia, in attendance. Garry Linacre accepted a cheque on behalf of CYCA SOLAS Trusts for \$8,500 from the Associates Committee and thanked the Committee for their efforts in raising these funds. "I hope to see you again next year at this event to support the sailors charity - CYCA SOLAS Trusts," Linacre said.

1. Nicky Souter and guest. 2. Commodore Garry Linacre, John Coates, AO and David Kellett. 3. Lance Harris, Susan Piggott and Nicky Strong-Harris. 4. Pip and Geoff Lavis. 5. Kendi Kellett (far right) and guests. 6. From left to right: Nina Saalfeld, Kaye Brooks, Helen Fidock and Gwennie Hall. 7. Dallas Kilponen, Ian Treleven, Arthur Lane. 8. Andrea Treleven, Kay Brooks and Pip Lavis.

SEAMARK

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NYYC INVITATIONAL

Rhode island racing

CYCA takes on world's best corinthians at the New York Yacht Club Invitational.

In early September, Past CYCA Commodores Hugo Van Kretschmar and David Fuller, together with current Commodore Garry Linacre, led a CYCA team to compete at Newport, Rhode Island, for the New York Yacht Club (NYYC) Invitational Cup, sailed in identical one-design Swan 42 cruiser racers.

"The regatta was fantastic, and the organisation and hospitality provided by the NYYC was nothing short of spectacular", said Linacre. "Our performance was creditable while somewhat mixed. The crew showed flashes of brilliance and we all very much enjoyed a solid heat win in the second day".

But the competition was fierce and the crews that sail the NYYC Swan 42s regularly had an edge. There were 11 heats with 9 different winners, which speaks volumes of the close racing enjoyed in the regatta. Three boats counted both a first and a last place. Mistakes were brutally punished and in the end the Royal Canadian Yacht Club team led by Terry McLaughlin were worthy victors.

"The CYCA will be conducting a debrief and recording the great learning experience that occurred at the regatta" said Linacre. "I hope and expect the club will be invited again. I will be presenting to the Board a plan for establishment of an overseas competition fund, and seeking to establish a selection process that will enable the club to take full advantage of the lessons learned in Newport. There will be more to follow on this subject in later editions.



A TOUCH OF GLASS
The NYYC Invitational Trophy presented to the winning yacht in this truly international Corinthian classic. The CYCA drew yacht #08 pictured above and below.



New year cruising to Hobart

"The passage from Sydney to Hobart should be on every serious sailors list. With a properly prepared boat and crew it's an adventure you'll never forget", says Tony Cable, a well-known and experienced sailor with forty-five Hobart races to his credit and another planned for this year. "But there is so much more to enjoy on this passage as a cruise as you can choose your stopovers along the way," he said.

Boat owners who prefer the slow road and are considering cruising from Sydney to Hobart in January and February 2013 are invited to join the Rendezvous to Hobart 2013. Arranged by members of the CYCA (Cruising Yacht Club of Australia) this will be the third Rendezvous to Hobart. Note this is not an official club organised event.

The Eastern Coast of Australia is a stunning cruising destination. Starting in Sydney, one of Australia's most beautiful harbours, sailors can experience history and natural beauty as they cruise down the coast.

After crossing Bass Strait the island of Tasmania greets them with rugged scenery and welcoming anchorages. Wine Glass Bay is a popular first stop where yachts and crews gather to relax as the sun goes down.

The Rendezvous designated arrival time into Hobart is by noon on Thursday 7th February. The timing will also allow boats to join in with the Australian Wooden Boat Festival 8 - 11 February, and the Van Diemen's Land Circumnavigation Cruise which starts on the 13th February.

As with previous cruises, Skipr.net will serve as the communications hub. A program of cruise information evenings and a set of rendezvous locations and times will be organised. The radio communications schedule and tailored on route weather information will be available to all vessels electing to participate.

Enquiries to: Denis Doyle or David Champaloup at cycacruising@gmail.com



YOUTH SAILING

Youthful exuberance

CYCA youth sailors remain unbeaten at Australian match racing championships. By Shane Smith from the Southport Yacht Club and Jennifer Crooks, CYCA.

The team of Ash Rooklyn, Tim Austin and Byron White has continued the unbeaten record for the CYCA winning the 2011 Australian Match Racing Championships on the Gold Coast in October.

Host club Southport Yacht Club had three teams contest the event with all teams making the finals but were no match for the CYCA team. Sailing the Blazer 23's for only the second time, Rooklyn's team was tested in all the races by the local crews with most races won on the last gybes to the finish.

The team from the CYCA won the final 3-0 over the recently crowned Women's Match Racing Champions Jessica Hansen, Stacey Jackson, Georgia Cronin and Mellissa Turner in the best of five final. The CYCA team took the lead on the last leg in both races one and two in the final stages. In race three they won the start and controlled the race, leading start to finish to win by 15 seconds.

"I've dreamt of winning an Australian title since I was young, but to win a match racing national title is awesome," Rooklyn said.

"It was a tough match up in the final. In the second race we were leading by a boat length and managed to get a penalty. On the second upwind leg, we managed to extend our lead enough to wipe off the penalty and then win the race".

"The team held their composure and all of us were impressed by the way Ezra Pritchard (who joined the team from Southport Yacht Club) handled the pressure. He's a great sailor for such a young guy – he had it all down," Rooklyn recalled. Ezra is just 11 years old and joined the CYCA team for this regatta.

"The crew has been working together for the last 18 months and I'd like to thank my fellow YSA members Jay Griffin, Will Mackenzie and Sean O'Rourke for training with us. Thanks also to the club for their ongoing support of the Youth Sailing Academy," Rooklyn added.

In the petit final Jack Sherring and his crew Coen Comadira, Fletcher Sewell and William Bates won the final podium position over Sophie Lahey's team of Ali Blundell, Kodey Sherring and Georgie Toner.

TEAM EFFORT
The CYCA's youth talent was shining at Southport.

Vale – Richard Harland Grubb

Richard (Dickie) Grubb, Life Member and Official Starter of the CYCA for over 28 years passed away suddenly at home 3rd October 2011. Richard will be remembered by the many hundreds of yachtsmen who competed in CYCA events over the period he was the Senior Race Official as being completely dedicated and fair to all competitors who took part in CYCA events.

Richard was a very private person, a giver not a taker, whose greatest pleasure was being on the water and especially sailing. He commenced sailing at RANSA in 1974 as a crew on an Endeavour 23 that he sailed on until he was offered the position of skipper onboard a Bluebird. Having now well and truly caught the sailing bug in 1980 he bought his first yacht a Thunderbird 26, which he raced competitively.

It was during this period he met and became great friends with David Goode, the CYCA starter at the time and joined him as Assistant Starter on offshore assisting in starting both the summer and winter events. In the early 80's, when David & Nancy decided to retire and move to Adelaide, the CYCA appointed Richard the Clubs Official starter (called Principle Race Officer these days), a position he held for 28 years until deciding to retire in 2007. During this period Richard started all Club events, except the Sydney Hobart and some Southern Cross Cup events, and spent endless hours on board the clubs various offshore start boats.

These were exciting times for Richard with all kinds of things happening on and around the starting and finishing lines such as collisions, yachts sinking, and all kinds of protests amongst competitors. Richard's love of competitive sailing and being on the water resulted in him buying another yacht in 1994, a Peter Cole design Contessa 25, named Antaries. In 1994, for the 50th Anniversary Hobart Race, he crewed aboard Ron and Marion Burchell's Sea D achieving something he had always wanted to do, to actually be a competitor in this great event.

Richard's service to yachting was recognised by the following: In 1997 he was awarded Life Membership at the CYCA, in 2000 he was awarded the Australian Sports Medal, and in 2009 he was awarded Yachting Australia's Volunteer of the Year.

As was said at the closing of the service held in his honour Richard no matter where you are now god bless and "MAY THE WINDS FAVOUR YOU"

John Keilty, CYCA



Humphreys and detailed styling and engineering developed by the Oyster Design Team, the new Oyster 825 is sure to turn heads wherever she cruises.

Developing the latest interior styling now seen on the Oyster 625, 725 and 885, and building on the engineering knowledge gained from the Oyster Group's successful development of Oyster superyachts, the new Oyster 825 provides 'Superyacht experience' in levels of style and comfort for the owner who still enjoys sailing the yacht himself with family and friends, yet wants the balance of supporting his sailing with professional crew.

The Oyster 825 is a powerful yacht that can eat up 250 miles per day on long passages without drawing breath. She is designed for the owner who seeks adventure and performance but with the peace of mind of safety and every comfort to hand. With a full width saloon featuring massive signature hull windows, the feeling of light and space below decks is enhanced even more by a state-of-the-art, side-sliding glass companionway. A spacious, outdoor cockpit comfortably and safely separates guests from sail handling, whilst the huge areas of flush deck, both forward and aft, provide the perfect spot for sunbathing and entertaining. With options for a carbon rig and personalisation using the custom-build resources at Oyster's Southampton shipyard, the first Oyster 825 will start production in late Spring 2012 for delivery in Summer 2013.

www.oystermarine.com

Yachts to watch

Our review of the latest yachts, cruising or racing, to tempt our sailing passions.

OYSTER 825 – A GROWING PEARL

Oyster Marine have upped the ante in the world of luxury cruising yachts with the announcement of the Oyster 825, an exciting addition to the range of new yachts launched by Oyster over the last two years. The new model features Oyster's latest

striking styling, first seen with the successful Oyster 625 (of which 10 are now already sold). Clear deck lounging areas and larger hull ports with 'Seascape' windows are among the features of this innovative new breed of Oyster yacht. With clean and easily driven hull lines drawn by Rob

**SAILING
SPLENDOUR**
An Oyster under
sail is always a
sight to see but the
latest line of new
designs is even
more striking.



NEW HANSE 385 – COMPACT CRUISING LUXURY

The Hanse 385 designed by Judel/Vrolijk and distributed by Windcraft is proving another successful new design. The concept of a fast but spacious cruiser with sharp lines and contemporary looks has been well received all around the world. Since its release in August this year, Hanse have already sold 60 worldwide, with Team Windcraft taking ten percent of this production for Australia and New Zealand.

Hull number 59 has just been ordered by a couple from New Zealand, who admired the new Hanse 5 series styling while they were on board the larger Hanse 445 at the Auckland Boat show in September.

Following this high demand for this value packed cruising boat delivery ex-factory of the Hanse 385 is already out to February 2012. Luckily Team Windcraft has a number of pre-booked 385 production slots, with two 385s on order with completion due in November and December, being the last two Hanse 385s at the introductory price.

www.windcrafthanse.com



Lord Howe Island – and now for Hobart

THREE TIMES SYDNEY HOBART WINNING SKIPPER/SAILING MASTER ROGER HICKMAN HAS ADDED THE GOSFORD TO LORD HOWE ISLAND RACE TO HIS RECORD, REPORTS PETER CAMPBELL.

All but one of the eight yachts that contested the Hempel 38th Gosford to Lord Howe Island Yacht Race in late October have been nominated for this year's Rolex Sydney Hobart Yacht Race, including the line honours winner *The Stick* and handicap division winners *Wild Rose* (IRC) and *Quetzalcoatl* (PHS).

The 414 nautical mile race across the northern Tasman Sea is the only annual Category 1 ocean race in Australia other than the Rolex Sydney Hobart and is also a qualifier for the great race to Tasmania.

Victory in the IRC division went to *Wild Rose* and in the PHS division to Antony Sweetapple's *Quetzalcoatl*, with *The Stick* taking line honours.

Roger Hickman, owner/skipper of *Wild Rose*, ranks as one of Australia's

most experienced and successful ocean racing yachtsmen, with three wins in the Sydney Hobart Race and successes in most other races along the East Coast.

Hickman, a prominent member of the Cruising Yacht Club, co-skippered *Wild Rose* (then *Wild Oats*) to an IOR victory in the 1993 Sydney Hobart and was sailing master for different owners on two wins by *Ausmaid*, in 1966 and 1996.

Also heading to Hobart again is the veteran *Polaris of Belmont*, a Cole 43 built at Gosford 40 years ago, which placed second on corrected time in PHS, a division she won twice between 1997 and 2010.

Now owned by Chris Dawe, *Polaris of Belmont* competed in the inaugural Gosford to Lord Howe Island Race in 1974 and has contested many races to

the island since then, although there are no records to show exactly how many. She has, however, been raced to Hobart 26 times with Dawe lodging an application to enter once more on the eve of the start of the race to Lord Howe Island.

Also nominated for the Rolex Sydney Hobart are line honours winner *The Stick*, Richard Christian's Open 66, IRC runner-up *Copernicus* (Greg Zyner), *Icefire* (Peter Tucker) which placed third in the IRC division, and *Midnight Rambler* – the Hick 34 which won the 1998 Sydney Hobart and the 1999 Gosford to Lord Howe Island Races on corrected time. (James Cameron from Drummoyne Sailing Club now owns *Midnight Rambler*).

The Stick led the fleet in the 414 nautical mile race to Lord Howe almost throughout the race, opening up a lead of nearly 60 miles when she finished in a fast time of 43 hours, 19 minutes and 35 seconds.

The Stick had north to northeasterly headwinds most of the race but the rest of the fleet sailed in north-westerlies and finished with an, at times, wild spinnaker ride on a southerly front. *Polaris of Belmont*, the last to finish, cut one and a half days off her time in last year's more rugged race. ⚓

A ROSE BY ANY OTHER NAME
Wild Rose, originally *Wild Oats*, remains to this day a most competitive yacht to beat on handicap.

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SAIL MELBOURNE

On course at Sail Melbourne

BLUE ROBINSON SPENT MUCH OF SAIL MELBOURNE REGATTA WEEK ON PORT PHILLIP BAY OBSERVING WORLD CHAMPIONS AT PLAY IN THE CHALLENGING AND VARIABLE CONDITIONS.

Brilliant sailing by the Australian Olympic and Paralympic crews on the final day of the ISAF Sailing World Cup in Melbourne mid-November saw the home team claiming 16 medals across the eight Olympic and two Paralympic classes.

With conditions during the week of Sail Melbourne ranging from extremely light and variable through to thirty knots off the Sandringham Yacht Club – a win here meant you really earned it. A perfect example was by RSX Women's sailor Jessica Crisp, in second place going into the medal race behind Britain's Bryony Shaw, who led the fleet all week. A minute before the start *Crisp* spotted a stronger sea breeze, and with the

other nine board sailors heading inshore on starboard tack, *Crisp* backed her own judgment, changed the settings on her board and rig, then dipped the fleet to race off the line on port tack to find stronger and steadier wind offshore. The British Olympic Bronze medalist chased hard but *Crisp* just worked harder, crossing the line and winning Gold on a count back for the closest finish of the Sail Melbourne event with a powerful and gutsy performance.

It was Nathan Outteridge and Iain Jensen who grabbed the first Gold of the final day in the 49er Class, with the positions swapping more in the medal race than in any other 49er race during the regatta. Outteridge and Jensen crossed the line in the

final race in second place, thereby securing overall victory in the regatta – the pair's first podium at Sail Melbourne.

Elise Rechichi and Belinda Stowell dominated the week's 470 Women's class with the new pairing winning the medal race and Gold medals in their first regatta together, with the men's 470 Mathew Belcher and Malcolm Page grabbing the silver medal for the week. The pair went into the final day in third spot, but dominated the medal race to lift them to second place overall.

Laser sailor and multiple world champion Tom Slingsby knew he had done enough on the Friday to clinch the regatta, going into the last day with a 19-point lead. The key to the medal race was not to incur any penalties so Slingsby started clear and safe, putting him in last position on the first upwind leg. All this changed at the top mark when tactical brilliance saw him slot into first place, causing those on the nearby media boat to shake their heads at the sheer natural ability of this young sailor. Slingsby's win in that medal race gave him a 27-point lead over Great Britain's Nick Thompson with the silver, and Australian Tom Burton winning Bronze.

Heading into the Laser Radial medal race in third place, Krystal Weir knew it was going to be tight with just three points between her and the fourth and fifth place rivals. Covering the boats behind but managing to sail her own race, Weir's strategy paid off and she crossed the line to grab the Bronze medal with a smile that would light up a small town.

In the Finn class, Australian sailors claimed Silver and Bronze with Oliver Tweddell winning the medal race to cement his second position behind Ukrainian Oleksiy Borysov who took the Gold, with Australian Rob McMillan winning Bronze.

Australian Paralympic sailor Matt Bugg had a sensational week, the Tasmanian winning the 2.4mR regatta with nine wins to claim the Gold medal, with Daniel Fitzgibbon and Liesl Tesch improving during the second half of the regatta in the Skud 18 class, with a final race win securing the Silver medal for the pair, with fellow Australians Jamie Dunross and Rachael Cox third.

Sail Melbourne was a regatta that tested every competitor on every leg. A strong performance here now puts the Australian sailing team on course for the ISAF World Championships in Perth from 3rd - 18th December. ⚓

UP FRONT
Laser World
Champion
Tom Slingsby's
unnatural ability
shone throughout
the regatta.

Tell tales

INTERNATIONAL SAILING SUMMIT FORGES FUTURE GROWTH OF SAILING SUCCESS.

The 10th International Sailing Summit 2011 was held at Sandringham Yacht Club during the Sail Melbourne regatta week. Founded by Alistair Murray of Ronstan International, the full day summit is a sailing industry forum that aims to bring the sport and industry together to promote sailing on a global scale. Although held all around the world, the ISS was first held in Geelong back in 1999 during the annual race week, with the backing of BIA Victoria. Around 50 attendees from the sailing industry, yacht clubs, and prominent sailors came along this year to listen to a rewarding day of thought-provoking talk and Q&A sessions involving all attendee's ideas and feedback.

The ideas and forthright commentary of this dedicated sailing talkfest deserves much greater attendance from the yachting community and with the 11th ISS planned to also coincide with Sail Melbourne 2012 we encourage you to come along next year. It's one day that provides an invaluable snapshot on the sailing industry and all who are involved in it in any professional capacity will benefit greatly.

A full report will be published in the next edition of the magazine. ⚓



SAILING FOR SUCCESS
Yachting industry and sailing enthusiasts unite with a bevy of new ideas and trends presented at ISS 2011.

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BRING ON THE WORLD

AUSTRALIAN SAILORS HAVE THEIR EYES ON WORLD CHAMPIONSHIP GLORY IN PERTH THIS DECEMBER. WITH THE PERTH 2011 ISAF SAILING WORLD CHAMPIONSHIPS JUST AROUND THE CORNER, YACHTING AUSTRALIA'S CRAIG HEYDON TAKES A LOOK AT AUSTRALIA'S CHANCES AT THE EVENT.

The world's top Olympic class sailors are set to head to Perth this December for the largest regatta Australia has ever seen, the Perth 2011 ISAF Sailing World Championships. Every four years, all ten Olympic classes come together for a combined World Championships, with an added incentive being that 75 per cent of the national positions at the London 2012 Olympic Games will be allocated following the results in Perth.

Perth 2011 provides an incredible opportunity for Australian sailors to compete against the best in the world in a major World Championship on home waters. The Australians will also be out to try and qualify Australia in all ten Olympic classes for London 2012, with team selections to follow in early 2012. With the event being held in our own backyard it's no surprise that Australia will have the

largest contingent in Perth, with crew competing in all ten classes.

470 MEN

The Australian Sailing Team's Mathew Belcher and Malcolm Page headline Australia's 470 Men's competitors. The pair head into the event with the world number one ranking and are the reigning World, European, Australian and North American Champions. Their win at the 2010 470 World Championships made Page the most successful 470 sailor in history, and the pair will be keen for another good showing ahead of the London 2012 Olympic Games. They will be joined in the fleet by three Australian Sailing Squad crews, comprising Sam Kivell and Will Ryan (who are currently ranked number ten in the world), Max Taylor and Tim Hannah, and Mathew and Robert Crawford all competing in Perth. Queensland

teenagers Angus Galloway and Alex Gough will be competing in their first 470 World Championship following a Bronze medal performance at the ISAF Youth Sailing World Championships in Croatia during July this year.

470 WOMEN

Australia has a proud history at the highest level in the 470 Women's class, with Gold medals at the 2000 and 2008 Olympic games. Western Australia will be well represented at Perth 2011 with Gold medalists Tessa Parkinson, Belinda Stowell, and Elise Rechichi all set to be involved, along with the young crew of Carrie Smith and Ella Clark who will compete in the 470 after finishing fourth in the 420 class at this year's ISAF Youth Sailing World Championships. Perth sailor Chelsea Hall will also compete, with her east coast based skipper Sasha Ryan.

49ER

The 49er class has long been a successful one for Australia and the team will be keen for a good performance on West Australian waters. Australian Sailing Team members Nathan Outteridge and Iain Jensen head into the event with previous success at the venue, having won the Perth International Regatta last November. The 2009 World Champions have their sights firmly set on London 2012, going undefeated on Olympic waters in all four regattas they have contested there. The Australian Sailing Squad will also be well represented with Victorian brothers Will and Sam Phillips, who finished fourth at the Sail for Gold Regatta in Weymouth this year, Steve Thomas and Nick Brownie, and Tom Johnson and Rhys Mara all competing. There will also be a number of up-and-coming West Australian 49er sailors competing in the regatta.

FINN

Australian Sailing Team member Brendan Casey is the highest ranked Australian in the Finn fleet and he will be racing alongside a number of fellow Aussies, including three-time Olympian Anthony Nossiter, local sailor Tim Castles and young Victorian Oliver Tweddell.

LASER

Tom Slingsby heads into Perth 2011 as the world number one and reigning World Champion, and also won the Perth International Regatta

MEDAL-WINNING FORM

Above: Going all out to win, 49er dream team of Outteridge and Jensen on trapeze. Opposite: Jessica Crisp's boarding prowess on the RS:X makes her a medal front runner for Perth 2011.

in 2010. The 2010 ISAF Rolex World Sailor of the Year will be keen for another strong performance in Perth as he looks to book himself a spot on the Australian team for London 2012, his second Olympic Games. He'll face strong competition from both Australians and international sailors, with fellow Australian Sailing Team member Tom Burton and Australian Sailing Squad athletes Ashley Brunning, Ryan Palk, James Burman and Jared West all set to compete.

LASER RADIAL

Krystal Weir is currently Australia's top ranked Laser Radial sailor and finished eighth at the recent Weymouth and Portland International Regatta, the test event for the London 2012 Olympic games. The Australian Sailing Squad will have three representatives in Perth with Gabrielle King, Ashley Stoddart and Alex South all set to race against the best Laser Radial sailors in the world.



RS:X WOMEN

Australian Sailing Team member Jessica Crisp is aiming to compete at her fourth straight Olympic games next year in London, with Perth 2011 the next step to achieving that goal. She'll be joined in Perth by fellow Australians Allison Shreeve, who won Bronze at the ISAF Sailing World Cup round in Holland during May, Joanna Sterling and Annalise Gilbert, both who have been members of the Australian Youth Sailing Team in recent years.

RS:X MEN

Several Australian windsurfers will be pushing hard to qualify the country for the London 2012 Olympic games. Included are Tim Gourlay (who recently competed at the London 2012 test event), Patrick Vos, James Levy, Luke Baillie and youth sailors Eamon Robertshaw and Sam Treharne.

STAR

Paul McKenzie and Phillip Toth recently represented Australia at the Weymouth and Portland International Regatta and will be racing again in Perth. Lining up against the best in the highly competitive Star class will be Beijing 2008 Olympic Games representatives Iain Murray and Andrew Palfrey, Phil and Chris Baker and Mark Bradford and Andrew Giles.

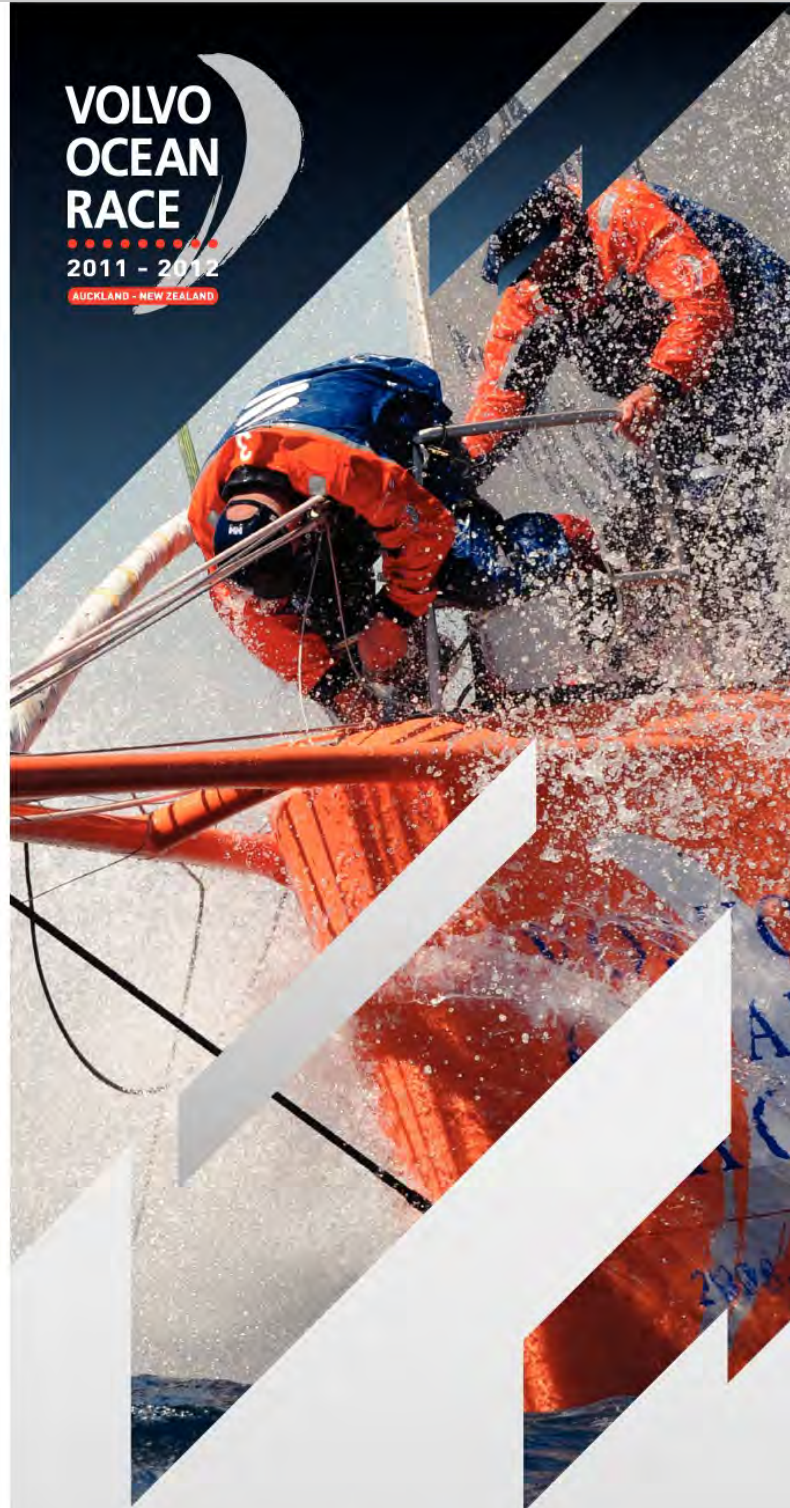
WOMEN'S MATCH RACING

The Australian Women's Match Racing Team will have two crews lining up against the best 30 crews from around the world in Perth. Olivia Price, Nina Curtis and Lucinda Whitty will campaign one entry, while Nicky Souter, Jessica Eastwell and Katie Spithill will race in the other. As always the Women's Match Racing competition is expected to be tight, with Perth adding another element to the mix, with none of the crews being able to train on the course on the Inner Harbour of Fremantle. ⚓

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EARN YOUR STRIPES
A well-trimmed sail can make all the difference, particularly in one design races when every advantage counts.

power do have compromises involved. Managing these compromises is the key to fast sailing.

Generally speaking, deep sails provide more power, flatter sails less power. However the compromise is that we can sheet a flatter sail on a little harder than a deeper sail without creating stall, and a flatter sail has less drag so potentially has a greater top speed. It is important to remember that we do require a certain amount of power to push the boat through the water, and many other factors influencing this may include hull design and crew weight.

The best way to determine if we are approaching stall is through the use of tell tales. Leech tales can be a good indication of sheet tension and tell tales on either side of the sail can be an indicator of the appropriate depth of a sail. Be careful: If the tell tales are too far forward they can be located in the disturbed air at the front of the sail, and this can make accurate assessment difficult.

A simple way of recognising the depth of a sail more easily is to attach draft stripes. These are generally done in a distinct colour horizontally over a sail. If comparing two sails use them in the same place relative to each sail. Draft stripes can provide better depth perception and can show up more effectively in photographs.

Another good concept to think about is that power created down low in the rig can be easier to control as it is located closer to the centre of effort. So when 'changing gears' from more power to less power, it's worth thinking about turning the power off from the top of the sail first, as this may help out with the overall boat balance and make it easier to sail. This concept works well when sailing overpowered, especially in choppy conditions.

Calibrating the boat is another good idea. This allows everyone on the boat to have a place to start with the basic controls. Calibration can help you find a gear quickly, for example when rounding the bottom mark and changing from a downwind to upwind vang setting. Good calibration will allow us to find our way back to an appropriate setting we might have already had success with in either racing or testing.

Finally, a very useful tool in creating race winning speed is to have an open mind. Be willing to test your thoughts, firstly in training and then racing. Openly discussing the possibilities can often lead to learning about new concepts and racing faster. Good luck! ⚓

When we trim a sail, what are we trying to achieve?

Generally we are always trying to achieve at least even speed with our opposition, and if possible sometimes an edge to help us win races. Importantly though, having a boat that is easy to sail, well balanced, and responsive is a good thing. This can allow you to spend more time managing the wind and the fleet, or just enjoying the scenery!

It is a big challenge to talk about good overall setup in terms of just one aspect of boat speed, such as sail trim. Most high performance programs have many detailed ways of calibrating every aspect that goes into producing boat speed, so of course we don't have the space to be able to cover everything here. However it is possible to outline some basic rules which should help you improve your personal 'speed toolbox' when applied correctly.

The essence of good trim may lie in answering the following question: are we overpowered or underpowered, or maybe even just right?

Most one-design boats we sail are limited by sail size, weight, length etc, so in general we are measuring apples with apples; that is, the boats we are racing against have access to the same speed potential. This is good to keep in mind when we are setting up our sails. If someone is sailing higher than us, are they simply pulling their sails on tighter? If indeed we are considering other non one-design classes then of course the performance equation becomes more complex.

So what are the options? Within the above equation of being overpowered or underpowered we only need to keep in mind one other vital concept, the

KEEPING TRIM

AUSTRALIAN SAILING TEAM COACH EUAN MCNICOL PROVIDES HIS EXPERT INSIGHT ON THE FINER POINTS OF SAIL TRIMMING.

'flow' across the sails and the foils. Flow is fundamental to sailing fast, and without it drag goes up very quickly and we will struggle for speed. The cost of pulling your mainsail on too tight is to stall. Stall is the opposite of flow and will definitely slow us down, so it is important to remember we can also create stall by being too deep.

The holy grail of boat speed in most classes is to be able to sail just a little higher than the fleet. This can be considered the most powerful tactical weapon of all, especially if you are not sacrificing any speed through the water to do so. (Think Team New Zealand, 1995).

Generally, the most skilled sailors in any fleet have a superior ability to sail high when required. To achieve this advantage you will have to find a way to maximize the amount of power you can from the given conditions, while still maintaining good flow over the rig and foils. We can create power in two ways: firstly with depth and secondly with angle of attack.

Angle of attack can be as simple as sheeting on the mainsheet harder or pulling the traveler further to windward. Both methods of creating



A VERY GOOD YEAR

THE 2011 YACHTING EXCELLENCE AWARDS NIGHT IN NEW ZEALAND WAS A CHANCE FOR THE COUNTRY'S TOP SAILORS AND COACHES TO REFLECT ON A YEAR OF SUCCESSES AS THEY PREPARE FOR THE 2011 WORLD SAILING CHAMPIONSHIPS IN PERTH. YACHTING NEW ZEALAND'S KRISTINE LEDERIS REPORTS.

For more than 25 years, Grant Beck has been a name explicitly linked to the success of the NZL Sailing Team. As coach for the Olympic medalling campaigns of Tom Ashley, Barbara Kendall, Aaron McIntosh and Bruce Kendall, Grant can proudly boast the title of NZ's most successful Olympic coach – ever.

This year, he can also claim the title of 2011 Singapore Airlines Sailor of the Year after earning the Sir Bernard Fergusson Trophy for his contribution to yachting and world class ability during a remarkable yachting career.

Grant was recognised for more than just his talent and devotion as a coach – he was also acknowledged for his wide reaching impact in the NZ Yachting Community. His experience and judgement is second to none, therefore he is still harnessed as an Olympic Selector in several classes, and his role at Adhesive Technologies

deepens his worth to the marine industry of New Zealand.

Peter Burling was again recognised as the Young Sailor of the Year for 2011, in association with Orbit Travel Auckland. At only 20 years of age and within reach of attending his second Olympic Games, Peter is helming his way to the top of both the 49er and Foiling Moth fleets.

In 2011, Peter (with 49er crew Blair Tuke and in his Moth) has only placed outside the top four in one regatta.

Several other members of the NZL Sailing Team were recognised with performance awards for this year:

Jon-Paul Tobin, New Zealand RS:X National Champion, was second at Sail for Gold in Weymouth, third at Sail Auckland, fourth at Weymouth Olympic Test Event.

Sara Winther, Laser Radial, was first at ISAF World Cup Events Princess Sofia and French World Cup.

Andrew Murdoch, New Zealand

Laser National Champion, was first at Sail Auckland, second at Sail for Gold in Weymouth and fourth at the Weymouth Olympic Test.

Sam Meech, Under 21 Laser Standard World Champion, won second place at the NZ National Laser Championships.

Jo Aleh and Olivia Powrie, 470 Womens, won first at World Cup events Princess Sofia, Sail for Gold in Weymouth, first women at the French Spring Cup and fourth at the Weymouth Olympic Test Event.

Peter Burling and Blair Tuke, New Zealand 49er National Champions, were first at Sail Sydney, second at Sail Melbourne and third at Weymouth Olympic Test Event.

A young new name recently come into the mix – and one to pay particular attention to in coming years – is that of 12 year-old Leonard Takahashi-Fry. Leonard was awarded the Emerging Talent Award, for one who is showing outstanding potential for the future of New Zealand Sailing.

Leonard's results for the year were almost unbelievable, winning the 2011 NZ National Optimist Championships, the 2011 USA Nationals, 2011 British Nationals, and second in the 2011 Japan National Optimist Championship. He is now hunting for a win at the 2011 World Optimist Championships, to be held in Napier, NZ in December/January.

As their myriad achievements across many competitions indicate, 2011 has clearly been an amazing year of successes for the NZL Sailing Team. However, at the time of writing arguably the most important event of the year is yet to come.

The next event on the plate of the award-winning NZL Sailing Team is the Perth 2011 ISAF World Sailing Championships. This event will be the first opportunity for all countries to qualify for their spot for the 2012 Olympic Games, so competition is expected to be fierce.

NZ Olympic Selectors will be observing the NZL Sailing Team members at the ISAF Worlds, this being one of the final events used in the selection process for which individuals will represent New Zealand in each class at the 2012 Games.

The NZL Sailing Team includes New Zealand's top tier Olympic campaigners, all with their sights firmly set on Weymouth. A podium finish for the athletes in Perth will be an important step. ↓

Follow their progress on facebook. com/NZLSailingTeam and Twitter @ NZLSailingTeam.

KIWI CONTENDERS
Clockwise from top left: Grant Beck, Singapore Airlines Sailor of the Year; Grant receives his award from YNZ President Jan Dawson and Paula Harrall of Singapore Airlines; Peter Burling and Blair Tuke are presented with their award by Barbara Kendall; NZLST Member Andrew Murdoch presents to Leonard Takahashi-Fry.



TESTING TIMES

AS THE ETHELLS WORLDS INCH CLOSER TO THE BIG EVENT IN SYDNEY THIS FEBRUARY, NORTH SAILS AUSTRALIA HAS UPDATED ITS TUNING GUIDE, SHARING SOME OF ITS HARD-TESTED KNOWLEDGE ABOUT HOW BEST TO TUNE AN ETHELL RIG AND SAIL PLAN TO WIN GOLD IN THIS MOST COMPETITIVE ONE-DESIGN FIELD.

The previous 12 months of Etchell sailing, with its many national and international events plus the diversity of sailing courses including offshore, have primed North Sails Australia principal Michael Coxon and his expert team with many challenges regarding detailed rig and sail tuning for this popular one-design class.

GETTING STARTED

"Early in the season is the time for all Etchells owners to get their heads around all the boat set-up issues which this class of one-design racing provides. At North Sails our aim is to assist you to know exactly what to look for and aim to achieve optimum sail shape and rig settings across all conditions," Coxon emphasises.

North Sails first produced Etchell tuning guides compiled by Coxon as early as 1983. However, as you would expect, significant advances in technology, experience and technique that have occurred since then have been reflected in subsequent editions

of the tuning guide.

"We are now at the point where our latest studies allow us to confirm more and more of our instinctive, intuitive knowledge with separate objective numbers as set out in our latest guide," Coxon stated.

The study for the most recent guide started back in July 2011, when Coxon, aided by North Sails Melbourne loft manager Noel Drennan (who recently placed second at the San Diego Etchells Worlds) and Brisbane loft manager Mark Bradford, devised a structured and analytical study of performance variables including sail models, mast and spreader variances. It comprised an intensive two-day on-water exercise followed by the review of the test outcomes and update of the tuning guide.

Ivan Wheen, Tom King, David Edwards, Billy Sykes, Geoff Bonouvrie and Peter Merrington were then co-opted to assist in the on-water testing.

"All these sailors have extensive Etchells experience, having achieved great results in the sport. This

enhances the loft's ability to give Etchells owners the benefit of our experience and testing," said Coxon.

SETTING UP THE TEST

Launching out of Royal Prince Alfred Yacht Club on Sydney's Pittwater, the first step involved half a day setting up the test boat's rigs to make them identical. The two similar keel weight and section, Bashford-built boats, were Coxon's 940 and Wheen and King's 925. As the team wanted to test a number of variables, the boats were brought back to basics, establishing a level-testing platform. Even the crew weights on each boat were matched up using water bottles.

After the morning session the team then went offshore, taking with them two identical mains and jibs which were used to establish identical performance across the two test boats. Drennan, who came second in the 2011 Etchells World Championship, and Tom King, gold medallist in the 470 class at the Sydney Olympics, were the two helmsmen.

Once the variable testing commenced, King and Drennan got their boats going, did the nominated test and then swapped over before repeating the test to ensure the steering variable was taken out of the equation. For each test, one boat remained standard. The conditions for testing were also near perfect with very stable winds.

"Firstly we focused on mainsails with the goal of setting up the respective mainsails so they flew the same shape, checking both from onboard and the coach boat, with photos of sectional shapes taken for later cross-reference. We quickly established that the identical mainsails on the same brand of masts set up to the same rig settings indeed didn't take the same flying shape. As we suspected, the two masts had differences in their pre-bend which we addressed through tuning aft of the straighter mast's mast step. Soon we had both mainsails flying shapes looking exactly the same, from both on and off the boats. Once this was established the two boat testing evened up to the point where all involved agreed the two boats performance was identical. Only then were we in a position to test varying sail models."

FINE TUNING
North Sails used two identical boats with matching crew weights to field test their latest Etchells rig tuning theories.

THE SEARCH FOR CONCLUSIONS

The North Sails team worked through their range of Etchell sail models looking for performance conclusions. They also played with jib batten

lengths and stiffness, analysing the flying shape of the sail.

"We have options of different length and stiffness of battens especially in jibs. There are three batten options you can use in the top of the Etchell jib where you can have a full-length batten and you can have a leech batten. They affect the support at the top of the sail, which will affect the flying shape of the sail quite dramatically. It gives us options to change the sail shape quite quickly for changing conditions.

"You can also play with different length tabs on the luff of the jibs. Some of our models have single tabs while other models have both single and double tabs. You can make the sail fuller or flatter by playing with these tabs or hanks. We were testing for each jib model, wind range and relative overlap, and trying to establish at what point is one faster than the other, and at what wind strength did one kick in?

"All of this has tended to be gut feel development over a period of time. But we had not stopped and accurately documented it until now" Coxon said.



THE RIG ISSUE

The second section of the study was to test rig set-up.

"We were looking at its effect on rake, forestay and side sag in the mast for different conditions. We then went one by one through the tuning variables, again leaving one boat constant, making changes to see if the variable was a positive or negative in the performance of this boat.

"There was no problem finding that the change was better or worse; the thing was to start ticking the boxes because we were trying to further develop the tuning guide.

FINE TUNING

Above: North Sails Australia Managing Director Michael Coxon skipping North Star. The North Sails Etchells Tuning Guide is available for download from www.au.northsails.com

We were just as excited to find something was going backwards or forwards."

A key finding from this testing was that the rig set-up had a significant impact on the boat's performance, says Coxon.

"You can do so much with the rig that if you get the rig set up exactly the same, the boats will go at the same pace. But if you get the rig wrong, the boats will go slower very quickly."

At the conclusion of each test the participants were asked for their opinions. Coordinated photography, with photographs being taken aboard the boats at precisely the same time as they were being taken by Bradford on the coach boat, were added to the test data. Back on shore the sailors were also de-briefed.

North Sails explain that the latest edition of the tuning guide was first prompted by the forthcoming offshore events in 2012.

"The guide is a work in progress. Even with what we are coming up with now, from the forthcoming offshore regattas we will continue to learn more and update the guide further." ⚓ www.au.northsails.com

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NEXT STOP AUCKLAND

NEXT MARCH THE WORLD'S GREATEST OCEAN RACE WILL MAKE ITS FIRST STOPOVER IN AUCKLAND IN A DECADE.

MATTHEW HENRY TAKES A LOOK AT WHAT'S IN STORE FOR THE CITY OF SAILS WHEN THE VOLVO OCEAN RACE COMES TO TOWN.

It's 10 years since the Volvo Ocean Race last came to Auckland, but the City of Sails is now gearing up to host an 11-day stopover for the rugged round-the-world race next March. It will be the eighth time the Volvo Ocean Race (formerly known as the Whitbread) has made its temporary home in Auckland in the 11 editions since the inaugural race in 1973/74.

While official figures place Auckland's population at a modest 1.4 million people, the city's reputation as the 'sailing capital of the world' is well earned. Auckland is home to approximately 135,000 boats, and

60,500 of its citizens identify as yachtsmen or women. And with all the rugby mania of the recent World Cup now starting to subside, the town which has hosted two America's Cups and seven stopovers in Volvo race history will get back to doing what it does so well – hosting world-class sailing regattas.

The last time the Volvo fleet set sail for Auckland was in the 2001/02 clash – the first to be sponsored by Volvo after Whitbread ended its 25-year association with the race – and it was a dramatic affair. The fleet departed Sydney on Boxing Day to sail as part of an exhibition race in the famous

Rolex Sydney Hobart fleet, with the intention of making only a short pit stop in Hobart before sailing back down the Derwent River and east to Auckland. But the fleet soon bore the brunt of some extraordinary weather, perhaps none more terrifying than the waterspout that encircled Neal MacDonald's *Assa Abloy*. The skipper admitted to being "pretty scared", but thanks to some quick work to remove the sails the boat emerged unscathed.

Eventually the Volvo Ocean Race fleet arrived in Hobart battered and bruised: *Djuice* had suffered a serious leak which filled the bow compartments with water; *Amer Sports Two* had a headstay failure; *SEB* didn't even make it to Hobart and retired with a broken rudder. After just three hours in Hobart, they were off again for Auckland and a triumphal welcome from eager Kiwi sailing fans.

This time around and ten years later, the fleet will make its way to Auckland from the tropical resort town of Sanya, often dubbed 'China's Hawaii'. They will leave Sanya on the 19th February to navigate the 5,220 nautical miles through the South China Sea and South Pacific before arriving in Auckland's Hauraki Gulf on or around the 8th March.

Sails / Offshore Yachting is the

KIWI

CONNECTION

Above: Auckland will live up to its 'City of Sails' moniker when the Volvo Ocean Race arrives in March. Above right: The Puma Ocean Racing Team in action. Bottom right: The unmistakable red V070 of Team Camper New Zealand.



official media partner for the Auckland stopover in 2012.

Once all the fleet arrives, Aucklanders will be treated to a series of in-port races featuring the high-tech VO70 boats, which rank as some of the world's fastest monohulls ever built. There will be a lighthearted Pro-Am race series first, before the focus shifts to the more serious end of the in-port racing program as the Volvo crews go into battle to secure vital points contributing to their overall position in the race standings.

For those locals and visitors to Auckland who want to take a closer look at the six incredible VO70s, the fleet will be berthed directly in front of the brand new Viaduct Events Centre for the duration of their stay. Called 'Pit Lane', this publicly accessible area will be the best place to gawk at these extraordinary racing machines up close.

