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MARKING A MILESTONE 75 YEARS

From the famous race in 1946 when the first females took part, we now celebrate 75 years of female participation

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COVER PHOTOGRAPHY

Matt Allen and his crew on Ichi Ban claimed the Tattersall Cup for the second time in three years. Credit - ROLEX/Studio Borlenghi

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COMMODORE NOEL CORNISH AM

At the helm

We're now getting closer to the ten-minute gun and everything seems to be lining up for a clean start.



Dear Members,

A fleet that has surpassed our initial expectations and is comprised of many of Australia's greatest racing yachts will soon head out from Sydney Harbour, turn right at the Heads and once more battle south down the NSW coastline and across the notorious Paddock to Tasmania & the potential vagaries of Storm Bay and the Derwent.

It is a year where we will look back to celebrate 75 years of women's participation in the Sydney Hobart Yacht Race and to acknowledge the great legacy that these outstanding trailblazers and acclaimed sportspeople have built to inspire both current and future generations of sailors.

2020 will also see the introduction of a new Two-Handed division to the Race. Comprising over 20% of the fleet in its inaugural year, the division has enormous potential to help grow offshore sailing within Australia and to provide an opportunity for more international competitors to participate.

It is hard to describe how high the anticipation is within the Club now

that we are so near to sending off yet another Rolex Sydney Hobart Yacht Race on Boxing Day.

And it's a feeling that seems to be shared by everyone we speak to. Perhaps there is some truth to the idea that we only truly appreciate how much things mean to us when they are threatened.

“
It is a year where we will look back to celebrate 75 years of women's participation in the Sydney Hobart Yacht Race
”

It is almost unthinkable that the Great Race, so steeped in history and tradition, might not have taken place in 2020. But for so many months, this was a very real possibility.

We are extremely thankful for the understanding, enthusiasm and support shown to the Cruising Yacht Club of Australia this year by our

members, partners, competitors, media and the broader sailing community, as well as to our close friends at the Royal Yacht Club of Tasmania, the Governments of New South Wales and Tasmania and the many local councils and agencies that we worked with all year long. It would not have been possible without you.

Similarly, we recognise the huge contribution that our staff and volunteers have tirelessly made to help bring the reality of another Rolex Sydney Hobart to fruition.

Our sincere thanks.

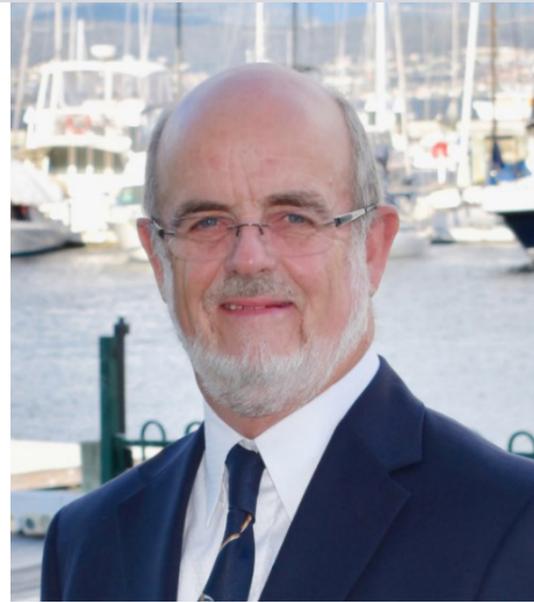
The 76th Rolex Sydney Hobart Yacht Race, an event deemed by so many sailors around the world as one of the most challenging and rewarding blue water classics on the annual calendar, will look a little different on land this year. COVID-19 has necessitated a reworking of many of the usual social and logistical activities that we have come to expect.

But it is going ahead. The tradition continues!



COMMODORE RYCT RICHARD BEVAN

2020 - a Year to Remember!



The 2020 Rolex Sydney Hobart Yacht Race – the 76th edition, celebrating 75 years of women competitors and a new two-handed Division.

As we all basked in the glory of last year's very successful 75th Edition of the Rolex Sydney Hobart Yacht Race, CYCA incoming Commodore Noel Cornish and I pondered on how we could make the 76th Edition just as memorable as the 75th Edition.

Celebrating the 75th anniversary of women competitors and the new two-handed division were certainly on our radar, but I don't think anyone could have predicted that we would also be dealing with a global pandemic.

As 2020 progressed, borders between the Australian states slammed shut, creating a high degree of uncertainty about whether we would have a race at all this year.

Very pleasingly the CYCA and RYCT stuck to their guns, and as the COVID-19 restrictions finally started to lift, so did our collective spirit in planning for the 2020 Rolex Sydney Hobart Yacht Race to proceed.

From an on-water perspective the race from the start gun to the finishing box will be pretty much as normal, but the pre- and post-race arrangements will, by COVID-19 necessity, be quite different.

2020 marks the 75th anniversary of women competitors in the race. From just two women competitors in 1946, numbers have continued to grow, including all women crews,

demonstrating that diversity is alive and well in the sport of sailing.

2020 also sees the inaugural Two-Handed Division which is sure to create a huge amount of interest.

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

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

Sadly, but by necessity, the Hobart dockside arrangements will be quite different to previous years.

After yachts have crossed the finish line there will be changed practices in berthing boats and

before crews can disembark to allow for the appropriate health checks to be made. We ask for your understanding and support for the required health check requirements.

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

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

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

While the docks may be unusually quiet this year, our RYCT Clubhouse will certainly be open for business. The Club is just a 5 minute taxi ride from the docks; come on down, we'd love to see you!