Not ones to miss an opportunity to promote New Zealand's yachting prowess, the local NZ Marine group will turn the Viaduct Events Centre into a showcase of 30 of New Zealand's best marine businesses,



including yards, sailmakers, rigging and nautical apparel manufacturers – Ocean Media, too, will have a stand in the hall. Latitude Island will be the entertainment hub with a packed program of events on the big stage, large screens, fireworks, live music, bars and lots more.

But by far the most popular individuals in town will be the Camper Team New Zealand boys – the crew of the kiwi entrant in the Volvo Ocean Race. After the All Blacks managed to pull off a hometown win in the Rugby World Cup, it now falls to the Camper team to pull off a similar feat as the race comes to Auckland.

Last time the Volvo came to Auckland, the kiwi team came in just two hours behind the stage winner, Kevin Shoebridge's *Tyco*. That time it was Volvo legend and kiwi Grant Dalton, skippering *Amer Sports One*, who basked in the glory of being the first local boy home. This time the crew aboard Camper Team New Zealand is hoping to go one better. Although an Australian by birth, Camper Team New Zealand skipper, Chris Nicholson, says his team has set their hearts on arriving first in Auckland.

"It has huge meaning to us," Nicholson recently told Ocean Media. "We'd love to come back here in a good position, both overall and in this particular leg."

The last time a kiwi claimed victory in the Volvo Ocean Race was when Mike Sanderson stormed to a resounding victory with *ABN Amro One* in the 2005/06 edition. Sanderson returns to the Volvo this year after sitting it out in 2008/09, at the helm of the Chinese entrant Team Sanya.

From Auckland, the fleet will depart on the 18th March for arguably the most perilous leg of the race – the Cape Horn rounding – as the fleet sets course for Itajai, Brazil. Taking the fleet well into the Southern Ocean, this treacherous leg will see crews on the lookout for mountainous waves and icebergs. With such a great line up of hospitality planned in Auckland, it won't be long before they will be wishing they had never left. ⚓

Auckland stopover

Years Auckland has hosted the race:

Whitbread Race: 1977-78,
1981-82, 1985-86, 1989-90,
1993-94, 1997-98

Volvo Ocean Race: 2001-20

Get involved

The Auckland Stopover team is now recruiting volunteers to work in all areas both on and off the water before, during and after the Auckland stopover. "We have planned a fantastic Race Village, wonderful facilities for the competing crews and a great entertainment programme for the visiting public," says Port Director Tom Mayo. "Now we are looking for volunteers to work with us to deliver something really special." Volunteers are needed to assist with race operations, logistics, accreditation, media, spectator services, hospitality, the learn to sail programme, the schools' programme and much more. www.volvoceanraceauckland.com

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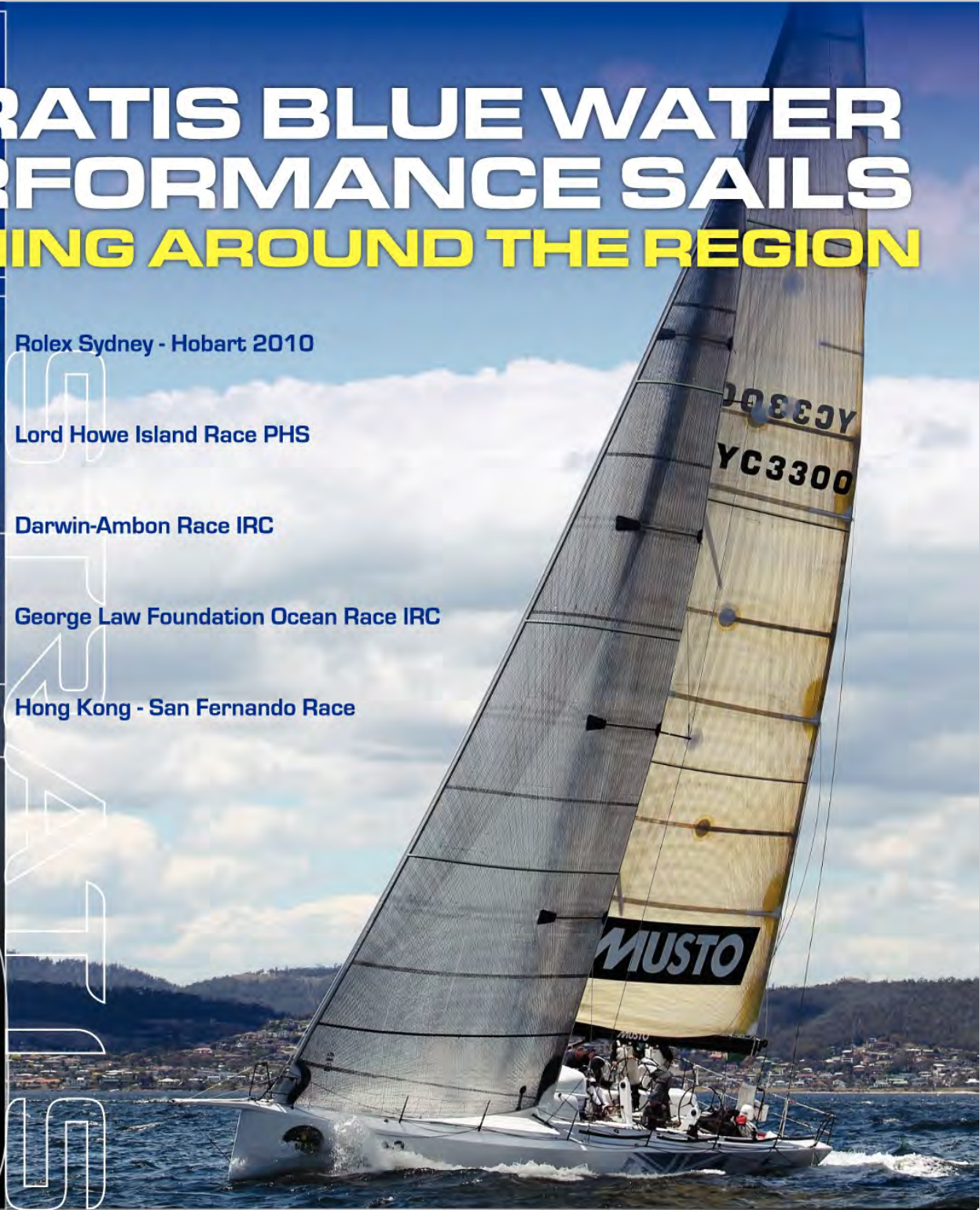
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Official Program

67TH ROLEX SYDNEY HOBART YACHT RACE



FORM GUIDE / LEGENDS / VIEWING GUIDE / HISTORY / HEROES / THE FLEET



There aren't many adventure sports where 18 year-olds and 84 year-olds compete against each other on a level playing field; where men and women, multi-millionaires and those in between jobs, the disabled and able bodied set off from a common start line with a shared purpose.

Then again, there aren't too many events like the Rolex Sydney Hobart Yacht Race – 628 miles of ocean and at least as many personalities.

For the majority of the population the festive season means closing the office door, decorating the house and tree, entertaining friends and family and indulging in rich food washed

FAMILY TIES

Turning 18 marks a coming of age and within the context of Australia's premier blue water racing event, organised by The Cruising Yacht Club of Australia with finish partner the Royal Yacht Club of Tasmania, it seems this year has a special significance.

Three young skippers are preparing for their rite of passage, encouraged onto the helm and into the ultimate position of responsibility – skipper – while dad keeps vigil.

A number of father and son combinations will blend on board the handsome US entry *Carina*, that's once the boat is safely delivered to Sydney from the USA by the owner's

OFFSHORE ADDICTION

WHILE THE REST OF US DIGEST OUR CHRISTMAS DINNERS, THE SAILORS COMPETING IN THE 67TH ROLEX SYDNEY HOBART WILL HAVE OTHER THINGS ON THEIR MINDS, WRITES LISA RATCLIFF.

down with plenty of Christmas cheer.

For many of the intrepid yachtsmen and women (close to 1000 in all) preparing to run the annual gauntlet from Sydney to Hobart, once the wrapping has been ripped from the presents their Christmas Day might be spent a little differently; packing a kit bag, dropping off food and water supplies to the boat, making last minute repairs, checking forecasts and monitoring their alcohol and food intake as the butterflies start to flicker.

Last year's race gave competitors a harsh reminder of its potential, a blast of gale-force winds knocking 18 from the original starter's list of 87 in quick succession.

This year's Rolex Sydney Hobart has attracted 100 nominations with at least 90 yachts expected on the start line on Boxing Day. They could be in for a relative pleasure cruise or may face freezing winds from the southern ocean combining with Bass Strait's shallow rock shelf and opposing currents to once again unleash what former overall winner Ed Psaltis calls "the dangerous beast". The drawcard is that no one knows whether they'll get Jekyll or Hyde, and that is the very nature of the beast that is the Sydney Hobart.

26 year-old son and his nephew, and young Jessica Watson will make her first pilgrimage as the skipper and figurehead of the youngest crew to ever contest the ocean classic.

Glenn Roper and 22 year-old daughter Laura from Tasmania, Sean Langman and 18 year-old son Peter from New South Wales, and Matt Percy and 18 year-old son Chris from Queensland, have all signed up for the challenge with the offspring the nominated skipper.

"He's started calling me Matthew on the boat rather than Dad. He just wants to be one of the guys, not the owner's son," says Matt Percy.

"We also work together; he's an apprentice refrigeration mechanic who started full time work with me on the 21st of November, the day after he finished year 12. He applied for time off to get to Hobart and back before he'd even started work. The other employees are saying, in good humour, that he's not yet eligible and will have to owe me those days!

"Chris has run the bow on *Alacrity* for the past five years. He's smart, mature and good enough to hold his position on the boat. I'll let the others deal with him so there's no father/son dynamics," added Percy senior.



CARLO BORENGHI

HOBART BOUND
Wild Oats XI and
Investec Loyal lead
the field out of
Sydney Harbour
at the start of last
year's race.





Chris meanwhile, is chomping at the bit to take on his first eastern Bass Strait crossing.

“There’s going to be a lot of pressure on me but I think I can handle it, as a crew we’ll do it together. And yes, I’ve used up all my holidays already”.

Peter Langman is also planning to join his father Sean in business, but his first priority after finishing high school is to focus on the task entrusted to him – guiding *Maluka* and its crew, including older sister Nicki, through whatever personalities this year’s Rolex Sydney Hobart race throws at them.

“Peter being skipper gives me an opportunity to teach him properly and gives him the opportunity to be responsible,” says Sean Langman.

“Doing the Rolex Sydney Hobart has Peter, who is part of what I call ‘the Facebook generation’, excited about sailing again. He’s dragged a Hobie out from under the house and wants to do as much sailing as possible before Boxing Day,” Langman adds.

Twenty-two year-old Laura Roper from Tasmania is yet another young Rolex Sydney Hobart debutant in charge of skippering the family boat. The last time the Roper’s Peterson

41 two-tonner *Natelle Two* competed was in the 50th anniversary race in 1994 when Laura was just five. Even at that tender age she remembers jealously farewelling her brothers and father on the dock, the seed well and truly planted.

Solo around-the-world sailor Jessica Watson won’t be accompanied by blood relatives, however her young crew have become like family, all of them living and training together on Sydney’s northern beaches reality-TV style, while a crew shoots for a special documentary that will air post-race.

“Sailing with such a great group of young people has got to be the best part of the project,” says Watson.

“Come race day we will have spent well over three months sailing, training full time and living together so we’ll certainly know each other’s strengths and weaknesses. We’re already a close team so by Boxing Day, I’d say we’ll all be like family.

“Trusting each other completely and being able to work closely as a team will hopefully be one of our greatest assets.”

MATESHIP

One of the event’s most enduring relationships is between the Rolex

Sydney Hobart elder, 84 year-old Syd Fischer, and Tony Ellis. The brothers in arms are preparing for their 39th trip south, again aboard Fischer’s lightening quick TP52 *Ragamuffin*.

Tony Ellis is hot on the tail of another Tony for one of the event’s most capped records – the most Rolex Sydney Hobarts undertaken by an individual.

Tony Cable set the record of 45 races in 2008, then took a break. With his remarkable achievement set to be challenged (but not for this reason), he’s heading south again, this time on Damien Parkes’ JV52 *Duende*.

The ever humble Cable swears Ellis closing in on him has zero to do with his comeback.

“You don’t do a Hobart and go through all that to set records,” he says. “I’m just very active in the sport. For me while it can be testing it can also be very easy; I haven’t necessarily found it a character changing process”.

LINE HONOURS LINE-UP

One of the strengths of the *Wild Oats XI* campaign is the cohesion of the red-clad crew, with owner Bob Oatley backing an always well-funded campaign, which includes annual modifications and a never-ending

ONCE MORE DEAR FRIENDS
Syd Fischer, Tony Ellis and crew will sail south aboard *Ragamuffin* for their 39th Hobart.



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Fastnet Race. Regarded as the fastest super maxi in the world, *Rambler* is now expected to make its long awaited Rolex Sydney Hobart debut at next year's race in 2012 – a humdinger Mark Richards is eagerly awaiting.

IRC

Over time there have been 5,345 race entrants in the 66 years of the race. Of these, 945 have retired or were disqualified, and a percentage have opted to race under a handicap system (PHS) which made them ineligible for the George Adams Tattersall Cup, presented to the overall winner of the Sydney Hobart Yacht Race on corrected time (currently decided under the IRC rule).

With no prize money on offer, the racing is all about the challenge, the honour and glory; and the chance to have their name recorded in the race annals as the overall winner of the Sydney Hobart Yacht Race, classed one of the world's three most highly regarded blue water yachting events, the other two being the Newport Bermuda and the Rolex Fastnet Race.

On paper Stephen Ainsworth's champion RP63 *Loki* and Darryl Hodgkinson's prizewinning Beneteau First 45 *Victoire* are among the favourites to take out the coveted Tattersall's Cup.

Loki, the 2010-11 CYCA Blue Water Champion and 2010 Audi IRC Champion, finished second in this year's most recent Audi Sydney Gold Coast race to Michael Hiatt's triumphant Victorian Farr 55 *Living Doll*, just one of a smart field of 50 footers, which includes the TP 52's and the Cooksons, more than capable of snaffling the outright win.

Hodgkinson has enjoyed a string of successes, the most recent being first in division in the Audi Sydney Gold Coast Yacht Race and Hamilton Island Race Week.

His is one of a major Beneteau presence in this year's fleet, the cruiser/racer production boats making up a whopping 15 per cent of the applications for entry.

Among the 40-footers readying for the 1pm start from Sydney on Boxing Day, Bruce Taylor's IRC 40 *Chutzpah* is nominated an IRC-winning candidate, along with 2009 overall winner Andrew Saies' South Australian-based Beneteau First 40 *Two True*. (See our 'Leading Edge' form guide for full details).

INTERNATIONAL FLAVOUR

Rives Potts' New York Yacht Club-based McCurdy & Rhodes 48, *Carina*,

maintenance program to keep the aging super maxi looking and performing at its peak.

"The boat is going like it's never gone before and yes we have fantastic team spirit," skipper Mark Richards agrees. "It doesn't matter whether you are on a big boat or a small one, team spirit is everything.

"Each year we put more and more pressure on ourselves. The radio incident last year nearly blew us out of the water. We are leaving nothing to chance this year".

There is an ominously calm vibe on board with the old guard reuniting; Iain Smith this year rejoining the core team of Iain Murray, Adrienne Cahalan, Ian 'Fresh' Burns and skipper Mark Richards, plus new afterguard addition, America's Cup veteran Grant Simmer.

Wild Oats XI, the 'Black Caviar' of the Australian offshore yachting scene, is gearing up for a sixth line honours win, just one off the all-time record held by *Morna/Kurrewa IV*. Richards' mission is also putting paid to Anthony Bell and his *Investec Loyal*'s own line honours ambitions.

"*Investec Loyal* draws much confidence from our last ocean race from Sydney to the Gold Coast against *Wild Oats XI*, where there was only nine minutes between us," says Bell. "We seemed to close drastically on *Oats* in the later stage.

"We are eager to race *Wild Oats* in a traditional Rolex Sydney Hobart, downwind and reaching where we think that *Investec Loyal* will have its greatest edge, and its best chance of victory – these conditions certainly



favour our hull shape.

"We've added some world renowned sailors to our crew for this race, including Mike Quilter who is arguably one of the world's best navigators".

Both Aussie super maxis will have to bide their time for the chance to take on the might of one of the northern hemisphere's finest, with George David's 100ft *Rambler* losing its keel and turning turtle in the 2011 Rolex

ALL AT SEA
Top: *Ichi Ban*, the in-form Jones 70 of Matt Allen.
Above: A lone yacht tracks the humblines south.



MC38

ONE DESIGN



CUSTOM YACHTS



KER 40



MC260



MACH 2

McCONAGHY



has travelled direct to Sydney from contesting the Rolex Fastnet Race in Cowes.

Since taking out the 2010 Newport Bermuda Race, the crew of mostly fathers and sons have enjoyed the time of their lives and momentum has kept pushing them onwards to the next big ocean race.

"With all of the young guys on board looking forward to contesting some of the world's most famous races, we decided we might as well do the Rolex Sydney Hobart, which shares equal billing with the Bermuda Race and the Rolex Fastnet Race as one of the most preeminent races in the world," says Potts.

Rives Potts turned the responsibility of delivering *Carina* safely to Sydney over to his son Walker and nephew Rives, both 26. They delivered the boat from England, through the Panama Canal and across the Pacific to Sydney.

"A major motivating factor in my decision to embark on such an ambitious racing campaign this year, and especially the Sydney Hobart, was to give the boys an opportunity to enjoy the type of racing that I had experienced many years ago when I was fortunate to sail on such

boats as *Kialoa*, *Nirvana*, *Condor* and *Tenacious*," says Potts.

Jeffrey Taylor's C & C 41 *Nemesis* will also have the stars and stripes flying, Taylor keen to be part of the finish celebrations in Hobart after retirement brought an early end to the US yachtsman's Rolex Sydney Hobart debut last year.

Hong Kong will field two entries, Geoff Hill's TP52 *Strewth*, which he races with success in Asia including finishing third in last year's Rolex China Sea Race, and a second TP52, Anthony Day's *Ffreifire*.

Alex Thomson's UK Open 60 *Hugo Boss* is returning to the start line, Thomson and his co-skipper, famous Spanish yachtsman Guillermo Altadill, with an even smaller window to make the Boxing Day cut off due to the delayed start of the Transat Jacques Vabre race in October.

New Zealand entry, Quintin Fowler's *Outrageous Fortune* is trying its luck across the Tasman in the boat's first Rolex Sydney Hobart, while Jacques Pelletier's French X-43 *L'ange De Milon* stayed on after last year's race and is having another crack.

FAST FACTS

The smallest entry among the

anticipated 90 strong fleet will be Sean Langman's 9.01-metre (30 foot) *Maluka of Kermandie* and the largest the two 30.48-metre (100 foot) super maxis, followed by Peter Millard and John Honan's tickled up 29.8-metre (98 foot) *Lahana*, an IRC chance if the weather favours the mammoth.

New South Wales is fielding the largest state-based entry, followed by Victoria. Tasmania is sporting its largest contingent since the 50th race back in 1994, with eight entries.

Ed Psaltis, Bob Thomas and Michael Bencsik's brand new Ker 40 *AFR Midnight Rambler* is the very latest yacht vying for Hobart glory, a far cry from (but level pegging under IRC handicap) the almost 80 year-old timber planked gaff-rigged *Maluka*.

Martin Power's 1978-built Peterson 44 *Bacardi* will be attempting its 27th race south and striving to match Phillip's Foote *Witchdoctor's* record.

Whether this year's Rolex Sydney Hobart is a leisurely cruise or a hard fought slog south, its unpredictability is the magnet that will draw a thousand yachtsmen and women of all ages from around the globe, from the uninitiated to those who can't imagine what else they would do between Christmas and New Year. ⚓

SOLITUDE & CAMARADERIE
Stephen Ainsworth's *Loki* reaching in Tasman waters.



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TAKING PLEASURE BOATING TO A NEW LEVEL



CAPTAIN JOHN ILLINGWORTH RN
Towards the end of World War II the then Commander John H. Illingworth RN was stationed in Sydney as Chief Engineer Officer at the Royal Navy Fleet Repair Base at Garden Island. In peacetime back in the UK, Illingworth had been one of Britain's most accomplished ocean racing yachtsmen, notably with his boat *Maid of Malham*, which he designed in collaboration with naval architect Laurent Giles.

His knowledge of yacht design and offshore yacht racing was well known in Australia, and in May 1945 he joined the Committee of the newly formed Cruising Yacht Club of Australia for dinner at Usher's Hotel in the city. Over dinner, founding member Peter Luke said to Illingworth, "(Bert) Walter, (Jack) Earl and I are planning a cruise to Hobart at Christmas time. Would you care to join us?" Illingworth thought for a moment and is recorded as famously replying, "Why don't we make a race of it?"

And they did! With the Royal Yacht Club of Tasmania agreeing to finish the 628 nautical mile race, a fleet of nine yachts set sail on Boxing Day, 26th December 1945. Illingworth bought a local yacht, *Rani*, enlisted a crew that included serving RN officers based at Garden Island and some local yachties, and went on to outsail the fleet in a tough sail south in the Tasman Sea, winning both line honours and first place on corrected time.

Illingworth returned to England and built his most outstanding ocean racer, *Myth of Malham*, pioneering the concept of light displacement, fin-keeled yachts with short overhangs at both bow and stern. His influence on the design and rigs of ocean racers and the technique of racing small yachts offshore was considerable.

He became Commodore of the Royal Ocean Racing Club and the Royal Naval Sailing Association, and also chairman of the Royal Yachting Association. He died in 1980, leaving

a great legacy to international yachting, including that of 'father of modern ocean racing in Australia' and a founder of the Sydney Hobart Yacht Race.



ROLL OF HONOUR

PETER CAMPBELL PROFILES A FEW MIGHTY PERSONALITIES WHOSE PASSION AND COMMITMENT OVER THE YEARS HAVE HELPED MAKE THE ROLEX SYDNEY HOBART ONE OF THE GREATEST OCEAN RACES IN THE WORLD.

TONY CABLE

Over the past half century Tony Cable has been one of the most colorful characters one might meet around the marina (or in the bar) at the Cruising Yacht Club or around Hobart's historic Constitution Dock. An ebullient raconteur, organiser of many memorable events for yachties ashore and a great sailor. Cable has competed in 45 Sydney Hobart Races as a crewmember since 1961 - the most by any yachtsman so far in the history of the race.

Elected a Life Member of the CYCA in 2005, his greatest contribution has been to his fellow members and to others who have competed in the Sydney Hobart. He was co-founder of the "Quiet Little Drink" (QLD) in Hobart in 1969-70, a notorious post-race gathering that ran for many years at various waterfront pubs around Hobart. In a different form today, the QLD continues to support charitable causes and the CYCA's Youth Sailing Academy. There is also the more formal QLD Cocktail Party where sailors who reach distinctive numbers

IDEAS MAN

Captain John Illingworth (above) had the idea for the first Sydney Hobart Yacht Race in 1945, winning the inaugural race at the helm of his yacht *Rani*.

of 'Hobarts' are formally inducted into this exclusive club of 'Hobart Heroes', their names inscribed on an honour roll.

Cable has served the CYCA and the Sydney Hobart in many ways. He was a club board member from 1975 to 1986, during which time he was chairman of the club's volunteer publications committee, which produced 65 issues of *Offshore Yachting* magazine and 11 Sydney Hobart Yacht Race programs.

Tony Cable is a repository of sailing wisdom and has acted for many years as the club's historical liaison officer, hence a common refrain around the club: "Ask Cable, he'll know!"

GORDON MARSHALL

Another great stalwart of ocean racing and the CYCA, Gordon Marshall was a key figure in the management of the Sydney Hobart Race and also a noted navigator in the ocean classic at a time when celestial navigation skills were moving from the traditional sextant, almanacs and tables to programmable course calculators.

Marshall joined the CYCA in 1969 and made a huge contribution for more than 20 years, serving as Rear Commodore 11 times and for many years as Chairman of the sailing committee and race director of the Sydney Hobart race. He also played a significant role in the professional publication of *Offshore* magazine. From the early 1970's he taught hundreds of yachtsmen and yachtswomen the art of celestial navigation, at the club and on the cliffs at South Head. He raced to Hobart many times, the most memorable being in 1965 when, as sailing master on *Corroboree*, he was instrumental in saving a crewman who had fallen overboard from the Italian navy's entrant, *Corsaro II*. In gratitude, the Italian later in Hobart presented Gordon with the underpants he was wearing when hauled aboard *Corroboree*, which according to CYCA bar legends, Gordon had framed in his study.

Legion of legends

Other notables who have contributed to the successful development of the Rolex Sydney Hobart Yacht Race over the past 66 years have been:

Peter Luke, who must be linked with John Illingworth as the founder of the Sydney to Hobart and who

still holds the record for the slowest voyage. He was a founding member and second Commodore of the CYCA back in the 1940's.

Bruce Farr, the New Zealander whose designs have won more line and handicap honours in the Sydney Hobart than any other yacht designer. (See our 'Tack & Gybe' interview with Bruce Farr in this issue).

Syd Fischer (right) has for decades been a driving force in lifting the status of the Sydney Hobart to meet technological advances in yacht design, and in particular in leading the moves for changes in the handicap systems used for the race. Now in his mid-80s, he is still competing in his latest yacht *Ragamuffin*, a state-of-the-art TP52.





Marshall, an engineer with a rigorously logical brain and a talent for getting to the heart of the matter, played an influential role in the CYCA's input on safety matters, including the self-righting debate in the late 1970's and early 1980's. His reports on the design and construction of lightweight ocean racers heralded a change in the direction of ocean racing internationally.

Marshall also contributed in a very practical sense to offshore safety regulations, being actively involved in inflating, launching, boarding and spending much time in heavy seas in life rafts off the coast of Sydney.

As chief measurer for New South Wales, Marshall devised an efficient method of measuring yachts for the IMS rating rule on a specially modified cradle at the CYCA slipway. He later oversaw the change to the IOR rule, along with the changes that allowed advertising on yachts. Gordon Marshall was elected a life member of the CYCA in 1982, later retiring and seeing out his remaining years in Western Australia

TRYGVE & MAGNUS HALVORSEN

The record set by Trygve Halvorsen and his brother Magnus in the Sydney Hobart Race, as yacht designers, builders and ocean racing yachtsmen may never be eclipsed. Coming from a line of Norwegian shipbuilders and sea captains on both sides of a family that goes back five generations, they migrated with their parents and siblings to Australia in the 1920's. All the sons were to make their mark on recreational boating in Australia, but it was Trygve and Magnus who have left such a legacy to ocean racing with superb yachts *Solveig IV*, *Peer Gynt*, *Anitra V* and *Freya*, the only yacht to win three consecutive Sydney Hobart Races on handicap.

Trygve's great talent was in design, Magnus' in celestial navigation (self-taught). The transition from *Solveig IV* to *Freya* saw many innovative changes in hull shape, keels and rudders, and in yacht construction engineering. As wooden boat builders they carried on the traditions of their Norwegian forebears and their skills in this medium were displayed as the builders of their own ocean racers, but also famous yachts such as the

America's Cup challengers *Gretel* and *Gretel II*. Not only did the Halvorsens build the Alan Payne-designed *Gretel* for Sir Frank Packer's 1962 Challenge for the America's Cup, both Trygve and Magnus were part of the challenge team. Later they built, and rebuilt, *Gretel II*.

The Halvorsen brothers raced in the Sydney Hobart between 1946 and 1982, beginning with a second overall with *Saga* in 1946 and following this with a third with *Peer Gynt* in 1947, and a win with *Solveig IV* in 1954. Trygve then designed *Anitra V*, a 38-footer double-ender that "went like a scalded cat" downwind, with which they had another win in 1957 as well as second places in 1956, 1958 and 1959. Above all, *Freya* was the most famous, winning the Sydney Hobart in 1963, 1964 and 1965 as well as being a member of Australia's first challenge for the Admiral's Cup.

Freya was a 38' 6" LOA double-ender with a vertical spade rudder and a long, straight keel, planked in oregon and splined (wedge glued between the planks instead of caulking). She could carry full sail to windward in 30 knots and carry a shy spinnaker much longer than any of her competitors.

Along with then CYCA Commodore Norman Rydger, Trygve Halvorsen played a key role in Australia's first challenge for the Admiral's Cup in England in 1965. The brothers won four trans-Tasman races between 1948 and 1961 with *Peer Gynt*, *Solveig* and *Norla*. After sharing the 1966 Australian Yachtsman of the Year honour, Trygve and Magnus went their separate ways in yachting, Trygve sailing in several more Hobart Races while Magnus navigated the American maxi yacht *Kialoa III* when she set a long-standing race record in 1975.

BROTHERS
Trygve (left) and Magnus Halvorsen left their mark on Sydney Hobart history thanks to their pioneering yacht designs and sailing skills.

ADRIENNE CAHALAN

Arguably one of the best ocean racing navigators in the world, Adrienne Cahalan has also earned the title of "The Fastest Woman To Sail Around



Martin James (left), a past Commodore of the CYCA who played a very significant role in making the CYCA race website a world leader in yacht race websites, and a yacht tracking system that has provided the most advanced progressive race results online in real time.

Peter Bush, another past Commodore of the CYCA, who chaired the club's safety review committee following the tragic 1998 race, helping to make far-reaching recommendations on improving safety in ocean yacht racing.

Vicki Willman and Lesley Brydon, two sailors who in 1975 claimed their place in Sydney Hobart history by leading the first all-woman crew to contest the race, aboard their yacht *Barbarian*.

Jenny Tate and Dagmar O'Brien. In 1946, only the second year of the race, Jenny Tate sailed with her husband Horrie aboard *Active*, as did Dagmar O'Brien with her husband, Dr Brian O'Brien aboard *Connellia*.



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the World.” She has sailed in more Rolex Sydney Hobart Races than any other woman and, as co-navigator of the record-breaking, five-times line honours winner *Wild Oats XI*, has an enviable status among the race’s greatest veterans.

Cahalan grew up racing small dinghies on the Lane Cove River, moving later into the famous Sydney Harbour 18-footers before taking up ocean racing. She has sailed and raced around the world three times and holds five world speed sailing records. In 2004, she was the navigator aboard the 125-foot catamaran *Cheyenne*, which broke the record by sailing around the world in 58 days, 9 hours, 32 minutes and 45 seconds. She has twice been chosen as Australian Yachtswoman of the Year, in 2002-2003 and 2004-2005, and has also been nominated for the title of World Yachtswoman of the Year four times.

Cahalan graduated in law from Sydney University and has practiced maritime/commercial law. Several years ago she completed a Master of Science in Applied Meteorology in the UK, basing her thesis on southern hemisphere meteorology. In reality, Cahalan has spent most of her adult life navigating yachts in such events as the Admiral’s Cup, TransAtlantic Races, Whitbread/Volvo races around the world, the speed record bids and in 19 Sydney Hobart Races to date. Her first Sydney Hobart was in 1990 and among the yachts she navigated have been *Bumblebee*, *Nicorette* and *Andrew Short Marine*. Her 20th ‘Hobart’ will again be aboard *Wild Oats XI* as navigator in the 2011 race.

Cahalan’s first race on the 100-footer was in 2005 when *Wild Oats XI* broke the race record, took line honours and first overall on IRC. Her only time off has been to give birth to her daughters. Her skills as a sailor and, in particular as a brilliant navigator, have certainly encouraged more women to compete in the Rolex Sydney Hobart Yacht Race, with many learning to be navigators. ⚓



ON COURSE
Adrienne Cahalan’s success as a world record-setting navigator has inspired more women to become involved with ocean racing.

ANDREA FRANCOLINI



David Kellett (left) is another Past Commodore and Life Member of the CYCA, who has played a major role in recent years as head of the CYCA team aboard the radio relay vessel *JBW* during the Sydney Hobart, including the infamous 1998 race. He is a Hobart Hero, and is also responsible for maintaining and verifying the Hobart Hall of Fame (25 and 40 Hobart races).

Robert ‘Biddy’ Badenach, a past Commodore of the Royal Yacht Club of Tasmania, and for many years the race finish coordinator of the Rolex Sydney Hobart. His efforts have included bringing together the many volunteers involved in the race finish, as well as liaising with Tasmanian government, civic, port and water police authorities.

There are, of course, many others deserving of mention in the remarkable 66 year history of the Sydney Hobart. *Offshore Yachting* will continue to recognise them in future editions and as always we welcome the input of our readers.

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Image of Wild Oats XI by Andrea Francolini



Bacardi crewmember Geordie Halliham was down below resting in the top bunk when the deck above his head suddenly split apart with a sound like cracking thunder. Outside it was broad daylight and sun was streaming into the dark cabin through a gaping hole where the roof once was.

"We had just been woken up for a sail change," he recalls. "I just lay there for a second staring at the roof on the starboard side top bunk when I heard a big bang, then all of a sudden I'm staring at the sky."

Immediately he jumped out of the bunk and onto his feet as the yacht rocked and rolled violently beneath him. His eyes were fixed on the hole – a ragged piece of the deck was flapping open and water was spilling into the cabin as the boat continued to pound through heavy seas.

"I'm thinking we have got to close that before the next wave, when I hear someone yell out the mast has gone. Then the deck flapped down again."

Up above, *Bacardi's* skipper Martin Power was at the helm watching the whole chaotic scene unfold. It's hard for him to believe what's happening before his eyes – in 95 Bass Strait crossings he's never seen anything like it; in 26 Sydney Hobarts, the stout little Peterson 44 *Bacardi* has never failed to finish a race.

"I saw the mast go relatively quietly, but then there was this almighty noise like an explosion when the deck disintegrated and the chain plates peeled the deck away," says Power, an eight-time Hobart racer from the Sandringham Yacht Club in Melbourne.

Bacardi is one of those boats whose name has become synonymous with virtual indestructibility. Her starboard side shrouds are connected through the deck to a swaged 12mm

UNFINISHED BUSINESS

NOT EVEN A DISMASTING IN LAST YEAR'S RACE COULD DETER THIS IRREPRESSIBLE BOAT FROM RETURNING AGAIN IN 2011 IN HER QUEST TO EQUAL THE RECORD FOR THE MOST ROLEX SYDNEY HOBART RACES FINISHED AND BECOME THE JOINT 'MOST CAPPED' YACHT IN RACE HISTORY. MATTHEW HENRY AND STEVE HUMPHRIES RAISE A GLASS TO *BACARDI*.

stainless steel rod and a 15mm stainless wire rope, and then to a bracket bolted to the keel. But with pressure building in the rig from the gale force conditions, her starboard lower swages had completely blown apart, collapsing the mast and ripping up the chain plates and a chunk of the deck like an old scab.

Only 24 hours earlier, the *Bacardi* crew was sailing amid all the fanfare of the Boxing Day spectacular, departing Sydney Heads among a 87-strong fleet and a swirling mass of spectator craft. Their second day at sea had been very different. The stout ocean racer had been battling a developing southerly buster (a storm that would eventually force nine yachts to retire), which had whipped up violent seas. Power had seen wind gusts of 35 knots over the deck and had already ordered the crew to reduce the sails.

But with two reefs already in the main and a number four headsail, it looked as if the old warhorse *Bacardi*,

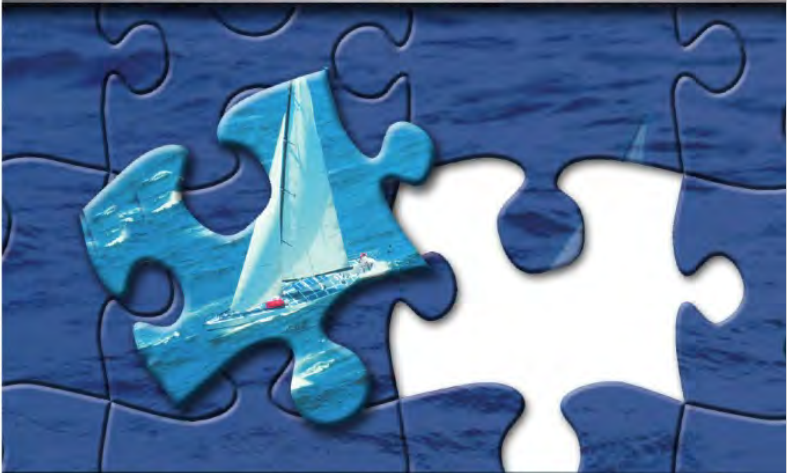




BACK ON DECK
Bacardi is well up to a stiff breeze and on track to be crowned the "most capped" yacht in the Hobart.



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a 33-year-old Peterson 44, would battle on like she always had. Sailing at the head of her division, she looked unstoppable in her quest to equal Phillip's Foote Witchdoctor's record of 27 Rolex Sydney Hobart race finishes. It was all going to plan – and then it all came crashing down.

"We were lucky: no injuries, still plenty of daylight, the mast although bent was still attached and we had a good mix of experienced crew – some of whom had been through it all before," says Bacardi's navigator Steve Humphries.

With the mast snapped two metres above the deck, the boat was crippled and reeling dangerously in the heavy seas many miles off the New South Wales south coast. The deck had suddenly become a perilous place for the crew: rigging was tangled everywhere, the top half of the mast was hanging over the lifelines and was still attached by halyards and stainless steel wire, while the shattered aluminium stump rocked violently from side to side as Bacardi swayed like a drunk.

"I was fighting my way up and down the companionway ladder, which was covered by the mainsail, supplying screwdrivers and pliers from the toolboxes when my life vest got tangled in the running backstays," recalls crewmember Lorraine Forkes.

"Luckily Michael Mellington was at hand to untangle me, but I did panic momentarily when I felt myself caught and hidden under the mainsail."

For crewmember Steve Humphries, it was a different story. What he remembers most in that moment was "the complete absence of panic".

"Marty on the helm was able to keep Bacardi abeam of the six metre

sea while directing and giving orders to the rest of the crew," he says. "The most experienced guys seemed to instinctively spread out along the boat with two in the cockpit, two by the mast and two on the bow."

What followed was a 40-minute, adrenaline-fuelled operation to sever the rigging and set the mast free – an ordeal the exhausted crew would later describe as feeling more like many hours of frantic labour.

Before long, another Rolex Sydney Hobart competitor, Local Hero, was standing by to assist if things took a turn for the worse. But there was little they could do in the way of direct assistance in such hellish conditions. The Bacardi crew were on their own.

A pocketknife was used to cut the mainsail free, which was thrown overboard to windward to create a drogue to slow the rate at which Bacardi drifted. At about the same time, the broken mast was severed from the stump, lowered onto the deck and secured by 5mm spectra rope and the jib halyard. But the mangled stump was creating its own problems.

"It was pumping back and forth like a malignant battering ram with every passing swell," recalls crewmember 'Rabbit' (Robert) Eason.

"Although the lower spreaders bent quite easily against the hull, the mast stump could have done some real damage if it had been allowed to go overboard at this stage."

The plan was to cut the top section of the mast free and throw it overboard. While most boats carry hack saws and bolt cutters for this purpose, they rarely prove useful against the extraordinarily strong rigging strands. The Bacardi crew reached for the tools, but eventually it was decided to release

the pins connecting the mast and rigging to the boat.

"Removing the split pins and releasing the backstay and leeward side stays was fairly easy, but the weather side stays proved to be the most dangerous with the mast surging back and forth inches from my head while I was occasionally swamped by the sea," recalls Mara Beddoes.

Eventually crewmember Michael Mellington was given the order to cut the remaining ropes securing the mast to the boat.

"As the jib sheets ran over the lifelines the mast, main and jib sank almost serenely into the sea."

After checking for any rigging or ropes in the water that could still foul the prop, skipper Power turned on the diesel motor, which burst to life and chugged reassuringly below the deck.

"I think we all felt a surge of relief as the motor was gingerly put into gear and we were able to make away," says Matthew Feore.

The broken deck was tied down and made as watertight as possible, while the skipper had his hands full surfing the boat down the waves. With the navigation gear still fully operational, the crew could set a course for Ulladulla with an estimated time of arrival at 11pm.

The next morning back in the marina, the jagged edges of the broken deck were cut away with a circular saw and patched up with plywood by mid afternoon. A crew of only four was needed to motor her back to Melbourne through the south coast swells.

For some, a close call like that of Bacardi's would be enough to end their Hobart ambitions. What if it had happened at night? What if someone had gone over board? Questions like these can haunt skippers.

But for much of the first half of 2011, Martin Power has been focused on getting Bacardi back into shape for this year's race. The old girl has been hauled out for a refit, which has included patching up her deck and installing a brand new rig.

In August, Bacardi set off north from Melbourne, her new paint job barely dry, en route to the Whitsunday's for Airlie Beach and Audi Hamilton Island race weeks.

Now, with just one more race to complete to equal the record for the most Rolex Sydney Hobart races finished, the crew are looking forward to completing the job in this year's 67th running of the great race. As the skipper put it, "We have unfinished business." ⚓

GLASS HALF FULL
Clockwise from left: Even steel shrouds running through her deck to the keel couldn't prevent Bacardi's dismasting in last year's race; limping home with a shattered stump in place of a mast; patching up with plywood at Ulladulla.



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Farr Yacht Design has produced more Sydney Hobart winners than any other design firm, including 17 overall race winners: *Piccolo*, *New Zealand*, *Scallywag*, *Indian Pacific*, *Sagacious*, *Sagacious V. Atara*, *Ragamuffin*, *Wild Oats*, *Ausmaid*, *Beau Geste*, *First National Real Estate*, *Rosebud*, *Quest*, and *Two True*; and seven line honours winners: *New Zealand*, *Brindabella*, *NZ Endeavour*, *Tasmania*, *Sayonara* (twice), and *Assa Abloy*. The first of these winners was *Piccolo* in 1976, and the most recent the Beneteau First 40 *Two True*, overall winner in 2009.

Bruce, let's start at the beginning with a brief professional history. You started out in New Zealand, but have wound up living and working in the USA. How, when and why did you make the transition?

During school years I had a lot of success designing, building and sailing many dinghies, which led initially to a design and build business. With early success in keel boats, around 1973 my career morphed into full time design, along with a lot of successful sailing on boats such as 45 *South* (1/4 tonner), the 42-foot *Gerontius*, and the one tonner's *Prospect of Ponsonby* and *Jiminy Cricket*.

In 1976 I moved to a real office, and gradually added several staff. During the next four years our Northern Hemisphere interests expanded while New Zealand was becoming a little quieter. In those days communication across the world was very challenging by today's standards – phone lines were not always reliable, fax had not been invented and the telex machine was the only fast solution for correspondence. Travelling back and forth was brutal and we figured we really needed a better presence in the Northern Hemisphere to make it work.

In 1981 decided to set up an office in Annapolis, MD, a well known and pleasant sailing town on the East Coast of USA, from where we could service both the North American and European markets. We moved four staff up here at various stages, and maintained an office in New Zealand for several years until it became clear that we should have the whole operation based in the USA.

How did you start out in yacht design, and what designers did you look up to at the time?

I sailed from almost as soon as I was born in my folks' various cruising



FARR AND AWAY

BRUCE FARR HAS DESIGNED MORE SYDNEY HOBART WINNING YACHTS THAN ANY OTHER YACHT DESIGNER. MATTHEW HENRY TALKS TO THE MAN BEHIND THE DRAWING BOARD.

boats, mostly in the 20 to 24-foot range, and learned to sail properly in our sailing tender. From there, my brother and I progressed to sailing among a small local fleet in a Flying Ant skiff, which my Dad built with some help from us! I was a very shy kid and the interest in boats, boat building and design became something on which I could focus and develop skills.

My brother was not as committed to sailing as myself, and I aspired to a single-handed yacht. My dream was a Des Townson-designed *Zephyr*, but it was quite expensive and I was much too lightweight at just 11 years old to manage one. So, not finding anything else that suited, I set about designing and then building my own 10' 6" dinghy (with a little help from Dad) that could race in our local races on handicap and among the Pennant class if we visited Auckland.

HULL RAISER
Yacht designer Bruce Farr (above) believes a good offshore cruiser/racer should be economical, easy to handle and capable of sailing in a variety of conditions.

This was a good little boat and drew some inspiration from Des and John Spencer's designs, they being two of the best known New Zealand design heroes of that time.

Other influences at the time were designers Uffa Fox and Herreshoff, who both had fascinating books on designs that I would review for inspiration; many interesting yachts that had been built in Auckland during the post war period; and also the designs of Jim Young. Many of these designers were trying to develop lighter, faster, less expensive yachts of a style that maturing skiff sailors wanted to sail. I have a really fond memory of Jim Young's *Kitty cats*, which trounced the 12-foot skiffs in their day, and especially one that I sailed briefly when I was about 13 years old through a chance meeting on a beach – that was a real thrill.

Following the little dinghy, I started designing and building Restricted Moths and then progressed into *Cherubs*, *Javelins* and on to 12 and 18-foot skiffs.

What was the first 'winner' that you designed?

I won a few local regattas in my little 10'–6" dinghy and a class in the Auckland Anniversary regatta.

In about 1964 I built a Restricted Moth, *Mammoth*, for myself and won many regional championships in 1964 and 1965, culminating with wins in the National and Junior Championships when I was 16 years old. I left school at age 17 and began building and designing dinghies, skiffs, and even a couple of A-class cats.

These experiences led to me sailing 12-foot and 18-foot skiffs in the late 60's and into the early 1970's, and along the way I collected many regional, three national and one inter-dominion title in boats that I designed, built and helmed. As a designer I also collected four consecutive 18-foot Skiff World Championships from 1972 through 1975.

In the keel yacht world, *Titus Canby*, a 27-foot light displacement cruiser racer I designed, won the South Pacific Half Ton Championship in 1972. That was a Cinderella story: my first keel boat design, built by my 12-foot skiff partner for \$5,000 as a cruising/occasional race boat, sailed by a bunch of us who had done very little offshore racing.

With over three decades of designing winning yachts, what history do you specifically have with the Rolex Sydney Hobart Yacht Race? Have

you often made it to Australia just to participate in or watch the race?

I had visited Australia many times in the early 70's with my interests in 18-foot skiffs, and even considered moving to Sydney in 1973.

I sailed on Noel Angus's *Prospect of Ponsonby* in the 1975 Southern Cross Cup winning NZ team, including the Sydney to Hobart, as a helmsman and in a general "make it go fast" position. At that time, having sailed Quarter tonners a lot and winning a couple of national championships along the way, I was okay in any position on the boat and happy anywhere behind the mast, and would say modestly that I was a good helmsman at the time.

We should have won that Sydney to Hobart but we discovered about half way through the race that there was a crack in the mast at the spinnaker pole, so we had to be careful. Worse, we found that the outside cover of the compass, along with the lubber line, was moving every time we cleaned it. We consequently figured out we had strayed some significant unknown amount to the east of an ideal course and used up a lot of time getting back to the coast of Tasmania in lighter winds than our competitors enjoyed closer to shore. It had been too foggy to get a celestial fix for a long time. After finishing third on handicap, we had to settle for top scoring Southern Cross Cup boat.

I also visited before the Sydney Hobart start in 1977 and a couple of times again in the 80's. My sailing after the mid 70s, and much of the 80's, was curtailed due to some work pressure and a nagging back injury that made it quite difficult.

The first Sydney Hobart race winner you designed was a boat called *Piccolo*, which won in 1976. What memories do you have of this boat?

Piccolo was a boat built in Australia to the same general design as *Prospect of Ponsonby*, but built of GRP as a production cruiser/racer. She had the same light displacement, fine bow, hull form with good stability as *Ponsonby*, and a fractional rig which made her good upwind, particularly for fast reaching and heavy air running. Easily sailed and handled, and economical in price relative to the other boats of her time, she also had a really good crew who knew how to drive her well, which of course makes all the difference. Approximately 100 of these boats were built for Australia and New Zealand as cruiser/racers along with a handful of true racing versions.



We hear a lot about how the skippers react to a Sydney Hobart win, but as a designer, what was the feeling when you learned you had your first Sydney Hobart winner?

After missing out in 1975 through no fault of the boat design, I was delighted to see *Piccolo* win the next year, confirming my belief in the design. Being built in Australia, in

GRP, her presence seemed to quiet the CYCA's anti-Kiwi grumbling machine, and many Australians then grasped the concept and became believers in both the performance and the safety of these boats. She contributed greatly to establishing the Farr name in Australia for offshore sailing.

Prior to 1976, names like Sparkman & Stephens, Alan Payne and Trygve Halvorsen were still dominating the Sydney Hobart podium. But around the mid to late 70's the sport started to see a new generation of designers coming through, with your name among others like Ben Lexcen, Ron Holland and Frers. This was a period of rapid change in boat design, wasn't it? What were these new guys, you included, bringing to the designer's table?

This period saw all designers adopt a much more pragmatic approach towards racing yachts, where the notion of cruising suitability was largely discarded among the top echelon of competitors in favour of designs that were much better for racing. Many of the "new" designers had also grown up designing and building skiffs, so had a different expectation of what should be done in keelboat design. The IOR rule, new at that time, promised more freedom in design than the previous RORC rule and many of us explored that with our own ideas of what would work best. My desire was to produce nice sailing, low cost boats that could be competitive and fun.

During that period there was much experimentation and innovation in

THE FARR SIDE
 Top: The Bruce Farr-designed 1984 overall winner *Indian Pacific*.
 Above: 1996 overall winner *Ausmaid*.





her length and designed to be fast and controllable downwind and when reaching. She sailed above her size and was able to beat the 'maxis' of that time in these conditions. She was also an IOR boat to some extent, but quite conservative in that regard, so as to give her a reasonable rating without giving up any great amount of performance. This made her very competitive on handicap, reaching and downwind in strong winds. For her Hobart win she met conditions good enough for her strengths to get her there fast enough to win line honours and retain her time on the other boats.

We have to ask you the (multi) million dollar question: What makes a racing yacht a Rolex Sydney Hobart winner?

I think that in very general terms a potential Rolex Sydney Hobart winner needs to be strong enough to manage just about any conditions, be a good all round boat in good winds and big seas but with some emphasis on reaching and downwind performance. Clearly, she must also be a boat with very good performance versus handicap, and that has been an area where we (Farr Yacht Design) have excelled, especially with offshore boats. One also needs a great crew, excellent navigation and an element of luck as the conditions will generally suit one size of boat within the fleet and also often a boat of particular performance parameters; upwind some times, reaching or running at other times.

Is there a personal favourite, or a boat that stands out for any reason among all the race winners you have designed?

For me, and this is very personal, *Sayonara* stands out as my favourite Sydney to Hobart winner, as she was an awfully successful maxi that seemed so versatile and able to be easily modified or "moded" for such a variety of purposes. She started out intended to be a Transpac downwind boat with some chance of being an all-round maxi. She went on to win the San Francisco Big Boat series, four inshore Maxi World Championships and a couple of Sydney to Hobart wins thrown in for good measure, including surviving one of the worst races in sailing history.

She is also special to me personally because I was lucky enough to get to race on her a bit.

hull, rig and sail design, and a very real improvement in the style of boat used for ocean racing. Along with all of that competition and development came some issues, but many more positives including lighter displacement, sturdy and reliable fractional rigs, good handling boats that were fun to race instead of being a terror downwind. These led to many good cruiser/racer designs that were reasonably priced too.

New construction materials and techniques allowed huge progress, including sandwich hull construction and high performance fibres and resin systems. That design freedom lasted all of about eight years before the establishment started changing the rule dramatically to corral the style back to their notion of what they thought the world should have, effectively limiting further development to the refinement of older concepts rather than substantial conceptual opportunity.

After the rule changes of the late '70s, the world of ocean racing was back in the doldrums developmentally for a while, waiting for a suitable vehicle, which the IMS rule provided at the end of the '80s. For a while, at least!

After *Piccolo*, came *New Zealand*, which claimed the double (line and handicap) win in 1980 – a feat which has only been achieved six times in 66 Sydney Hobart races. It must take a very special boat to do this; what was it about *New Zealand* that made this possible?

New Zealand, or *Ceramco New Zealand*



as she was known outside the then sponsorship-averse Australia, was designed to be a round-the-world race boat for the Whitbread Race. The Sydney Hobart race was part of her shakedown. At 68 feet, despite being built from aluminium and almost bullet proof, she was quite light for

WINNING HERITAGE
Rosebud (top) and *Ceramco New Zealand* are part of long line of the Bruce Farr-designed boats that have won the Sydney Hobart yacht race.



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Every year the designer of the winning Rolex Sydney Hobart yacht wins the Alan Payne Memorial trophy. Is this a coveted prize among yacht designers?

I don't know how other designers view it, but it was a great surprise and a real honour when we received the first one, which we were not expecting. It came along with a nice note and some

history about Alan, whom I admired as a designer able to produce really interesting and innovative boats, *Gretel II* being a great example.

I think winning the Sydney Hobart is a difficult challenge and being the designer of the winning boat is really sufficient reward in itself, but getting a designer's trophy is really quite a thrill and we enjoy the little set we have accumulated.

You have designed seven line honours winners, but 17 handicap winners. Why do your designs consistently rate so well? Can you let us in on the secret? You even managed to design an IMS and IOR winner in 1991 – two handicap systems, two winners!

We know the local conditions quite well, and know that we must produce boats that perform well in the real ocean, sail well and handle the waves well. As a design group we have been very good over the years at figuring out optimal solutions within handicapping rules, for particular sailing conditions very early in a rule cycle and staying on top from there.

We have always strived to produce good all-round performers without weakness in any area, even if the overall performance is skewed in one direction, and we are known for our level of attention to detail and structural engineering capabilities, which produces high reliability. I think we try harder. We also have been blessed with attracting a lot of



HOBART HITS
 Left: The 1997 overall winner *Beau Geste* was inspired by Farr's successful designs for Volvo 70 and Open 60 offshore racers.
 Right: *Assassin*, overall winner under IMS in 1992.



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very good teams who have made us look good, to whom we are eternally thankful.

Your most recent winner was *Two True*, a Beneteau First 40 that is a very affordable, mass-produced production boat. It must feel good as a designer to put race-winning design into the hands of club racers on a production budget?

As technical as yacht design has become, there still seem to be occasions when all the parts come together better in a boat that seems to have a bit of magic as well. The Beneteau First 40 is one of those in that it is the consummate great value, fully useable production cruiser/racer. It sails nicely, works under the handicapping system, and looks sweet while winning races in many parts of the world. The ghost of *Piccolo*?

The last decade has seen canting keels, stored power and carbon fibre transform the modern ocean racer. In your view, what are the exciting new designs that ocean racing fans can look forward to seeing over

the next decade or so in the Rolex Sydney Hobart Yacht Race?

It's hard to imagine what the next breakthrough will be, and whether it can be much more extreme than what we are doing today. When I go out on one of these big, modern canting keel boats in breezy conditions after spending some time away from them, I am initially shocked at the level of performance, the wild ride and the sheer speed and capability of the boats. It takes about half an hour on a reach at around 30 knots of boat speed for the whole experience to start to feel normal. I think we may be in a period of consolidation right now where there is still plenty of scope to refine the current concepts. The chances for further breakthroughs of the magnitude of what we have seen in the last decade or so must be relatively small.

Any hot tips on who might win the big race this year?

In the mid 1970s I recall Joe the Bookie asking me who would win 18-foot skiff races. Having designed a lot of the boats and knowing the



KITE RUNNER
Right: *Atara*, overall winner in 1991 under the IOR handicap ruling.

strengths and weaknesses of the boats and crew, I had a good idea who might win but didn't make a prediction, preferring instead to wager \$1 just before the start, mostly to upset Joe! I usually went away a few dollars richer. I think I'll stick to that approach. ☪ www.farrdesign.com

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100-FOOTERS

WILD OATS XI
AUS10001

Having five line honours victories, and winning the triple in 2005 with a record-breaking line honours and overall win, this Mark Richards skippered yacht brings new meaning to the words 'super maxi'. Lining up for her seventh Hobart, owner Bob Oatley has again updated his yacht, aware he has to keep abreast of the latest if *Wild Oats XI* is to succeed in winning the double again. The boat already holds the record for the most successive line honours wins and her owner would love to see *Wild Oats XI* become the first yacht to twice win the race on line and overall.


INVESTEC LOYAL
SYD100

Now under the sole ownership of Anthony Bell, *Loyal* gave *Wild Oats XI* a big scare in the Audi Gold Coast Yacht Race after leading her nemesis out of Sydney Harbour then trailing her over the line by nine minutes after making her fight for every inch of the 384 nautical mile race. Bell has brought back some America's Cup, world speed sailing and Hobart-winning sailors along with the usual mix of sporting celebrities, among them returnees Phil Kearns and Phil Waugh, who have made an impressive switch from rugby greats to offshore yachtsmen. Given the right conditions, she could win the double.

70-FOOTERS

ICHI BAN
AUS03

This Jones 70 started life as a Volvo Ocean Race boat in 2005, and has since proved to be a good all-rounder for CYCA past commodore Matt Allen. His 22 Sydney-Hobart expertise has so far resulted in second on line in 2006 and third in 2007 and 2008. *Ichi Ban* has come tantalisingly close to winning the race overall; fourth in 2006 and fifth in 2007. Measuring in that 'upper middle size' range, much the same as 2001 overall winner, *Bumblebee V* at 66ft, and 2007 winner *Rosebud* at 65ft, *Ichi Ban* will have her way in the right conditions.

60-FOOTERS

HUGO BOSS
GBR8055

Built for ocean racing and designed to withstand anything the weather can throw at her, *Hugo Boss* is reputedly the fast boat in the Open 60 class. The former *Pindar* finished fifth in the 2008-2009 Vendée Globe under the guidance of Brian Thompson, before she became Alex Thomson's *Hugo Boss*. She underwent an exhaustive refit prior to the Barcelona World Race, which took place earlier this year, but did not sail to potential after Thompson was replaced at the last moment when he contracted acute appendicitis and then his first child became ill. This 60-footer is now ready to unleash her full potential.

THE LEADING EDGE

60-FOOTERS

LOKI
AUS60000

On form, you can't go past Stephen Ainsworth's irrepressible Blue Water Point Score champion, *Loki*, which was the toast of 2010 and is proving her mettle again in 2011. *Loki* currently holds CYCA race records for the Bird Island (set in 2011 when she won the treble), Flinders Islet (2010) and 2009 Audi Sydney Offshore Newcastle race, in which she also won the treble. As Ainsworth points out, the Rolex Sydney Hobart is the one offshore nut his Reichel/Pugh 63 is yet to crack, and he and his finely tuned long-term crew are up for the challenge.

50-FOOTERS

SCARLET RUNNER
SM11

One of the yachts in Melbourne's competitive 50ft range, *Scarlet Runner* has all the hallmarks of a Hobart winner. In her first major outing, the Reichel/Pugh 52 scored a divisional first in the 2009 Audi Sydney Gold Coast race and went on to break the six year-old Cock of the Bay record that December. This past January, she won the Docklands Invitational at Audi Victoria Week and backed that up in February, picking up the triple of line, record and handicap honours in the Adelaide-Port Lincoln race and winning the Lexus Lincoln Week overall. Certainly one to watch.


LIVING DOLL
R55

In a double celebration, Michael Hiatt's most telling yacht victory was the 2011 Audi Sydney Gold Coast Yacht Race on the same day he celebrated his 59th birthday. The crack crew of Aussies and Kiwis was akin to Hiatt's cool and edgy fashion label, *Living Doll*, and some of the same names are aboard for the 628 nautical mile race south. With a strong fleet of yachts in the 50 feet range to race against in Victoria, *Living Doll* has come into her own in the last 12 months following a few near misses caused by minor gear failures.


RAGAMUFFIN
AUS70

The oldest skipper in the fleet this year, 84 year-old Syd Fischer and his *Ragamuffin* have proved to be a top TP52 in ocean racing this season, overcoming challenges from the other TP's competing in the Blue Water Point Score, which he won for a record ninth time in 2008 and has finished in the top three ever since. From a long line of yachts named *Ragamuffin*, this six year-old yacht finished second overall in the Gold Coast Race in August. Fischer won the 1992 Hobart overall under IOR (when there was also an IMS winner), and he has the form to deliver again.



40-FOOTERS

WILD ROSE
4343

Roger Hickman and two partners obtained the former *Wild Oats* from Bob Oatley some years ago and won the 1993 Hobart under IOR, the last time winners were crowned jointly under IOR and IMS categories. Originally from Tasmania, Hickman is one of the most experienced ocean racing yachtsmen around and is at his best on long ocean races. Breakages have cut short a couple of races for the Farr 43 this year, but winning the Sydney Newcastle Offshore race in March shows 'Hicko', who says a few women aboard balances his crew nicely, is still more than equal to the task.


LUNCHTIME LEGEND
RQ14

Veteran ocean racer 'Sir' Robbo Robertson makes his return to long offshore events with a new boat, joining multiple Beneteau yachts in the race. With overall wins by other Beneteaus in the 2003 and 2009 Hobart races, *Luncheon Legend* should be on the money. She can count a third place in Class B at Hamilton Island Race Week in August and other wins in Queensland waters among her highlights thus far. Queenslander, Robertson, has had a noteworthy ocean racing career, including at least 10 Hobart races. Shaking off the cobwebs, he should be a force to be reckoned with in his new First 40.


AFR MIDNIGHT RAMBLER
8338

A brand new McConaghy-built Ker 40 design, which had input from one of her owners Ed Psaltis, this is one of the most talked about Australian yachts this year, with rivals predicting a bright future for the apparently slippery new *AFR Midnight Rambler*. Two of her owners, Psaltis and Bob Thomas, won the tragic 1998 race to Hobart with their pocket-sized Hick 35 design of the same name. The boat was well named after a Rolling Stones song – her owners maintaining they push themselves and their yacht harder at night than their opponents do. With their new boat, the sky's the limit.


CARINA
USA315

In 2010 Rives Potts from Rhode Island won the Newport-Bermuda race against 103 boats in the amateur class, by a huge margin of over three hours, also winning IRC overall by nearly four hours. It was the second time she had won the race, adding to many other impressive wins. Yacht designer Scott Kaufman made radical changes to the yacht in 1978. He cut her off at the waterline, removing her long shallow keel, skeg and rudder, pretty much rebuilding the boat. A dark horse, this 48ft yacht, built in 1969, cannot be discounted, especially after being overhauled again this year.

WITH SO MANY POTENTIAL WINNERS AND UNPREDICTABLE SAILING CONDITIONS ON THE DAY, THE ROLEX SYDNEY HOBART YACHT RACE IS A NOTORIOUSLY TOUGH ONE TO CALL. HERE WE LIST THE FORM BOATS IN EACH SIZE RANGE, AS SELECTED BY THE EVENT'S OFFICIAL MEDIA DIRECTOR DI PEARSON. MAY THE BEST YACHT WIN!

40-FOOTERS

VICTOIRE
1545

Plastic surgeon Darryl Hodgkinson has come into his own during 2011. His Beneteau First 45 won Class B of the four-event IRC Australian Championship presented in August. At the time of writing, 'Dr Darryl' was leading the Cruising Yacht Club of Australia's Blue Water Point Score after victory in the Flinders Islet Race. One of many Beneteau yachts in the race, including 2009 Hobart winner *Two True*, *Victoire* will have a race within a race, which should push her even harder. She came tantalisingly close overall victory in the 2010 Hobart, but faded in the dying stages to be fifth overall.

30-FOOTERS

THE GOAT
7027

The Goat is one of the most highly competitive Sydney 38's on the circuit, and owner Bruce Foye has been in the Hobart winners' circle before, joining Roger Hickman in taking overall victory under IOR in 1993 with *Solbourne Wild Oats* (now named *Wild Rose*). With this one-design yacht, Foye won the Sydney 38 Division of the Hobart race in 2007 and was second the following year. A Sydney sailor from the CYCA, he is a former A-Grade footballer and has kept that competitive edge. In January, Foye and crew won the Sydney 38 National Championship, just one of several highlights over the past two years.


ELLA BACHE
2004

Her biggest claim to fame is sailing around the world non-stop and unassisted two years ago, and now 18 year-old Jessica Watson has the urge to add the Tattersall's Trophy to her achievements. She unveiled the Sydney 38, *Ella Bache*, in September after already putting in some ocean racing practice with the boat beforehand, winning the Sydney 38 division of the Sydney Gold Coast race. Watson also competed at Cowes Week and continues to compete in Australian regattas and races in her preparation for the Hobart race, with a second aim of finishing with the youngest Hobart crew ever.


MALUKA OF KERMANTIDIE
A19

A shave under 30 foot, this old wooden Cliff Gale designed gaff rig Ranger, with owner Sean Langman at the helm, looked destined for the top three in the 2006 Hobart, but dropped back to eighth overall, still beating many of her much bigger and newer opponents. Launched in 1932, the boat will be skippered by Sean's 18 year-old son Peter this time around, but Dad, who is no slouch at sailing, will be on hand to guide him. Old and heavy *Maluka* may be, but 'slow and steady can still win the race', especially if the weather is heavy from the south.



BEST SEAT IN THE HOUSE
 Crowds gather on Sydney's South Head, one of the best places to watch the start of the Rolex Sydney Hobart Yacht Race.



A spectator's view

Having sailed with the CYCA a few times and having his own yacht on Lake Illawarra, Matthew and his wife Aveen Beedles wanted to be in the heart of the action on Boxing Day.

"It is truly a great spectacle to witness," Matthew said. "We've tried a few options of watching the start but find the CYCA boats inside the exclusion zone the best."

In the early years of watching the Hobart start, the Beedles took advantage of a hotel chain's accommodation and spectator boat package. However, wanting to experience a different perspective, one year they went on an excursion onboard a 40-foot Beneteau. "That was great fun.

The spectator boats are definitely part of the spectacle at the start of the race. But we wanted more.

"Enquiries via the CYCA saw us land a spot on the official Starter's Vessel (*Aussie One*) for a number of years. We heartily enjoyed each and every trip out. One particularly memorable event was the year they had a number of the 'first race' crew members as guest starters. What a privilege and a joy it was to converse with these elder statesmen of the sailing fraternity. It was truly heartwarming to learn first hand of the experiences of the very first Hobart race way back when.

"Being in the exclusion zone is like having the best seat in the house. It is a tremendous thrill to see the racing yachts heading full tilt at your boat, only to tack or gybe at the very last moment.





The sight of close to 100 yachts taking to Sydney Harbour on 26 December to start in the 67th Rolex Sydney Hobart Yacht Race is a truly spectacular event to witness first hand.

Spectators begin to gather from early in the morning, whether afloat on boats or at prime vantage points surrounding the harbour foreshore. It's a great family day out with so many great vantage points around the shore from which to watch the start of this famous ocean race. So bring your picnic lunch of Christmas leftovers with you and secure the best set in the house, either on water or land!

exclusion zone and one without. The *Majestic II* catamaran has access to the exclusion zone, expert commentary from CYCA members and gets you up close and personal with the fleet. Tickets are available from the club at a cost of \$195 per person.

The Fiesta Ferry is the perfect option for families as it allows guests to self-cater, but does not have access to the exclusion zone. Tickets are only \$59 per person and can be booked through the CYCA. Other cruise operators such as Flagship Cruises, Coast Cruises, Captain Cook Cruises and Bass & Flinders Cruises have packages available but don't have

VIEW TO A THRILL

FEW SAILING EVENTS DRAW THE CROWDS AS MUCH AS THE ROLEX SYDNEY HARBOUR YACHTS RACE. WHILE SKIPPERS AND CREWS HUNT FOR OCEAN RACING'S MOST PRIZED SILVERWARE, TENS OF THOUSANDS OF ONLOOKERS COMPETE FOR THE PRIME VIEWING POSITIONS ON LAND AND SEA, TAKING ADVANTAGE OF THE NATURAL ARENA THAT IS SYDNEY HARBOUR.

Some of the best vantage points on water are either side of the start line: Steele Point on the east and Taylors Bay on the west. Boaters can position themselves in the western channel at Chowder Bay, Obelisk Bay and waters to North Head or in the eastern channel in Rose Bay, Watsons Bay, Camp Cove and around South Head.

For those wanting to get out on the water but who don't have access to a boat, there are a couple of options to consider. The Cruising Yacht Club (CYCA) runs two official spectator craft – one with access to the

exclusion zone access.

For those who prefer to feel solid ground beneath their feet, the best vantage points on land include: Bradley's Head, Chowder Bay, Georges Heights and Middle Head on the western shore; Shark Island, Steele Point, Vaucluse Point, South Head and The Gap on the eastern shore; North Head in the north, which offers a magnificent panoramic view back up the Harbour, and also out to sea and down the coast. Get in early to claim the best vantage points, and enjoy the race! ↓

"The air becomes positively electric as the minutes count down to the final cannon blast. And of course, a dozen or so helicopters hovering at close quarters above does a lot to enhance that feeling too.

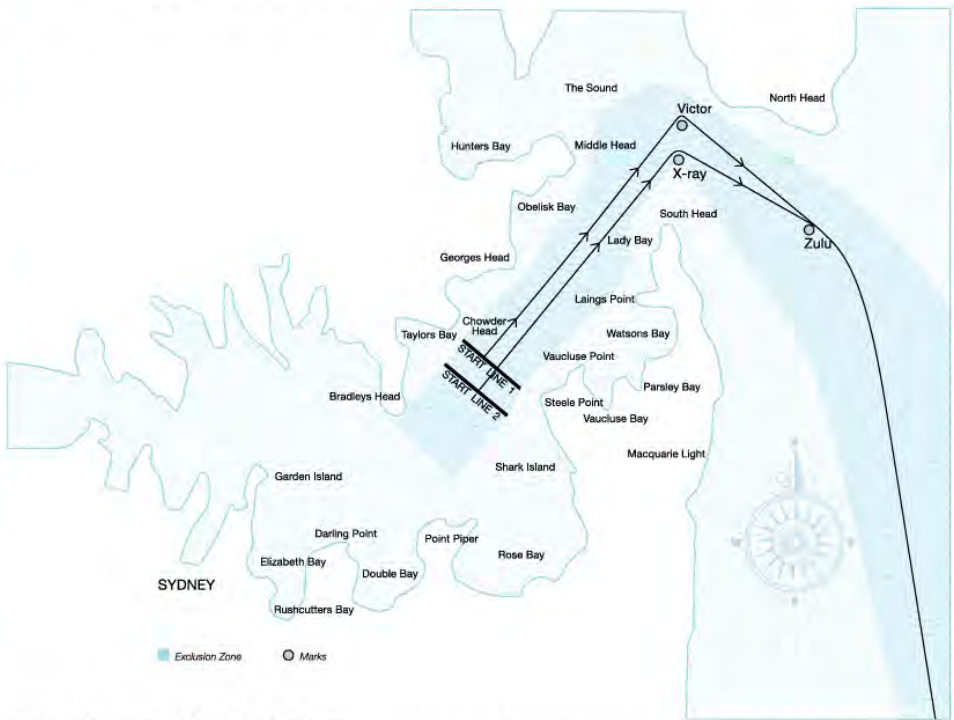
"Once the race is underway the tone on the harbour turns serious for a short time as the front runners jostle for supremacy. Then it seems to settle into an earnest dash for the open sea.

"Saying farewell to the fleet, and then returning to the CYCA after a leisurely cruise back from the Heads sees everyone head landward, tired but still exhilarated and certainly satisfied with another immersion into one of our nation's most iconic events," said Matthew.

HOW THE RACE UNFOLDS

Yachts begin to assemble at the start line area up to two hours before the race, practicing race start manoeuvres and checking conditions. All competing yachts must report into the Race Committee Vessel with their orange storm sails set, and once this is complete yachts can test crew work, check the sails and gear, and get ready for their 628 nautical mile journey south!

Once the cannon has been fired at 1pm it is a sprint to the Heads to see which boat can be the first out of the Harbour. Depending on where the breeze is coming from it could be a spinnaker run to the Heads or a close reach under working sails down the Harbour. If the wind is from the north or northeast, the fleet will have to tack (beat to windward) up the Harbour to the turning marks at the Heads. This could see some close encounters between competing yachts as they cross tacks, some sailing right to the edge of the exclusion zone to gain a tactical advantage.



What a way to end your offshore career!

Albert "Alby" Mitchell, the only surviving crew member from *Rival*, the overall winner of the 1961 Hobart race, is thrilled to be given the honour of firing the cannon that will start the 67th Rolex Sydney Hobart fleet on its way to Tasmania.

Recalling the 1961 race, Alby said: "I helped Alby Burgin (the owner) build *Rival*, pouring the lead for the keel. We thought we'd win the 1960 Hobart, but *Siandra* beat us to it, so '61 was our year. I was very proud to be part of the winning crew."

From 32 Sydney Hobarts, starting with *Defiance* in 1954, Alby was part of two winning crews, his second being aboard *Piccolo* in 1976. He sailed his last Hobart in 1994, the 50th Anniversary race, onboard the yacht *Highland Fling* based out of Lake Macquarie.

Today, Alby sails his Davidson 36, *Justice*, out of Lake Macquarie Yacht Club where he remains an active member.

"What a way to finish up my sailing career - to be asked to start a Hobart race is something I didn't expect, but is a great honour," he said.

Alby will be joined aboard the official start vessel by crewmembers from *Janzoan II*, which was second overall in 1961, including Richard "Sighty" Hammond, Colin Betts, Michael Polkinghorne and Dick Norman.

Dick will fire the five-minute warning signal, while in lieu of no surviving *Joanne Brodie* (third overall) crew being found, Colin Betts has the honour of firing the 10-minute warning signal.



STARTER'S ORDERS

ALL YOU NEED TO KNOW ABOUT THE STARTLINE.

The start of the Rolex Sydney Hobart yacht Race is truly an event like no other - it takes something special to stop ferry and harbour traffic in one of the busiest harbours in the world!

Ranked as one of the most demanding long ocean races on the planet, the Rolex Sydney Hobart Yacht Race covers a distance of 628 nautical miles. It can take from two to six days to sail, with the current race record 1 day, 18 hours, 40 minutes and 10 seconds set in 2005 by *Wild Oats XI* (then a 98-foot yacht, since upgraded to a 100-footer). An excellent start is considered an important psychological advantage for the helmsperson of almost every boat in the race.

To give yachts a clear area in which to manoeuvre before the start, and then ample room to tack or gybe as they race to the Heads, NSW Maritime has declared an exclusion zone from 12pm to 2pm on Boxing Day, with the area for the racing yachts clearly marked by yellow buoys.

The Port of Sydney will be closed from 9:00am to 4:00pm to commercial shipping with a six knot no-wash zone to cover the Harbour from Garden Island and Bradley's Head to a line between North Head and Macquarie Light.

The fleet will start simultaneously at 1pm from two start lines, as has been done for a number of years to accommodate the higher boat speeds of the larger yachts in the fleet. The bigger, faster boats will start from the

front line, 0.2 nautical miles north of the back line, with identical starting signals for both groups of yachts.

To make allowance for this advantage, boats on the front line will sail an extra 0.2 nm distance to their rounding mark, Victor, near North Head before heading to sea. Boats starting off the back line will round mark X-ray, just north of South Head.

Once they leave those marks to starboard, all boats will head for the seamark Zulu, laid one nautical mile east of Sydney Heads, before rounding it to starboard, turning south and setting course for Tasmania.

The two starting lines will stretch across the Harbour, with the back line for the majority of competitors about 400 metres north of Shark Island, both lines marked by large Rolex buoys at either end. Spectator craft may not enter the exclusion zone between midday and 2pm, and once the race starts the competing yachts must sail within the zone until they clear the Heads.

- FAST FACTS**
- + Race starts at 1pm, Sunday 26 December 2011
- + Exclusion zone on Sydney Harbour enforced for spectator craft from 12pm til 2pm
- + Two start lines on the Harbour with big boats up front.



WHAT ARE THE YACHTS DOING?

Carl Crafoord, navigator on Peter Millard and John Honan's 98-foot maxi *Lahana*, explains the process the crew of *Lahana* goes through in the lead up to the firing of the cannon:

- After attending the weather briefing at the CYCA early in the morning, the crew assembles at the marina and stows gear on the boat.
- We then conduct a crew briefing that includes any weather updates, and begin to make our way to the startline at approximately 1100hrs
- Once we are in the Harbour, the boat reports into the Race Committee vessel with storm sails set (this is mandatory as per the Sailing Instructions) and then the crew practices sail changes and various manoeuvres.
- At approximately 1130hrs, the crew gets the mainsail up and we run through starting line axis / bearing relative to X & Y marks. As the navigator, I am "pinging" both ends of the line to ensure we are in the best position to get a clean start. We also then check the set up at other marks.
- The crew then goes through sail selection choices for the two legs out of the Harbour and also gets up on deck to work out the best sail to set from the seamark if there is a nor'easterly blowing.
- In the last hour we have a quick bite to eat and I will go through the sail chart for the start and the weather again (if required).
- The boat is then set up on the line and transits are checked again.
- If the breeze is a bit tricky, we will motor up to the Heads to do a wind check offshore. If not we will spend the last 30 minutes setting up the boat on the line and settling the boat down.
- Once the warning goes we are basically racing and observing the racing rules; jockeying for the best position relative to other big boats and trying to keep our air clear!

As the countdown to the start begins the CYCA's cannons will be fired aboard the official starting vessel, *Aussie Legend*, to draw attention to the traditional starting flag sequence as follows:

- 12:50 hours** (12.50pm) – 10 minute warning signal – Code flag W hoisted and cannon fired.
- 12:55 hours** (12.55pm) – five minute preparatory signal – Code flag P hoisted and cannon fired.
- 13:00 hours** (1.00pm) – starting signal – Code flag W and Code flag P dropped and cannon fired.

A further signal (Code flag X) and a sound signal (from the individual

start lines) may indicate premature starters (OCS – On Course Side) by individual yachts, which must return and re-start. Yachts that have broken the start will be advised by radio five minutes after the start. There will be no general recall.

If the wind is from the south, southeast or southwest, the race fleet will have a spinnaker run to the Heads. An easterly breeze will see a close reach under working sails down the Harbour.

If the wind is from the north or northeast, the fleet will have to tack (beat to windward) up the Harbour to the turning marks at the Heads. This could see some close encounters between competing yachts as they cross tacks, some sailing right to the edge of the exclusion zone to gain a tactical advantage.

ADVICE FOR SPECTATOR CRAFT

- The Sydney Harbour exclusion zone will come into force at 12pm and continue through to 2pm. The zone will be marked with yellow buoys and some fixed navigational aids.
- The rounding marks Victor and X-ray at Sydney Heads will be large Rolex conical inflatable buoys, as will mark Zulu, one nautical mile due east of the Heads.
- All spectator craft must remain outside the exclusion zone until 2pm.
- No spectator craft is permitted to anchor or remain anchored within 100 metres of the exclusion zone.
- Boats may only proceed through the 'no anchoring' zone near South Head if going out to sea.
- Commercial vessels only will have access the commercial vessels area (see map overleaf).
- Spectator craft should not operate under sail near the exclusion zone from noon until the fleet has cleared the Heads.

CONTROL VESSELS

- Royal Volunteer Coastal Patrol and Australian Volunteer Coast Guard vessels will display an orange banner with the wording 'Waterways Control' and will patrol the spectator limit lines. Please obey instructions from the vessels and from the NSW Maritime and Water Police Vessels.
- General safety messages will be broadcast on marine radio bands 27.88 and VHF Channels 13 and 17.

RACE ENTRANTS

- Competing yachts will display a special Rolex race flag on their backstay. Please keep well clear of any vessel displaying such flags. ⚓


Race Committee and International Jury

The role of Race Committee Chairman is a pivotal role that ensures the smooth running of the Rolex Sydney Hobart Yacht Race. For the tenth consecutive year the Race Committee will be chaired by Commodore Tim Cox AM RAN (retired). Commodore Cox, pictured above, leads a team of eight volunteers, comprising of members of the Cruising Yacht Club of Australia and the Royal Yacht Club of Tasmania.

The role of the Race Committee Chairman involves working with the CYCA Commodore, Sailing Committee Chairman and sailing office in assessing all applications that enter the Rolex Sydney Hobart, including stability and safety matters. Once the event commences on 26 December, the Committee is responsible for 24 hour-a-day race operations at the RYCT.

Commodore Cox has vast sea experience, having been a captain of HMAS Perth and HMAS Derwent and Commodore RAN Flotillas, before being based in Canberra as director general of Maritime Development.

He is a keen yachtsman, skipping his DK43 *Minerva* in CYCA and Royal Sydney Yacht Squadron inshore and offshore events. Other members of the Race Committee from the Cruising Yacht Club are Rear Commodore Howard Piggott and long-standing committee member 'Safety' Sam Hughes, a former senior officer with the Australian Maritime Safety Authority. Representatives from the Royal Yacht Club of Tasmania that serve on the Race Committee are Graeme Dineen, Ian Smith, Ross Mannerling, Kim Newstead and Roger Martin.

Working tirelessly throughout the year is the Rolex Sydney Hobart Yacht Race Planning Committee, chaired by CYCA Commodore Garry Linacre and made up with Rear Commodore Howard Piggott, Immediate Past Commodore Matt Allen, Past Commodore Martin James and Past Director Les Goodridge as members. The Committee reports to the CYCA board and is responsible for race planning, policy matters and event logistics.

The CYCA board hands the management of the race over to the Race Committee in September, several months prior to start of the race.

Chairman of the International Jury for the Rolex Sydney Hobart Yacht Race is well-known CYCA member and racing rules authority John Kirkjian. John has acted as Chairman of the International Jury since 2003 and has served on the jury for 20 Sydney Hobarts. He has been an ISAF International Judge, Yachting Australia National Judge and Umpire for over 15 years. John is a former Chairman of YNSW Racing Rules and YNSW & YA Special Regulations Committees. Kirkjian has been a member of the CYCA Protest Committee since the early 1980s and was appointed Chairman in 1985, after the retirement of David Goode.

At 75 years of age, John is still a passionate sailor who regularly participates in the CYCA Short Haul and Short Ocean Pointscore series and RANSA/RPEYC Wednesday races in his Jarkan 38 *Lady Ann*.

Joining John will be experienced International Jurors Tony Mooney (AUS) who has been nominated as the deputy chairman, John Rountree (NZ), Bryan Willis (GBR) and Tetsutaro Murmatsu (JPN).





SYDNEY'S SAILING SPECTACLE

WHATEVER THE RESULTS OF THE ROLEX SYDNEY HOBART 2011, ONE THING IS CERTAIN – WHEN THE RACE STARTS AT 1PM ON BOXING DAY IT WILL CAPTURE THE IMAGINATION OF SAILORS AND SPECTATORS WORLDWIDE, AS SOME 500,000 PEOPLE CONVERGE ON SYDNEY HARBOUR FORESHORE AND MILLIONS MORE TUNE INTO THE ACTION ON TV AND ONLINE.

When the fleet of close to 100 yachts jostles for position on twin start lines just north of Shark Island, you'll want to be in prime position yourself. To get the full dose of race atmosphere you need to snag a spot on North or South Head, or even join the action on the water among the colourful spectator fleet (which includes craft of all shapes and sizes from ferries to kayaks and even the odd water taxi). But if you're not lucky enough to be there in person when the starting cannons fire, don't worry – there are plenty of ways to follow the race, no matter where you are.

ON THE WATER

If you've got access to a boat then you can be on the water with the fleet for the race start. Spectator craft positioned in the eastern channel can watch the race begin and then follow the fleet down the harbour to the Heads and out to sea. Once underway the fleet can move fast, so if you want to watch the leaders sail through the Heads it's advisable to get well down the harbour towards Middle Head before the start. At the

Heads keep well clear of the rounding marks. If you only plan on watching the start, and don't wish to follow the fleet, then stick to the western side of the harbour. Good vantage points for spectator boats include Taylors Bay, Chowder Bay, Obelisk Bay and North Head on the west, and Rose Bay, Watsons Bay, Camp Cove and South Head to the east. The harbour will be very crowded and traffic can be chaotic so stay alert, follow the advice of race officials and remember to keep well clear of the exclusion zone between 12pm and 2pm.

ON LAND

The foreshores around Sydney Harbour provide a natural auditorium from which to watch the race start, so all you need to do is grab sunscreen and a picnic and choose your spot. For those on the western shore the best vantage points are Bradleys Head, Chowder Bay, Georges Heights and Middle Head, while those on the east can head for Shark Island, Steele Point, Vaucluse Point, South Head and The Gap. North Head, which is where the official race commentators make camp, offers a magnificent

panoramic view back up the harbour and also to sea and down the coast. If you're heading for the popular vantage points on North and South Head, plan to make a day of it. Be sure to set out early to secure a good spot.

ON TELEVISION

The Seven Network will once again broadcast the start of the race live around Australia, with the 90 minute program going to air from 12:30 AEDT and Gordon Bray anchoring the commentary team.

Gordon's long and close association with the race has not only seen him involved in many past broadcasts, he's also made the journey south by sea on six occasions aboard the radio relay vessel. Seven Sport's commentary team will again be based at their outside broadcast headquarters atop North Head, which is a prime location offering an expansive view from the start lines off Nielsen Park and the coastline down to Bondi. Over 80 production and technical personnel are involved in putting together the race start coverage.

Covering the race is tricky and relies on numerous specialised cameras that are linked back to the main production facility using digital radio links. Three helicopters and two chase boats track alongside the fleet. Two helicopters supply aerial footage whilst the third acts as a link platform, relaying close-up onboard footage from two of the yachts as the crews undertake pre-race manoeuvres and begin their race south. Completing the coverage will be two land-based cabled cameras positioned at vantage points on North and South Head. Stay tuned to Seven for daily Rolex Sydney Hobart Yacht Race updates, along with reports on Sunrise, Weekend Sunrise and 7 News. ABC TV will also be following the fleet down the eastern seaboard.

The start of this iconic sporting event will be broadcast live throughout the Asia Pacific region via The Australian Network, for the second consecutive year. Plus, for the fourth year in a row, the race start will also be webcast live via Seven's online partner Yahoo!7 worldwide.

ON THE WEB

The official race website, www.rolexsydneyhobart.com, is one of the most popular Australian sporting websites during the Christmas holiday period, and provides everything there is to know about the race. Included on the website is the complete list of yachts

EYE SPY
Above: Watching the race from Sydney's North Head, which offers magnificent views of the fleet as it turns southward and makes for the open sea.



entered, along with a photograph and description of each boat, a rundown on the crew, and the boat's past racing record. There's archival data too, including extensive details of the past 66 races since the first in 1945. You can even follow the race on twitter – for updates log onto: <http://twitter.com/rshyr>.



YACHT TRACKER
By far the most visited page of the website is the Yacht Tracker page,

which allows viewers to track the entire fleet or a particular boat from start to finish. Yacht Tracker uses a specifically designed tool that calculates the predicted results for each and every boat in the fleet, so you can see how each boat is performing.

To do this, the CYCA equips each boat in the fleet with a Yellowbrick tracker that automatically updates the yacht's latitude, longitude, course over ground and speed over ground – and transmits that information back via satellite. From there, the data is transferred to the website, which shows in text and graphics each yacht's position in the fleet, its place relative to other boats and known geographic features, and the speed currently being achieved through the water, as well as the direction in which the boat is sailing.

Each yacht's position is shown on the race Yacht Tracker map or overlaid on Google Earth satellite images. The system also shows distance to finish and progressive line honours and corrected time positions under IRC, ORCi and PHS handicap divisions, all updated every 10 minutes. ↓

Radio Relay Vessel



Former CYCA Commodore and Life Member David Kellett leads the radio relay vessel team aboard *JBW*, a 20-metre motor yacht owned by prominent CYCA member John Winning. Kellett will be joined by his regular radio

crew of Colin Wildman (42 Hobarts), John Woodford and Colin Tipney who conduct the four daily radio skeds and are supported by *JBW* crew of Andrew 'Steak' Copley (Captain), Richard Winning, Robert Scrivenor, CYCA Director Nick Kingsmill and David Hodgson. For the past six years, Winning has generously donated *JBW* to the CYCA for use as the radio relay vessel in its major offshore races. *JBW* has recently had its HF radio equipment upgraded, so the fleet can be assured of a clear signal all the way down the coast. The radio relay vessel team will be on call 24 hours a day, covering the fleet by conducting the position and safety skeds and the Green Cape check with yachts, relaying the positions and other information to and from race control at the Royal Yacht Club of Tasmania and collecting weather updates. The team also liaises with the media team about the conditions at sea, and of course provides competitors with handicap and sporting results where possible, not to mention keeping the vessel going. *JBW* is also available for corporate charter arrangements. For more information visit www.jbw.com.au.

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HANDICAPPING THE HOBART

THE YACHTS THAT LINE UP FOR THE ROLEX SYDNEY HOBART VARY WILDLY IN SIZE AND CLASS, SO A COMPLEX HANDICAPPING SYSTEM IS NEEDED TO ENSURE A LEVEL PLAYING FIELD.

The oldest yacht in the fleet was built before World War II and will battle maxis made of space-age composite fibres and built some 80 years across the technology divide. So, you might ask, how can there ever be a fair race between such diverse sailing craft?

Since its inception in 1945, the focus of the Rolex Sydney Hobart has always been on achieving a level playing field for the fleet by using a rating system. Over the past 66 years, the rating system has changed with names like RORC, IOR, IMS, IRC and now ORCi, but the end result is a time correction calculation, or handicap. For the 67th race, the overall winner will again be decided by the IRC rating system, one of the most widely used rating systems in modern yachting.

THE REAL PRIZE

The race for line honours is easy to understand – the first boat to cross the finish line in Hobart is declared the line honours winner and walks

away with the J H Illingworth trophy, a Rolex Yacht-Master timepiece, a big share of the adulation and, some would say, more than their fair share of the media attention.

But very few yachts in this year's fleet stand any chance of beating the maxis to Hobart, so the line honours contest will be left for the big boats to slug it out while the others will compete for the overall win – the real prize as far as most yachties are concerned. The overall winner joins the venerable list of Hobart champions and takes home the coveted Tattersall's Cup, awarded each year to the yacht with the lowest corrected time according to IRC handicap, together with a Rolex Yacht-Master timepiece.

IRC is a time correction rating system used extensively in yacht racing around the world. Under this system a yacht's finishing time (elapsed time from start to finish) is multiplied by its IRC rating number to determine a corrected time. A

boat's rating number is calculated by an independent body using a highly sophisticated, computer-assisted process which takes into account a yacht's age, construction and materials, sail area, hull and keel designs and many other performance enhancing features such as powered winches. When the last boat arrives in Hobart, the corrected times of every boat in IRC fleet will be compared and the one with the lowest time after correction will be declared the overall winner.

In theory at least, this system ensures that any well-sailed boat, regardless of its age or level of technology, can win the Rolex Sydney Hobart. The 1933-built *Maluka of Kermadie* can beat the 2005-built (and considerably faster) *Wild Oats XI* on corrected time and win the Hobart.

IRC IN ACTION

Let's take an example based on two very different results under IRC, from the 2005 and 2006 races.

In 2005, *Wild Oats XI*, then a brand new Reichel/Pugh 98-footer and one of the fastest boats in the world (she has since been lengthened to 100 feet) won both line honours and the overall victory in a rare double win. In fact, make that a triple – she simultaneously set a new race record for the 628-nautical mile course too.

The next year in 2006, the 33-year-old classic timber yacht *Love & War* was the overall winner, despite finishing 32nd across the line. *Love & War* is a perfect example of the IRC rule in effect. A two-time former winner (1974 and 1978), she was a well-maintained boat with a low rating, which that year sailed an excellent race with matchless navigation. Her crew took full advantage of the weather conditions, which suited her style of sailing – mostly beating to windward in moderate to fresh conditions.

As in 2005, *Wild Oats XI* was the first boat across the line that year, but after times were corrected she placed 12th overall. *Wild Oats XI* sailed the race in 2 days, 8 hours, 52 minutes 33 seconds, but with the highest IRC rating in the fleet (1.776) she ended up with a corrected time of 4 days, 5 hours and 41 seconds.

Love & War on the other hand took almost 35.5 hours longer to sail the course for an elapsed time of 3 days, 20 hours, 17 minutes 24 seconds. When multiplied by her relatively small IRC rating of just 1.019, her corrected time was 3 days, 22 hours, 5 minutes and 37 seconds – a

HANDICAP HEAVEN

The Tattersall's Cup will go to the boat best sailed, not necessarily the first over the line.



winning margin over *Wild Oats XI* of almost 42 hours.

In last year's 66th Rolex Sydney Hobart, Mark Richards again skippered the Bob Oatley owned 100-foot super maxi to a line honours win – making it the 5th line honours title from six races. *Wild Oats XI* sailed the 628 mile course in 2 days, 7 hours, 37 minutes, and 20 seconds, finished 5th in IRC Division 0 and dropping to 23rd overall with a corrected time of 4 days, 11 hours, 4 minutes and 22 seconds, largely due to her hefty IRC rating of 1.925.

Overall victory went to *Secret Men's Business 3.5*, a Reichel Pugh 51 owned by South Australian Geoff Boettcher. This highly optimised boat sailed the course in 3 days, 42 minutes and 10 seconds, and was the 14th boat to cross the finish line in the 87-boat fleet. However her favourable rating of 1.341, combined with being exceptionally well sailed and navigated in the conditions, gave her a winning corrected time of 4 days, 1 hour, 29 minutes and 40 seconds.

THE WEATHER FACTOR

In the end, winning the tough Rolex Sydney Hobart Yacht Race depends on many factors. Having a well-designed and built, well-maintained and expertly sailed yacht is a must; having a good IRC rating helps too, but ultimately the weather also plays a major role in deciding results.

Boats need to be sailed to their optimum potential in the prevailing conditions. Some years the weather simply favours big boats running at the front of the fleet, while in other years the best of the weather comes late in the race when the big boats are already in the dock in Hobart, which plays into the hands of the smaller or older boats with the lowest ratings.

We should know the line honours winner of the 2011 Rolex Sydney Hobart Yacht Race within two days of the start from Sydney Harbour on Boxing Day, but it may be another two, perhaps even three days, before the CYCA can announce the overall winner, and even then it is a provisional result until the last boat crosses the finish line off Hobart's Castray Esplanade. ⚓

Other rating systems

While IRC will still be used to determine the overall winner of this year's Rolex Sydney Hobart, divisions will also be created for boats choosing to enter under the ORCi rating system and PHS.

Seen by its advocates among grand prix yacht owners as a more transparent rule and a truer reflection of a boat's performance based on the old IMS system, ORCi will be run in tandem with IRC. The overall ORCi winner will receive the Charleston Trophy and eligible yachts may enter both the IRC and ORCi categories.

Results for IRC (overall and all divisions) will be calculated by the application of the IRC Time Corrector (TCC) as a multiplier of elapsed time. The boat with the lowest corrected time (after application of scoring penalties, if any) will be scored first.

Results for ORCi (overall and across all divisions) will be decided by the application of the Time-on-Time Simplified Scoring System, using the ToT Offshore racing printed on each boat's ORCi Certificate as a multiplier of elapsed time. The boat with the lowest corrected time (after application of scoring penalties, if any) will be scored first.

PHS is a performance based handicap system, with yachts being allocated a performance or arbitrary handicap. Results will be calculated by the application of Time Correction Factors (TCFs) as a multiplier of elapsed time. Yachts entering the IRC or ORCi handicap categories may not enter the PHS category.



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A TASTE OF TASMANIA

WHETHER YOU'RE RACING SOUTH BY SEA, OR FLYING THE HIGH ROAD TO GREET THE FLEET AT HOBART'S FAMOUS CONSTITUTION DOCK, DON'T MISS THE OPPORTUNITY TO SPEND SOME TIME THIS SUMMER EXPLORING HOBART AND THE SURROUNDING WONDERS OF AUSTRALIA'S PICTURESQUE SOUTHERN ISLAND STATE.

With cosmopolitan style and colonial charm, Hobart is a capital city shaped by the sea. You'll find a vibrant city abuzz with dockside cafes, artist's studios and billowing spinnakers. What's more, you are only a short drive from so many surrounding attractions. Head just 10 minutes' out of the city and you'll arrive at the Museum of Old and New Art, the country's largest private museum.

Venture down the Tasman Peninsula and you'll be en route to one of Australia's most significant heritage sites, Port Arthur Historic Site, where the tales of convicts come alive in lantern light. On your way down be sure to visit the Tasmanian devils at Taranna, stop off at coastal rock formations and drive slowly through quirky Doo Town.

Travel north from Hobart to the historic town of Richmond and you'll follow the Coal River Valley, brimming with cool-climate vineyards and begging you to spend longer than planned. Other popular

wine routes include the Derwent Valley, which will take you to glorious Mount Field National Park, and the Huon Valley, which according to *Delicious* magazine deserves the national Regional Award for Produce.

With so many options in Hobart and surrounds, it's just a matter of exploring. And we haven't even touched on Bruny Island, an offshore gem filled with stunning scenery, fine artisan produce and friendly locals. Come and find your own favourite Tassie experience.

THE CULTURAL CAPITAL

Don't miss the opportunity to visit The Museum of Old and New Art (MONA), often described as an 'adult Disneyland'. MONA has created such a stir it has exceeded visitor number expectations since opening in early 2011, and is the Southern Hemisphere's largest private art collection. At a cost of AU\$75 million, the building's subterranean design and the owner's unconventional curatorial approach make it a must-see for any visitor.

Visitors to MONA find out about art in ways more novel than those employed by other galleries. For a start, you will learn something about the paintings and sculptures and antiquities via the innovative use of technology rather than wall mounted captions. Innovative use of displays and audio means that even a couple travelling together may not hear the same information about a particular artwork. MONA aims to shock, challenge, inform and entertain.

Resurface from its subterranean depths and enjoy a cool-climate drop from Moorilla Estate winery at the stylish onsite Source Restaurant.

THE TASTE FESTIVAL

The Taste Festival (28 December 2011 to 3 January 2012) is Tasmania's largest annual event and is held in the transformed waterfront warehouse at Salamanca. The Taste program offers festival goers the opportunity not only to sample the best food, wine, beer and beverages in Tasmania but to learn about the journey of food from paddock to plate. More than 250,000 people are expected to wander through the gates and enjoy the finest that Tassie has to offer.

The Taste Festival is held at the same time as the Rolex Sydney Hobart, the Melbourne to Hobart and the Launceston to Hobart yacht races and the mood on the waterfront is always enlivened by celebrating yachties.

DELVE INTO HISTORY

For a powerful convict history experience, head to Port Arthur Historic Site on the Tasman Peninsula, one of five sites in Tasmania which recently won World Heritage status. It is one of the nation's most significant heritage destinations. Connect with the past through powerful stories of convict life as you explore historic buildings, and be sure to take in the many stretches of spectacular Tasman Peninsula coastline along the way.

A little further up the road from Port Arthur you'll reach Remarkable Cave. There are not many places on earth where you look through a cave and see ocean waves, but more than likely you'll realise the local boys have beaten you there for a surf.

ART ON TWO WHEELS

Hobart is a fantastic cultural and touring destination and the vibrant arts scene has enjoyed some exciting recent developments. Within the city you can pick up a free 'artbike' from the Tasmanian Museum and

TASTE FESTIVAL
Princes Wharf No 1, Hobart, where The Taste Festival, with all its sights, sounds and flavours, is a much anticipated highlight on the Tasmanian events calendar.



Art Gallery in Macquarie Street or Arts Tasmania and you'll receive an informative map of cultural hubs across the city. Hop aboard your climate-friendly, Dutch-designed bicycle and spend a few hours pedalling between six key art destinations. If you've got the energy, you can even cycle out to MONA.



From top: The highly acclaimed Museum of Old and New Art (MONA); Exploring Hobart's cultural highlights on two wheels with Artbikes; Gourmet food with a perfect waterfront location at Taste; The Penitentiary at Port Arthur Historic Site.



few cooking tips from Rodney Dunn at the Agrarian Kitchen. Once you get a taste for Tasmania's fine local produce, you'll be tempted to venture over to Bruny Island where you'll find Australia's southernmost vineyard, oysters dripping with salt from the ocean and cheese so delicious you'll wish you were a local.

If you don't feel like driving, why not take a luxury catamaran from Hobart's waterfront down the D'Entrecasteaux Channel, to arrive at Peppermint Bay? Here you'll be treated to Tasmania's finest regional produce, complemented with a fine Tasmanian wine. Once again, you'll wish you lived down the road.

FLEURTYS CAFE

A couple of minutes further down the road from Peppermint Bay is the glorious Fleurty's cafe. This isn't the type of place where you have your toastie and hop back in the car. Here, you can sit before views that extend down the D'Entrecasteaux Channel to Mount Wellington, walk the art trail and sample native pepper, Tasmania's own indigenous herb.

Fleurty's is the dream and work of Chris Read, who has passionately created an experience where guests are spoilt with local food and produce, can collect their own berries in season, peruse the cut flower farm and can even meet the onsite mosaic sculptor, Wendy Edwards, as she works away in her studio.

Just as important as sampling the Diemen Pepper range is to be sure to book before you make your way down to Fleurty's. Popular five days a week a week from 10am to 4pm, you can even ring ahead and have a picnic hamper prepared for you to enjoy on the grassy surrounds.



GOURMET DELIGHTS

The isolation and pure environment of Tasmania naturally brings an abundance of fresh produce, fine wine and boutique beers to enjoy. Here, you can indulge in fresh salmon destined for restaurants across the globe and crisp bubbly that is even turning heads in France. A trip to Hobart and surrounds is all about enjoying fresh local produce, found in abundance at Salamanca Market, and discovering the plentiful vineyards, many within just half an hour's drive of the capital.

Close to Hobart you can gain a



STEP INTO THE WILD

Not far out of Hobart, you'll also find stunning wilderness areas. Why not spend the day enjoying the waterfalls of Mount Field National Park or climb Hartz Mountain? Both are within reach along easy walking routes.

Finally, Bruny Island is an island of surprises – gentle countryside and wild coastlines, quiet beaches and roaring surf, lighthouses, farmhouses, and a rich heritage of sealers, whalers and explorers. There are many spectacular cliff-top walks in South Bruny National Park, while at The Neck Game Reserve you can see little penguins and shearwaters in great numbers on twilight tours in the breeding season. ⚓

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A typical weather sequence for the Rolex Sydney Hobart Yacht Race is as follows:

Day 1: A cold front moves through the fleet sometime during the first day. One of the worst case scenarios would be for the front to develop into a 'Southerly Buster', in which case the race would start in a NE sea breeze which would turn fresh to strong (sometimes gale force) and gusty southerly along the NSW south coast behind the front. Strong to gale-force winds would blow from the west to south west in Bass Strait and out into the western Tasman Sea.

Day 2: Southerly winds would ease along the NSW coast and turn more

freshen out of the north to northeast ahead of the next cold front...

OK so much for the climatology (the average weather), now for a closer look at the 'nuts and bolts' of the weather along the race track.

For simplicity I have broken up the Sydney-Hobart race course into five segments, along with the suggested strategy and possible weather problems for each segment.

SEGMENT 1: Sydney to Gabo Island

The first leg of the race track requires a good understanding of both the weather and ocean currents, specifically the East Australia Current. Some of the main issues include:

WEATHER WISDOM

THE ROLEX SYDNEY HOBART YACHT RACE IS RENOWNED FOR PRODUCING SOME OF THE ROUGHEST CONDITIONS OF ANY SAILING EVENT IN THE WORLD, SO UNDERSTANDING ITS WEATHER PATTERNS IS VITAL TO ENSURING A SAFE CROSSING, WRITES METEOROLOGY EXPERT KENN BATT.

south easterly during the day. Winds would remain at least fresh south westerly further south in Bass Strait and into the western Tasman Sea. The passage of a second cold front through Bass Strait is possible. In this situation the wind would turn more westerly and freshen over central and southern parts of the race course. Along the NSW coast, the wind would be a moderate east to northeasterly. As the front progressed eastward over southern areas, the wind direction would turn fresh to strong southwesterly in Bass Strait and in the western Tasman Sea behind this front. Winds along the southern NSW coast would eventually turn fresh to strong southerly behind this front.

Day 3: Winds would be southeast to north east along much of the NSW coast, tending south west to southerly further south.

Day 4: South to southeast winds moderating during the day and turning east to northeasterly or light and variable. Coastal sea breezes are possible in the afternoon.

Day 5: Depending upon the position of the high pressure belt, amongst others, the winds could be light and variable or will commence to slowly

(i) **Southerly changes**, of which the Southerly Buster is the worst case scenario. Winds behind fronts at this time of the year tend to blow more from due south along the NSW coastline. Be prepared because as these can be very nasty! Try to get a handle on precisely when the change will arrive (tricky at the best of times) and what wind speeds will accompany the change. Checking reports from automatic weather stations along the coast via the internet will help you do this. Get the boat snug down early.

(ii) **West to southwest changes:** If a west to southwest change is forecast, it pays to be on or east of the rhumbline to remain in truer wind flow. In westerly flow, the area between Jervis Bay and Green Cape and offshore to at least Montague Island is notorious for very variable winds due to lee vortices that can be generated in the lee of the Great Dividing Range.

(iii) **Southeast to east winds:** In southeast to east winds it pays to be positioned east of the rhumbline, especially on the NSW south coast as the wind is often softer on the coast.

(iv) **Pre-frontal troughs:** A pre-frontal trough (trough lying north east of the cold front) can be a precursor to the



formation of a Southerly Buster. They can also cause an earlier arrival of southerly winds than could otherwise be expected from plots of the frontal movement. These changes will later be reinforced by the passage of the subsequent cold front.

(v) **Explosive cyclogenesis:** The rapid formation of a deep low, commonly known as an East Coast Low, means big problems. The extreme 1993 and 1998 race conditions were produced by explosive development of cut off lows.

(vi) **Sea breezes:** Some of the strongest sea breezes on the east coast of Australia can occur on this part of the race course. This development can bring about some very hard running conditions.

(vii) **Thunderstorms:** One of nature's terrors, thunderstorms can spell trouble at this time of the year. Apart from spectacular lightning displays, wind squalls can be a big issue here. Savage squalls (up to 60 per cent





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

stronger than average wind speed) lasting only minutes and often from directions totally different to the prevailing direction, can create havoc on sailing yachts. There is also the risk of hail, waterspouts and heavy rain as well! Be well on your toes when a thunderstorm is around.

(viii) East Australian Current: Apart from the obvious advantages in capturing a three to five knot current moving south with you (the sailor's 'magic carpet ride'), whenever the situation arises where the surface wind opposes the current, a very nasty seaway can be created. This is where the 'brains trust' on the boat will have to make some serious decisions regarding boat positioning, especially if a front is expected to pass through the fleet on this part of the course.

SEGMENT 2: Gabo Island to north east Tasmania

This part of the race crosses the far

eastern parts of the infamous Bass Strait or 'The Paddock'. This water area between the north and south islands of Australia is one of the most changeable, and hence the most dangerous, stretches of water in the world. Any issues in Bass Strait can affect the adjacent western Tasman Sea area. If you are in Bass Strait and still racing you are too far west!

Some potential problems could be:

(i) The wind direction behind cold fronts:

They are usually west to southwest compared to a southerly along the NSW coast.

(ii) Funnelling between the Australian mainland and Tasmania:

This will see wind speeds, associated with broad westerly flow at the eastern exit of Bass Strait, significantly stronger than those at the western entrance to the Strait. This funnelling effect can be more pronounced in Banks Strait (between Cape Barren Island and north east Tasmania).

(iii) The Corner Effect: This is the situation where the wind speed is enhanced around the outer edge of obstacles (capes, islands, etc) in its path. This is regularly observed in the vicinity of Gabo Island in a west to southwest airflow. This effect is also observed at Green Cape a little further north as well.

(iv) The shallow sea floor of Bass Strait:

This will produce a dangerously steep sea very quickly after the onset of strong west to southwest flow that will spill over into the western Tasman Sea.

(v) Pre-frontal troughs: In the Strait and adjacent areas, there is a better chance of observing a roll cloud, marking the position of an approaching trough. This cloud can herald the approach of a 15 to 60 minute period of strong and squally winds, typically followed by sustained strong to gale force westerly winds that set in with the passage of a following cold front.

(vi) Explosive cyclogenesis:

Explosive low development (or even a less intense low pressure system passing eastwards through Bass Strait) can be a problem in eastern Bass Strait. The 1993 and 1998 races, as noted above, were associated with explosive cyclogenesis situations.

(vii) Wave conditions in strong westerlies: Wave action can settle somewhat once a yacht is in the lee of Flinders Island, due to a decreased fetch. This can be a blessing for most competitors. The closer you are to the island, the more pronounced this effect will be.

(viii) Thunderstorms: They can still pose problems, but their severity is generally less than those along the NSW coastline.

(ix) East Australian Current eddies:

An eddy will circulate around Gabo Island and into the northeast part of Bass Strait. This can see unwary yachts being 'sucked' into the Strait, ending up further west than where they would like to be. If you can see the Bass Strait oil rigs, then you are definitely in trouble!

(x) Opposing waves and currents:

When a swell wave train opposes a wind wave train and these converge with a strong ocean current, then very dangerous overall wave conditions are possible. The infamous 1998 race again provides dramatic proof of this.

SEGMENT 3: The East Coast of Tasmania:

One of the most complex and frustrating parts of the race track. This is where the 30/15 rule comes





into play due to the lee trough effect set up by the Tasmanian Central Plateau (see below).

You don't have to be as fussy when the wind blows from the south through the east to the north. Complex tidal and ocean currents occurring inshore often draw yachts in closer than they would like to be. Be careful.

When in this segment, the navigator needs to be particularly vigilant and aware of the following: (i) **Under broad westerly (NW to SW) wind flow:** Winds within a line running from 30 nm off Eddystone Pt to 15nm off Maria Island may be influenced by a lee trough (i.e. Light and very flukey). By keeping this distance off the coast at least, yachts have a much better chance of staying in steadier and mostly stronger winds than closer inshore.

(ii) **One would have to be at least 50-60 nm off the coast to sail in a true wind flow.** This is just a little too far off under most circumstances unless you are going for the 'southeasterly blinder'. This is the situation where westerly winds go very quickly through the south to the southeast following the passage of a cold front

and its associated low pressure system, which will occur closer to southern Tasmania than normal. Most of the time however, fronts are embedded in a very persistent west/southwest flow and the 'blinder' just won't happen. As yachts close on Tasman Island, the wind direction will tend to veer quickly to the south southwest and the speed can increase quite dramatically.

(ii) **Approaching Tasman Island:** In a west through to southerly flow it generally pays to lay inside of the Hippolyte (at least between the Little Hippolyte and Cape Hauy). This keeps you out of current that is generally setting northeastwards around Tasman Island and in flatter water. On starboard tack you can get a nice lift along Munroe Bight if you are fairly close in. There is normally a definite line of pressure on the water that you have to be inside to gain the maximum advantage.

(iii) **At Tasman Island:** When yachts are at Tasman Island, wind speeds can increase and decrease quite rapidly (gusts and lulls known as 'bullets') and the direction can also vary quickly. Be prepared! You can

generally go very close to Tasman Island, apart from its southern extremity where there is a reef.

(iv) **Thunderstorms:** Once again they can pose problems with the passage of a cold front.

(v) **Intense low pressure systems:** Intense lows passing very close to Tasmania could produce gale to storm force wind conditions.

SEGMENT 4. Tasman Island to the Iron Pot (Storm Bay):

Once around Tasman Island and clear away to the west, wind conditions will generally tend to ease.

(i) **Tasman Island to Cape Raoul:** Under most conditions, straight-line it from Tasman Island to Cape Raoul, but give the Raoul a slightly wide berth (about 1nm off). The only situation that you would want to be slightly north of this rhumbline and closer to the Raoul would be in a sea breeze. In a sea breeze situation, the northeast ocean sea breeze can get squeezed between Tasman Island and Cape Pillar (Tasman Passage) and slightly more pressure can result just to the north of the rhumbline.

(ii) **Cape Raoul to the Iron Pot:** Once

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you have cleared Cape Raoul it is generally a straight-line course to the Iron Pot.

(iii) Heavy Rain: If it has rained heavily in southern Tasmania in the week leading up to the race, then there will be a lot of extra water ebbing out of Fredrick Henry Bay.

(iv) Remember that Storm Bay can live up to its name!

SEGMENT 5: Iron Pot to the Finish (the dreaded Derwent River):

The other really complex and frustrating section of this race is the Derwent River. Definitely a place to love or hate. It all depends on what time of the day you reach the Derwent!

(i) Past the Iron Pot: Once past the Iron Pot it generally pays to work the eastern side of the river, staying about 100m off the headlands, especially at night with an ebb tide and after heavy rain. In situations where heavy rain has fallen and light winds prevail, you may have to scallop in and out of the bays. But watch the headlands, not too close please!

(ii) The River: Under most weather regimes the Derwent River “shuts down” wind-wise from about 2200

hours local and does not “open” until 0600 to 0700 hr.

(iii) The Western Side: It generally doesn't pay to work the western side of the river, especially from White Rock to the John Garrow Light.

(iv) Broad westerly flow: Mt Wellington can induce standing wave and rotor activity in these situations. Standing wave activity will generally be felt the most north of the Garrow Light and can lead to very fluky winds from around the middle of the river westwards. Slightly stronger westerly winds will occur towards the eastern shore. Rotor activity can lead to light southeast to easterly winds being generated over much of the river, especially north of the Garrow Light. This situation is often mistaken as a weak sea breeze.

(v) The sea breeze: During the day it is mostly a south easterly and will draw more easterly out of the bays along the eastern side of the river. Under this situation, more pressure will occur eastwards of a line from White Rock to the Finish. At times the east coast northeast sea breeze may break through to the Derwent.

(iv) The Finish: We made it. Now it's

time to party!

Now for some words of wisdom:

- Listen to all broadcast weather forecast sources. That crucial wind warning may be broadcast well before you get to hear about it from the official race “sked”.

- The Bureau will issue wind warnings according to the following:

Strong wind warning: 10 minute average wind speeds from 25 to 33 knots.

Gale warning: 10 minute average wind speeds from 34 to 47 knots

Storm warning: 10 minute average wind speeds 48 to 63 knots

Hurricane wind warning: 10 minute average wind speeds of 64 knots plus.

Remember wind gusts can be up to 40% more than the 10 min average.

- Wind speed and direction quoted in warnings, forecasts and observations are averages unless quoted otherwise.

- Wave heights in warnings, forecasts and observations are significant wave heights (Average height of the highest one third of waves in a wave train).

Maximum wave heights can be double or more the significant wave height.

- Keep that weather eye open at all times. ⚓

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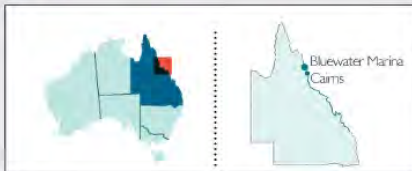
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time to spit. The other is what the truckies take to keep them awake. They're probably illegal too. Joe won't stand for seasickness, so the pills are compulsory. If we don't take them he'll throw us off the boat."

If these stories give you the impression that skippers take seasickness seriously, you'd be right, especially in a race as prestigious as the Rolex Sydney to Hobart Race, now in its 67th year.

According to Emeritus Professor Max Kamian of the University of WA, no less than 70% of people will become seasick in rough conditions. Amazingly, famous explorers like Charles Darwin, Douglas Mawson and Jacques Cousteau were severely afflicted by seasickness.

To find out just how Sydney to Hobart skippers cope with the idea of seasickness among crewmembers I spoke to several skippers. Here I found some varying attitudes, among them that a proneness to seasickness was not something to be shunned, but rather an accepted part of the scenery and a factor to be planned for.

Sean Langman will sail his 9-metre Huon pine gaff-rigged *Maluka* to Hobart this year, but is better known as a high-speed racer. Having completed 21 Hobarts he says he willingly takes crew who tend to seasickness. "Some sailors may never get crook, but they might not be very good sailors. I'll take a good sailor for his abilities, even if he is prone to seasickness."

Morgan Rogers, part owner of *Wave Sweeper*, an extensively tuned Beneteau 40.7, has 25,000 miles of ocean racing to his credit, including more than a dozen Coffs, Gold Coast and Rolex Sydney Hobart races. "It's all a matter of resource management," says Rogers. "I budget to have 30% of my crew afflicted during any race, including the Hobarts."

He handily lists three categories of seasickness:

Serious: Sick to the point of incapacitation and dangerous dehydration.

Mild: Might throw up but can still operate as a crewmember.

Occasional: Those who get seasick only by some negative external influence, such as the smell of diesel or an anxiety.

No one in the medical profession seems to know just why some people are prone to severe seasickness, but curiously both Rogers and Langman

THE BUCKET LIST

NANCY KNUDSEN TALKS TO SKIPPERS ABOUT PILLS, PATCHES AND A 'TOT' OF RUM TO WARD OFF SEASICKNESS.

"Seasickness? Never on my boat!" He leans back, balancing on the two back legs of the chair, exposing his tanned and crinkled face to the sun. We're sitting in the fresh air of Sydney's Royal Prince Alfred Yacht Club, known to members affectionately as "The Alfreds". I know he's skippered at least ten yachts in the famed Sydney to Hobart Race over the years, so I am fascinated.

"How do you manage that?"

"Ha!" he growls with eyes twinkling. "I take 'em for a night sail to test them out in the ocean when there's a bit of a blow. Then in the morning I light up a cigar and wake 'em all up to bacon and eggs. If they survive that, they might make the crew. If not, it's Goodnight Irene."

Not all skippers are as tough as that one (who didn't want to be named)

but seasickness can make history of the ambitions of a yacht owner in any yacht race, especially if they have to make a stop to let the crewmember off, effectively putting them out of the race.

The day I stepped on board for my very first ocean race – to Lord Howe – my skipper, whom I hardly knew, approached me and said gruffly and without preamble, "Hold out your hand." As a brand new crewmember, I obediently held out my hand. "Take these." He dropped two pills into my palm, one blue and one white. "What are they?" "Never mind, just take them," and he walked away.

Another crewmember, a huge-framed disaffected American called Jim, filled me in. "He's a bastard," he said. "One is the strongest seasick pill around, probably illegal, and it'll send you to sleep before you've got

IRON STOMACH
Keeping your lunch down and spirits up is as much about the mind as it is the matter.





agree that an anecdotal evidence the malady can be caused or aggravated by anxiety.

Langman in particular has noticed this "anxiety factor" over many years of sailing. Novice crew, he says, may be anxious simply about the coming voyage, but other factors come into play, even for him. "If I find I am asking, for whatever reason, 'what am I doing here?' I am liable to be seasick. If there is unhappiness among the crew, or anxiety about my business or family on shore I am vulnerable. If the crew is working well together and I have no other anxieties, I can almost guarantee I won't be sick."

So, if seasickness is unexplainable and cannot be avoided, what are the effective treatments? Here I found a minefield of disagreement among those with practical experience, and sometimes even among some of the medical experts.

For mild and occasional seasickness, there was broad agreement about the kind of treatment that was most effective before you go to sea. Phenergan is without doubt the favoured antihistamine, but it can tend to put one to sleep. All suggest that one should start taking it 36 to 48 hours before the voyage. The age-old remedy for the drowsiness is Ephedrine, the 'upper' that will keep you awake.

Disagreement, however, surrounds the effectiveness of ginger and scopolamine patches. These last are now withdrawn from sale in Australia but are available in New Zealand and other countries. The obvious advantage of a patch is that there is no drowsiness factor.

Howard de Torres is a Sydney sailor who has skippered his boat to Hobart nine times. As a plastic surgeon that has amused the Sydney sailing scene for years by calling his boats such names as 'Smooth Operator' and 'Nips n Tux', he is more than qualified to comment, both as a sailor and a medico.

For Dr de Torres, the top preventative is the Scop Patch (scopolamine). Apart from not putting you to sleep, he reasons, they are long lasting. Some users have reported that there are side effects, however, including being ill after they stop wearing the patches, while the body re-adjusts.

So if you have done everything

possible to prepare before the journey, what can you do once you feel the typical symptoms – yawning, nausea, and dizziness?

If the attack is mild there are many suggestions – chew more ginger, watch the horizon, eat dry bread, stay in the fresh air. Professor Kamian, who for many years acted as ship's doctor on cruises round Cape Horn, also recommends Coca Cola. "I never thought I would ever recommend small doses of Coca cola as a therapeutic agent but, in the misery of 'le mal de mer', I found it did help."

Morgan Rogers agrees about the Coca Cola, but suggests adding a tot of rum. "This tends to relieve the anxiety," he says, "whether because of something about the voyage or because of stresses on land, the small tot of rum can do wonders."

If none of these mild therapies work, there are always the more serious ones.

Professor Kamian confirms what most know – that you'll feel better by lying supine and keeping your head still. Dr de Torres recommends Zofran wafers. "You hold them in your mouth and they dissolve there, so if you are so seasick that you can't keep anything down, these are good because they are absorbed through your cheek."

Finally, the last resort, apart from stopping somewhere to let the crew member off (not possible in the middle of an ocean), is the Stemetil suppository, effective and appropriate when taking medication orally has ceased to be an option.

The Cruising Yacht Club of Australia (CYCA) regularly operates a course called Medical Management for Mariners (MMM), an excellent undertaking for anyone who intends to be more than half a day at sea. Part of that course covers seasickness, and I asked the coordinator Dr Virginia Furner for comments on the various treatments of seasickness covered here. While their course does not recommend Ephedrine, she agreed that Phenergan is a very effective medication, and, if there is a qualified person present, can be given by injection. MMM also recommends Travacalm, but their coverage is very detailed and it is highly recommended to take the whole course by contacting the CYCA.

For the educated skipper, there are many avenues open to avoid or temper crew seasickness, but what

if it is the skipper who is the one seriously affected? Surely someone passionate enough about sailing to indulge in the very expensive business of boat ownership will not get seriously seasick?

Enter Rod Skellett, well known as owner of the Class 40 *Krakatoa II*, veteran of 11 Hobarts and destined for many more. He gets seasick.

Rod gets so seriously seasick that he gathers a crew around him who can do without him. Worst of all, he says, is that as well as feeling the symptoms of debilitating nausea and severe vomiting he also loses his balance. So rather than taking the advice commonly given, like staying up on deck and looking at the horizon or taking over the helm, he stays below.

"I am dangerous on deck," he says, but once he has lost everything in his stomach, he can function to do some tasks below. "I can get up and give our position, I can do a little navigating, even put the kettle on to keep myself somewhat useful." Even after being focused on preparing as well as he can, for him, nothing works!

Morgan Rogers also thinks that a seasick person on deck is a liability. "Their judgement goes," he says. "You cannot rely on them to harness properly or remember their life jacket. I would rather they stayed below and supine if possible."

Sean Langman tells the story of his very first long sail at the age of 17, on a boat called *The Alice*, from Sydney to Suva in Fiji. The skipper/owner was so seasick he had to be given suppositories during the journey. "Did you know you were going to be seasick?" Langman asked him later. "Sure I did," replied the skipper, "You know why my boat is called *The Alice*? That's because that's where I wish I was every time I go to sea – Alice Springs!" "Then why do you go?" "Because the good times outweigh the bad, and I just love sailing oceans."

The self-styled king of seasick skippers, Rod Skellett, agrees. "There's no sport that can compare with ocean racing. The team aspect appeals to me too. Golf is about me, and so are tennis and many others. No matter how seasick I get for a few days, it will never stop me ocean racing. Pitting yourself against Mother Nature on the high seas with your fellow crewmembers is the ultimate for me and I love it!"

...And that about says it all, really. ⚓



1945-2010 Statistics

Number of Rolex Sydney Hobart Yacht Races conducted by the Cruising Yacht Club of Australia since 1945: 66. The Rolex Sydney Hobart 2011 will be the 67th.

Number of yachts to have competed: 1945-2010: 5,345 (4,400 completed the race, 945 retired or were disqualified).

Estimated total crew to have competed: About 48,871 between 1945 and 2010.

Average size of fleets, 1945-2010: 81 boats per race.

Largest fleet: 371 starters in the 50th race in 1994 (309 finished).

Smallest fleet: Nine starters in the inaugural Sydney Hobart Yacht Race in 1945.

Last year's fleet (2010): 87 starters, 69 finishers (with 18 retirements).

Race records (years in which the record has been set or broken):
1945: *Rani* (UK) – 6 days 14 hours 22 minutes (first race)
1946: *Morna* (NSW) – 5 days 2 hours 53 minutes 33 seconds. (First yacht to break six days for the 628 nautical mile course).
1948: *Morna* (NSW) – 4 days 5 hours 1 minute 21 seconds (third consecutive line honours win and first yacht under five days).
1951: *Margaret Rintoul* (NSW) – 4 days 02 hours 29 minutes 01 seconds.
1957: *Kurrewa IV* (NSW/Vic) formerly *Morna* – 3 days 18 hours 30 minutes 39 seconds. (First yacht under four days).
1962: *Ondine* (USA) – 3 days 03 hours 49 minutes 16 seconds (In breaking *Kurrewa IV*'s record set a time that

stood until broken by *Helsal* in 1973).
1973: *Helsal* (NSW) – 3 days 01 hour 32 minutes 09 seconds.
1975: *Kialoa III* (USA) – 2 days 14 hours 36 minutes 56 seconds (First yacht under three days).
1996: *Morning Glory* (Germany) 2 days 14 hours 07 minutes 10 seconds (Race record broken after 21 years).
1999: *Nokia* (Denmark/Australia) 1 day 19 hours 48 minutes 02 seconds for an open race record (water ballast allowed) and first yacht to break two days for the course. *Brindabella* (Australia) set a record for a conventional yacht of 1 day 20 hours 39 minutes 50 seconds.
2005: *Wild Oats XI* (Australia) 1 day 18 hours 40 minutes 10 seconds breaking *Nokia*'s record. Bob Oatley's 98 foot maxi *Wild Oats XI*, skippered by Mark Richards, was also declared the overall winner of the Tattersall's Cup.

Record Rolex Sydney Hobarts by yachtsmen: Up to and including the 2010 Rolex Sydney Hobart Race, 87 yachtsmen have been recorded as having sailed in 25 or more races since 1945. Tony Cable (NSW) has now sailed in 45 Sydney Hobarts breaking the record number of Hobarts sailed in 2008. The late John Bennetto (Tasmania) sailed in 44 Sydney Hobarts and with Lou Abrahams (Victoria) equalling that record in 2007 and Tony Ellis (NSW) in 2010. Bill Rateliff has raced south 43 times, with Colin Wildman and Syd Fisher both having sailed south 42 times. Bernie Case (QLD) and Richard 'Sightie' Hammond (NSW) have both sailed to Hobart 40 times, with Hammond being the first person to reach the 40 mark. Bruce Gould added to the illustrious honour roll in 2009.

Record Rolex Sydney Hobarts by yachswomen: Fourteen women have sailed in 10 or more Rolex Sydney Hobart Races. As of the 2010 race, Adrienne Cahalan has raced to Hobart 19 times, Gail Harland and Felicity Nelson, 16 times, Vanessa Dudley and the late Sally Gordon, 15 times, Jan Howard and Mary Holley 14 times, Amanda Wilmot, Sue Crafer and Julie Hodder 12 times. Audrey Brown took part in 12 races, sailing aboard the radio relay vessel.

Record Rolex Sydney Hobarts by yachts: In 2007, *Phillip's Foote Witchdoctor*, a Davidson 42 sloop set a new record of 27 races. *Polaris* of Belmont, a Cole 43, sailed her 26th Hobart race in 2010 as did *Bacardi*, a Peterson 44. Mark Twain, a Sparkman & Stephens 38, has competed in 25 Sydney Hobarts, her last being in 2002. *Impeccable*, a Peterson 34, has sailed in 25 races with 2008 being her last. *Spirit of Koomooloo* (formerly known as *Margaret Rintoul II*), a Sparkman and Stephens 48 sailed her 25th Hobart in 2010.

Youngest skippers: The youngest recorded skipper is Sean Kirkjian (17) who skippered his parents' yacht, *Lady Ann*, in the 1986 race with his mother, Ann, as navigator. In 1976, the maxi yachts, *Ballyhoo* and *Apollo*, finished first and second across the line. *Ballyhoo* skippered by Jack Rooklyn and *Apollo* skippered by his son, Warwick, then aged 19. Greg Prescott (18) skippered his father's yacht, *Hotspur*, in the 1980 Race. Liz Wardley, from Papua New Guinea, was 19 when she skippered her own yacht, *Dixie Chicken*, in the stormy 1998 race.

Oldest skipper: At 86, John Walker (*Impeccable*) became the oldest skipper to race to Hobart in 2008. At age 84 Alby Burgin skippered his 52-footer, *Alstar*, in the 2000 Sydney Hobart. Alby sailed in 31 Rolex Sydney Hobarts, winning with *Rival* in 1961, and retired from active offshore racing in 2001 with Walker retiring



Sean Kirkjian the youngest ever skipper of a Rolex Sydney Hobart. Kirkjian was just 17 when he commanded his parents'

yacht *Lady Ann* in 1986, with his mother Ann as navigator. Now aged 42, Sean will be onboard one of the hot yachts *Victoire* as tactician.



Tony Cable Current holder of the most Rolex Sydney Hobarts by an individual – having made the journey south no less

than 45 times. This year, Cable will undertake his 46th Hobart aboard *Duende*. 'Glark' is one of the co-founders of the "Quiet Little Drink".



Phillips Foote Witchdoctor In 2007, *Phillip's Foote Witchdoctor*, a Davidson 42 sloop set a new record of 27 races.

Bacardi, a Peterson 44 owned by Martin Power, and *Polaris of Belmont*, a Cole 43 owned by Chris Dawe, will this year compete in their 27th race.





after the 2008 race where both he and his boat achieve the milestone of 25 Hobarts.

Oldest sailor ever: John Walker at age 86 skippered his Peterson 33 *Impeccable* in the 2008 Rolex Sydney Hobart. Both the boat and Walker reached the milestone of having sailed 25 Hobarts that year.

Youngest sailor ever: Raud O'Brien did his first of some six Sydney Hobarts on his parent's *Wraith of Odin* (sic). He was at first a baby, but then as a veteran at three broke his arm when he fell off the companionway steps whilst doing his job of feeding biscuits to the crew on watch. Quite a number of teenage boys and girls have sailed with their fathers and mothers, including Tasmanian Ken Gourlay's 14-year-old son who sailed on *Kismet* in 1957. A 12-year-old boy sailed aboard *Aspect Computing* in the storm battered 1998 race. In 1978, the Brooker family sailed en masse aboard their yacht *Touchwood* – parents Doug and Val Brooker and their children, Peter, then aged 13, Jacqueline (10), Kathrynne (8) and Donald (6). Since 1999 the CYCA has set an age limit of 18 for crew members in the Rolex Sydney Hobart Yacht Race.

First and 50th races: The late Peter Luke and the late 'Boy' Messenger sailed in the first and 50th races. Luke skippered his own yacht, *Wayfarer*, in the first Hobart. Messenger sailed aboard *Horizon*. Luke, a CYCA co-founder, owned *Wayfarer* up until his death in September 2007 and was official starter of the 2001 Sydney Hobart Yacht Race.

First women to compete in the Rolex Sydney Hobart: Jane ('Jenny') Tate, from Hobart, sailed with her husband Horrie aboard *Active* in the 1946 Race, as did Dagmar O'Brien with her husband, Dr Brian ("Mick") O'Brien aboard *Connella*. Unfortunately, *Connella* was forced to

retire in Bass Strait, but *Active* made it to the finish. The Jane Tate Memorial Trophy is presented each year to the first female skipper to finish in the Rolex Sydney Hobart.

First all-women crew to compete in the Rolex Sydney Hobart: *Barbarian* (1975) skippered by Vicki Wilman.

Largest yacht to take part: *Marie-Cha III*, USA (1999) – LOA: 14.6 feet (4.45m). She was a demonstration yacht only.

Largest official competitors: *Wild Oats XI*, AUS, *Alfa Romeo*, AUS, *Skandia*, AUS and *Konica Minolta*, NZL, all contested the 2005 Rolex Sydney Hobart Yacht Race, finishing in this order on line honours, and all are 30 metres (98 feet). *Maximus*, also a 30m maxi contested the 2006 race along with *Wild Oats XI* and *Skandia*. In 2009 race the maximum LOA was extended to 30.48metres (100 feet), bringing the race into line with overseas events and saw five 100 footers take to the start line including *Wild Oats XI* (Robert Oatley, NSW), *Alfa Romeo* (Neville Crichton, NSW), *ICAP Leopard* (Mike Slade, UK), *Investec Loyal* (Anthony Bell and Sean Langman, NSW) and *Rapture* (Brook Lenfest, USA)

Smallest official competitor: *Klinger*, NSW (1978) – LOA: 27 feet (8.23m)

Largest line honours winners: *Wild Oats XI*, Australia AUS (2010) – LOA 30.48 metres (100feet), *Alfa Romeo*, NZL/AUS (2009) – LOA 30.48 metres (100 feet), *Wild Oats XI*, Australia (2005- 2008) – LOA 30 metres (98 feet); *Nicorette*, Australia (2004) – LOA 27.38metres (90 feet); *Skandia*, Australia (2003) – LOA: 98 feet (30m); *Alfa Romeo/Shockwave*, Australia/New Zealand (2002) – LOA: 89 feet (27.43m). **Previous biggest:** *Endeavour*, New Zealand (1992) and again as *Tasmania*, Tasmania (1994) – LOA: 84.3 feet (25.7m)

These statistics have been compiled up to and including the 2010 Rolex Sydney Hobart Yacht Race based on records from the Cruising Yacht Club of Australia, the Royal Yacht Club of Tasmania, Peter Campbell, Lisa Ratcliff, Jennifer Crooks, CYCA life members and historian Alan Campbell and other sources.

Smallest line honours winner: *Rani*, NSW (1945) – LOA 34.73 ft

Largest overall handicap winner: *Wild Oats XI* (2005) – LOA 30 metres (98 feet).

Smallest overall handicap winner: *Screw Loose* (1979) – LOA 30 feet (9.1m)

Yachts to win the double, line honours and handicap: *Rani*, NSW (1945), *American Eagle*, USA (1972), *Kialoa II*, USA (1977), *New Zealand*, NZ (1980), *Sovereign*, NSW (1987), *Wild Oats XI* (2005), NSW

Closest finish for line honours: 1982, *Condor* (GBR) beat *Apollo* (NSW) across the line by seven seconds.

Oldest yacht to race in recent years: *Southerly*, built in Tasmania in 1938, won the Over 30 Year Veterans Division in the 50th Race in 1994. She sailed in the 2000 race, aged 62, but retired before reaching Bass Strait. In the 2006 Rolex Sydney Hobart, Sean Langman's restored 1932- built *Maluka* was by far the oldest boat in the fleet followed by *Ray White Koomooloo*, built in 1968, the same year it won the Tattersall's Cup. In 2007 the oldest boat was *Spirit of Koomooloo* (ex *Margaret Rintoul II*) and in 2008 it was *Maluka of Kermantide*. *Spirit of Koomooloo* was again the oldest boat in the 2009 & 2010 race.

Oldest yachts to compete: According to CYCA life member and historian Alan Campbell, more than 31 yachts built before 1938 have competed in the Rolex Sydney Hobart, including line honours winners *Morna (Kurrewa IV)* and *Astor* which were built in the 1920s. He believes that *Alice*, which competed in the 1948 race, was built before 1908, although no records exist.

Most successful designer of overall winners: Bruce Farr (NZL/USA) – 17 overall winners.



Race Record
Wild Oats XI set the race record of 1 day, 18 hours, 40 minutes and 10 seconds in 2005. In that

same year, her debut race, she also secured line honours and was declared the overall winner of the Tattersall's Cup.



Captain John Illingworth, *Rani* remains the smallest yacht to win Hobart line honours. Her time was a stately 6 days, 14 hours and 22 minutes.

Rani
Winning line honours in the inaugural race in 1945. A 35 foot double-ended cutter owned and skippered by the late



Crew
An estimated 48,871 crew members have competed in the Rolex Sydney Hobart over the race's 66 year history (1945 to 2010). Known as the Mount Everest of ocean racing, this race is often on sailors and non-sailors' bucket list.



1945-2010 Winners

YEAR	OVERALL WINNER	DESIGNER	FLEET	LINE HONOURS	DESIGNER	ELAPSED TIME
1945	<i>Rani</i> , Capt John Illingworth, UK	Arthur Barber, NSW	9	<i>*Rani</i> , Capt John Illingworth, UK	Arthur Barber, NSW	6:14:22:00
1946	<i>Christina</i> , J.R. Bull, NSW	Lars Halvorsen, NSW	19	<i>*Morna</i> , Claude Plowman, NSW	William Fife, UK	5:02:53:33
1947	<i>Westward</i> , G.D. Gibson, Tas	Jock Muir, Tas	28	<i>Morna</i> , Claude Plowman, NSW	William Fife, UK	5:03:03:54
1948	<i>Westward</i> , G.D. Gibson, Tas	Jock Muir, Tas	18	<i>*Morna</i> , Claude Plowman, NSW	William Fife, UK	4:05:01:21
1949	<i>Tradewinds</i> , Merv Davey, NSW	Mervyn Davey, NSW	15	<i>Waltzing Matilda</i> , Phil Davenport, NSW	Jock Muir, Tasmania	5:10:33:10
1950	<i>Nerida</i> , Colin Haselgrove, SA	Alfred Mylne, Scotland	16	<i>Margaret Rintoul</i> , A.W. Edwards, NSW	Phillip Rhodes, USA	5:05:28:35
1951	<i>Struen Marie</i> , Tom Williamson, NSW	Robert Clark, UK	14	<i>*Margaret Rintoul</i> , A.W. Edwards, NSW	Phillip Rhodes, USA	4:02:29:01
1952	<i>Ingrid</i> , J.S. Taylor, SA	Bill Atkin, USA	17	<i>Nocturne</i> , J.R. Bull, NSW	Alan Payne, NSW	6:02:34:47
1953	<i>Ripple</i> , Ron Hobson, NSW	A.C.Barber, NSW	24	<i>Solveig</i> , Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	5:07:12:50
1954	<i>Solveig</i> , Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	17	<i>Kurrewa IV</i> , F. & J. Livingston, NSW/Vic	William Fife, UK	5:06:09:47
1955	<i>Moonbi</i> , H.S. Evans, NSW	John Alden, USA	17	<i>Even</i> , F.J. Palmer, NSW	J. Laurent Giles, UK	4:18:13:14
1956	<i>Solo</i> , Vic Meyer, NSW	Alan Payne, NSW	28	<i>Kurrewa IV</i> , F. & J. Livingston, NSW/Vic	William Fife, UK	4:04:31:44
1957	<i>Anitra V</i> , Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	20	<i>*Kurrewa IV</i> , F. & J. Livingston, NSW/Vic	William Fife, UK	3:18:30:39
1958	<i>Siandra</i> , Graham Newland, NSW	Arthur Robb, England	22	<i>Solo</i> , Vic Meyer, NSW	Alan Payne, NSW	5:02:32:52
1959	<i>Cherana</i> , Russ Williams, NSW	Alan Payne, NSW	30	<i>Solo</i> , Vic Meyer, NSW	Alan Payne, NSW	4:13:33:12
1960	<i>Siandra</i> , Graham Newland, NSW	Arthur Robb, England	32	<i>Kurrewa IV</i> , F. & J. Livingston, NSW/Vic	William Fife, UK	4:08:11:15
1961	<i>Rival</i> , Alby Burgin & N. Rundle, NSW	Alan Buchanan, England	35	<i>Astor</i> , Peter Warner, NSW	William Fife, UK	4:04:42:11
1962	<i>Solo</i> , Vic Meyer, NSW	Alan Payne, NSW	42	<i>*Ondine</i> , S.A. 'Huey' Long, USA	Bill Tripp, USA	3:03:49:16
1963	<i>Freya</i> , Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	44	<i>Astor</i> , Peter Warner, NSW	William Fife, UK	4:10:53:00
1964	<i>Freya</i> , Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	38	<i>Astor</i> , Peter Warner, NSW	William Fife, UK	3:20:05:05
1965	<i>Freya</i> , Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	53	<i>Stormvogel</i> , C. Brynzeel, South Africa	Vanderstadt, Holland	3:20:30:09
1966	<i>Cadence</i> , H.S.Mason, NSW	W.Ward/R.Swanson, NSW	46	<i>Fidelis</i> , J.V. Davern, New Zealand	Knud Reimers, Germany	4:08:39:43
1967	<i>Rainbow II</i> , Chris Bouzaid, New Zealand	Sparkman & Stephens, USA	67	<i>Pen Duick III</i> , Eric Tabarly, France	Eric Tabarly, France	4:04:10:31
1968	<i>Koomooloo</i> , Denis O'Neil, NSW	T. Kaufman & B. Miller, NSW	67	<i>Ondine II</i> , S.A. 'Huey' Long	Bill Tripp, USA	4:03:20:02
1969	<i>Morning Cloud</i> , Edward Heath, UK	Sparkman & Stephens, USA	79	<i>Crusade</i> , Sir Max Aitken, UK	Alan Gurney, UK	3:15:07:40
1970	<i>Pacha</i> , Sir Robert Crichton-Brown, NSW	Camper & Nicholson, UK	61	<i>Buccaneer</i> , Tom Clark, New Zealand	John Spencer, NZ	3:14:06:12
1971	<i>Pathfinder</i> , Brin Wilson, New Zealand	Sparkman & Stephens, USA	79	<i>Kialoa II</i> , Jim Kilroy, USA	Sparkman & Stephens, USA	3:12:46:21
1972	<i>American Eagle</i> , Ted Turner, USA	Bill Luders, USA	79	<i>American Eagle</i> , Ted Turner, USA	Bill Luders, USA	3:04:42:39
1973	<i>Ceil III</i> , Bill Turnbull, Hong Kong	Bob Miller (Ben Lexcen), NSW	92	<i>*Helsa!</i> , Tony Fisher, NSW	Joe Adams, NSW	3:01:32:09
1974	<i>Love & War</i> , Peter Kurts, NSW	Sparkman & Stephens, USA	63	<i>Ondine III</i> , S.A. 'Huey' Long, USA	Britton Chance, USA	3:13:51:56
1975	<i>Rampage</i> , Peter Packer, WA	Bob Miller (Ben Lexcen), NSW	102	<i>*Kialoa III</i> , Jim Kilroy, USA	Sparkman & Stephens, USA	2:14:36:56
1976	<i>Piccolo</i> , John Pickles, NSW	Bruce Farr, New Zealand	85	<i>Ballyhoo</i> , Jack Rooklyn, NSW	Bob Miller, NSW	3:07:59:26
1977	<i>Kialoa III</i> , Jim Kilroy, USA	Sparkman & Stephens, USA	131	<i>Kialoa III</i> , Jim Kilroy, USA	Sparkman & Stephens, USA	3:10:14:09
1978	<i>Love & War</i> , Peter Kurts, NSW	Sparkman & Stephens, USA	97	<i>Apollo</i> , Jack Rooklyn, NSW	Bob Miller, NSW	4:02:23:24
1979	<i>Screw Loose</i> , Bob Cumming, Tas	Ron Holland, NZ/Ireland	147	<i>Bumblebee 4</i> , John Kahlbetzer, NSW	German Frers, Argentina	3:01:45:52
1980	<i>New Zealand</i> , NZ Round the World Cmte	Bruce Farr, New Zealand	102	<i>New Zealand</i> , NZ Round the World Cmtee	Bruce Farr, NZ/USA	2:18:45:41
1981	<i>Zeus II</i> , Jim Dunstan, NSW	Peter Joubert, Vic	159	<i>Vengeance</i> , Bernard Lewis, NSW	Rolly Tasker, WA	3:22:30:00
1982	<i>Scallywag</i> , Ray Johnston	Bruce Farr, New Zealand	118	<i>Condor Of Bermuda</i> , Bob Bell, Bermuda	John Sharp, UK	3:00:59:17
1983	<i>Challenge</i> , Lou Abrahams, Vic	Sparkman & Stephens, USA	173	<i>Condor</i> , Bob Bell, Bermuda	Ron Holland, New Zealand	3:00:50:29
1984	<i>Indian Pacific</i> , John Eyles/Gunter Heuchmer, NSW	Bruce Farr, New Zealand	151	<i>New Zealand</i> , NZ Round the World Cmtee	Ron Holland, New Zealand	3:11:31:21

SUPERMAXIS
The big rigs

Everyone loves a supermaxi, and many become household names. Here's the top five supersize steeds (in order of overall length) to gallop home to a line honours win and secure their legacy.



1. Alfa Romeo 30.48 metres (100 feet). Owned by Australian-based Kiwi yachtsman Neville Crichton, *Alfa*

beat a packed maxi fleet of five 100-footers to claim line honours in the 2009 race. First yacht to win under the new 100ft rule.



2. Wild Oats XI 30 metres (98 feet). Australia's favourite maxi of the last seven years, *Wild Oats XI* claimed four consecutive line honours victories between 2005 and 2008, and again in 2010. She has since been extended to 100 feet and will go for a sixth title this year.



YEAR	OVERALL WINNER	DESIGNER	FLEET	LINE HONOURS	DESIGNER	ELAPSED TIME
1985	<i>*Sagacious</i> , Gary Appleby, NSW	Bruce Farr, New Zealand	179	<i>Apollo</i> , Jack Rooklyn, NSW	Ben Lexcen (Bob Miller), NSW	3:04:32:28
1986	<i>Ex Tension</i> , Tony Dunn, NSW	Laurie Davidson, New Zealand	123	<i>Condor II</i> , Bob Bell, Bermuda	Ron Holland, New Zealand	2:23:26:25
1987	<i>Sovereign</i> , Bernard Lewis, NSW	David Pedrick, USA	154	<i>Sovereign</i> , Bernard Lewis, NSW	David Pedrick, USA	2:21:58:08
1988	<i>Illusion</i> , Gino Knezic, Vic	Laurie Davidson, New Zealand	119	<i>Ragamuffin</i> , Syd Fischer, NSW	German Frers, Argentina	3:15:29:07
1989	<i>Ultimate Challenge</i> , Lou Abrahams, Vic	Ed Dubois, England	126	<i>Drumbeat</i> , Alan Bond, WA	David Pedrick, USA	3:06:21:34
1990	<i>Sagacious V</i> , Gary Appleby, NSW	Bruce Farr, New Zealand	105	<i>Ragamuffin</i> , Syd Fischer, NSW	German Frers, Argentina	2:21:05:33
1991	IOR: <i>Atara</i> , Harold Cudmore/John Storey, Ireland IMS: <i>She's Apples</i> , David Strong, NSW	Bruce Farr, New Zealand John King, NSW	99	<i>Brindabella</i> , George Snow, ACT	Bruce Farr, NZ/USA	3:01:14:19
1992	IOR: <i>Ragamuffin</i> , Syd Fischer, NSW IMS: <i>Assassin</i> , Robin Crawford, NSW	Bruce Farr, NZ Bruce Farr, NZ	110	<i>Nz Endeavour</i> , Grant Dalton, NZ	Bruce Farr, NZ/USA	2:19:19:18
1993	IOR: <i>Wild Oats</i> , Roger Hickman/Bruce Foye, NSW IMS: <i>Cuckoos Nest</i> , Nigel Holman, NSW	Bruce Farr, New Zealand David Lyons, NSW	104	<i>Ninety Seven</i> , Andrew Strachan, NSW	Bruce Farr, NZ/USA	4:00:54:11
1994	<i>Raptor</i> , A.Eichenauer, Germany	Iain Murray, NSW	371	<i>Tasmania</i> , Robert Clifford, Tas	Bruce Farr, NZ/USA	2:16:48:04
1995	<i>Terra Firma</i> , Scott Carlike/Dean Wilson, Vic	Iain Murray, NSW	98	<i>Sayonara</i> , Larry Ellison, USA	Bruce Farr, NZ/USA	3:00:53:35
1996	<i>Ausmaid</i> , Georgio Gjergja, Vic	Bruce Farr, NZ/USA	95	<i>*Morning Glory</i> , Hasso Plattner, Germany	Reichel/Pugh, USA	2:14:07:10
1997	<i>Beau Geste</i> , Karl Kwok, Hong Kong/China	Bruce Farr, NZ/USA	114	<i>Brindabella</i> , George Snow, ACT	Scott Jutson, Australia	2:23:37:12
1998	<i>AFR Midnight Rambler</i> , Ed Psaltis/Bob Thomas, NSW	Robert Hick, Vic	115	<i>Sayonara</i> , Larry Ellison, USA	Bruce Farr, NZ/USA	2:19:03:32
1999	<i>Yendys</i> , Geoff Ross, NSW	Bruce Farr, NZ/USA	79	<i>*Nokia</i> , Stefan Myrall/Michael Spies, Denmark	Philippe Briand, France	1:19:48:02
2000	<i>SAP Ausmaid</i> , Kevan Pearce, SA	Bruce Farr, NZ/USA	82	<i>Nicorette</i> , Ludde Ingvall, Sweden	Simonis/Voogd, SA/NED	2:14:02:09
2001	<i>Bumblebee 5</i> , John Kahlbetzer/Iain Murray, NSW	Murray Burns Dovell, NSW	75	<i>Assa Abloy</i> , Neil McDonald, Sweden	Farr Yacht Design, USA	2:20:46:43
2002	<i>Quest</i> , Bob Steel, NSW	Nelson/Marek, USA	57	<i>Alfa Romeo</i> , Neville Crichton, NZL/Aus	Reichel/Pugh, USA	2:04:58:52
2003	<i>First National Real Estate</i> , Michael Spies/ Peter Johnston, NSW/Farr/Beneteau, France		56	<i>Skandia</i> , Grant Wharington, Vic	Don Jones, VIC	2:15:14:06
2004	<i>Aera</i> , Nicholas Lykiardopulo, UK	Jason Ker, UK	116	<i>Nicorette</i> , Ludde Ingvall, NSW	Simonis/Voogd, SA/NED	2:16:00:04
2005	<i>Wild Oats XI</i> , Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	85	<i>*Wild Oats XI</i> , Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	1:18:40:10
2006	<i>Love & War</i> , Simon Kurts/Lindsay May, NSW	Sparkman & Stephens, USA	78	<i>Wild Oats XI</i> , Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	2:08:52:33
2007	<i>Rosebud</i> , Roger Sturgeon, USA	Bruce Farr, USA	82	<i>Wild Oats XI</i> , Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	1:21:24:32
2008	<i>Quest</i> , Bob Steel, NSW	Bruce Farr, USA	100	<i>Wild Oats XI</i> , Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	1:20:34:14
2009	<i>Two True</i> , Andrew Saies, SA	Bruce Farr, USA	100	<i>Alfa Romeo</i> , Neville Crichton, NZL/Aus	Reichel/Pugh, USA	2:09:02:10
2010	<i>Secret Men's Business 3.5</i> , Geoff Boettcher, SA	Reichel/Pugh, USA	87	<i>Wild Oats XI</i> , Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	2:07:37:20

*** New race record**

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 a place when other yachts were penalised. Because there was no 1st place, *Sagacious* officially was recorded as second but as the overall winner.

Tattersall's Cup

For the 1991, 1992 and 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's Cup was awarded only to the overall IOR winner during this period. Since 1994 there has been only one overall winner, with the period from 1994 to 2003 decided using IMS, and IRC since 2004.

Special note

The following yachts were faster than the line honours boat but for various reasons were not counted:

1978: *Siska II*, Rolly Tasker, WA (owner/designer) Elapsed time: 03:06:19:00. Ruled ineligible because did not have valid rating certificate. Started separately. Sailed to Hobart independently not as competitor.

1983: *Nirvana*, Marvin Green, USA (designer David Pedrick, USA) Elapsed time: 03:00:48:13. Disqualified for failing to give *Condor* enough shore room during a gybing duel up the Derwent River to the finish.

1990: *Rothmans*, Lawrie Smith (designer Rob Humphreys, UK) Elapsed time: 02:19:07:02. Disqualified from receiving line honours award and penalised 10% of overall corrected time placings for breaching Rule 26 (advertising).

1999: *Mari Cha III*, Robert Miller, USA (designer Philippe Briand, France) Elapsed time: 01:18:27:10. Too big to qualify as fleet entrant, but allowed to sail as a demonstration yacht.



3. Skandia 30 metres (98 feet). Won the line honours race 2003, and has been nipping at *Wild Oats XI*'s heels

ever since. Retired at the start line with rig problems in 2009 after installing a new mast days before the race.



4. Nicorette 27.38 metres (90 feet). Owned and skippered by Finnish-born Aussie Ludde Ingvall, this

2004 line honours winner raced in 2009 and 2010 under the new name *Yuu Zoo*.



5. Shockwave 27.43 metres (89 feet). The 2002 line honours winner, the 89-foot *Alfa Romeo Shockwave* was

last owned by the late Andrew Short and was tragically lost when it ran aground in the Flinders Islet race in 2009.



2010 Results

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

TROPHIES & AWARDS

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

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

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

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

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

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

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

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

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

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

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

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

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





PHS OVERALL	YACHT	DIV	LINE PLACING	ELAPSED TIME	HANDICAP	CORRECTED TIME	OWNER /SKIPPER
1	<i>Flying Fish Arctos</i>	2	47	04:05:15:17	0.9972	04:04:58:16	Martin Silk NSW
2	<i>Valheru</i>	2	28	03:23:42:32	1.0606	04:05:30:32	Anthony Lyall TAS
3	<i>CIC Secure Inca</i>	2	64	05:02:26:31	0.8472	04:07:43:58	Noel Sneddon ACT
4	<i>NSC Mahligai</i>	1	30	04:00:09:23	1.1167	04:11:22:40	Murray Owen & Jenny Kings NSW
5	<i>Polaris of Belmont</i>	2	68	05:03:42:56	0.8738	04:12:06:10	Chris Dawe NSW
6	<i>Merit</i>	1	18	03:09:18:53	1.3315	04:12:16:14	Leo Rodriguez QLD
7	<i>She</i>	2	62	05:01:22:34	0.8935	04:12:26:58	Peter Rodgers NSW
8	<i>LMR Solar</i>	2	44	04:04:38:13	1.0808	04:12:46:06	Michael Martin NSW
9	<i>Krakatoa II</i>	1	34	04:01:57:34	1.12	04:13:42:52	Rod Skellet NSW
10	<i>Wasabi</i>	1	33	04:01:50:30	1.1217	04:13:44:56	Bruce McKay NSW
11	<i>Obsession</i>	2	51	04:09:06:57	1.0452	04:13:52:01	Nikita Brilliantov NSW
12	<i>Helsal III</i>	1	26	03:23:17:17	1.225	04:20:43:40	Rob Fisher TAS
13	<i>Dodo</i>	1	32	04:00:26:32	1.3063	05:05:58:57	Rick Christian NSW
14	<i>Abacadabra</i>	2	60	05:01:18:49	1.0543	05:07:54:03	James Murchison NSW

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

LINE HONOURS

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

Alchemy 3 – retired due to boom damage
Bacardi – retired due to broken mast
Brindabella – damaged mainsail
Calm – retired
Exile – retired due to steering damage
Jazz Player – retired due to damaged mainsail

Nautical Circle – retired to Eden due to Engine Problems
Nemesis – retired
Pirelli Celestial – sail damage
Salona 2 – steering problems
Scarlet Runner – sail damage
Shamrock – damage to rudder bearing

Shining Sea – Broken Rudder
Southern Excellence – rig failure
Swish – radio damage
Two True – engine problems
Wat Eva – engine problems
YuuZoo – torn headsail

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

Hobart Port Trophy (First ORCi Division 2) *Victoire*, Darryl Hodgkinson, NSW

Hobart Port Trophy (First ORCi Division 3) *Copernicus*, Greg Zyner, NSW

Apollo Trophy (presented to first yacht under 18.5m across the finish line) *Rodd & Gunn Wedgetail*, Bill Wild, QLD

Battery Point Trophy (Fastest Small Yacht on Elapsed Time) *L'Altra Donna*, Andy Kearnan, NSW

Prince Albert of Monaco Cup & Sydney Yachts Trophy (First Sydney 38) *Eleni*, Tony Levett, NSW

Port of Hobart Trophy (First Tasmanian Yacht IRC) *She's The Culprit*, Todd Leary

Jane Tate Memorial Trophy (First female skipper) *Stephane Howarth*, *Mille Sabords*, VIC

Polish Trophy (for the yacht travelling the furthest to compete) *Onelife*, Alberto Biffignandi, Italy

Rani Trophy (most meritorious performance as judged by the race committee) *Lisa Chamberlain*, *YuuZoo* crew member, NSW

Tasmanian Government 25 Race Medallions Carl Crafoord, *Lahana*; Hugh Brodie, *Victoire*

City of Hobart Trophy (presented to the navigator of the first Tasmanian yacht on corrected time) Rod Chamberlain, *She's The Culprit*

Bill Owen Memorial Trophy (presented to navigator of winning yacht corrected time) Steve Kemp, *Secret Men's Business 3.5*

Alan Payne Memorial Trophy (designer of winning yacht) Reichel Pugh

Cruising Division *Onelife*, Alberto Biffignandi, Italy



**078 | RSHYR 2010 RESULTS**

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



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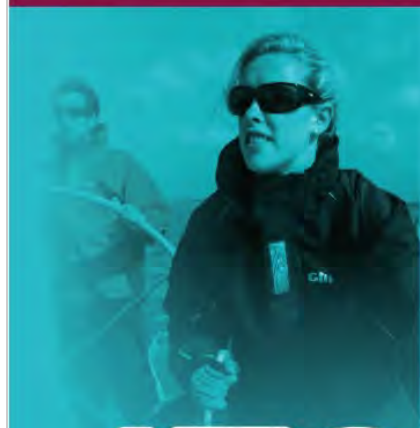
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WEALTH OF EXPERIENCE
Left to right: Syd Fischer, Bruce Gould, Tony Ellis and Bill Ratcliff, all veterans of 40 races or more.

This year a record eight sailors will have their names engraved on the beautiful Huon Pine map of Tasmania that celebrates reaching the 25 Hobart milestone. The original honour board was carved by prisoners at Risdon Prison in Tasmania, and a second one was unveiled at this year's "Quite Little Drink" (QLD), an annual event that recognises significant milestones achieved by yachtsmen and women participating in the Rolex Sydney Hobart Yacht Race.

Two crew members from Bruce Taylor's *Chutzpah*, Gavin Gourlay (VIC) and Peter Fletcher (TAS), will undertake their 25th Hobart. Ian 'Barney' Walker (VIC) and Richard Grimes (NSW) will make the journey south aboard *Calm*, with Robert Moore (NSW) onboard *Copernicus*, Peter Inchbold (NSW) on *Wild Rose*, Julian Freeman (TAS) on *Shogun* and Larry Jamieson (NSW) on *Ragamuffin*. Two long serving members of the radio relay vessel will also notch up their 25th Hobart – David Hodgson and John Woodford.

87 yachtsmen have competed in 25 or more yachts races south, with only 10 reaching the 40 milestone.

The list of Hobart Heroes up to and including 2010 Rolex Sydney Hobart Yacht Race is:

- Tony Cable (NSW) 45 since 1961 (1 win)
- John Bennetto† (TAS) 44 races 1947-2004 (1 win)
- Lou Abrahams (VIC) 44 since 1963 (2 wins)
- Tony Ellis (NSW) 44 since 1963 (1 win)
- Bill Ratcliff (NSW) 43 since 1963
- Syd Fischer (NSW) 42 since 1962 (1 win)
- Colin Wildman (NSW) 42 since 1963 (1 win)
- Bruce Gould (NSW) 41 since 1963 (2 wins)
- Richard Hammond (NSW) 40 since 1952 (2 wins)
- Bernie Case (VIC) 40 since 1962
- Lindsay May (NSW) 38 since 1973 (3 wins)
- David Kellett (NSW) 37 since 1968 (1 win)
- Peter Green† (NSW) 35 races, 1947-1989 (1 win)

HOBART HEROES

TO 'DO A HOBART' IS THE GOAL OF MANY YACHTIES, BUT THERE'S A DIEHARD GROUP OF 'HOBART HEROES' WHO COME BACK YEAR AFTER YEAR TO TAKE ON THE OCEAN CLASSIC, NOTCHING UP 25 OR MORE RACES OVER THE DECADES.

- Richard Norman (NSW) 35 since 1955 (2 wins)
- Michael Spies (NSW) 34 since 1976 (1 win)
- Fraser Johnston (NSW) 34 since 1963 (2 wins)
- Don Mickleborough (NSW) 34 since 1958
- Colin Betts (NSW) 34 since 1955 (3 wins)
- Roger Hickman (NSW) 34 since 1974 (2 wins)
- Geoff Rouvray (NSW) 33 since 1967
- Roger Howlett (TAS) 33 since 1969
- Phil Eadie (NSW) 32 since 1972 (2 wins)
- Mike Green (NSW) 32 since 1977 (2 wins)
- Don Lang† (VIC) 32 races, 1952-1994 (1 win)
- Alby Burgin† (NSW) 32 races, 1955-1999 (1 win)
- Maurice Cameron (NSW) 32 since 1974
- Peter Shipway (NSW) 31 since 1968 (2 wins)
- Kim Jaggard (NSW) 31 since 1977
- Colin Anderson (VIC) 31 since 1973 (2 wins)
- Jacko Goluzd (NSW) 31 since 1978 (2 wins)
- Robbie Burns (NSW) 29 since 1974 (1 win)
- Ed Psaltis (NSW) 30 since 1979 (1 win)
- Bruce Taylor (VIC) 30 since 1980
- Max Crafoord† (NSW) 30 races 1953-1993
- Albert Mitchell (NSW) 30 since 1954 (2 wins)
- Peter Kurts† (NSW) 30 races 1964-2003 (2 wins)
- Magnus Halvorsen (NSW) 30 since 1946 (5 wins)
- Lester Nibbs (TAS) 30 since 1960
- Rod Jackman (TAS) 30 since 1971
- Geoff 'Hagar' Barter (NSW) 30 since 1974
- Ralph Carlier (NSW) 30 since 1973
- Bruce Jackson (NSW) 29 since 1952
- David Lawson (NSW) 29 since 1961

- John Solomon (TAS) 29 since 1967
- Peter Duffield (NSW) 29 since 1968
- Ian Potter (NSW) 29 since 1976
- Graeme Fraser (NSW) 29 since 1973
- Kingsley Piesse (VIC) 28 since 1983
- Bob Fraser (NSW) 28 since 1973 (1 win)
- TWT (Bill) Thompson† (NSW) 28 races 1956-1988
- Hugh Treharne (NSW) 28 since 1968 (2 wins)
- John Harris (NSW) 28 since 1971 (2 wins)
- Colin Tipney (NSW) 28 races since 1979 (1 win)
- Josko Grubic (SA) 27 since 1966
- Stan Darling† (NSW) 27 races 1947-1982 (5 wins)
- Des O'Connell† (NSW) 27 since 1947
- Rolf Mische† (NSW) 27 races, 1963-1995
- Richard Bearman (NSW) 27 since 1969
- Peter Joubert (VIC) 27 since 1968
- John Mooney (VIC) 27 since 1969
- Simon Firth (TAS) 27 since 1973
- Graeme Freeman (TAS/NSW) 27 since 1970
- Lew Carter (NSW) 27 since 1973
- Mike Hesse (NSW) 27 since 1965 (2 wins)
- Alan Butler† (VIC) 26 since 1946 (3 wins)
- Warren Anderson (NSW) 26 since 1970
- Jim Dunstan (NSW) 26 since 1972 (1 win)
- Bill Watson (TAS) 26 since 1973
- John Williams (VIC) 26 since 1975
- Graeme Ainley (VIC) 26 since 1975
- Tony Kirby (NSW) 26 since 1983
- Robert Case (NSW) 26 since 1985
- David Ellis (NSW) 25 since 1977 (2 wins)
- Bill Riley (NSW) 25 since 1976
- Russell Evans† (VIC) 25 races 1958-1985
- Toby Richardson (TAS) 25 since 1973 (3 wins)
- Ian Treharne (NSW) 25 since 1967
- Tony Poole (NSW) 25 since 1977
- Tony Hearder (NSW) 26 since 1975
- Hugh O'Neill (NSW) 25 since 1981
- George Snow (NSW) 25 since 1975 (1 win)
- John Walker (NSW) 25 since 1981
- Robert Green (VIC) 25 since 1965
- Greg Prescott (TAS) 25 since 1980
- Peter Hopkins (TAS) 25 since 1982
- Carl Crafoord (NSW) 25 since 1980 (4 wins)
- Hugh Brodie (NSW) 25 since 1982 (1 win)

LEADING YACHTSWOMEN

Yachtswomen have been sailing in the Sydney Hobart since the very early days of the bluewater classic, but none have yet to compete in 25 races.

14 women have competed in 10 or more races, with navigator Adrienne Cahalan having sailed south 19 times.

- Adrienne Cahalan (NSW) 19 since 1984 (1 win)
- Gail Harland (NSW) 16 since 1990 (1 win)
- Vanessa Dudley (NSW) 15 since 1984
- Felicity Nelson (NSW) 15 since 1987
- Sally Gordon† (NSW) 15 races 1994-2008 (1 win)
- Jan Howard (NSW) 14 since 1978
- Mary Holley (NSW) 14 since 1997
- Amanda Wilmot (NSW) 12 races
- Audrey Brown (NSW) 12 since 1987
- Sue Crafer (NSW) 12 since 1990
- Julie Hodder (NSW) 12 since 1984
- Kerry Goudge (NSW) 10
- Lea Meyer (NSW) 10 since 1992
- Cathy Josling (NSW) 10 since 1992

† Deceased



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2011 Fleet

SAIL NO	BOAT NAME	OWNER	SKIPPER	DESIGN	STATE	DIVISION	LOA (M)	LOA (FT)	DRAFT
8338	<i>AFR Midnight Rambler</i>	Psaltis/ Bencsik/Thomas	Ed Psaltis	Ker 40	NSW	IRC & ORCi	12.2	40	2.6
7447	<i>Alacrity</i>	Matthew Percy	Christopher Percy	Beneteau First 44.7	QLD	IRC & ORCi	13.4	44.7	2.6
5976	<i>Alchemy III</i>	Jarrold Ritchie	Jarrold Ritchie	Beneteau 57	TAS	IRC & ORCi	17.2	57	2.6
SM178	<i>Alibi</i>	Dennis Hambleton	Dennis Hambleton	Sydney 36Cr	VIC	IRC	11.0	36	2.4
N3	<i>Aurora</i>	Jim & Mary Holley	Mary Holley	Farr 40	NSW	IRC	12.2	40	2.3
SM377	<i>Bacardi</i>	Martin Power	Martin Power	Petersen 44	VIC	IRC	13.4	44	2.4
7771	<i>Balance</i>	Paul Clitheroe	Paul Clitheroe	Beneteau 45	NSW	IRC & ORCi	13.7	45	2.7
10000	<i>Brindabella</i>	Jim Cooney	Jim Cooney	Jutson 80	NSW	ORCi	24.1	80	4.3
R420	<i>Cadibarra 8</i>	Paul Roberts	Paul Roberts	Jones 42	VIC	IRC	12.9	42	2.9
SM5252	<i>Calm</i>	Van Der Slot/Ainsley	Jason Van Der Slot	Farr Tp52	VIC	IRC & ORCi	15.9	52	3.1
USA315	<i>Carina</i>	Rives Potts	Rives Potts	McCurdy & Rhodes 48	USA	IRC	14.6	48	
421	<i>Celestial</i>	Sam Haynes	Sam Haynes	Rogers 46	NSW	IRC	14.0	46	2.9
6834	<i>Chancellor</i>	Ted Tooher	Ted Tooher	Beneteau F40	NSW	IRC & ORCi	12.2	40	2.4
R33	<i>Chutzpah</i>	Bruce Taylor	Bruce Taylor	Caprice 40	VIC	IRC & ORCi	12.0	40	3.0
67	<i>Colortile</i>	Warren Buchan & Kristy Edwards	Warren Buchan	Sayer 44.9	Nsw	IRC	13.7	45	2.9
6689	<i>Copernicus</i>	Greg Zyner	Greg Zyner	Radford12	NSW	IRC & ORCi	12.0	40	2.1
SM5200	<i>Cougar II</i>	Anthony Lyall	Anthony Lyall	TP52	TAS	IRC & ORCi	15.85	52	3.27
142	<i>Crossbow</i>	Dawn Murray & David Stenhouse	David Stenhouse	Beneteau First 36.7	NSW	IRC	10.7	36	2.2
2005	<i>Deloitte As One</i>	Chris Lewin	Chris Lewin	Sydney 38	VIC	IRC, ORCi & One Design	11.78	38	2.6
8488	<i>Dodo</i>	Adrian Dunphy	Adrian Dunphy	Mbd	NSW	PHS	11.78	38	
ESP6100	<i>Duende</i>	Damien Parkes	Damien Parkes	Judel Vrolijk 52	NSW	IRC & ORCi	15.8	52	
A6	<i>Dump Truck</i>	Justin Wells & Edward Fader	Justin Wells	Ker 11.3	TAS	IRC	11.4	37	2.5
R2099	<i>Elektra</i>	Peter Gregory	Peter Gregory	Beneteau 47.7	NSW	IRC & ORCi	14.5	47	2.8
Mh60	<i>Eleni</i>	Tony Levett	Tony Levett	Sydney 38 Od	NSW	IRC & One Design	11.8	38	2.6
2004	<i>Ella Bache</i>	Jessica Watson	Jessica Watson	Sydney 38	QLD	IRC, ORCi & One Design	12.6	38	2.7
6590	<i>Eressea</i>	John Bankart	John Bankart	Hanse	QLD	PHS	12.0	39	2.0
HKG2238	<i>Freefire 52</i>	Anthony Day	Anthony Day	Tp52	HK	IRC	15.8	52	3.4
7551	<i>Flying Fish Arctos</i>	Flying Fish Online	Flying Fish Online	Radford	NSW	PHS	15.2	50	2.7
M25	<i>Fullynpushing</i>	Andrew Griffiths	Andrew Griffiths	Sydney38od	VIC	IRC, ORCi & One Design	11.8	38	2.6
262	<i>Helsal III</i>	Tony & Rob Fisher	Rob Fisher	Adams/Barrett	TAS	PHS	20.0	66	3.4
Gbr8055	<i>Hugo Boss</i>	Alex Thomson	Alex Thomson	Open 60	UK	IRC	18.0	60	4.5
R6572	<i>Icefire</i>	Peter Tucker	Peter Tucker	Mummery 45	NSW	IRC	13.9	45	3.2
Aus03	<i>Ichi Ban</i>	Matt Allen	Matt Allen	Jones 70 Custom	NSW	IRC	21.5	70	4.5
5356	<i>Illusion</i>	Jonathon Stone	Christopher Bowling	Davidson 34	NSW	IRC	10.3	34	2.5
Syd100	<i>Investec Loyal</i>	Anthony Bell	Anthony Bell	Elliott	NSW	IRC	30.5	100	6.2
5299	<i>Jazz</i>	Chris Bull	Chris Bull	Cookson 50	NSW	IRC & ORCi	15.2	50	3.5
S390	<i>Jazz Player</i>	Andrew Lawrence	Andrew Lawrence	Bakewell-White Z39	VIC	IRC & ORCi	11.9	39	2.7
6146	<i>Kioni</i>	Nick Athineos	Nick Athineos	Beneteau First 47.7	NSW	PHS	14.5	47	2.9
S37	<i>Kiss Goodbye To MS</i>	Tony Warren	Tony Warren	Inglis 37	VIC	IRC & ORCi	11.9	37	2.9
Hy161	<i>Knee Deep</i>	Phillip Childs	Phillip Childs	Custom Farr 49	WA	IRC	15.3	49	2.7
10081	<i>Lahana</i>	Peter Millard And John Honan	Peter Millard	Bakewell - White 30M	NSW	IRC & ORCi	29.9	98	4.6
FRA29999	<i>Lange De Milon</i>	Jacques Pelletier	Jacques Pelletier	X 43	France	IRC	12.9	43	2.7
8975	<i>Last Tango</i>	Phillip King	Phillip King	Salona 44	NSW	IRC & ORCi	13.5	44	2.6
R55	<i>Living Doll</i>	Michael Hiatt	Michael Hiatt	Farr 55	VIC	IRC	16.8	55	3.5
M161	<i>LMR Solar</i>	Michael Martin	Michael Martin	Sayer 11.9	NSW	PHS	11.9	39	3.3
AUS60000	<i>Loki</i>	Stephen Ainsworth	Stephen Ainsworth	Reichel Pugh 63	NSW	IRC	19.3	63	4.6
RQ14	<i>Lunchtime Legend</i>	Robbo Robertson	Robbo Robertson	Beneteau First 40	QLD	IRC & ORCi	12.6	40	2.5
A19	<i>Maluka Of Kermantie</i>	Sean Langman	Peter Langman	Ranger	NSW	IRC	9.0	30	1.7

MAJOR PRIZES

Winners' trophies

Each year the Rolex Sydney Hobart produces two major winners: line honours (first across the finish line) and overall winner (first on corrected time). Both take home a trophy and a Rolex Yacht Master.


George Adams Tattersalls Cup

This trophy is awarded to the overall winner, which is determined by the application of a time correction handicap system to the IRC fleet. Boats sailing in PHS can not win the Tattersalls Cup. The race's naming rights sponsor Rolex also awards a superb Yacht Master timepiece to the overall winning skipper.


J. H. Illingworth Trophy

This trophy is awarded to the line honours winner – the first boat to cross the line in Hobart. It is generally won by one of the larger 'maxi' boats in the fleet, which have a speed advantage over yachts with shorter hull lengths. The race's naming rights sponsor Rolex also awards a superb Yacht Master timepiece to the line honours winning skipper.



SAIL NO	BOAT NAME	OWNER	SKIPPER	DESIGN	STATE	DIVISION	LOA (M)	LOA (FT)	DRAFT
7075	<i>Martela</i>	Anthony Williams	Anthony Williams	Imx 38	TAS	IRC & ORCi	11.3	38	2.1
M24	<i>Menace</i>	Niven James	Niven James	Phillips Simson 11.7	NSW	PHS	11.7	38	2.6
8679	<i>Merit</i>	Leo Rodriguez	Leo Rodriguez	Volvo 60	QLD	PHS	19.3	60	3.8
8339	<i>Midnight Rambler</i>	James Cameron	James Cameron	Hick 35	NSW	IRC & ORCi	10.6	35	
SM381	<i>Mille Sabords</i>	Stephane Howarth	Stephane Howarth	Sydney 38	Vic	IRC & One Design	11.7	38	2.7
6837	<i>Minerva</i>	Tim Cox	Edward Cox	Dk 43	NSW	IRC & ORCi	13.0	43	2.7
5656	<i>Mondo</i>	Ray Sweeney	Ray Sweeney	Sydney 38od	QLD	IRC & One Design	11.7	38	2.7
2555	<i>Natelle Two</i>	The Roper Family	Laura Roper	Peterson 41	TAS	IRC	12.4	41	2.2
69200	<i>Nemesis</i>	Jeffery Taylor	Jeffery Taylor	C&C41	USA	PHS	12.0	41	2.3
S521	<i>Not Negotiable</i>	John Rayner	John Rayner	Ufo 34	WA	IRC & ORCi	10.5	34	1.8
NZL1	<i>NSC Mahligai</i>	Murray Owens & Jenny Kings	Murray Owen	Sydney 46	NSW	PHS	14.3	46	2.7
SM3500	<i>Nutcracker</i>	Robert Davis	Robert Davis/David Clancy	X-35	VIC	IRC & ORCi	10.6	35	2.2
RQ64	<i>Ocean Affinity</i>	Stewart Lewis	Stewart Lewis	Marten 49	QLD	IRC	15.0	49	3.6
N40	<i>One For The Road</i>	Kym Butler	Kym Butler	A40	NSW	IRC	12.0	40	2.4
CR1	<i>Optimus Prime</i>	Trevor Taylor	Trevor Taylor	Marten 49	WA	IRC	15.1	49	3.6
NZ9138	<i>Outrageous Fortune</i>	Quintin Fowler	Quintin Fowler	Beneteau First 45	NZ	IRC	14.0	45	2.8
6841	<i>Papillon</i>	Phil Molony	Phil Molony	Archambault A40rc	NSW	IRC	12.0	40	2.5
YC271	<i>Patrice IV</i>	Shane Wiseman	Shane Wiseman	Beneteau First 45	SA	IRC & ORCi	13.7	45	2.4
360	<i>Patrice Six</i>	Tony Kirby	Tony Kirby	X-41 Od	NSW	IRC & ORCi	12.5	41	2.5
5527	<i>Polaris Of Belmont</i>	Chris Dawe	Chris Dawe	Cole 43	NSW	PHS	13.2	43	2.1
10007	<i>Pretty Fly III</i>	Colin Woods	Colin Woods	Cookson 50	NSW	IRC & ORCi	15.2	50	3.3
WS40	<i>Questionable Logic</i>	Terry Archer	Terry Archer	Sydney 40	QLD	PHS	12.0	40	2.6
2001	<i>Quetzalcoatl</i>	Sweetapple/Lee Warner/Bruce	Antony Sweetapple	Jones	NSW	PHS	12.3	40	2.7
AUS70	<i>Ragamuffin</i>	Syd Fischer	Syd Fischer	Tp52	NSW	IRC & ORCi	15.9	52	3.2
88888	<i>Samurai Jack</i>	Michael Lazzarini	Michael Lazzarini	Farr39ml Mod	QLD	IRC & ORCi	12.0	39	2.8
SM11	<i>Scarlet Runner</i>	Robert Date	Robert Date	Rp-52	VIC	IRC	16.0	52	3.6
4924	<i>She</i>	Peter Rodgers	Peter Rodgers	Olsen 40	NSW	PHS	13.0	40	2.0
11407	<i>Shepherd Centre</i>	Dr Hugh Torode	John Whitfield	Beneteau 40.7	NSW	IRC	11.9	40	2.4
AUS6952	<i>Shogun</i>	Robert Hanna	Robert Hanna	Jv Tp 52	VIC	IRC	15.9	52	3.2
NOR2	<i>Southern Excellence</i>	Andrew Wenham	Andrew Wenham	Volvo 60	NSW	PHS	19.5	60	3.8
6686	<i>St Jude</i>	Noel Cornish	Noel Cornish	Sydney 47	NSW	IRC	14.2	47	3.2
GBR5211L	<i>Strewth</i>	Geoffrey Hill	Geoffrey Hill	Tp52	Ove	IRC	15.9	52	3.3
RQ2001	<i>Sweethart</i>	Laurence Pidgeon	Laurence Pidgeon	Jutson 39	QLD	IRC	11.9	39	2.3
4100	<i>The Banshee</i>	Corinne Feldmann & Rob Francis	C. Feldmann/R. Francis	Mbd41	NSW	PHS	12.5	41	2.5
4200	<i>The Gnome</i>	Michael Keough	Michael Keough	Farr 42	SA	IRC	12.8	42	2.6
7027	<i>The Goat</i>	Bruce Foye	Bruce Foye	Sydney 38	NSW	IRC & One Design	11.8	38	2.7
8848	<i>The Stick</i>	Rick Christian	Rick Christian	Steineman 66	NSW	PHS	20.1	66	4.5
YC400	<i>Two True</i>	Andrew Saies	Andrew Saies	First 40	SA	IRC & ORCi	12.2	40	2.5
43218	<i>Vamp</i>	Garry Linacre David Fuller	Garry Linacre David Fuller	Corby 49	NSW	IRC	14.9	49	3.1
1545	<i>Victoire</i>	Darryl Hodgkinson	Darryl Hodgkinson	Beneteau 45	NSW	IRC & ORCi	13.7	45	2.7
AUS88	<i>Wasabi</i>	Bruce McKay	Bruce McKay	Sayer 12	NSW	PHS	12.0	40	3.0
7407	<i>Wave Sweeper</i>	Andrey Arbuzov	Andrey Arbuzov	Beneteau First 40.7	NSW	IRC	12.2	40	2.4
L77	<i>Whistler</i>	David Rees	David Rees	Mbd36	TAS	IRC	11.0	36	2.3
10001	<i>Wild Oats XI</i>	Mark Richards	Mark Richards	Reichel/Pugh 30 Mtr	NSW	IRC	30.5	100	5.9
4343	<i>Wild Rose</i>	Roger Hickman	Roger Hickman	Farr 43	NSW	IRC & ORCi	13.1	43	2.5
M10	<i>Wild Thing</i>	Justin Walsh	David Witt	Jones 98 Maxi	QLD	IRC	30.0	98	6.9
335	<i>Wilyama</i>	Richard Barron	Richard Barron	Beneteau First 40	NSW	IRC	12.2	40	2.5
8362	<i>Yeah Baby</i>	Marc & Louis Ryckmans	Marc Ryckmans	Gp 42	NSW	IRC & ORCi	12.8	42	2.7

YACHT CLUBS

Abbreviations

Yachts racing in the Rolex Sydney Hobart do so flying the burgees of these participating clubs.

- CYCA Cruising Yacht Club of Australia, NSW
- KYC Kettering Yacht Club, TAS
- MBYC Moreton Bay Yacht Club, NSW
- MHYC Middle Harbour Yacht Club, NSW
- MYC Mooloolaba Yacht Club, QLD
- MYCT Motor Yacht Club of Tasmania, TAS
- NCYC Newcastle Cruising Yacht Club, NSW
- NYYC New York Yacht Club, NY USA
- ORCV Ocean Racing Club of Victoria, VIC
- PHYC Port Huon Yacht Club, TAS
- RYBC Royal Brighton Yacht Club, VIC
- RHKYC Royal Hong Kong Yacht Club, HKG
- RMYC Royal Motor Yacht Club Broken Bay, NSW
- RMYC Port Hacking Royal Motor Yacht Club, NSW

- RMYS Royal Melbourne Yacht Squadron, VIC
- RNZYS Royal New Zealand Yacht Squadron, NZL
- RORC Royal Ocean Racing Club, UK
- RPAYC Royal Prince Alfred Yacht Club, NSW
- RPNYC Royal Port Nicholson Yacht Club, NZL
- RQYS Royal Queensland Yacht Squadron, QLD
- RSYS Royal Sydney Yacht Squadron, NSW
- RYCT Royal Yacht Club of Tasmania, TAS
- RYCV Royal Yacht Club of Victoria, VIC
- SYC Southport Yacht Club, QLD
- SYC Sandringham Yacht Club, VIC
- WSSC Whitsundays Sailing Club, QLD
- YCCS Yacht Club Costa Smeralda (ITA)
- YCF Yacht Club de France, FRA





AFR MIDNIGHT RAMBLER

SAIL NO: 8338
LOA: 12.2m CLASS: IRC/ORCI
DESIGNER: Ker (UK)
YEAR BUILT: 2011
TYPE: Ker 40
NUMBER OF HOBARTS: 0
OWNERS: Ed Psaltis, Bob Thomas and Michael Bencsik
CLUB: CYCA and RSY, NSW
CREW: E Psaltis (30), B Thomas (22), M Bencsik (15), A Taylor (5), C Rockell (13), D Sharp (3), G Hinings, R Ramaley (4), S Guanaria (5), T Barker (7)

A brand new Ker 40 *AFR Midnight Rambler* for the experienced team of Ed Psaltis, Bob Thomas and new partner long-time crew mate Michael 'Mix' Bencsik. The three owners have sailed in 67 Hobarts combined and no fewer than 15 together, including their overall handicap victory in the 1998 race aboard the little Hick 35, also named *AFR Midnight Rambler*. The regular crew are ready for the Hobart race and another chance at winning the Tattersall's Cup.



ALACRITY

SAIL NO: 7447
LOA: 13.4m CLASS: IRC
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2004
TYPE: Beneteau First 44.7
NUMBER OF HOBARTS: 4
OWNERS: Matthew Percy
CLUB: SYC, QLD
CREW: M Percy (3), M Faddy (4), M Warwick (2), S Korn (2), T Blackhurst, J Restall, C Percy

Alacrity returns to the Hobart race after a four-year break at the request of owner Matthew Percy's son Chris, who will be undertaking his first Hobart. Chris has sailed many miles on *Alacrity* but his age has held him back from competing in this race before now. Now at finally he will join the crew, many of whom have sailed together for years. The yacht has undergone some minor modifications and Matt Percy is hoping for a great race south.



ALCHEMY III

SAIL NO: 5976
LOA: 17.2m CLASS: IRC/ORCI
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2004
TYPE: Beneteau 57
NUMBER OF HOBARTS: 1
OWNER: Jarrod and Catrina Ritchie
CLUB: RYCT, TAS
CREW: J. Ritchie (1), C. Ritchie (1)

Alchemy III raced in her first Rolex Sydney Hobart last year, having made the trip twice last year in cruising mode. Owner and skipper, Jarrod Ritchie, has maintained his childhood passion for sailing, from competitive racing as a teenager to ownership of three yachts over the past 13 years. Given the yacht's pedigree, Ritchie is hoping for a comfortable ride with a favourable breeze.



ALIBI

SAIL NO: SM178
LOA: 10.97m CLASS: IRC
DESIGNER: Murray, Burns Dovell (AUS)
YEAR BUILT: 2007
TYPE: Sydney 36CR
NUMBER OF HOBARTS: 0
OWNER: Dennis Hambleton
CLUB: SYC, VIC
CREW: D Hambleton, D Richardson, P Watt, S McCully, M Vaughan, S Moseley, G Arthur

Alibi is a standard production Sydney 36CR which has sailed extensively on Port Phillip Bay in Club, Yachting Victoria, and Ocean Racing Club of Victoria events.



AURORA

SAIL NO: N3
LOA: 12.21m CLASS: IRC
DESIGNER: Bruce Farr (USA)
YEAR BUILT: 1983
TYPE: Farr 40 - One off
NUMBER OF HOBARTS: 14
OWNER: Jim and Mary Holley
CLUB: NCYC, NSW
CREW: J Holley (23), M Holley (14), S Phelps (8), B Box (3), J Hall (2), M Cook (2)

Aurora has completed every Hobart since 1998. Built in 1983 she still remains competitive in the right conditions. With good crew experience on board, including the husband and wife team of Jim (sailing in his 24th Rolex Sydney Hobart race) and Mary Holley (sailing in her 15th), the team aboard this one-off Farr 40 are looking forward to improving on last year's performance. Now based at the Newcastle Cruising Yacht Club, *Aurora* achieved her best results in the two heavy weather Hobarts of 1998 and 1999, where she finished second and third in division respectively.



BACARDI

SAIL NO: SM377
LOA: 13.34m CLASS: IRC
DESIGNER: Doug Peterson (USA)
YEAR BUILT: 1978
TYPE: Peterson 44
NUMBER OF HOBARTS: 26
OWNER: Martin Power
CLUB: SYC, VIC
CREW: M Power (9), G Hallihan (1), J O'Keefe (2), L Forkes (2), Mara Beddoes (1), Maree Beddoes (1), M Feore (1), M Mellington (1), R Eason (1), S Humphries (2)

This old ocean racing warhorse has started in and finished 26 Rolex Sydney Hobart races. In 2006 she finished 2nd overall to another veteran yacht, *Love & War*. Power has spent most of this year repairing the boat after the mast snapped, taking a piece of the deck with it, off the southern NSW coast on her way to Hobart last year. Bacardi will undertake her 27th race south vying to match the record of *Phillip's Foote Witchdoctor*, set in 2007.



BALANCE

SAIL NO: 7771
LOA: 13.68m CLASS: IRC/ORCI
DESIGNER: Beneteau (FRA)
YEAR BUILT: 2008
TYPE: Beneteau 45
NUMBER OF HOBARTS: 2
OWNER: Paul Clitheroe
CLUB: CYCA, NSW
CREW: P Clitheroe (4), A Cribb (6), A Hawkins (1), A York (2), B McRae (3), D Keddie (2), D Taylor, J Neuhaus (5), M Balsom (3), M Craig, N Gillies (1), N Scott-Perry (3)

Balance is the fourth yacht of that name skippered and owned by money media commentator Paul Clitheroe. Clitheroe began campaigning this boat in 2009 and has come away with some great results: winning overall honours in IRC Passage at 2009 Audi Hamilton Island Race Week; second in the Rolex Trophy Series; first in IRC Division 2 at the Audi Sydney Harbour Regatta 2010 and second in the CYCA's 2009/10 Ocean Pointscore Series.



BRINDABELLA

SAIL NO: 10000
LOA: 24.1m CLASS: ORCI
DESIGNER: Scott Jutson (AUS)
YEAR BUILT: 1993
TYPE: Jutson 80
NUMBER OF HOBARTS: 18
OWNER: Jim Cooney
CLUB: CYCA, NSW
CREW: A Brown (20), B Kellet (19), B Sykes (21), J Sutherland (6)

Next to *Wild Oats XI*, *Brindabella* is perhaps Australia's most famous maxi, a former line honours winner of the Rolex Sydney Hobart and holder of the record for a conventionally ballasted boat (1d, 20h, 46m, 33s set in 1999). Designed by Scott Jutson, *Brindabella* still turns heads today with her sleek lines and elegant sail plan and still holds many Australian east coast race records including the Audi Sydney Gold Coast, Sydney Mooloolaba, Sydney Noumea and the Sydney Wollongong Yacht Races. Owner Jim Cooney purchased *Brindabella* last year and had her overhauled and refitted. Her crew includes many 'Brindas' stalwarts who have stayed with the yacht for more than 10 years.




CADIBARRA 8

SAIL NO: R420
 LOA: 12.9m CLASS: IRC
 DESIGNER: Don Jones (AUS)
 YEAR BUILT: 2001
 TYPE: Jones 42
 NUMBER OF HOBARTS: 1
 OWNER: Paul Roberts
 CLUB: RYCV, VIC
 CREW: P Roberts (7), B Murphy (10),
 T Olding (2), B Anderson, J Mullavey

Paul Roberts purchased the Don Jones designed *Cadibarra 8* last year from its previous owner in Mooloolaba, Queensland. Now sailed out of Melbourne, *Cadibarra 8* has undergone some minor tweaks and sail configuration changes with Roberts hoping to improve on last year's Hobart results of 35th overall and 24th across the line.


CALM

SAIL NO: SM5252
 LOA: 15.85m CLASS: IRC/ORC
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 2005
 TYPE: TP52
 NUMBER OF HOBARTS: 2
 OWNERS: Jason Van der Slot and John Williams
 CLUB: SYC, VIC and RBVC, VIC
 CREW: J Van Der Slot (6), M Bunyard (6),
 J Polson (1), R Leaper (13), A Leaper (2), M
 Wilson (5), J Marshall (5), T Cembala (4),
 A Cole (9), I Walker (24), R Grimes (24), R
 Tyson (13)

Calm arrived in Australia in May 2009, and since then its owners have spent the time modifying it in line with the latest IRC regulations. The boat recently took line honours and IRC in the ORC's Melbourne to Stanley race. This is the boat's third Rolex Sydney Hobart, and this year will have the experience of both Barney Walker and Richard Grimes who are both doing their 25th Rolex Sydney Hobart.


CARINA

SAIL NO: USA315
 LOA: 14.63m CLASS: IRC
 DESIGNER: Modified McCurdy, Rhodes and Kauffman (USA)
 YEAR BUILT: 1969
 TYPE: McCurdy and Rhodes 48
 NUMBER OF HOBARTS: 0
 OWNER: Rives Potts
 CLUB: NYYC, USA
 CREW: R Potts, C Bouzaid, D Johnson,
 R DuMoulin, B Sutherland, W Potts,
 E DuMoulin, M DuMoulin, R Sutherland,
 A Potts

Carina is a 48 foot aluminum sloop, built in 1969 by Paasch Marine. Despite her age, she has stood the test of time with a legendary record in some of the world's premier ocean races. With a full overhaul this year *Carina's* 2011 campaign will see her circumnavigate of the globe, starting with the Transatlantic Race from Newport RI to the Lizard in England, followed by the trek Down Under for the Hobart, after which she will head back to Newport for the start of the 2012 Newport -Bermuda Race.


CELESTIAL

SAIL NO: 421
 LOA: 14m CLASS: IRC
 DESIGNER: Rogers (UK)
 YEAR BUILT: 2005
 TYPE: Rogers 46
 NUMBER OF HOBARTS: 2
 OWNER: Sam Haynes
 CLUB: CYCA, NSW
 CREW: S Haynes (1)

Celestial is a well campaigned Rogers IRC 46 owned by Sam Haynes. Recently, she finished second overall and first in PHS in this year's CYCA Bird Island Yacht Race. Late last year, she took the PHS Divisional win in the Sydney Short Ocean Racing Championship. Previously owned by Rob Hanna and raced as *Shogun*, she achieved a divisional win and placed second overall on IRC in the Audi Sydney Gold Coast Yacht Race 2007, and finished 16th across the line in the Rolex Sydney Hobart that same year. In 2008, she also achieved a line honours win in the Melbourne to Hobart race.


CHANCELLOR

SAIL NO: 6834
 LOA: 12.2m CLASS: IRC/ORC
 DESIGNER: Beneteau (FRA)
 YEAR BUILT: 2010
 TYPE: Beneteau F40
 NUMBER OF HOBARTS: 1
 OWNER: Edward Toohar
 CLUB: CYCA, NSW
 CREW: E Toohar (6)

Chancellor is a Beneteau First 40 that was launched just prior to last year's Audi Sydney Gold Coast Yacht Race. Owner Ted Toohar believes this boat is ready to start collecting the silverware for races along the eastern seaboard. Toohar's previous *Chancellor*, a Beneteau 40.7, had a strong offshore racing pedigree including five Rolex Sydney Hobarts and four Audi Sydney Gold Coast Yacht Races.


CHUTZPAH

SAIL NO: R33
 LOA: 12.35m CLASS: IRC/ORC
 DESIGNER: Reichel/Pugh (USA)
 YEAR BUILT: 2007
 TYPE: Caprice 40
 NUMBER OF HOBARTS: 4
 OWNER: Bruce Taylor
 CLUB: RYCV, VIC
 CREW: B Taylor (30), A Taylor (19),
 K Piesse (27), G Gourlay (24), L Smith (13),
 P Sandles (11), J Bradbury (12),
 P Fletcher (24), M Bagley (3)

This is Bruce Taylor's sixth *Chutzpah*, a state of the art Reichel/Pugh design, built by Mal Hart. In her first Rolex Sydney Hobart in 2007 *Chutzpah* won Division C and placed 4th overall, and in the 2008 race she scored another IRC 2 divisional win. Last year, *Chutzpah* placed third in IRC Division 2 and with over 30 years of competing in the ocean classic Taylor has notched up an amazing ten divisional wins as well as one second and one third overall. *Chutzpah* won the IMS/AMS handicap double in the ORC's 2008 Melbourne to Stanley race; and IRC Division 2 in the 2008 Audi Sydney Gold Coast Yacht Race.


COLORTILE

SAIL NO: 67
 LOA: 13.7m CLASS: IRC
 DESIGNER: Jon Sayer (AUS)
 YEAR BUILT: 2000
 TYPE: Sayer 44.9
 NUMBER OF HOBARTS: 1
 OWNER: Warren Buchan and Kristy Edwards
 CLUB: CSC, RMYC, Port Hacking, NSW
 CREW: W Buchan (1), K Edwards (1),
 B Galwey (1), C Baxter, G Weinberg, J
 Broom, L Dolden, P Rogers, R Varley (1),
 S Toolin (1), T MacGillivray (5), J Davies

Colortile will be representing the Royal Motor Yacht Club Port Hacking and Cronulla Sailing Club combined fleets. Kristy Edwards and Warren Buchan have made extensive modifications to this yacht to make her suitable for offshore racing. In last year's Audi Sydney Gold Coast Yacht Race, *Colortile* finished 13th overall and third in IRC Division 2. Jon Sayer built a great all-round yacht and Buchan hopes for some solid breeze downhill to get up and surf well enough to give them some chance on handicap.


COPERNICUS

SAIL NO: 6689
 LOA: 11.99m CLASS: IRC/ORC
 DESIGNER: Radford Yacht Design (AUS)
 YEAR BUILT: 2008
 TYPE: Radford 12m
 NUMBER OF HOBARTS: 3
 OWNER: Greg Zyner
 CLUB: MYC and CYCA, NSW
 CREW: G Zyner (4), A Seja (10), F Nelson
 (16), J Nixon (17), K Terrens (4), M Doherty
 (18), M Scott (11), R Moore (24)

Since her launch in January 2008, *Copernicus* has competed in most of the offshore races on the East Coast, including Audi Sydney Gold Coast, Hempel Gosford Lord Howe Island and Rolex Sydney Hobart Yacht Races. *Copernicus* won the Tasman Pointscore in 2010 and 2008, placed second overall in this year's Audi Sydney Offshore Newcastle Yacht Race, third in IRC Division 3 in last year's Rolex Sydney Hobart and 7th overall in last year's Audi Sydney Gold Coast Yacht Race; and third in IRC division of the 2009 Hempel Gosford to Lord Howe Island Yacht Race.


COUGAR II

SAIL NO: SM5200
 LOA: 15.85m
 CLASS: IRC
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 2005
 TYPE: TP52
 NO. OF HOBARTS: 3
 OWNER: Anthony Lyall
 CLUB: Royal Yacht Club of Tasmania, TAS
 CREW: A Lyall (10)

Anthony Lyall purchased this boat in late November, making the step up to grand prix racing from his old warhorse *Valheru*, a modified Elliott 13. *Cougar II*, finished second overall in the 2008 Rolex Sydney Hobart, skippered by her previous owner. Lyall, a Beaconsfield medico, will return to start in his eleventh Rolex Sydney Hobart with some of his experienced *Valheru* crew.


CROSSBOW

SAIL NO: 142
 LOA: 10.7m CLASS: IRC
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 2004
 TYPE: Beneteau First 36.7
 NUMBER OF HOBARTS: 1
 OWNER: David Cutcliffe and Dawn Murray
 CLUB: BSC, NSW
 CREW: D Cutcliffe (6), D Stenhouse (2), A Clark (1), A Brandon (3), T Fortune (1)

Crossbow arrived in Australia in May last year from Mamaroneck, New York. Jointly owned by Dawn Murray and David Cutcliffe and representing Balmain Sailing Club, she will be crewed by family and friends.


DELOITTE AS ONE

SAIL NO: 2005
 LOA: 12.6m
 CLASS: IRC/ORC/One Design
 DESIGNER: Murray Burns Dovell (AUS)
 YEAR BUILT: 2005
 TYPE: Sydney 38
 NUMBER OF HOBARTS: 0
 CHARTERER: Chris Lewin
 CLUB: RBYC, VIC

After spending the last three months of 2011 coaching Jessica Watson's young crew, the coaches have now got their own Sydney 38 to race them to Hobart. On board are both full-time coaches: Chris Lewin and Jonno Bannister, several members of the previous youngest crew to do the Rolex Sydney Hobart in 2004, and others that have been involved in coaching the *Ella Bache* team throughout the year.


DODO

SAIL NO: 8488
 LOA: 12.6m
 CLASS: IRC/ORC/One Design
 DESIGNER: Murray Burns Dovell (AUS)
 YEAR BUILT: 2005
 TYPE: Sydney 38
 NUMBER OF HOBARTS: 0
 CHARTERER: Adrian Dunphy
 CLUB: CYCA, NSW


DUENDE

SAIL NO: ESP6100
 LOA: 15.39m CLASS: IRC/ORC
 DESIGNER: Judel/Vrolijk (GER)
 YEAR BUILT: 2003
 TYPE: Judel Vrolijk 52
 NUMBER OF HOBARTS: 0
 OWNER: Damien Parkes
 CLUB: CYCA, NSW
 CREW: D Parkes, T Cable (45), D Graham, N Parkes

Duende is a 52-foot yacht from the design team of Judel and Vrolijk in Germany and sistership to the previous *Yendys*. Previously raced as *Tau Ceramics* and *Lacoste* in Europe, this yacht has been modified for Australian conditions and optimised under the IRC rating system. It has a favourable handicap and a crew of experienced yachtsman led by Damien Parkes, with his son Nick, Donald Graham, and Tony Cable who holds the record for the most Hobarts by an individual.


DUMP TRUCK

SAIL NO: A6
 LOA: 11.3m CLASS: IRC
 DESIGNER: Ker (UK)
 YEAR BUILT: 2002
 TYPE: Ker 11.3
 NUMBER OF HOBARTS: 2
 OWNER: Justin Wells and Edward Fader
 CLUB: RYCT, TAS
 CREW: J Wells (4), F Barrett (7), R Buchanan (5), F Read (3), S Ibbott (3), R Parker (2), J Foster (1), W Young (1), R Menadue, C Cunningham

Dump Truck is a Ker 11.3 built in 2002 in the UK. Under her previous name, *Tow Truck*, she has had success in both the 2008 and 2009 Rolex Sydney Hobarts. Purchased in 2010 and now based in Hobart, owners Justin Wells and Edward Fader have been campaigning her strongly, having good local success including winning the revived Mewstone Rock Race on IRC this year and several other local harbour pennant series.


ELEKTRA

SAIL NO: R2099
 LOA: 14.5m CLASS: IRC/ORC
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 2002
 TYPE: Beneteau 47.7
 NUMBER OF HOBARTS: 1
 OWNER: Peter Gregory
 CLUB: RMYC Broken Bay, NSW
 CREW: P Gregory, B Robbie (1), C Johnson (1), D Garrett, G Scarlet (3), G Stromov (2), M Sheridan, P Vincent, Z Keane, K Hall

Peter Gregory bought the Beneteau 47.7 *Elektra* last year, the boat having been campaigned extensively in bay and ocean races by previous owners. The crew will be a mixture of ocean and bay racers and the boat's performance has improved with each race of the CYCA's Blue Water Pointscore. As a heavy yacht *Elektra* is not suited to light winds – but who can predict what will prevail in this challenging race!


ELENI

SAIL NO: MH60
 LOA: 11.78m CLASS: IRC/OD
 DESIGNER: Murray Burns Dovell (AUS)
 YEAR BUILT: 2003
 TYPE: Sydney 38
 NUMBER OF HOBARTS: 5
 OWNER: Tony Levett
 CLUB: MHYC, NSW
 CREW: T Levett (6), A Mahoney (1), D Van Der Wende, D Griffin, F Pentecost (2), G Bartlett (2), J Marten-Coney (1), M de Montgolfier, M Shoebridge

Eleni returned to offshore racing in 2008, competing in the Rolex Sydney Hobart where she finished third in the Sydney 38 One Design Division. In last year's Rolex Sydney Hobart, *Eleni* won her division. More recently, she placed third in the Ocean Passage Series of the Audi Sydney Harbour Regatta. Previously racing as *Horwath BRL*, she was fourth in the CYCA's Blue Water Pointscore Series 2006-07, and third in the Tasman Performance Series.




ELLA BACHE

SAIL NO: 2004
 LOA: 12.6m
 CLASS: IRC/ORC/One Design
 DESIGNER: Murray Burns Dovell (AUS)
 YEAR BUILT: 2000
 TYPE: Sydney 38
 NUMBER OF HOBARTS: 8
 CHARTERER: Jessica Watson
 CLUB: RPAYC, NSW
 CREW: J Watson, M Perham, L Chamberlain (1), C Dale (2), P Woodward, L Thorne, W Broughton, A Paton, G Warlow, S Lindsell

Young Australian of the Year Jessica Watson will skipper the youngest crew ever to compete in the Rolex Sydney Hobart. After becoming the youngest person to sail solo and unassisted around the world non-stop, Jessica will skipper a crew of 10, all of whom will be 21 or younger, making them the youngest crew ever to compete in the famous race with an average age of just 19. Among the young crew is Mike Perham from the UK, another solo circumnavigator.


ERESSEA

SAIL NO: 6590
 LOA: 12m
 CLASS: PHS
 DESIGNER: Hanse (GER)
 YEAR BUILT: 2007
 TYPE: Hanse 400
 NUMBER OF HOBARTS: 0
 OWNER: John Bankart
 CLUB: MYC, QLD
 CREW: J Bankart, J Morris, B Johnson, P James, B James, G Boyter, I Dunbar, G Neilson, D Rattai

Eressea is Sunshine Sailing Australia's sail training vessel that has competed successfully in both the Brisbane to Gladstone and Audi Hamilton Island race week for the past four years. She also sails to Lord Howe Island every November for a sailing adventure or for those who wish to gain ocean qualifications.


FFREEFIRE 52

SAIL NO: HKG2238
 LOA: 15.85m
 CLASS: IRC
 DESIGNER: Alan Andrews (USA)
 YEAR BUILT: 2001
 TYPE: TP52
 NUMBER OF HOBARTS: 0
 OWNER: Anthony Day
 CLUB: RHKYC, HKG
 CREW: A Day, R Parker, R Killip (1), G Gregor, J Tucker, W Roberts, A Pilcher, M Findlay, R Bindell (1), C Mitchell, N Hopkins, A Reid, I Chapman, R Quinones

FreeFire 52 is the first TP52 ever built and she has been based in Hong Kong since 2006, winning both the Hong Kong to San Fernando race and the Hong Kong to Hainan race in 2007. All the crew live, or have lived, in Hong Kong or Singapore and have been sailing offshore together for many years, competing in such classics as the Rolex China Sea Race and the RHKYC's Hong Kong to Vietnam race.


FLYING FISH ARCTOS

SAIL NO: 7551
 LOA: 15.2m
 CLASS: PHS
 DESIGNER: Radford Yacht Design (AUS)
 YEAR BUILT: 2001
 TYPE: Radford 16.4
 NUMBER OF HOBARTS: 5
 OWNER: Flying Fish Online
 CLUB: MHYC, NSW

Flying Fish Arctos is the flagship yacht in the Flying Fish offshore training fleet. *Flying Fish Arctos* is a strong and powerful cutter rigged yacht that was built to race around the world.


FULLYNPUSHING

SAIL NO: M25
 LOA: 11.78m
 CLASS: IRC/ORC/One Design
 DESIGNER: Murray Burns Dovell (AUS)
 YEAR BUILT: 2000
 TYPE: Sydney 38
 NUMBER OF HOBARTS: 0
 OWNER: Andrew Griffiths
 CLUB: ORCV, VIC
 CREW: A Griffiths, B McMillan, B Moncrieff, G Feltham, I Purcell, M Purcell, S Cousins, W Heron, G Walden

Andrew Griffiths, an obstetrician and gynaecologist, purchased this boat in 2010 after receiving the blessing from his wife to follow his dreams of sailing in the Rolex Sydney Hobart. On the day he put the deposit on the boat, Griffiths' wife found out she was pregnant with their son. Now, convinced that the "fertility gods are keen on sailing", Griffiths is racing in support of the Ovarian Cancer Research Foundation.


HELSEL III

SAIL NO: 262
 LOA: 20m
 CLASS: PHS
 DESIGNER: Joe Adams/Fred Barrett (AUS)
 YEAR BUILT: 1984
 TYPE: Adams 20
 NUMBER OF HOBARTS: 8
 OWNERS: Dr Tony Fisher and Rob Fisher
 CLUB: RYCT, TAS
 CREW: R Fisher (18), P Jackson (1)

Dr. Tony Fisher raced *Helsal III* with success in the late 1980s and early 1990s, in the process breaking his own record for the Gosford to Lord Howe Island Yacht Race and scoring line and handicap wins in the Sydney Mooloolaba Race. Tony and his son Rob bought back the boat in 2007 in a totally rundown condition. They have completed a major refurbishment, including installing a fixed bulb keel and bigger rig. A new rudder was fitted in 2009 and further modifications last year.


HUGO BOSS

SAIL NO: GBR8055
 LOA: 18m
 CLASS: IRC
 DESIGNER: Juan Kouyoumdjian (ESP)
 YEAR BUILT: 2007
 TYPE: Imoca 60
 NUMBER OF HOBARTS: 0
 OWNER: Alex Thomson Racing
 CLUB: RORC, UK
 CREW: A Thomson (2), G Altadill (1), L Giacomuzzi, W Fernie, S McGoldrick, D Thomson

Hugo Boss is a majestic monochrome 60-foot yacht – the most powerful in her class. Since completing the Barcelona World Race earlier this year the boat has competed in the Giraglia Rolex Cup, the Rolex Fastnet Race and the Artemis Challenge. Under a previous name, *Pindar*, she finished 5th in the last Vendée Globe, with British sailor Brian Thompson at the helm. Alex Thomson and Guillermo Altadill have been sailing together since June this year, and will be sailing the double-handed Transat Jacques Vabre race together across the Atlantic from Le Havre, France to Costa Rica in November.


ICEFIRE

SAIL NO: R6572
 LOA: 13.85m
 CLASS: PHS
 DESIGNER: Alan Mummery (NZL)
 YEAR BUILT: 1988
 TYPE: Mummery 45
 NUMBER OF HOBARTS: 7
 OWNER: Peter Tucker and Alan Mather
 CLUB: CYCA, NSW
 CREW:

Originally owned by Kiwi Peter Taylor, *Icefire* last raced to Hobart in 2005 under Victorian ownership, but has had a variety of owners. A downwind flyer, *Icefire* has been a very competitive boat since her launch and has many podium finishes in her race history log. Under the new owners Peter Tucker, Alan Mather, Thyge Trafford-Jones and Malcolm Griffiths, the team is excited about campaigning *Icefire* for the next two years in all the east coast races.


ICHI BAN

SAIL NO: AUS03
 LOA: 21.50m CLASS: IRC
 DESIGNER: Don Jones (AUS)
 YEAR BUILT: 2005
 TYPE: Custom Jones Volvo 70
 NUMBER OF HOBARTS: 6
 OWNER: Matt Allen
 CLUB: CYCA, NSW
 CREW: M Allen (22), M Spies (34), D McGain (8), J Rae (18), M Green (32), R Hudson (7), R Case (26), S Lawson (13), I Johnson (15), D Rolfe (13), P Cosman (13), S Ciszek (2), B Coventry (10)

CYCA Past Commodore Matt Allen returns to the start line with his Jones 70 *Ichi Ban* for its sixth start. The powerful modified Volvo 70 finished second in 2006, third in 2007 and 2008, and last year finished fourth across the line. The purpose built round-the-world racer could prove a real contender in the right conditions.


ILLUSION

SAIL NO: 5356
 LOA: 10.25m CLASS: IRC
 DESIGNER: Laurie Davidson (NZL)
 YEAR BUILT: 1988
 TYPE: Davidson 34
 NUMBER OF HOBARTS: 3
 OWNER: Jonathan Stone
 SKIPPER: Chris Bolling
 CLUB: DBSC, NSW
 CREW: C Bowling (17), N Gosse (1), W Pankanin (1)

Purchased by Jonathan Stone last year, this 34-footer from Melbourne took out overall first place under the IOR handicap system in the rugged 1988 Sydney Hobart, at the time Victoria's second overall win in the ocean racing classic. Returning last year to the Rolex Sydney Hobart after a 22-year break, *Illusion* was the third last boat to cross the finish line and finished fifth in her division.


INVESTEC LOYAL

SAIL NO: SYD100 LOA: 30.48m
 CLASS: IRC DESIGNER: Greg Elliott (NZL)
 YEAR BUILT: 2004 TYPE: 100ft Maxi
 NUMBER OF HOBARTS: 4
 OWNER: Anthony Bell CLUB: CYCA, NSW
 CREW: A Bell (2), A Nossiter (11), J Akacich (9), M Coxon (28), J Flannery, P Waugh (2), P Kearns (2), L Beachley (1), P Merrington (15), M Quilter, T Braidwood, T Oxley (7), W McCarthy (5), B Clarke, J Clougher (9), P Calligeros (11), M Bradford (4), V Prentice (3), R Scrivenor (2), W Parker.

Investec Loyal placed second across the line in the 2010 Rolex Sydney Hobart, besting her fourth place in 2009. With further modifications during the 2011 winter to improve speed, she challenged *Wild Oats XI* all the way to the line for a close second in the 2011 Audi Sydney Gold Coast Yacht Race. Once again, this year *Investec* and *Wild Oats* will be competing as the only two 100-footers in the fleet. *Investec Loyal* races for the Loyal Foundation, and to date has raised over \$2 million in charity funds.


JAZZ

SAIL NO: 5299
 LOA: 15.2m CLASS: IRC/ORC
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 2006
 TYPE: Cookson 50
 NUMBER OF HOBARTS: 5
 OWNER: Chris Bull
 CLUB: CYCA, NSW
 CREW: C Bull (4), M Broughton (6), S Pollard (3), C Rippard (3), T Davis (7), A Hudson (4), J Newman (6), B Garner (3),

Under Chris Bull's ownership, this canting keeled Cookson 50 finished second overall, first in IRC Division 0 and first overall in the ORC division in last year's Rolex Sydney Hobart. During 2011, *Jazz* has raced in the Caribbean, the USA, Transatlantic and the Rolex Fastnet race, and Bull returns to attend to unfinished business in this year's Rolex Sydney Hobart; he has finished second overall twice now (2010 and 2000).


JAZZ PLAYER

SAIL NO: S390
 LOA: 11.9m CLASS: IRC/ORC
 DESIGNER: Brett Bakewell-White (NZL)
 YEAR BUILT: 2004
 TYPE: Bakewell-White 39
 NUMBER OF HOBARTS: 1
 OWNER: Andrew Lawrence
 CLUB: RMYS, VIC
 CREW: A Lawrence (2), M Dolphin (7), M Lawrence (1), G Agnew (6), J Oosterweghel (3), M Setton (4), B Reid (2), J Clements, W Slater

Launched in 2004 and designed by Brett Bakewell-White, *Jazz Player* has enjoyed considerable success over the past few seasons, in both inshore and offshore events. Some of the boat's success includes: line honours and overall IRC win in the 2009 Melbourne to Hobart West Coast Race, second in IRC in Melbourne to King Island Race 2010 and first overall in PHS in the ORCV Melbourne Winter Series 2010.


KIONI

SAIL NO: 6146
 LOA: 14.5m CLASS: PHS
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 2001
 TYPE: Beneteau 47.7
 NUMBER OF HOBARTS: 6
 OWNER: Nick Athineos
 CLUB: CYCA, NSW
 CREW: N Athineos (2)

Kioni is a Beneteau First 47.7 owned by Sailing Services Pty Ltd and skippered by Nick Athineos. The boat has six Rolex Sydney Hobarts, four Lord Howe Island races, three Mooloolaba races, five Gold Coast races, five CYCA Winter Series, Hamilton Island race weeks and many twilights on its sailing CV. Earlier this year *Kioni* placed fourth in PHS Division of the Pittwater to Coffs Harbour Offshore Series. *Kioni* is a regular campaigner in offshore racing and cruising and has introduced more than 200 sailors to ocean racing.


KISS GOODBYE TO MS

SAIL NO: S37
 LOA: 11.9m CLASS: IRC/ORC
 DESIGNER: Jim Inglis (AUS)
 YEAR BUILT: 1994
 TYPE: Inglis 37
 NUMBER OF HOBARTS: 1
 OWNERS: Tony Warren
 CLUB: RMYS, VIC
 CREW: T Warren (3), B Colman, B Hawken (1), I Law, I Lindsay, J Wright, J Goldsworthy, P Griggs, R Sparks, S Wastney.

Seasoned Melbourne Ocean racer *Beyond Outrageous* is supporting The Multiple Sclerosis Society of Australia in their entry to the 2011 Rolex Sydney Hobart, the boat being renamed *Kiss Goodbye to MS* with crew member, Ian Law, having the condition. Owner and skipper Tony Warren is a seasoned ocean racer, having competed in the Hobart three times, and the two-handed Melbourne to Osaka race three times.


KNEE DEEP

SAIL NO: HY161
 LOA: 15.28m CLASS: IRC
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 1999
 TYPE: Custom Farr 49
 NUMBER OF HOBARTS: 4
 OWNER: Philip Childs and Frank Van Ruth
 CLUB: HYC, WA
 CREW: P Childs (4), R Balding (3), S Hartley (5), B Skeggs (2), J Alp (5), D Armstrong (1), A Stock (1), A Shand (1), R Major, P Carstens, C Saxon, J Chaston (1), L Jones (1)

Knee Deep was purchased by the current owners in 2008. Built in Sydney by BoatSpeed in 1999, and launched in November that year, she went on to win the Sydney Hobart yacht race and claim the Tattersall's Cup with previous owner Geoff Ross under the name *Yendys*. The boat has been given a makeover, including a new set of sails, and claimed line honours in the 2009 Fremantle to Albany race.




L'ANGE DE MILON

SAIL NO: FRA29999
 LOA: 11.99m CLASS: IRC
 DESIGNER: X Yachts (DEN)
 YEAR BUILT: 2004
 TYPE: X43
 NUMBER OF HOBARTS: 1
 OWNER: Jacques Pelletier
 CLUB: YCF, FRA
 CREW: J Pelletier (1), B Pelletier (1), N Lunven, A Le Vaillant, E Vancauwenberghe, F Champeau, M C Hebel, C Gueganic, L Blin

Since her launch in March 2004, *L'Ange de Milon* has competed in most of the RORC offshore races between France and Great Britain. *L'Ange de Milon* finished fourth in IRC 1A of the 2009 Rolex Fastnet Race. After finishing fourth in IRC Division 3 of last year's Rolex Sydney Hobart, the boat has remained in Sydney. Owner Pelletier has crossed the Atlantic ocean three times.


LAHANA

SAIL NO: 10081
 LOA: 30m CLASS: IRC/ORC
 DESIGNER: Brett Bakewell-White (NZL)
 YEAR BUILT: 2003 TYPE: IRC Maxi
 NUMBER OF HOBARTS: 5
 OWNER: Peter Millard and John Honan
 CLUB: CYCA, NSW and RQYS, QLD
 CREW: P Millard (2), J Honan (2), C Crafoord (25), A Jackson (17), P Magee (5), A Pryer (11), D Williams (2), J Beaton (9), T Hearder (26), G Cropley (16), L Stewart-Baker, T Falinski (2), M Damilio (2), D Kilponen (6), S Byron (19), C Shelley (2), G Chessells (7), P Scheldrick (21), M Souter (11), S Price (7), P McEaney (12)

Since taking ownership in 2009, Millard and Honan have committed to improving the boat's performance, which showed in last year's Rolex Sydney Hobart when *Lahana* finished third on line and third in IRC division 0. Earlier this year, *Lahana* claimed line honours in the Brisbane to Gladstone and was declared the overall winner of the Club Marine Brisbane to Keppel Tropical Island Yacht Race.


LAST TANGO

SAIL NO: 8975
 LOA: 13.5m CLASS: IRC/ORC
 DESIGNER: J & J Yachts (SLO)
 YEAR BUILT: Built: 2010
 TYPE: Salona 44
 NUMBER OF HOBARTS: 1
 OWNER: Phillip King
 CLUB: CYCA, NSW
 CREW: P King (14)

Previously known as *Salona II*, this relatively new cruising boat follows on from the Salona 45. *Last Tango* arrived in Australia late last year and was untried until she sailed her qualifying passage prior to competing in the Rolex Sydney Hobart. She is designed as a heavy weather working boat and will need lots of breeze to show her form. She has surprised the crew by her ability in lighter conditions but a race mixed with plenty of on the nose work and some lighter relief reaching would be ideal.


LIVING DOLL

SAIL NO: R55
 LOA: 16.76m CLASS: IRC
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 2008
 TYPE: Farr 55
 NUMBER OF HOBARTS: 2
 OWNER: Michael Hiatt
 CLUB: RYCV, VIC
 CREW: M Hiatt (6), C Barber (4), M Johns (5), M Masfen, R Bearda (6), R Lloyd (5), S Cotton (2), W Wilkens (3)

Launched in late 2008, Michael Hiatt's latest *Living Doll* was built for speed and a clear air advantage over the current batch of 50 to 52-footers racing in Melbourne, as well as at other major regattas. *Living Doll* claimed the overall win in this year's Audi Sydney Gold Coast Yacht Race and claimed third place in the Audi IRC Australian Championship. She also finished tenth across the line and seventh overall in last year's Rolex Sydney Hobart.


LMR SOLAR

SAIL NO: M161
 LOA: 11.9m CLASS: IRC
 DESIGNER: John Sayer
 YEAR BUILT: 1994
 TYPE: Sayer 40
 NUMBER OF HOBARTS: 1
 OWNER: Michael Martin
 CLUB: LMYC, NSW
 CREW: M Martin (3), M Davies (3), B Leask (3), G Waterson (3), B Davies (1), D Hull (1), M Dean (1), S Hunter (1), J Adams, C Donaldson

LMR Solar has been previously raced under the name of *Frantic*. She was custom built for the Melbourne Osaka Race in 1994 and has been one of the gun boats on Lake Macquarie for a number of years. Recently, *LMR Solar* finished fourth on line and fourth in PHS Division of the Gosford Lord Howe Island Yacht Race. Best result for this Sayer 40 was a PHS podium finish in the 1998 Pittwater to Coffs race.


LOKI

SAIL NO: AUS60000
 LOA: 19.26m CLASS: IRC
 DESIGNER: Reichel/Pugh (USA)
 YEAR BUILT: 2008
 TYPE: Reichel/Pugh 63
 NUMBER OF HOBARTS: 3
 OWNER: Stephen Ainsworth
 CLUB: CYCA, NSW
 CREW: S Ainsworth (14), A Ferguson (3), A Merrington (2), C Garnett (8), D Senogles (22), D Sampson (3), G Maguire (16), J Dann (2), J Scott, M Bellingham (19), M Hughes (1), N Ellis (1), S Wells (1), T Ryan (3)

Loki is the boat to watch – since her launch in December 2008 she has been a perennial podium darling. *Loki's* achievements include being crowned the 2010 Audi IRC Australian Champion and CYCA Blue Water Champion for 2010/11. She also claimed the overall win in last year's Audi Sydney Gold Coast Yacht Race and finished eighth across the line and in her division in last year's Hobart. *Loki* finished second in Class A of the 2011 Audi IRC Australian Championship.


LUNCHTIME LEGEND

SAIL NO: RQ14
 LOA: 12.6m CLASS: IRC
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 2011
 TYPE: Beneteau First 40
 NUMBER OF HOBARTS: 0
 OWNER: Robbo Robertson
 CLUB: MYC, QLD
 CREW: R Robertson (10), A Wiklund (7), B Maizry (7), P Snowden (4), P Macarthur (5), F Sewell, B Mann, L Randall, R Bolitho

Luncheon Legend is a brand new Beneteau First 40 that was launched in August this year and finished fifth in her class at Audi Hamilton Island Race Week. A dual winner of the Brisbane to Gladstone and many other major races in Australian waters, including a third in the Rolex Sydney Hobart, owner Robbo Robertson believes he has the experience and endurance to be a serious challenger when the fleet heads south on Boxing Day.


MALUKA OF KERMANDIE

SAIL NO: A19
 LOA: 9.1m CLASS: IRC
 DESIGNER: Cliff Gale (AUS)
 YEAR BUILT: 1932
 TYPE: Classic gaff rigger
 NUMBER OF HOBARTS: 2
 OWNER: Sean Langman
 SKIPPER: Peter Langman
 CLUB: PHYC, TAS
 CREW: S Langman (21), P Langman, N Langman, J Alexander (10), J Crawford (4), M Raprager (1)

Originally built 79 years ago and constructed from Huon pine, the gaff-rigged *Maluka* was lovingly rebuilt by Sean Langman, better known for his highspeed ocean racers. He sailed *Maluka* in the 2006 Rolex Sydney Hobart and was the first boat under 9.5m LOA to finish. In fact, she was the smallest boat to compete, placing eighth overall in the IRC category. *Maluka of Kermantdie* is listed as representing the Port Huon Yacht Club in southern Tasmania, where Sean Langman has extended his business interests.



MARTELA

SAIL NO: 7075
LOA: 19.26m CLASS: IRC
DESIGNER: Niels Jeppesen (DEN)
YEAR BUILT: 1996
TYPE: IMX 38
NUMBER OF HOBARTS: 0
OWNER: Anthony Williams
CLUB: BYC and MYCT, TAS
CREW: A Williams (4), B Green (4),
T Edwards (2), A Davison (3), D Oak (2)

Martela is a 1996 IMX 38 recently imported for the United States, and will compete in the Royal Yacht Club of Tasmania's Maria Island race in late November prior to taking the start line in Sydney on Boxing Day.



MENACE

SAIL NO: M24
LOA: 11.7m CLASS: PHS
DESIGNER: Dennis Phillips (AUS)
YEAR BUILT: 2009
TYPE: Phillips/Simpson 11.7
NUMBER OF HOBARTS: 1
OWNER: Niven James
CLUB: LMYC, NSW
CREW: N James (1), A Cruickshank (1),
A Gango (1), B Schutz (1), G Mulvaney, L
Gango, N Frankiewicz, P Skinner (2),
S Chapman (13), J Wise

Menace was designed by Dennis Phillips and built by John Simpson, Niven James and friends. *Menace* was launched in June 2009 by owners Niven and Angi James, and races out of Lake Macquarie Yacht Club. Her maiden race was the 2009 Audi Sydney Gold Coast Yacht Race and she also competed in the CYCA's 2009/2010 Blue Water Pointscore Series.



MERIT

SAIL NO: 8679
LOA: 19.26m CLASS: PHS
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 1997
TYPE: Volvo 60
NUMBER OF HOBARTS: 5
OWNER: Leo Rodriguez
CLUB: WSC, QLD
CREW: L Rodriguez (3), C Bauman (2),
C Mathews (3), D Watson (6), E Haagh (6),
G Rodriguez (3), I Shaheen,
J Stratton, M Cocks (4), B Miels,
M Crook, J Ribot, A Branson, S Branson,
J Monteiro, S Talpa, D Buckingham

This former Volvo 60 round-the-world racing yacht has contested many offshore races since coming to Australia, sailing under various names. *Merit* set a record for the then 408 nm Gosford to Lord Howe Island Race in 2002. She also won the PHS Division of the 2008 Rolex Sydney Hobart.



MIDNIGHT RAMBLER

SAIL NO: 8339
LOA: 10.55m CLASS: IRC/ORCI
DESIGNER: Robert Hick (AUS)
YEAR BUILT:
TYPE: Hick 35
NUMBER OF HOBARTS: 1
OWNER: James Cameron
CLUB: Drummoyne Sailing Club, NSW
CREW: J Cameron

This is the former *Midnight Rambler* that under Ed Psaltis and Bob Thomas' ownership claimed the overall win in the infamous 1998 Sydney Hobart Yacht Race. New owner James Cameron purchased the boat earlier this year and has recently sailed her in the Gosford Lord Howe Island Yacht Race where *Rambler* placed fourth under IRC ruling.



MILLE SABORDS

SAIL NO: SM381
LOA: 11.78m CLASS: IRC/One Design
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 2000
TYPE: Sydney 38
NUMBER OF HOBARTS: 1
OWNER: Stephane Howarth
CLUB: SYC, VIC
CREW: S Howarth (1), C Mrakas,
D Charlton (1), J Boyle (2), M Marten-
Coney, P Sander (1), R Kasperczyk (1),
T Hasner (1), W Marchbank

Mille Sabords has been owned by Stephane Howarth since May last year. Howarth was the first female skipper to cross the line in last year's Rolex Sydney Hobart and was thus awarded the Jane Tate Memorial Trophy. She also finished fourth in the Sydney 38 Division. Howarth has assembled a multi-national crew that has been enthusiastically training and racing in the lead up to this year's Rolex Sydney Hobart race.



MINERVA

SAIL NO: 6837
LOA: 13m CLASS: IRC
DESIGNER: Reichel/Pugh (USA)
YEAR BUILT: 2002
TYPE: DK43
NUMBER OF HOBARTS: 3
OWNER: Timothy Cox
SKIPPER: Edward Cox
CLUB: RSYS, NSW
CREW: E Cox (1) B Greenrod, C Jardine, I
King, J McCrudden, K Saladine (4),
M Hewitt-Park (5), M Blaxell (3),
R Carlile (8), R Warren (1), W Cox (1)

This DK 43, the former *Pla Loma IV*, was purchased by Timothy Cox in 2009 and raced in the Royal Sydney Yacht Squadron's Short Ocean Pointscore Series and some of the CYCA's Grant Thornton Short Ocean Pointscore races. Cox's son Edward will take over the helm for this race, aiming to keep in step with the Beneteau 40s and some of the 50 footers.



MONDO

SAIL NO: 6305
LOA: 11.78m CLASS: IRC/OD
DESIGNER: Murray Burns Dovell
YEAR BUILT: 2003
TYPE: Sydney 38
NO. OF HOBARTS: 1
OWNER: Ray Sweeney
CLUB: RQYS, QLD
CREW: R Sweeney (2), J Gundry (2),
S Butt (2), R Fowell (2), A Jennings,
J Hawkins, B Forster, I Davis (23),
B Davis (2)

Mondo was purchased by Ray Sweeney from the Royal Queensland Yacht Club Squadron in 2009. Formally named *Easy Tiger*, *Mondo* has been campaigned in IRC Racing along the east coast, including the Rolex Sydney Hobart and Audi Sydney Gold Coast Yacht Races. She finished twentieth in IRC Division 3 in the 2009 Audi Sydney Gold Coast.



NATELLE TWO

SAIL NO: 2555
LOA: 12.4m CLASS: IRC
DESIGNER: Doug Peterson (USA)
YEAR BUILT: 1975
TYPE: Peterson 41
NUMBER OF HOBARTS: 12
OWNER: Glenn Roper
SKIPPER: Laura Roper
CLUB: DSC, TAS
CREW: L Roper, G Roper (12), A Roper
(2), L Griffiths (12), B Perry (3), A Ford, G
Hobbs

Twenty-two year old Tasmanian Laura Roper will be skippering the two-tonner *Natelle* in her first Rolex Sydney Hobart. She will be joined by her father Glenn, and brother Ashley as well as the regular crew. This year will be *Natelle Two's* lucky 13th Rolex Sydney Hobart, the same number for Glenn and crewman Lloyd Griffiths. The boat has been with the Roper family since 1990 and the family have enjoyed many trips around the Derwent River and the D'Entrecasteaux channel.




NEMESIS

SAIL NO: USA 69200
 LOA: 12m CLASS: ORC/IRC
 DESIGNER: C & C Yachts (USA)
 YEAR BUILT: 1983
 TYPE: C & C 41
 NUMBER OF HOBARTS: 1
 OWNER: Jeffrey Taylor
 CLUB: USA
 CREW: J Taylor (1), D Felsbourg (1), K Baxter (1), B Sweeney, D Elson (1), D Read, J Ashton, L Gook, O Coyne

Nemesis is an American flagged C&C 41 that has sailed throughout Mexico, Central America, South America and the South Pacific and competed in her first Rolex Sydney Hobart last year. Having spent the last 12 months in Sydney racing in the CYCA's Audi Winter Series, where she placed second in her division, and the Blue Water Pointscore Series, Taylor is looking forward to this year's Rolex Sydney Hobart.


NOT NEGOTIABLE

AIL NO: S521
 LOA: 10.5m CLASS: IRC/ORC
 DESIGNER: Holman & Pye (UK)
 YEAR BUILT: 1990
 TYPE: UFO34
 NUMBER OF HOBARTS: 3
 OWNER: John Rayner
 CLUB: KYC, TAS
 CREW: J Rayner, A Beecroft, G Stevenson, M Burrows, M Church, D Leake

Not Negotiable has many ocean racing miles under her keel including the 1998, 1999 and 2000 Sydney Hobarts, 2001 Melbourne Hobart, 2004 Three Peaks race and, more recently, the 2009 Launceston to Hobart. Her best placing was first in the 2000 Melbourne to King Island race. She is an older style boat that is very happy when sailing to windward.


NSC MAHLIGAI

SAIL NO: NZL1
 LOA: 14.27m CLASS: PHS
 DESIGNER: Murray Burns Dovell (AUS)
 YEAR BUILT: 1998
 TYPE: Sydney 46
 NUMBER OF HOBARTS: 3
 OWNER: Murray Owens and Jenny Kings
 SKIPPER: Murray Owens
 CLUB: RPNYC, NZL and CYCA, NSW
 CREW: M Owens (5), J Kings (4), C Price (1), C Neil (1), J Spencer (2), M Brooman (2), R Hobbs, S Leverton, T Spencer (1), V Whitby (2)

Designed by Murray Burns Dovell, this Sydney 46 has spent much of her life racing in Asia. *Mahligai* was purchased by her current owners four years ago. She finished first in PHS Division 1 of last year's Rolex Sydney Hobart and the Audi Sydney Gold Coast Yacht Race in 2009.


NUTCRACKER

SAIL NO: SM3500
 LOA: 10.6m CLASS: IRC/ORC
 DESIGNER: Niels Jeppesen (DEN)
 YEAR BUILT: 2006
 TYPE: X-35
 NUMBER OF HOBARTS: 0
 OWNER: Robert Davies
 CLUB: SYC, VIC
 CREW: R Davies, A Baker (1), C Furey, D Clancy, E Thompson (4), R Davis, S Baker, W Hill, R Stauber

Nutcracker is an X-35 One Design from X-Yachts that is sailed by a close group of friends from Sandringham Yacht Club, that has achieved excellent results in the Melbourne ORC Winter Series as well as the Club Marine Summer Series. The boat competed at Airlie Beach Race Week, achieving third place in the IRC racing class. The crew is looking forward to fulfilling a long-held goal competing in this year's race.


OCEAN AFFINITY

SAIL NO: RQ64
 LOA: 15m CLASS: IRC
 DESIGNER: Reichell/Pugh (USA)
 YEAR BUILT: 2009
 TYPE: Marten 49
 NUMBER OF HOBARTS: 1
 OWNER: Stewart Lewis
 CLUB: RQYS, QLD
 CREW: S Lewis (6), C White (1), D Kendall (1), S Dunne (1), T Anderson (1)

Ocean Affinity is a Marten 49 owned and campaigned by Stewart Lewis. She claimed back-to-back line honours wins in the Gosford to Lord Howe Island Yacht Race (2009 & 2010) and second overall in last year's Gosford Lord Howe Island Race. Recently, she placed third overall in the Brisbane to Keppel Island Tropical Yacht Race and first in IRC Cruising at the 2010 Airlie Beach Race Week.


ONE FOR THE ROAD

SAIL NO: N40
 LOA: 11.22m CLASS: IRC
 DESIGNER: Joubert/Nivelt (FRA)
 YEAR BUILT: 2005
 TYPE: Archambault 40
 NUMBER OF HOBARTS: 0
 OWNER: Kym Butler
 CLUB: NCCYC, NSW
 CREW: K Butler (3), A Kiely (3), A Butler (3), A Lobb (5), J Shute (4), J Clarke (6), L Edwards, M McDonald (2)

This A40 replaces the Northshore 370 of the same name raced by Kym Butler and his crew in most of the major east coast races over the last few years. The crew travelled to Sydney to sail in the Audi Winter Series as a warm up for this year's Audi Sydney Gold Coast Yacht Race, which was the first of the yacht's 2011-2012 campaign. The core of Kym's NS370 team plus a few new faces are on board for this race. Kym Butler was named the CYCA Ocean Racing Rookie of the Year in 2008.


OPTIMUS PRIME

SAIL NO: CR1
 LOA: 15.05m CLASS: IRC
 DESIGNERS: Reichel/Pugh (USA)
 YEAR BUILT: 2008
 TYPE: Reichel/Pugh 45
 NUMBER OF HOBARTS: 1
 OWNER: Trevor Taylor
 CLUB: CYCWA, WA
 CREW: T Taylor (3), P Thompson, J Taylor (2), S Ballantyne, P Tunnard (2), A McPhee (3), J Barr (1), M Fields (1), G Woods (2), D Taylor (2), L Beckley, J Weeden (1), P Jones (3)

Trevor Taylor is an experienced offshore racing skipper, who returns to the Rolex Sydney Hobart after a two-year break. In the 2008 race, *Optimus Prime* placed sixth in IRC Division 2 and a respectable 24th overall. Other impressive results include a fastest time and second overall in the Fremantle to Camarvon Race, first and fastest in the first leg of the Valmadre Series and first and fastest in the Dolphin Race (the first leg of the Farrawa Cup).


OUTRAGEOUS FORTUNE

SAIL NO: NZ9138
 LOA: 14m CLASS: IRC
 DESIGNER: Philippe Briand (FRA)
 YEAR BUILT: 2008
 TYPE: Beneteau First 45
 NUMBER OF HOBARTS: 0
 OWNER: Quintin Fowler
 CLUB: RNZYS, NZL
 CREW: Q Fowler, D Cochran (1), B Smith, R Potter, S Kirkman, N Wells, S Thornton, D Neill

Launched in 2008, *Outrageous Fortune* has been raced extensively around New Zealand and offshore. She competed in the 2009 Auckland-Noumea race and the Auckland Muscat Cove (Fiji) race this year. She has added a few trophies to owner Fowler's cabinet over the last few years, including the Nexus Gold Cup and the IRC Silver Cup. She has competed each year in the Coastal Classic (Auckland-Russell) race securing first place in division 2 in the 2008 race.



PAPILLON

SAIL NO: 6841
LOA: 12m CLASS: IRC
DESIGNER: Joubert/Nivelt (FRA)
YEAR BUILT: 2009
TYPE: Archambault A40rc
NUMBER OF HOBARTS: 1
OWNER: Phil Molony
CLUB: CYCA, NSW
CREW: P Molony (21), A White (1), A Lawrence (6), B Cormack (3), D Ganley, K Jaggar (31), L Molony (2), M Sheehy (2), R Makin (2), T Read (2)

Papillon is a new Archambault A40RC owned by Phil Molony that made her ocean racing debut in last year's Rolex Sydney Hobart. She will be crewed by many of the crew that campaigned the previous *Papillon* in the Rolex Sydney Hobart 2007-2009 and placed second in the CYCA's 2008-09 Tasman Pointscore Series.



PATRICE IV

SAIL NO: YC271
LOA: 13.7m CLASS: IRC/ORC
DESIGNER: Philippe Briand (FRA)
YEAR BUILT: 2011
TYPE: Beneteau First 45
NUMBER OF HOBARTS: 0
OWNER: Garry Tucker
CLUB: CYCSA, SA
CREW: G Tucker, S Wiseman, A Shipp, L Smith, G Common (1), T Schulz, B McPeak (1), P Flaherty (4), G Lomman, A Halliday, R Davis

Patrice IV is a new Beneteau First 45 launched and commissioned in April 2011 and owned by Garry Tucker, representing the Cruising Yacht Club of South Australia.



PATRICE SIX

SAIL NO: 360
LOA: 12.35m CLASS: IRC/ORC
DESIGNER: Niels Jeppesen (DEN)
YEAR BUILT: 2007
TYPE: X41
NUMBER OF HOBARTS: 4
OWNER: Tony Kirby
CLUB: CYCA, NSW
CREW: T Kirby (26), B Sinton (1), G Harland (16), J Allan (10), J Tanton (2), M Riding, M Jackson (2), P Beale (7)

Patrice Six, an X41 from Denmark, finished fifth overall and third in IRC Division 3 in 2009 Rolex Sydney Hobart. In the first race using the ORC rule in Australia, *Patrice Six* finished third in the 2009 Hobart for owner Tony Kirby. She managed an eighth place position in the CYCA's 2010/2011 Blue Water Pointscore; fifth in Cape Byron Series (ORC) and ninth in the 2009/2010 Blue Water Pointscore Series.



POLARIS OF BELMONT

SAIL NO: 5527
LOA: 13.2m CLASS: IRC
DESIGNER: Peter Cole (AUS)
YEAR BUILT: 1970
TYPE: Cole 43
NUMBER OF HOBARTS: 26
OWNER: Chris Dawe
CLUB: Gosford Sailing Club, NSW
CREW: C Dawe (7),

One of the veterans of the race, this 41-year-old sloop entered this year's Rolex Sydney Hobart prior to setting sail in the only other Category 1 race in Australia, the Gosford - Lord Howe Island Race, where she claimed a second place in the PHS division, having won the division in 2008 and 2010. In her 26 races to Hobart this sturdy Peter Cole-designed 43-footer has scored several division wins and also placed second in the IRC division in 2001.



PRETTY FLY III

SAIL NO: 10007
LOA: 15.24m CLASS: IRC/ORC
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2005
TYPE: Cookson 50
NUMBER OF HOBARTS: 2
OWNER: Colin Woods
CLUB: CYCA, NSW
CREW: C Woods (5)

Pretty Fly III is a canting keel Cookson 50 that was purchased by Colin and Gladys Woods in 2009 replacing their well campaigned Beneteau 47.7. This boat is a step up in performance for this experienced crew and they have had some success with the boat in a relatively short period of time, including second in the ORC division of the Audi Sydney Gold Coast Yacht Race, and second in IRC Division 0 and ORC division and fourth overall in the 2010 Rolex Sydney Hobart. *Pretty Fly III* also placed third in the CYCA's 2010/2011 Cape Byron Series (the ORC division of the CYCA's Blue Water Pointscore Series).



QUESTIONABLE LOGIC

SAIL NO: WS40
LOA: 12.19m CLASS: PHS
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 1999
TYPE: Sydney 40
NUMBER OF HOBARTS: 0
OWNER: Terry Archer
CLUB: WSC, QLD
CREW: T Archer (1), J Leppard (1), B Taylor (4), B Johnston (2), B Flemming (3)

Questionable Logic is a Sydney 40 originally built for the 1999 Admirals Cup and was part of the winning Dutch Team. Under the name *Pride*, the boat raced in several Fastnet races. It was converted to complete the cruise from England to Australia in 2008/09 and was purchased in January 2010 and brought to the Whitsundays to compete at a club level.



QUETZALCOATL

SAIL NO: 2001
LOA: 12.33m CLASS: PHS
DESIGNER: Don Jones (AUS)
YEAR BUILT: 2001
TYPE: Jones 40
NUMBER OF HOBARTS: 3
OWNER: Antony Sweetapple, Anthony Bruce and James Lee Warner
SKIPPER: Antony Sweetapple
CLUB: CYCA, NSW
CREW: A Sweetapple (8), A Forbes, A Bruce (3), D Jordan (2), D Ulm (1), J Lee Warner (6), N Read (3)

Beautifully built of King Billy pine, this well sailed former Tasmanian boat is improving with every outing. 2011 has been a successful year for the boat winning the PHS Division Gosford Lord Howe Island Yacht Race (and finishing third on line), winning the PHS Division of the Audi Sydney Offshore Newcastle Yacht Race, and placing third in her division in the Audi Winter Series.



RAGAMUFFIN

SAIL NO: AUS70
LOA: 15.85m CLASS: IRC/ORC
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2004
TYPE: TP52
NUMBER OF HOBARTS: 4
OWNER: Syd Fischer
CLUB: CYCA and RSYS, NSW
CREW: S Fischer (42), B Favelle (5), B Northcote (5), D Woodhead (1) C Wade-Lehman (2), J Goluzd (31), K Searle (2), L Jamieson (24), M Ashley-Jones (5), S McConaghy (13), T Ellis (44)

84 year-old Syd Fischer, a legend in ocean racing history, is in his 46th offshore season with his latest *Ragamuffin*, a TP52 originally from San Diego. Fischer won this race overall in 1992 and took line honours with his German Frers-designed maxi *Ragamuffin* in 1990. Fischer has completed 42 Hobart races and was crowned the CYCA's Blue Water Champion (2007-2008), for the the ninth time. He placed third in the 2010/2011 Blue Water Pointscore and won the Cape Byron Series (for those yachts holding an ORC rating certificate).




SAMURAI JACK

SAIL NO: 88888
 LOA: 12m CLASS: IRC/ORC
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 1996 TYPE: Farr 39ml Mod
 NUMBER OF HOBARTS: 0
 OWNER: Michael Lazzarini
 CLUB: MBYC, QLD
 CREW: M Lazzarini, P Lazzarini, P Komarowski, G Loakes, G Forbes, K Appleton, D Kirk, I Sawley, Brendan Snedon, C Wheatley

Samarai Jack, a modified Farr39 that is a close relation to the current crop of Farr40s, has an international history, being built in USA and competing in Japan and NZ before the current owners brought her to Australia. Her new crew have successfully competed in the 2011 Brisbane to Gladstone and Brisbane to Keppel Island races, and two Fairway Challenges. The boat has been fully refitted and strengthened to compete in the Rolex Sydney Hobart. Skipper Mick Lazzarini and crew are seeking to prove that Bruce Farr's design remains a competitive classic despite being long in the tooth.


SCARLET RUNNER

SAIL NO: SM11
 LOA: 15.99m CLASS: IRC
 DESIGNER: Reichel/Pugh (USA)
 YEAR BUILT: 2009
 TYPE: Reichel Pugh 52
 NUMBER OF HOBARTS: 1
 OWNER: Robert Date CLUB: SYC, VIC
 CREW: R Date (3), B Averay (2), D Eickmeyer (4), J Sweeney (3), M Batson (4) P Atkins (9), S Chandler (2), S Jook.

Since her launch in July 2009, *Scarlet Runner* has competed in a number of inshore and offshore races. Her first race was the Audi Sydney Gold Coast Yacht Race where she achieved first in IRC Division 1. In January 2010 she won the Audi Docklands Invitational and the Adelaide to Port Lincoln race in February 2010. Earlier this year, *Scarlet Runner* won the double of line and IRC honours in the Adelaide to Port Lincoln and won the IRC Division of the Lexus Lincoln Week regatta. This will be *Scarlet Runner's* second Rolex Sydney Hobart and her crew expects to be very competitive within the 50-55ft group.


SHE

SAIL NO: 4924
 LOA: 13m CLASS: PHS
 DESIGNER: Gary Mull (USA)
 YEAR BUILT: 1982
 TYPE: Olsen 40 mod
 NUMBER OF HOBARTS: 16
 OWNER: Peter Rodgers
 CLUB: CYCA, NSW
 CREW: P Rodgers (16), A Ozols (6), C Gray (4), B Cohen (1) C Apps (2), C Grafton (7), M Fitzgerald (1)

This 'golden oldie' of ocean racing has been sailed by Peter and his crew in 15 Rolex Sydney Hobart Races and 12 Lord Howe Island Races, as well as various NSW coastal races. In the 2009 Rolex Sydney Hobart, *SHE* secured her best result winning PHS overall. Other good results have been achieved in the races to Lord Howe, with several PHS division placings and a PHS victory. In the blowy 2004 Rolex Sydney Hobart *SHE* placed fourth overall on PHS handicap.


SHEPHERD CENTRE

SAIL NO: 11407
 LOA: 11.92m CLASS: IRC
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 2005
 TYPE: Beneteau 40.7
 NUMBER OF HOBARTS: 3
 OWNER: Hugh Torode
 CLUB: RSYS, NSW
 CREW: H Torode (3), G Healy (6), B Wright (16), J Whitfield (16), N Harrington (1)

Dr. Hugh Torode has continued his support for the Shepherd Centre once again by changing the name of his boat from *Pelagic Magic* to *Shepherd Centre* for this race. Last year the yacht finished fourth in IRC Division 4 and third in ORC Division 3, and the crew are hoping to improve on that result. The crew is excited and proud to be representing the Shepherd Centre which assists 200 deaf children aged 0-5 years old every year.


SHOGUN

SAIL NO: AUS6952
 LOA: 15.85m CLASS: IRC
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 2007
 TYPE: Judel/Vrolijk 52
 NUMBER OF HOBARTS: 4
 OWNER: Rob Hanna
 CLUB: RYCV, VIC
 CREW: R Hanna (5), T Eldershaw (19), A Wilkinson (7), C Beretta (2), M White (5), N Partridge (14), S Jarvis (1), S Pimlott (5), S Treumiet (1)

Geelong's Rob Hanna bought this Judel Vrolijk designed 52, formerly *Wat Now*, in November 2009. *Shogun* performed well in the Rolex Trophy Series placing third in IRC Division 0/1, following up with a second in IRC Div 1 in the Rolex Sydney Hobart, and was the first boat to Hobart under 18.5m that year. *Shogun* placed fifth in the 2010 Audi IRC Australian Championship, and in last year's Rolex Sydney Hobart made third overall and second in her division. She placed fourth in Class A of this year's Audi IRC Australian Championship.


SOUTHERN EXCELLENCE

SAIL NO: NOR 2
 LOA: 19.46m CLASS: PHS
 DESIGNER: Laurie Davidson (NZL)
 YEAR BUILT: 2001
 TYPE: Volvo 60
 NUMBER OF HOBARTS: 8
 OWNER: Andrew Wenham
 CLUB: CYCA, NSW
 CREW: A Wenham (5), A Burt (2), B Kelly, D Burt (2), D Wenham (1), D Hogben (3), G Schwass (10), H Green (1), P Meakins (1), M Tyrrell (2)

Andrew Wenham purchased this extensively campaigned Volvo 60 early last year and has treated it to a major refurbishment. *Southern Excellence* has undertaken a solid program of offshore races that has included the Audi Sydney Gold Coast Yacht Race and the CYCA's Blue Water Pointscore Series in order to prepare the boat and crew for the Rolex Sydney Hobart Yacht Race. Originally known as *Djuice 2*, the boat took line and PHS honours and set a new course record during the 2006 Gosford to Lord Howe Race.


ST JUDE

SAIL NO: 6686
 LOA: 14.2m CLASS: IRC
 DESIGNER: Murray Burns Dovell (AUS)
 YEAR BUILT: 2007
 TYPE: Sydney 47
 NUMBER OF HOBARTS: 3
 OWNER: Noel Cornish
 CLUB: CYCA, NSW
 CREW: N Cornish (4), A Liddle (3), B De Haas (3), C McKay (1), D Sheppard (4), J Kolsky (2), M Ivaneza (1), P Binstadt (2), R Shand (3), M Loneragan, J Orpin, G Loiterton

Launched in December 2007, *St Jude* was the sixth Sydney 47 out of the mould at Azzura Yachts. In her first offshore race in 2008 - the Australia Day Ocean Pointscore Race to Botany Bay, *St Jude* won the race on IRC. *St Jude* finished third in IRC Division of the CYCA's 2010/11 Ocean Pointscore, following on from her PHS Division win in 2009/10 series. Her best result in the Hobart was in 2009 where she finished fourth in IRC Division 2.


STREWTH

SAIL NO: GBR5211L
 LOA: 15.9m CLASS: IRC
 DESIGNER: James Donovan (USA)
 YEAR BUILT: 2004
 TYPE: TP52
 NUMBER OF HOBARTS: 0
 OWNER: Geoffrey Hill
 CLUB: RHKYC, HKG
 CREW: G Hill (14), L May (38), A Mowser, C Freeman (16), E Adriaanse (22), F Galletta, O Decamps (1), J Hallam (11), M Phillips, R Carlier (30), R Snow (11), S Phillips, T Freeman, W Mueller (1), I Flemming

Geoff Hill has brought his seasoned TP52 *Strewth* out to Australia after competing in Hong Kong for a number of years. *Strewth* placed third in the 2010 Rolex South China Seas Race; second in the Subic-Boracay race and third in the recent Hong Kong to San Fernando Race. For this year's Rolex Sydney Hobart she will be competing with a mixture of local and Hong Kong sailors, with Lindsay May as navigator.



SWEETHEART

SAIL NO: RQ2001
 LOA: 11.88m CLASS: IRC
 DESIGNER: Scott Juston (AUS)
 YEAR BUILT: 1993
 TYPE: Jutson 39
 NUMBER OF HOBARTS: 4
 OWNER: Laurence Pidgeon
 CLUB: RQYS, QLD
 CREW: L Pidgeon (1), R Burfein, N Everson, J Renwick (1) A Irvine, K Kaiser, D Thornton

Owner Laurence Pidgeon has wanted to own and skipper a yacht in the bluewater classic for many years, and this ambition was realised when he signed up to buy *Sweetheart* from Tony Love. This will be Laurence's first Hobart as skipper, but the boat's fifth Rolex Sydney Hobart, having competed in three with the original boat owner Doug Curlewis who raced her as *Liberator*. The boat was built for Curlewis and made her Hobart debut in 1993 where she finished fourth under IMS.



THE BANSHEE

SAIL NO: 4001
 LOA: 12.5m CLASS: PHS
 DESIGNER: Murray Burns Dovell (AUS)
 YEAR BUILT: 1995
 TYPE: MBD41
 NUMBER OF HOBARTS: 9
 OWNER: Corinne Feldmann and Rob Francis
 CLUB: CSC, NSW
 CREW: C Feldmann (1), R Francis (1)

This is a new boat for Feldmann and Francis that has previously raced as *Terra Firma*. This former overall winner (1995) has performed well for a number of years and the Cronulla crew are aiming to push the Murray 41 hard all the way south.



THE GNOME

SAIL NO: YC4200
 LOA: 12.5 CLASS: IRC
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 2008
 TYPE: Farr 42
 NUMBER OF HOBARTS:
 OWNER: Michael Keough
 CLUB: CYCSA, SA
 CREW: M Keough (2), B Lee, B Davis, M Read, M Evans, M Fisher, P Crawford, G Vercoe

This is a new boat for owner Michael Keough. Previous results include second in IRC Cruising 2011 in Meridien Airie Beach Race Week and second Audi Hamilton Island Premier Passage 2008.



THE GOAT

SAIL NO: 7027
 LOA: 11.78m CLASS: IRC/OD
 DESIGNER: Murray Burns Dovell (AUS)
 YEAR BUILT: 2003
 TYPE: Sydney 38
 NUMBER OF HOBARTS: 3
 OWNERS: Clayton/Foye/Peckman/ Gordon/Clift Syndicate
 CLUB: CYCA, NSW
 CREW: B Foye (10), M Gordon (13), T Clift, S Sexton (1), J Francis (1), R Howard (8), W Howard (9), A Paterson (10), T Poulsen (5), G Van Dijk (7)

Bruce Foye and Lance Peckman are partners with Roger Hickman in the Farr 43 *Wild Oats* when she won the last IOR category of the Sydney Hobart Race in 1993. They made a successful return three years ago with *The Goat*, which was the nickname for the original *Wild Oats*. New partner Tony Clift is on his first Hobart. *The Goat* is arguably the most successful Sydney 38, having won the One Design division of the 2007 Hobart and finished second in 2008 and third in 2009.



THE STICK

SAIL NO: 8848
 LOA: 20.15m CLASS: PHS
 DESIGNER: Kell Steinman (AUS)
 YEAR BUILT: 1989
 TYPE: Modified 66
 NUMBER OF HOBARTS: 3
 OWNER: Rick Christian
 CLUB: CYCA, NSW
 CREW: R Christian (2),

Previously known as *Broomstick*, Rick Christian purchased this yacht earlier this year and sailed it to success, taking line honours in the Gosford Lord Howe Island Yacht Race. She has been a regular winter and twilight series competitor, winning the Winter Series three times including Audi Winter Series 2009.



TWO TRUE

SAIL NO: YC400
 LOA: 12.24m CLASS: IRC/ORC
 DESIGNER: Bruce Farr (USA)
 YEAR BUILT: 2009
 TYPE: Beneteau First 40
 NUMBER OF HOBARTS: 2
 OWNER: Andrew Saies
 CLUB: CYCSA, SA
 Crew: A Saies (6) B Young (11), L de Wit (4), M Hutton (4), R Human (16), R Last (4), J Flak (1)

Two True is Beneteau First 40 owned by Andrews Saies, and sailing under the burgee of the Cruising Yacht Club of South Australia. In the boat's first event, Saies scored a third in IRC Grand Prix Division 2 at Audi Hamilton Island Race Week 2009 and *Two True* was named the CYCSA's Boat of the Year, having won first place in the club's Musto Offshore Series. In the boat's first Rolex Sydney Hobart in 2009, Saies and his crew were declared the overall winners of the race after surviving a protest. Saies continued on to Audi Victoria Week in January 2010, where he collected second in IRC Division 2. He was named the CYCA Ocean Racer of the Year for 2009/2010.



VAMP

SAIL NO: 43218
 LOA: 14.93m CLASS: IRC
 DESIGNER: John Corby (UK)
 YEAR BUILT: 2002
 TYPE: Corby 49
 NUMBER OF HOBARTS: 4
 OWNER: Garry Linacre and David Fuller
 SKIPPER: P Wrigley
 CLUB: CYCA, NSW
 CREW: P Wrigley, M Van Kretchmar (5), G Johnston

Owners CYCA Commodore Garry Linacre and past-Commodore David Fuller, have loaned *Vamp* (previously *Limit* and *Flirt*) to Wrigley for the race. Under Roger Hickman's watchful eye, this boat finished 17th across the line, ninth overall and second in IRC Division 2 in last year's Hobart.



VICTOIRE

SAIL NO: 1545
 LOA: 13.9m CLASS: IRC
 DESIGNER: Beneteau (FRA)
 YEAR BUILT: 2007
 TYPE: Beneteau First 45
 NUMBER OF HOBARTS: 1
 OWNER: Darryl Hodgkinson
 CLUB: CYCA, NSW
 CREW: D Hodgkinson (1) A Sutherland, C Kosecki (1), D McConville (14), D Oliver (3), D Rutherford (2), H Brodie (25), P Eadie (32), S Francis, S Kirkjian (16), T Tubman (1)

Victoire was purchased by Darryl Hodgkinson last year and is a customised Beneteau First 45. A busy racing schedule in 2010 saw *Victoire* come away with a string of podium finishes. 2011 has been another great year for *Victoire* – she claimed the Class B win in the Audi IRC Australian Championships after a third place in Audi Victoria Week, second in the Audi Sydney Harbour Regatta, and firsts in division in the Audi Sydney Gold Coast Yacht Race and Hamilton Island Race week.




WASABI

SAIL NO: AUS88
 LOA: 11.99m CLASS: PHS
 DESIGNER: Jon Sayer
 YEAR BUILT: 2007
 TYPE: Sayer 12 MO
 NUMBER OF HOBARTS: 2
 OWNER: Bruce McKay
 CLUB: CSC, NSW
 CREW: B McKay (2), B Lavin (1), C Koole (1), M Tobin (4), W Langshaw (1)

Wasabi was designed and built by Jon Sayer for the Melbourne to Osaka short-handed race for the previous Mooloolaba based owner. Current owner Bruce McKay purchased *Wasabi* in 2008 and has competed in a number of east coast races including two Audi Sydney Gold Coast Yacht Races, the 2009 Pittwater to Coffs Harbour as well as the 2008, 2009 summer offshore series at her home club, the Cronulla Sailing Club. *Wasabi* will be returning to try to repeat her successful Rolex Sydney Hobart debut where she finished first in PHS Division 1 in 2009.


WAVE SWEEPER

SAIL NO: 7407
 LOA: 11.92m CLASS: IRC
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 2001
 TYPE: Beneteau First 40.7
 NUMBER OF HOBARTS: 6
 OWNER: Morgan Rogers
 SKIPPER: Andrey Arbutov
 CLUB: CYCA, NSW
 CREW: Y Firsov, A Arbutov, D Kharitonov, G Stromov (2), M Kuvykov (1), M Ranchinskiy (1), D Kuragin (1), P Johnson (1), S Kishchenko (1), U Ivanov (1)

The former *Chancellor*, this extensively tuned Beneteau 40.7 has a distinguished racing pedigree and is a tried sail training yacht for east coast sailors. A previous winner of the Coffs Harbour races as *Le Billet*, as well as a Rolex Sydney Hobart and Sydney Mooloolaba competitor, *Wave Sweeper* likes to head north during the winter season. This will be the seventh Hobart for this hard working boat.


WHISTLER

SAIL NO: L77
 LOA: 11m CLASS: IRC
 DESIGNER: Andy Dovell
 YEAR BUILT: 2000
 TYPE: MBD36
 NUMBER OF HOBARTS:
 OWNER: David Rees
 CLUB: RYCT, TAS
 CREW: D Rees (14) J Linscott (1)
 T Jones (7) N McKim, J Rees (1)
 D Spiers (1) T Price, J Guy, D Aplin

This MBD 36 has had great success in Tasmanian offshore racing. In the 2010/11 season, *Whistler* was the winner of the Combined Clubs Offshore Series, Three Islands Series AMS & IRC, First Maria Island AMS and winner of the Britannia Trophy. Sailed as *Creative Intension* in the 2006 Rolex Sydney Hobart, she was the first boat under 11 metres and first Tasmanian boat to finish on IRC. *Whistler* will be co-skipped by David Rees and Jory Linscott. Five of the crew competed in the 2006 race, while joining *Whistler* for their first Hobart race are Nick McKim, Jacqui Guy, Dave Aplin & Tim Price.


WILD OATS XI

SAIL NO: AUS 10001
 LOA: 30.48m CLASS: IRC
 DESIGNER: Reichel/Pugh (USA)
 YEAR BUILT: 2005 TYPE: 100ft Maxi
 NUMBER OF HOBARTS: 6
 OWNER: Robert Oatley
 SKIPPER: Mark Richards
 CLUBS: RPAYC, NSW; HIYC, QLD; and YCCS (ITA).
 CREW: M Richards (7), A Cahalan (19), A Henderson (15), C Links, G Taylor (17), G Simmer, I Smith (11), I Burns (15), I Murray (17), J Hildebrand (7), J Whittaker (9), M Shillington (16), N Bice, P Westlake (5), R Naismith (15), R Daniels (10), S Beavis (2), S Jarvin (23), S Runow (22), T Wiseman (5)

Hungry for her 6th line honours win, *Wild Oats XI* returns for her 7th year with Mark Richards at the helm. This maxi with canting ballast twin foil (CBTF) took line honours in record time in her RSHYR debut in 2005, and won the Tattersall's Cup – the only boat to take the trifecta since *Rani* in the inaugural 1945 race. In 2009, she was modified to increase her LOA to 100ft, with further modifications this year.


WILD ROSE

SAIL NO: 4343 LOA: 13.1m
 CLASS: IRC/ORC
 DESIGNER: Bruce Farr (USA)
 YEAR BUILT: 1985 TYPE: Farr 43
 NUMBER OF HOBARTS: 3
 OWNER: Roger Hickman
 CLUB: CYCA, NSW
 CREW: R Hickman (34), A Scott (6), A Fong, D Williams (1), D Morris (6), J White (1), J Wells (1), K Besley, K Ketelbey, M Toner, P Inchbold (24), P Warburton (5), T Weise (4), P Wilkinson (2), S Grice (4), D Morrow (9)

Wild Rose was commissioned in 1983 as *Wild Oats* by Bob Oatley for the 1987 Admirals Cup and is now owned by one of Australia's most experienced offshore yachtsmen, Roger Hickman. This well recognised Farr 43 has won many Australian east coast races and championships under Hickman's watch, including the 1993 Sydney Hobart and recently the Gosford Lord Howe Island Race and the 2011 Audi Sydney Offshore Newcastle Race.


WILD THING

SAIL NO: M10
 LOA: 30m CLASS: IRC
 DESIGNER: Don Jones (AUS)
 YEAR BUILT: 2003
 TYPE: 30m Maxi
 NUMBER OF HOBARTS: 8


WILLYAMA

SAIL NO: 335
 LOA: 12.2m CLASS: IRC
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 2009
 TYPE: Beneteau First 40
 NUMBER OF HOBARTS: 2
 OWNER: Richard Barron
 CLUB: RSYS, NSW
 CREW: R Barron (10), S Sanlorenzo (1), E Duggin (3), A Mead (1), T Duong, G Robinson, I Campbell, K Duffy

Willyama has competed in the last two Rolex Sydney Hobart races winning IRC Division 3 in 2010 under the name *Paca*. The *Willyama* crew have been racing together for many years, on the previous *Willyama* that was a Beneteau 40.7. The crew has participated in many Pittwater to Coffs races, and there is now a desire to try the 'big one'.


YEAH BABY

SAIL NO: 8362
 LOA: 12.8m
 CLASS: IRC/ORC
 DESIGNER: Botin & Carkeek (ESP)
 YEAR BUILT: 2007
 TYPE: GP42
 NUMBER OF HOBARTS: 0
 OWNER: Marc & Louis Ryckmans
 CLUB: CYCA, NSW
 CREW: M Ryckmans (5) L Ryckmans (5), L Antonini (3), E Vieytes (4), O Andersen (5), T Austin (5), T Shardlow (1), C Geeves (6), J Christian, O Gill

Yeah Baby is the second boat of that name owned by twins Marc and Louis Ryckmans. The new *Yeah Baby* is a Botin Carkeek modified GP 42 formerly *Fermax*. The crew are under no illusions and are aware that they will be chasing their rating all the way to Hobart, but if the weather gods look favourably on *Yeah Baby*, the crew could be in for a fast, wet ride south.



Big Boat Challenge

THE CRUISING YACHT CLUB OF AUSTRALIA'S ANNUAL INVITATION ONLY MAXI BOAT RACE, THE SOLAS BIG BOAT CHALLENGE WILL BE A DAY OF STAR SPOTTING AND YACHTING GLAMOUR AS THE MONEY END OF THE ROLEX SYDNEY HOBART GOES ON DISPLAY.

The SOLAS Big Boat Challenge, now in its 18th year, is just one of the preview events to the Boxing Day start of the Rolex Sydney Hobart and the only opportunity the big boats have to completely dominate the spotlight.

An imposing line-up of Australia's largest racing yachts, including Bob Oatley's 100-foot supermaxi *Wild Oats XI* skippered by Mark Richards, Anthony Bell's identically sized *Investec Loyal*, and Peter Millard and John Honan's 98ft *Lahana*, will take centre stage on Tuesday December 13 for the much anticipated salt water stoush on the harbour.

Wild Oats XI and *Investec Loyal* have

both undergone modifications this year, the former more slippery than she's ever been and the crew work watertight, warns skipper Mark Richards.

Investec Loyal has also been under the knife plus Bell has assembled an all-star cast in an attempt to put the clamps on *Oats*. Internationally recognised names like Anthony Nossiter, Michael Coxon, Will McCarthy, and world renowned navigator and NZ America's Cup veteran Mike Quilter, will add plenty of kudos to *Investec Loyal*'s crew line up, but the tight harbour course is unlikely to favour the Elliott design.

Wild Oats XI has heard the winners

siren four times in the SOLAS Big Boat Challenge and being 1.54 tons lighter than *Investec Loyal*, the sprint course is, at least on the numbers, better suited to Richards and his team.

Investec Loyal will carry a new panel of sporting identities, with Australian champion wheelchair racer and Olympian Kurt Fearnley one of those joining regular rugby union greats Phil Waugh and Phil Kearns who have picked up the sailing vernacular and integrated themselves into the core crew.

Past CYCA Commodore Matt Allen's Jones 70 *Ichi Ban*, as well as Jim Cooney's Jutson 79 *Brindabella* – a multiple SOLAS Big Boat Challenge line honours winner before the rise of the supermaxis – are SOLAS Big Boat Challenge regulars lining up this December.

At the time of print, Alex Thomson's UK based Open 60 *Hugo Boss* was unsure whether it would be a starter.

Stephen Ainsworth's all-conquering RP63 *Loki* is expected to headline the 60 foot range, while in the 50 footers many of the strong fleet of TP52s and Cookson 50s heading to Hobart will use the spectacular harbour outing as a crew shakedown and conceivably one of them will collect the IRC trophy at the end of the day.

The tight 14 nautical mile course will start off Steele Point at 12.30pm on Tuesday December 13 and will take the fleet around the harbour two and a half times, passing many of Sydney's famous landmarks including Fort Denison, Mrs Macquarie's Chair and the Sydney Opera House, which serves as a spectacular backdrop to the finish line.

Once again event organisers are asking skippers of power vessels and cruising yachts to be wary of the size, speed and manoeuvrability of the fleet and to stay well clear.

The public will again have the opportunity to be aboard a select number of competing maxis via an eBay auction with the proceeds going to the CYCA Safety of Life at Sea (SOLAS) Trusts, established following the tragic 1998 Sydney Hobart Yacht Race.

Once invitations to enter are received, paperwork for the SOLAS Big Boat Challenge should be lodged at the CYCA sailing office by midday on Monday 12 December.

For results and details on the eBay auction and the CYCA SOLAS Trusts raffle go to www.cyca.com.au ↓
Lisa Ratcliff

TOWERING GLORY
Tight racing between Maxis around Sydney Harbour is a sight to see from a safe distance.



Rolex Trophy

WORLD CHAMPION TRANFUSION HEADS FARR 40 LINE UP FOR ROLEX TROPHY SERIES ON SYDNEY HARBOUR.

The Rolex Trophy Series is a significant lead-up event to the Rolex Sydney Hobart Yacht Race and a prestigious regatta involving three key events – One Design Series, Rating Series and the Passage Series.

Current Rolex Farr 40 World Champion Guido Belgiorno Netti's *Transfusion* (AUS) will lead a bumper fleet of Farr 40s in the Rolex Trophy One Design Series. Netti will be hoping to best his third place, and is form to do this having recently finished fourth overall in the UNO European Farr 40 Championship.

New Zealander Brett Neill's *White Cloud* will be the only international in this year's fleet making the journey across the Tasman, and hoping to improve on her second place in last year's Rolex Trophy Series. *Transfusion* will join leading Australian class boats including *Estate Master* (Martin & Lisa Hill), *Kokomo* (Lang Walker), *Easy Tiger II* (Chris Way), *Twin Edake* (Jeff Carter), *iMpi* (Ivan Resnekov) and *Forty* (Steve Barlow and Sam Hill).

This year the Sydney 38's will conduct the NSW State Championships as part of the Rolex Trophy Series. Alan & Tom Quick, the 2010 NSW State Champions, are looking forward to the tough competition and defending their title on home turf.

The Rolex Trophy One Design series commences on Friday 9 December for both the Farr 40 and Sydney 38 classes and will conclude on Sunday 11 December.

Marcus Blackmore's TP52 *Hooligan* made a stunning debut last year, arriving in Sydney just three days before the start of the Rating Series and winning the series emphatically, beating an in form *Loki* (Stephen Ainsworth's RP63) by five points. The two will go head to head again, as they have done all year throughout the Audi IRC Australian Championship, where Blackmore secured the Class A victory by three points from Ainsworth.

The Rolex Trophy Rating Series will be conducted from Thursday 15 December – Sunday 28 December. The first two days will see up to four windward-leeward races sailed off Sydney Heads, with one ocean passage race conducted per day on Saturday and Sunday.

A number of top ocean racers including Darryl Hodgkinson's *Victoire*, Syd Fischer's *Ragamuffin*, and Nicholas Bartels' *Terra Firma* will use the Rolex Trophy Passage Series as their last hit out before the Rolex Sydney Hobart.

Notice of Race is now available for the Rolex Trophy with online entry available at www.cyca.com.au ⚓



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Head Office
THE NETHERLANDS

BAY OF ISLANDS
SAILING WEEK

A flock of Etchells

WORLD CHAMPS SET TO EXCITE SYDNEY THIS FEBRUARY.

Don't run over them on your way out of Sydney Harbour. They are sleek, fast and very seriously campaigned. And much more dangerous than a flock of seagulls...

The Sydney version of the Etchells World Championship to be held on the Manly Circle from 16th to 25th February 2012 is set to be a major event for sailing in Sydney and host club the Royal Sydney Yacht Squadron, which will be celebrating its 150th anniversary in 2012.

A fleet of some 75 boats will include at least eight Etchells class world champions – Vince Brun (USA), John Bertrand (AUS), John Savage (AUS), Cameron Miles (AUS), Peter McNeill (AUS), Jud Smith (USA), Jason Muir (AUS) and current world champion, Bill Hardesty (USA). Added to this list are several previous Etchells world championship second and third place-getters, a group of Olympic competitors including Gary Boyd and David Edwards and 2000 Olympic Games 470 class gold medallist Tom King, and a very strong contingent of weekend Etchells warriors.

Once Rolex Sydney Hobart race-winning skipper Mark Richards has finished his trek south to Hobart steering the *Wild Oats XI* team towards another possible victory, he hopes to then hop back in his Etchells to compete in the worlds. ⚓
www.etchellsworlds2012.org/worlds

Pure sailing kiwi style

BAY OF ISLANDS SAILING WEEK TO CELEBRATE A DECADE OF FUN-FILLED SUMMER RACING.

New Zealand's biggest yachting regatta celebrates its 10th anniversary on January 23, 2012 with four days of racing in the picturesque Bay of Islands. The popular New Year event has traditionally been run over three days, but with this anniversary a fourth day of racing has been added to the lineup.

Bay of Islands Sailing Week has blossomed from humble beginnings in January 2003, when it started with the help of a \$5,000 grant from the Far North District Council, and with \$500 loans from each of the local yacht clubs Opuia Cruising Club, Bay of Islands Yacht Club, Russell Boating Club and Kerikeri Cruising Club. International yachtsman Ray Haslar joined the committee as the Kerikeri Cruising Club representative saying "It's pay-back time for me. New Zealand needs more national racing regattas – let's do it".

The Bay of Islands Sailing Week is run from the Opuia Wharf by volunteers, and during the actual race week there can be up to sixty people giving their time and energy to assist run the regatta. A loyal family

of outstanding sponsors are a superb group of companies with the vision and foresight to make the regatta a reality year after year. The Bay of Islands Sailing Week committee is now chaired by Ray Haslar with committee members Andrew Riddell, David Hope-Lewis, Melanie McDiarmid, Alan Jones, Lesley Haslar, Annette Jones and Michael Briggs; a dedicated group bringing the best of racing to the New Zealand sailing community.

From just thirty four skippers and crews testing their skills in 2003, to one hundred and thirty two racing yachts competing in the 2011 regatta, the Bay of Islands Sailing Week is here to stay. New and exciting innovations are planned for the 10th anniversary, with the popular beach party at Robertson Island back on the menu. Shuttles will be available to ferry crews to and from shore - a great band, music, food, and refreshments encourage a great party time after racing. Australian yachties are invited, with yachts such as *Limit* a proven winner over here already. Let's bring some more Trans Tasman rivalry for the Bay Regatta 2012! ⚓
www.bayofislandssailingweek.org.nz

ISLAND HOPPING

Above: Sailing in the picturesque North Island, Bay of Islands is a truly pure NZ experience. Below: Etchells crowding the start line.



SAIL PORT STEPHENS

Port tack

SET SAIL FOR PORT STEPHENS NEXT APRIL FOR A FUN FILLED, FAMILY FRIENDLY REGATTA EXPERIENCE.

Not only one of New South Wales' best holiday destinations, Port Stephens has in recent years become one of Australia's best yachting destinations. Since the launch in 2008 of the Sail Port Stephens regatta week, with a flotilla of just 25 boats at the time, the family-friendly race week has grown to well over a hundred participating yachts, firmly establishing the event on the East coast yachting calendar.

Now in its fifth year, Sail Port



Stephens is organised by the Corlette Point Sailing Club and supported by Port Stephens Council and Events

NSW, with the event the fastest growing regatta in Australia, and there's lots of reasons why. For starters Port Stephens is just two and half hours easy drive north of Sydney (or one day's sailing) and is a genuinely spectacular destination. The bay is nine times larger than Sydney Harbour, with no commercial shipping, and you may even be welcomed by "the locals" a pod of

around friendly bottlenose dolphins. The regatta is a family event with a wide range of on and off water activities, presenting an affordable option to both the crew and skippers. It's easy to see why so many people fall in love with the place and why Sail Port Stephens has grown so quickly!

The 2012 regatta will be held from the 16th – 22nd April 2012 with the first three days of Sail Port Stephens featuring the Commodore's Cup. This first part of the event attracts many cruising boats, providing good racing for novices and old hands, and kids galore on school holidays. The end of the week sees the local marina berths fill up, with the fleet swelling to include the racing in the Yachting NSW IRC Championships, the Port Stephens Trophy Racing and Cruising Divisions.

The 2012 event is set to be even bigger and better than before with a new Junior Regatta taking place over two days, along with the Melges and Elliot 7's adding new elements to this year's racing.

Sails magazine is the media partner of Sail Port Stephens. ⚓
www.sailportstephens.com.au

BRING THE FAMILY

School holidays and sailing – what better combination for teaching your family the joys of regatta racing in the pristine waters of Port Stephens.



GO EASY ON THE DRINK

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- Go over the limit and you could really get in over your head. So go easy on the drink.

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GENERATION GAP

AUSTRALIA'S MCCONAGHY BOATS HAS FORGED ITS ENVIABLE REPUTATION IN YACHT RACING CIRCLES FROM ITS CUSTOM-BUILT, ALL CONQUERING MAXI YACHT RACERS THAT FOR YEARS HAVE RAIDED THE OFFSHORE RACING TROPHY CABINETS OF THE WORLD'S MOST COVETED YACHTING EVENTS. BY MATTHEW HENRY.



Now McConaghy have entered a new world – that of production boatbuilding, albeit with a finely honed racing twist. Combining McConaghy's composite construction know-how and build quality, international design expertise, and the economy of a Chinese yard, brings a new level of winning performance at an unheard of price for a McConaghy-built yacht. The new one-design MC38, and its offshore racing sibling the Ker 40, are two such exciting new yachts now racing in Australia. We sail the MC38 to see what all the fuss is about.

It's a bit of a mystery whether McConaghy deliberately booked a berth at RPAYC for their new MC38 right next to a Farr 40, or whether it was just sheer good luck – perhaps some would say providence. But nothing could be more flattering for their sprightly new One Design racer than to be lined up alongside the very boat it was created to replace. And frankly, the difference is so stark that the Farr 40 – for decades the undisputed king of the one design world – has never looked so old.

Approaching marina arm one at the Alfred's in Sydney's Pittwater, it's impossible to miss the MC38. It's like walking through a used car yard full of Commodores and eyeing a Lotus

of a new breed of fast 40s lining up to become the next big international success story in 40-foot One Design racing. Other contenders to the Farr 40 crown have already hit the water, such as the Soto 40, which is making inroads as the boat of choice in the Audi Med Cup, and even Farr's own appointed successor, the Farr 400. But with McConaghy's pedigree in racing yacht construction including Sydney Hobart winning maxis Wild Oats XI and Alfa Romeo, as well as a veritable who's who of grand prix racers to their credit, many yachties will be keeping an eager and jealous eye on the first few MC38's to roll off the production line. Rumour has it the builder has already elicited interest from none other than Neville Crichton, who after selling out of the world's fastest 100-foot supermaxi has reportedly signed an order on one of these babies. That's a bit like Mark Webber handing in the keys of his Red Bull F1 car for a hot hatch.

At first take, the MC38 doesn't appear as if it was designed to 'look like' a yacht at all – certainly not in any traditional sense. It's as if the boat's designer, America's Cup yacht design guru Harry Dunning, started with literally nothing on the page and added only what it needed to go fast; and then had the decency to stop designing. The result is an overwhelming sense

all, this is one boat truly worthy to be called 'cool'; so cool it may well eat into Porsche's bottom line as the new choice for a mid-life crisis splurge.

It may seem like a contradiction in terms to some, but crew work is something that will be a joy on this boat. It's hugely roomy in the working space, with a cockpit more like the size you would expect to find on a boat 10 feet longer. Every inch of available deck has been utilized right up to the mast to create one expansive cockpit with a helm position further forward in the boat than some would be accustomed to (there's a considerable amount of space behind the helm). Six Harken winches adorn the cockpit, with the aft two dedicated to operating twin PBO running backstays while the primaries are well positioned for sheeting jibs, spinnakers and the mainsail. McConaghy offers the choice of a tiller or twin carbon wheels crafted specifically for the MC38, and so far they have had buyers for both variants.

Towering above is a custom-built McConaghy carbon rig (mast and boom), of around the same size as a Farr 40, but with a powerful square-top main, and supported by ultra-lightweight PBO running rigging. The carbon mast is a two-piece affair, allowing ease of transport of both hull and rig to any regatta in the world in a

GRAND PRIX PACE

Opposite page: The first MC 38 sailing in Australian waters. Below left: Hulls #1 & 2 in black and white pace against Wild Oats X. Below right: Towering McConaghy carbon mast carries North Sails latest 3Di sail technology.



Elise down the line. The MC38 sits low to the waterline and its broad, open transom has all that mingled menace and sex appeal that you would normally expect from a supercar. All about it the other yachts start to look conspicuously like family sedans and even the Farr 40 seems to fall way too easily into this category.

Built by Sydney-based McConaghy in its China boat yard, the MC38 is one

of simplicity and an almost naked utility. The MC38 has a Spartan quality that sends out the warning to any who would dare board her that this is a race boat built for waging war. Don't even ask where the drink holders are.

Her lines are sleek and simple, and over the entire 11.35-metre span of carbon there's not a single design flourish that goes beyond bare necessity. Nothing is ornamental. In



standard 40-foot shipping container. In full one design battle mode, the tightly controlled sail wardrobe for the MC38 class will include two headsails and two masthead asymmetric spinnakers. Our test boat had the latest North 3Di sails, which will no doubt be high on the list of anyone forward-thinking enough to be considering an MC38 in the first place.

Moving forward through the hatch, there's quite literally nothing to write about. Beneath the foredeck, the boat is a dark, carbon shell ideal for carrying the class sail wardrobe, but not for much else. Although there would be enough room below to add crew bunks for any skipper gung-ho enough to take the boat on long-haul ocean races, that is far from the design intentions of the MC38 which is squarely focused on inshore 'around the cans' regatta racing with its one-design siblings.

There is no pretense here to being a cruiser-racer – this is a race boat all the way. For an ocean racing skipper, you might find even battle-hardened Spartans could find reason to object to such off-watch conditions – all that incredible deck space up above comes at a cost below decks. Although, saying that, short offshore races are certainly possible as the yacht can be fitted with appropriate safety equipment and approved to compete in Cat 2 offshore races if the owner so chooses.

But where the MC38 will really come into its own is for day-racing club sailors who want grand prix performance in a no-nonsense package, and who have a sailing program geared mainly towards inshore and short offshore races. The boat certainly felt totally at home on our Pittwater test track and lapped up the light conditions, posting double-digit speeds upwind in 9 knots of

true wind speed. That's the sort of grin-inducing performance that club racers a decade ago could only dream of. Indeed the two shores of Pittwater had rarely felt so close together, such was the pace at which the MC38 sped along the track. With all that space, crew work is efficient and everybody has room to move. The boat's sailing attitude benefits from weight well aft, and downwind she planes like a skiff, while upwind she heels aggressively to minimise wetted surface.

We were lucky enough to have Harry Dunning along for the ride on our test day. The man is a rare gem – not only a softly spoken American but without doubt the quiet achiever of racing yacht design. The MC38 could well be his breakout design in the production boat world, but his name has already been hot property in America's Cup circles for decades. After doing his apprenticeship with Bruce Farr in the



FULL TILT
Sailing upwind the MC 38 can often sail to wind speed, a remarkable feat for a 38 foot production yacht.

early '90s, Dunning worked on the "Young America" campaign for the 2000 America's Cup and then moved to senior designer at Reichel Pugh. His most recent gig was working for the "Mascalzone Latino" team in the 2007 Cup and until this winter, when their AC34 campaign went belly up.

Evidently the America's Cup's loss is McConaghy's gain. The original brief for the MC38 actually came from a private American buyer who owned a Mumm 36, a Farr 40 and a Melges 24, and was looking at buying Melges 32.

"He wanted me to draw up a very simple race boat that was consistent with the current state of the art, not only in performance, but also in materials and building techniques," says Dunning.

"But interest in the project was slowed with the economy, until the guys at McConaghy looked at the drawings while I was doing another project with them, and they believed that they could make it work."

It's evident that Dunning has brought some real clarity of thinking



to the design brief. In the process he has created a boat that could hold genuine appeal to owners of any of the three boats of the original purchaser — and plenty more too.

“A conscious effort has gone into this project to make everything as simple as possible,” explains Dunning. “When the guys at McConaghy took on the project, they worked very hard on each and every detail with me and we approached it in very much a team effort. It may sound counter intuitive, but a lot of thought needs to go into making things that simple.”

A core element of the design is the MC38’s distinctive hull shape. Viewed from above, the hull seems to reach a maximum beam just aft of the mast and stays that way right to the transom. At the waterline though, there’s a lot more going on, as Harry explains:

“The hull shape is very powerful with minimal wetted surface when heeled, although upright has the area and sections to plane very early,” he says.

The boat is built from resin infused carbon with a core cell foam core, while the keel and rudder are made out of pre-preg carbon. What you need to know however is that it’s light — just 3,200kg in light displacement mode, with 1,600kg of that dedicated to the bulb keel. All up with a race-fit team (and no rum stashed on board) she will hit the start line at around 4,100kg with seven to eight crew.

So far, McConaghy has brought two MC38’s into Australia and mid-week twilight racers on Sydney’s Pittwater are becoming used to seeing the spectacular clear-carbon hulled MC38 dueling with the gleaming white-hulled version on a weekly basis. For sailors who love to race their boats hard and fast around the buoys, at boat speeds hitherto unknown for this

length or the price, the MC38 will be a very attractive racing option. The only concern was a rather worrying lack of freeboard when heavily heeled, which may have some offshore enthusiasts thinking twice. We asked Dunning for his explanation and the designer was adamant that the MC38 is more than up to the job.

“We sailed the boat five or six miles offshore outside of Sydney in 20 to 25 knots of true wind speed and I was never concerned about the freeboard,” he says.

“Both upwind and downwind we remained very dry and comfortable. There is less freeboard on this boat than many other boats of her size, but that doesn’t mean that it needs more.”

At a starting price of \$US235,400 including McConaghy carbon rig, Harken deck hardware, PBO running rigging and a lightweight Yanmar 15hp inboard sail drive, the MC38 is in sharp pricing territory that will certainly pique plenty of interest. Add around \$50,000 and you have a full MC38 class wardrobe of North’s ultimate, hi-tech 3Di sails to drive it. For many would-be buyers, however, the questions swirling around the MC38 will not be so much whether the boat is up to the mark in performance, quality or value terms. With the McConaghy and Dunning names behind it, there are two very good reasons to believe it will. Rather, owners will be weighing up this emerging one design class in the hope that a sizeable fleet of this exciting new yacht takes up at their local yacht club. After all, one-design racing may be the supreme level playing field in yachting, but to enjoy the competition and camaraderie on the water we need plenty of friends to come out and play in their own MC38. ⚓

www.mconaghyboats.com

“The hull shape is very powerful with minimal wetted surface when heeled, although upright has the area and sections to plane very early.”

HARRY DUNNING



SPECIFICATIONS		McConaghy MC38
DESIGNERS	Harry Dunning and Associates (Mascalzone Latino America's Cup chief designer)	
LOA	11.35 m	
LWL	10.55 m	
BEAM	3.50 m	
BEAM	3.50 m	
DISPLACEMENT	(light) 3,200 kg	
DESIGNED CREW WEIGHT	600 kg	
BULB	1,600 kg	
CONSTRUCTION	Built in Carbon Fibre and EGlass, core cell foam cored, resin infused Vinylester construction. Autoclaved prepreg carbon keel fin with lead bulb, and autoclaved prepreg carbon rudder and stock.	
STRUCTURAL ENGINEERING	SDK Structures (Alinghi America's Cup engineers)	
DECK HARDWARE	Harken / Spinlock	
ENGINE	Yanmar 15hp diesel inboard with sail drive	
SPARS	McConaghy custom carbon mast and boom	
SAILS	North Sails 3Di	
MAIN SAIL	68 m ²	
GENOA	33 m ²	
SPINNAKER	180 m ²	
PRICE	From US\$235,400 (+ \$50,000 for sails)	



EXCELLENCE
The new design of the Xp 44 has been orientated around winning under IRC (and the increasingly popular ORCi) handicap systems from the first stroke of the designer's pen.

The Danes have long been seafarers, sailing far from their small homeland in the cold waters of the North Sea. These maritime traditions have forged great skills in yacht building over the years, and in today's modern world, X-Yachts of Denmark are highly regarded for the performance, comfort and quality of their recreational sailing yachts.

They are not a large yard on a global scale, producing only around 300 boats a year, with a cruising range from 38 to 50 feet, two one-design racers - the X-35 and X-41, and the "Xp" performance range spanning 34 to 65 feet. The Xp 44 yacht profiled here is the first of an all-new Xp series, with a smaller Xp 38 also due to arrive in our waters, and a third and larger Xp 50 new model due to launch in 2012. With typical production runs of 9 to 13 years for an X-Yachts model, the 'new look' for the Xp line will become most familiar over time, hopes local importer Andrew Parkes of X-Yachts Australia.

As the "p" insignia suggests, the "Xp range" has long been focused on sailing performance, with the boats optimised to deliver winning results under various ratings, and built with that particular Danish attention to detail for which the yard is well known.

While more regularly seen in European waters, the "X" brand has become increasingly popular in our southern seas, particularly their racing-focused range which has succeeded with many competitive regatta performances to their credit. But being a less seen yacht Down under means much mystery, and some misconceptions, still surround X-Yachts on our waterways. Among racing yachtsmen widely read on global yachting brands, an X-Yacht is without doubt one of those high-quality European yachting brands towards which one aspires. As with many of its Northern European counterparts, there is at times a misconception that an X-Yacht may be too expensive, perhaps even too exotic to sail in our part of the world?

But just go for a sail on the brand new Xp 44 and such doubts will be dispelled as swiftly as the wake streaming behind this most satisfying new sailing thoroughbred. This is a truly stunning and reassuring yacht to sail, with no doubt as to its performance pedigree, now packaged in a svelte new suit that is both supremely stable underway, as well as light, fast and strong for ocean conditions. This is no lightweight



X CEPTIONAL

DENMARK'S X-YACHTS YARD ORIGINALLY ESTABLISHED A REPUTATION IN THE WORLD OF YACHTING FROM THE SUPERIOR RACING PERFORMANCE OF THEIR YACHTS. AFTER RECENT DECADES OF BUILDING A SUCCESSFUL CROP OF BOTH CRUISING-ORIENTATED AND CRUISER-RACER MODELS, THE LATEST XP 44, WITH THE "P" SIGNIFYING PERFORMANCE, IS THE FIRST OF AN EXCEPTIONAL NEW XP RANGE, LEAPING CLEAR OF PREVIOUS X DESIGNS WITH SHARP, CONTEMPORARY LINES DRAWN FOR OFFSHORE SPEED. BY ANTHONY TWIBILL

"Med-boat" or inshore cruiser!

Dramatically more contemporary than its closest predecessors in the X-Yachts line up, the Xp 44 is as appealing to the eye at anchor as it is under full sail. From the pen of UK-designer James Day, the new boat's hull presents a long, efficient waterline with plumb bow entry, coupled with a beamy mid section running fully aft to a vertical transom for maximum downwind performance. Designed as such, the Xp 44 is a much more powerful yacht for reaching and running than any of her predecessors, and in the realm of ocean racing, or even fast passage-making, downwind speed is more important than ever to be competitive in today's race and regatta circuit.

The new design of the Xp 44 has been orientated around winning under IRC (and the increasingly popular ORCi) handicap systems from the first stroke of the designer's pen. It is both a stronger and lighter boat than its forebears with an epoxy hull of E-glass strategically positioned for strength and weight optimisation, with an integrated carbon frame supporting a long iron fin keel and streamlined T-bulb keel. As such, greater weight is located far below the waterline resulting in a much-improved stability rating for offshore safety.

The significant design departure from the notably narrow beams and previous 'go fast' thinking of its still impressive cruiser-racer siblings such as the X-43, even the

successful X-41 One Design, suggests a new approach to all round sailing performance from the Danish yard. The lines of the Xp 44 incorporate the latest thinking in sailing design and equipment fit-out, packaged into a large (and luxurious) vessel with sufficient displacement – 8,650 kg light – to sail fast, and a long waterline length to smooth the lumps of offshore swells.

In fact, for an owner and family, or a short-handed racing crew, the Xp 44 is in my opinion the ideal length for a usable cruiser-racing yacht intended to regularly undertake long ocean passages and offshore racing campaigns. A smaller yacht has more issues addressing the swells and ocean chop, with less waterline and weight to smooth the seas and the hobby-horsing effect of smaller yachts adversely affecting average boat speed. Whereas, much larger yachts require more crew aboard to handle the larger sails aloft and all-round crewing pressures of a yacht greater than 50 feet or so.

Like so many X-Yachts around the world, the owners can never resist calling them a name including “X”. The first Xp 44, recently delivered into Australia is called “XS Moment” and given its home port is Newport on Sydney’s Pittwater, an equally apt name could have been “INXS”, as Sydney’s northern beaches are also the origin of the world famous Australian rock band.

The owner of “XS Moment” wasn’t shy on the options list either with “XS” being the operative word as he specified his ultimate personal X-Yacht. First among the options is a towering Southern Spars carbon mast and boom, supported by discontinuous rod rigging, reducing overall weight aloft and thereby further improving stability and the righting moment under sail. (A fractional double spreader alloy mast and boom are standard for the Xp 44). He also specified Hood Sails, featuring the latest high-tech Dimension Polyant D4 composite laminate sailcloth. For maximum

ease of controlling mast bend and thus sail shape, the owner equipped the yacht with a Holmatro electro-hydraulic backstay, although standard boats would normally be fitted with a manual Navtec backstay. The owner also opted for the deep 2.65 metre keel, rather than the standard 2.3 metre fin and bulb, for superior upwind sailing performance.

So, the big question – how does she sail, for an all-new design with that much top-end sailing tech on board?

When reviewing sailing yachts, it almost goes without saying that the day’s breeze, or lack thereof, can make or break an impression under sail. Well, on a perfectly clear day in Sydney with pressure an almost ideal 12 knots from the north, the conditions were heaven sent for sailing.

I was expecting a lot from the Xp 44, after all this was the very latest, highly specified 44-foot X-Yacht performance model, but my first, and lasting, impression was much more than I had reason to expect.

Sailing upwind in the prevailing



12-knot conditions we made a good 7.5 to eight knots of boat speed, even with the heavy headsail up rather than the lighter, more powerful genoa. We easily set into a comfortable groove at a true wind angle settling between 35 to 40 degrees, with a truly superb, light and positive feel through the twin carbon helm wheels. This is fingertip sailing at its finest.

Above 7.5 knots boat speed, the hydrodynamic flow over the fin provided assuring stability in both heel and direction, with steering within the optimal “groove” a breeze – so much so that the Xp 44 should make any skipper look, and feel, much better than he or she actually is!

Tacking was effortless and with that significant eight and half tonne (light) displacement, stability through every turn onto a new heading was pleasingly consistent

EXTREME COMFORT
Above: The saloon and nav station.
Left: The forward cabin.



and stable for helmsman and crew. Even so, for a 44-foot yacht the displacement is actually relatively light, providing good acceleration from the power provided by a 60m² main and 47m² 106% Genoa, while retaining class-leading stability from the deep keel below and lightweight carbon rig above.

As the breeze held around 12 knots all morning, we didn't see much more than sevens and eight knots upwind (albeit impressive), but we did accelerate briefly to double figures while bearing away and reaching at up to 150 degrees true, again remarkable performance for a large, luxury cruiser-racer in such moderate pressure.

Turning downwind for home, we hoisted a masthead asymmetric spinnaker, which attaches at the foot to a sturdy - and equally stylish - carbon bowsprit designed by X-Yachts so as not to need a bobsked support. True wind eased to 11 knots and boat speed on the square 180 degree run was around nine knots.

All the winches and deck gear are quality Harken and Spinlock brands, and a special feature that I particularly noted is all control lines are duplicated on port and starboard, making them adjustable on the prevailing tack. All winches are self-tailing and can be electrically optioned to make life a little easier, and a skipper-pleasing feature is the mainsheet system that leads under the deck to winches placed either side in easy reach of the helmsman.

Sailing inshore, with moderate breeze and minimal seas, the Xp 44 was hardly put under pressure during our sail, but the feel, feedback and ever-present stability provides reassurance that this confidence-

inspiring yacht would feel equally safe and secure offshore in the ocean swells and much more punishing pressure.

The yacht makes no obvious compromises in its sailing performance for its most comfortable, large interior, which features a spacious saloon and three-cabin arrangement, with two heads. A particularly clever touch I thought is the nav station that slides back so as to extend the saloon lounge to an additional bunk if required. Every amenity can be specified, including air-con and water-maker for long-range cruising, but the standard specification for the saloon, galley and cabins is luxuriously up to X-Yachts high standard.

For racing yachtsmen seeking one of the latest performance yachts on the market with more than a touch of luxury below decks, the Xp 44 is a strong contender as a finely honed, new cruiser-racer with a competitive IRC rating of 1.149. It promises exciting sailing performance for a 44-footer, and is capable on pure boat speed, let alone its rating, of upsetting quite a few of the current crop of comparable cruiser-racers; I would guess even some above fifty foot. And after all, Aussies and Kiwis love nothing more than punching above our weight!

At \$550,000 for the base boat (plus about \$100,000 of options on this particular highly-specified example) the Xp 44 is not inexpensive, but it does promise premium performance and great offshore yachting capability in a most comfortable, indeed luxurious, environment. And then, there is always that X-factor and undisputed pedigree of owning and sailing one of recreational yachting's greatest ocean thoroughbreds. ⚓
www.x-yachts.com

The Xp 44 is capable on pure boat speed, let alone its rating, of upsetting quite a few of the current crop of comparable cruiser-racers.



SPECIFICATIONS	XP 44
DESIGNER	James Day / X-Yachts
HULL LENGTH	13.29 m / 43.60 feet
LWL	11.89 m / 39.01 feet
BEAM	4.07 m / 13.35 feet
STANDARD DRAFT	2.30 m / 7.55 feet
DEEP DRAFT	2.65 m / 8.69 feet
BALLAST	3,850 kg
DISPLACEMENT	light 8,650 kg
ENGINE	diesel 40 HP
WATER TANK	400 Litre
FUEL TANK	200 Litre
MAIN SAIL	59.6 m ² 642 feet ²
GENOA	106% 47.2 m ² 508 feet ²
SPINNAKER	170 m ² 1830 feet ²
PRICE	from AU\$550,000

I never met Ely, but he sounded like a pretty neat guy and I followed his career more from a distance. After WWII, he worked his way up to become president of the world's largest fabric companies, Burlington Industries. That's impressive, but it says a lot about the man when he chucked it all, moved to Southern California, and started a winery. I liked his style

It occurs to me that the International Sailing Federation should do for sailing what Callaway did for golf. There are 89 Rules of Sailing, and I think there should be an unofficial Rule 90: Have Fun.

The fact of the matter is that sometimes we get so bogged down in the details that we lose sight of the concept. The point of sailing, whether it's racing or cruising, is to get out on

even necessary – for the America's Cup, the Olympics or around-the-world races but, hey, leave it on the dock when you go out for a weekend regatta. For those who seem to have trouble differentiating between the America's Cup and a beer can series, it's definitely time to invoke Rule 90. And if they can't conform to Rule 90, then someone should tactfully suggest that they take their sailing elsewhere, because most sailors are devoted to upholding Rule 90.

WAYS TO MEET RULE 90

Having a good stereo is a start, but you also need a bunch of either Sixties rock 'n roll or Jimmy Buffett tunes. Even those who claim to hate Jimmy Buffett always seem to loosen up after a few renditions of "Cheeseburger in Paradise".

Don't sail with the same people all the time. Take a bunch of new friends sailing Saturday after the regatta and show them how great it can be on a balmy evening with a warm breeze and the sails ghostly against the stars overhead.

Make it a point to introduce the kids of your non-sailing friends to sailing. The ear-to-ear grins when they hold the tiller is worth the price of admission, and it's the very definition of Rule 90.

Chill out about everything. Yes, powerboat wakes are irritating and, yes we all secretly put the schooner captain on our short list of modern heroes when he fired a warning shotgun at a jetskier who was circling his boat like a gas-powered no-see-um. Let it all go. Take a deep breath, and exhale slowly. You're sailing. All is right with the world. Rule 90 is in effect.

That applies to those skippers who keep their crews hopping, even when just daysailing, constantly trimming everything in or out an inch or two. Trust me: no one ever died from a slightly luffing jib. Most of the time, it's just a temporary shift. If not, remember Rule 90 and before you make everyone put down their drinks and snacks to crank the sheet in a couple of inches, just head off a bit and fill the sail yourself.

So that's Rule 90. It's such a simple rule that it can't be misunderstood. Have Fun. It's what sailing is all about. I wouldn't be surprised if Ely Callaway is up there in the clouds right now, suggesting to someone that there really should be an Eleventh Commandment. Wherever you are Ely, thanks for reminding us to enjoy life. †

ELY AND THE RULES OF LIFE

ELY CALLAWAY PASSED AWAY A DECADE AGO BUT BEFORE YOU CAN ASK "WHO?" LET ME SAY THAT HE HAD NOTHING – AND EVERYTHING – TO DO WITH SAILING. IN FACT, I DON'T KNOW IF HE WAS EVER ABOARD A SAILBOAT BUT I BET HE WOULD HAVE LIKED IT A LOT. BY CHRIS CASWELL.

immediately.

An avid golfer, Callaway was both the founder and the driving force (no pun intended) behind Callaway Golf Company, which soon became the world's largest manufacturer of golf clubs. That's no small achievement of course but it was his attitude toward the sport of golf that should endear him to sailors.

In the golf rulebooks, there are 34 Rules. Callaway will always be remembered for creating unofficial Rule 35: Enjoy The Game.

He built his company on golf balls that went farther and golf clubs that hit harder and both, to this day, irk the golfing establishment. Many of his products are outlawed on the pro golf circuits but that never stopped him. He wanted the average duffer – the weekend golfer – to have more fun, and if that meant creating a golf club that allowed him to drive the ball farther down the fairway than golfing associations thought appropriate, then so be it. Callaway even named a line of his golf balls after his theory: Rule 35's.



the water, feel the wind on our faces, enjoy a dollop of spray, and bring along family and friends so they can enjoy it too. A great day on the water is marked by white sunglass stripes on your temples against the ruddy glow of your skin, tangles in your hair (for those of you with hair!) and a general feeling of euphoria.

Bills to be paid, lawns to be mowed, and all the other workaday "musts" drift away in your mind like the bubbles of your wake.

Racing has gotten pretty serious, winning has become all-important, and some skippers will go to any length to pick up the silverware. They import professional talent who may not actually touch the helm, but who certainly make it clear which way to go and how to trim the sails. They spend small (and large) fortunes on gear to give them that 'Nth' amount of speed edge, and they make the whole process of sailboat racing as 'un-fun' as possible. Protests are used as battering rams to hammer other skippers into submission, and the spirit of friendly competition becomes a laughable phrase when winning is the only goal worth achieving.

That attitude may be fine – perhaps



With more than 40 years as a award-winning boating journalist and as a former editor of both *Yachting* magazine and *Sea*, Chris Caswell is a well-known racing sailor in the USA with silverware in everything from Lasers to ocean racers. The author of six books on boating, Caswell is a dedicated sailor who says he's owned more boats than he wants either his banker or his wife to know about.

Winning Ways

TWO-TIME VOLVO OCEAN RACE WINNER AND FORMER ISAF ROLEX WORLD SAILOR OF THE YEAR MIKE SANDERSON ALWAYS RACES TO WIN. HERE THE SKIPPER OF THE TEAM SANYA CAMPAIGN GIVES HIS TOP TIPS ON LEADING FROM THE FRONT.

1. BOAT-SPEED. Number one for sure is that racing yachts is all about boat-speed, how fast you can make the boat go through the water. This may seem obvious, but to give you an example, the year we won the World match Racing Tour with Peter Holmberg we spent more time than anyone else actually working on making the boat go fast, there is nothing that makes winning match races quite as easy as having a speed edge!

2. BOAT PREP. This all leads from point one, 90% of your chance of winning will have been done before you leave the dock – that is a big percentage!

3. TEAMWORK. The guys that do the winning have worked out how to get the very best out of all the individuals that they have on their team, it is very



easy for a Skipper to make his crew look very ordinary and then blame them for the mistake, the smart sailor will have worked out what it takes to get the boat around the track the quickest with the “resources” they have.

4. KNOW THE RULES. Both the Racing Rules of sailing and the rules of the class of boat you are sailing, there are many opportunities to gain places often around the track from knowing your rights, less important for offshore sailing but then offshore it is very important to know your rules for the type of boat you are sailing and to really understand what you can and can't do to increase boat-speed.

5. ENJOY YOURSELF AND MAKE IT FUN. People who have their “chins up” and whose confidence level is high will always perform better, as a leader that is your role, gone are the days where the Skipper shouts orders from the back of the boat, get amongst it, lead by example, sponge the bilges, be on the bow for some of the sail changes, you work hard for the crew and they will work hard for you... Keep the spirits high and you will have a happy and successful team. ⚓

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has been First Class Constable Scott Dunn, one of the most experienced members of the Tasmanian Water Police. For the past 15 years he has been skipper of *Vigilant*, the fine-looking flagship of what is now the Marine Division of Tasmania Police.

Vigilant, an impressive craft with a hull of Huon pine designed and built specifically for the Tasmanian Water Police, celebrated the 40th anniversary of its launching just two days before Scott Dunn retired from the force after more than 38 years, the past 25 years or so with the Water Police. However, Scott has already raised his hand to be one of the Royal Yacht Club of Tasmania's volunteers involved in finishing the 2011 Rolex Sydney Hobart.

Scott and I had a chat about his own long and distinguished record and that of *Vigilant*, overlooking the vessel's berth at the Motor Yacht Club of Tasmania at Lindisfarne, looking down river to the Tasman Bridge.

"She was out on the river escorting the line honours boat up the river right from the time she was launched and I've seen some 25 finishes to the Sydney Hobart from aboard *Vigilant*," Scott said. "We've seen some very close finishes and some drama, too, when a couple of over-zealous media boats collided, but I think we have things pretty much under control these days."

Scott recalled some of the other more dramatic times in which *Vigilant* and he had been involved.

"She was the first official boat on the scene after a ship hit the Tasman Bridge with devastating results in January 1975, and we were also involved in the Franklin Dam blockade," he said. "*Vigilant* has travelled more than 160,000 nautical miles since being commissioned; that's eight times around the world."

The Tasmanian Water Police gained international recognition in 2004 when another of their vessels, the *Van Diemen*, went to the rescue of the crew of the maxi yacht *Skandia* after it lost its keel and capsized. Many other disabled yachts have also been towed into port by police boats along the Tasmanian east coast.

For this year's Rolex Sydney Hobart, the water police from New South Wales and Tasmania will again be on alert as the big fleet sails south, with the NSW police boat *Nemesis* heading south to Eden, *Van Diemen* on station at Lady Barron on Flinders Island and the *Vigilant* escorting the line honours winner up the River Derwent. ⚓

VIGILANT EYE ON THE FINISH

JUST LIKE THE START, THE FINISH OF THE ROLEX SYDNEY HOBART YACHT RACE OFTEN HAS ITS DRAMATIC MOMENTS, BUT THE TASMANIAN WATER POLICE KEEP THINGS WELL UNDER CONTROL, WRITES PETER CAMPBELL.

The River Derwent was a lonely and chilly waterway on the night of January 1st 1946. Almost every Hobartian was ashore, enjoying a late party or having an early night after the New Year Celebrations.

Out of the darkness down the river emerged the navigation lights of the small yacht *Rani*, leading home the fleet of nine yachts in the inaugural Sydney Hobart after more than six days and 14 hours at sea.

A group of local yachties driving along the foreshores of Hobart spotted the nav lights, assumed (correctly) it was *Rani* and took a launch out to greet the winner – and present skipper Captain John Illingworth RN with a bottle of whisky.

Since that warm welcome 66 years ago Hobartians have turned out, frequently in their thousands, to greet the line honours winner of the Rolex Sydney Hobart. Most of them are lining the shores of Sullivans Cove but each year hundreds get out on the

river to escort the winning boat to the finish line off Castray Esplanade.

This year, no doubt, will see another huge escort for the line honours winner as it powers up the river, and with the increasing number of pleasure boats, from tinnies to ferries with a jazz band aboard, along with the speed of the super maxis, careful co-ordination of the finish is essential. Things are reasonably good when it's a near straight line course up the river, as it was with *Wild Oats XI* last year, but when several tacks have to be made it can end up becoming more complicated. Night finishes add to the risk of collisions.

For several years there has been an exclusion zone from White Rock to Castray Esplanade for private and charter motor vessels and private yachts, to keep them well clear of the leading racing yacht, with a wide berth on either side and with no vessels allowed in front of the race leader.

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First Class Constable Scott Dunn of the Tasmanian Water Police with his trusty launch *Vigilant* in Hobart.

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RACES AND REGATTAS

KEEP TRACK OF THIS SEASON'S IMPORTANT EVENTS WITH
OFFSHORE YACHTING'S CALENDAR.

INTERNATIONAL DATE COUNTRY

DECEMBER

Wirth Munroe Memorial Ft. Lauderdale to Palm Beach Race	2 Dec	Palm Beach, FL, USA
USA Junieur Olympic Sailing Festival	3-4 Dec	Jensen Beach, FL, USA
60 Trofeo Ciutat de Palma	4-6 Dec	Palma de Mallorca, Spain
Extreme Sailing Series – Act 9	9-11 Dec	Singapore
US Sailing Small Boat Lvl 1 Instructor Course	17-20 Dec	San Diego, CA, USA
US Sailing Boat Lvl 2 Coach Course	17-18 Dec	Honolulu, HI, USA
Orange Bowl International Youth Regatta	26-30 Dec	Miami, FL, USA
US Sailing Small Boat Lvl 1 Instructor Course	27-30 Dec	Jensen Beach, FL, USA

JANUARY

2012 Paper Tiger National Championship	1-6 Jan	New Zealand
A-Class Catamaran National Championships	10-13 Jan	New Zealand
2012 IFDS Combined World Disabled Sailing Championships	8-16 Jan	Punta Gorda, FL, USA
National Sailing Programs Symposium	11-14 Jan	Long Beach, CA, USA
J/105 Midwinters / Key West Race Week	16-29 Jan	Key West, FL, USA
J/80 Midwinters / Key West Race Week	16-20 Jan	Key West, FL, USA
Quantum Key West Race Week 2012	16-20 Jan	Key West, FL, USA

FEBRUARY

The Bay Regatta - Phang Nga	1-5 Feb	Phuket, Thailand
The Neptune Regatta (Equator Race)	1-5 Feb	Singapore
Charlotte Harbour Regatta	2-5 Feb	Charlotte Harbour, FL, USA
J/24 Midwinters	11-15 Feb	Tampa, FL, USA
RORC Caribbean 600 Race	20 Feb	English Harbour, Antigua
J/22 Mardi Gras Regatta	22-26 Feb	New Orleans, LA, USA
Mardi Gras Race Week	23-26 Feb	New Orleans, LA, USA
Subic to Boracay Race – Boracay Cup Regatta	24 Feb-3Mar	Manila, Philippines

MARCH

St. Maarten Heineken Regatta	1-4 Mar	St. Maarten, Netherlands Antilles
Regatta Copa Mexico	2-10 Mar	Puerto Vallarta, Mexico
Bacardi Miami Sailing Week	5-12 Mar	Miami, FL, USA
NWSA Diesel Engine Workshop for Women	10-11 Mar	Middleboro, MA, USA
Sam Doehp Sperry Top-Sider NOOD	17-19 Mar	San Diego, CA, USA
St Barths Bucket Regatta	22-25 Mar	Gustavia, French West Indies
International Rolex Regatta	23-25 Mar	Cowpet Bay, St Thomas, U.S.V.I.
BVU Spring Regatta and Sailing Festival	26 Mar-1 Apr	Tortola, British Virgin Islands
PIMEX: Phuket International Marine Expo	29 Mar-1 Apr	Phuket, Thailand

APRIL

Les Voiles de Saint Bath	2-7 Apr	Gustavia, St Barthelemy
Rolex China Sea Race	4 Apr	Hong Kong
Easter Laser Rehatta	7-8 Apr	Austin, TX, USA
Subic Bay Commodore's Cup	10-14 Apr	Philippines

AUSTRALIA	DATE	CLUB
DECEMBER		
Blue Water Pointscore Race	3 Dec	CYCA
Grand Thornton Short Ocean & Ocean Pointscore races	3 Dec	CYCA
Rolex Trophy Series – One Design	9-11 Dec	CYCA
SOLAS Big Boat Challenge	13 Dec	CYCA
Rolex Trophy Rating & Passage Series	15-18 Dec	CYCA
Rolex Sydney Hobart Yacht Race	26 Dec	CYCA
Australian Laser Championships	27 Dec-4 Jan	RQYS

JANUARY

Pittwater Coffs Harbour Race	2 Jan	RPAYC
Australian Laser Youth Championships	6-11 Jan	RQYS
Festival of Sails – Victoria Week	21-29 Jan	RGYC
176th Australia Day Regatta (SSI)		
City of Sydney Cup	26 Jan	CYCA

FEBRUARY

Ocean Pointscore - Port Hacking Race	4 Feb	CYCA
Milson Memorial Cup	11 Feb	RSYS
Etchells National Championship	11-14 Feb	RPAYC
Etchells World Championship	16-25 Feb	RPAYC
Institute of Chartered Accountants (ICAA) Regatta	17 Feb	CYCA
Marinassess Womens Match Racing Regatta	18-19 Feb	YSA
Ocean Pointscore Race – Sydney to Newcastle	18 Feb	CYCA
Grant Thornton Short Haul Race		
Sydney to Pittwater Return	18, 19 Feb	CYCA
International Women's Match Racing Regatta – ISAF Grade 3	22-26 Feb	CYCA
Grant Thornton Short Ocean Race	25 Feb	MHYC

MARCH

Grant Thornton Short Ocean Race	3 Mar	CYCA
Farr 40 Australian Championships	3-4 Mar	RSYS
Australian Laser Championships	5-8 Mar	RQYS
Audi Sydney Harbour Regatta	9-12 Mar	MHYC
Laser World Championships	12-19 Mar	RQYS
Ocean Pointscore – Lion Island Race	17 Mar	CYCA
Property Industry Regatta	23 Mar	MHYC
Grant Thornton Short Ocean Race	24 Mar	MHYC
Mount Gay Rum Top Jocks Regatta	31 Mar	CYCA

APRIL

64th Brisbane to Gladstone Race	6 Apr	QCYC
Melbourne to Port Fairy	6 Apr	ORCV
Access Class Combined World & Int'l Champ	7-13 Apr	MHYC
Sail Port Stephens	16-22 Apr	CPSC

MAY

2012 Double Handed	6 May	ORCV
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JUNE

Sail Noumea	2 Jun	RQYS
Etchells Australasian Winter Championship	7-10 Jun	MYC
Laser Radial Youth World Championship	1-7 Jul	RQYS
Laser Radial Mens World Championship	11-17 Jul	RQYS

JULY

Laser Radial Youth World Championship	28 Jun	RQYS
Asia Pacific Championship	20-25 Jul	RQYS

To have your event added to the calendar please email aknoblauch@oceanmedia.com.au



Xscape is a beautiful example of an X-50. The boat has been configured for fast, safe and comfortable cruising and the occasional race, finishing second on IRC in the recent Darwin to Ambon Race. Launched in 2008 and in as new condition, Xscape is the perfect yacht for a discerning yachtsman who appreciates design and quality. Contact Andrew Parkes for a detailed prospectus. Price on application.

X-50



Matrix is an X-41 One Design launched in February 2010. She's been configured for regatta racing and has a comprehensive list of extra's. The boat was launched with a complete sail inventory and also comes with a new mainsail, code 1, 2 and 3 jibs that have done one regatta. Full B&G instrumentation and AYF Cat 3 safety mean this is a turnkey yacht ready to race under IRC or One Design. Contact Andrew Parkes for a detailed prospectus. Price on application.

X-41

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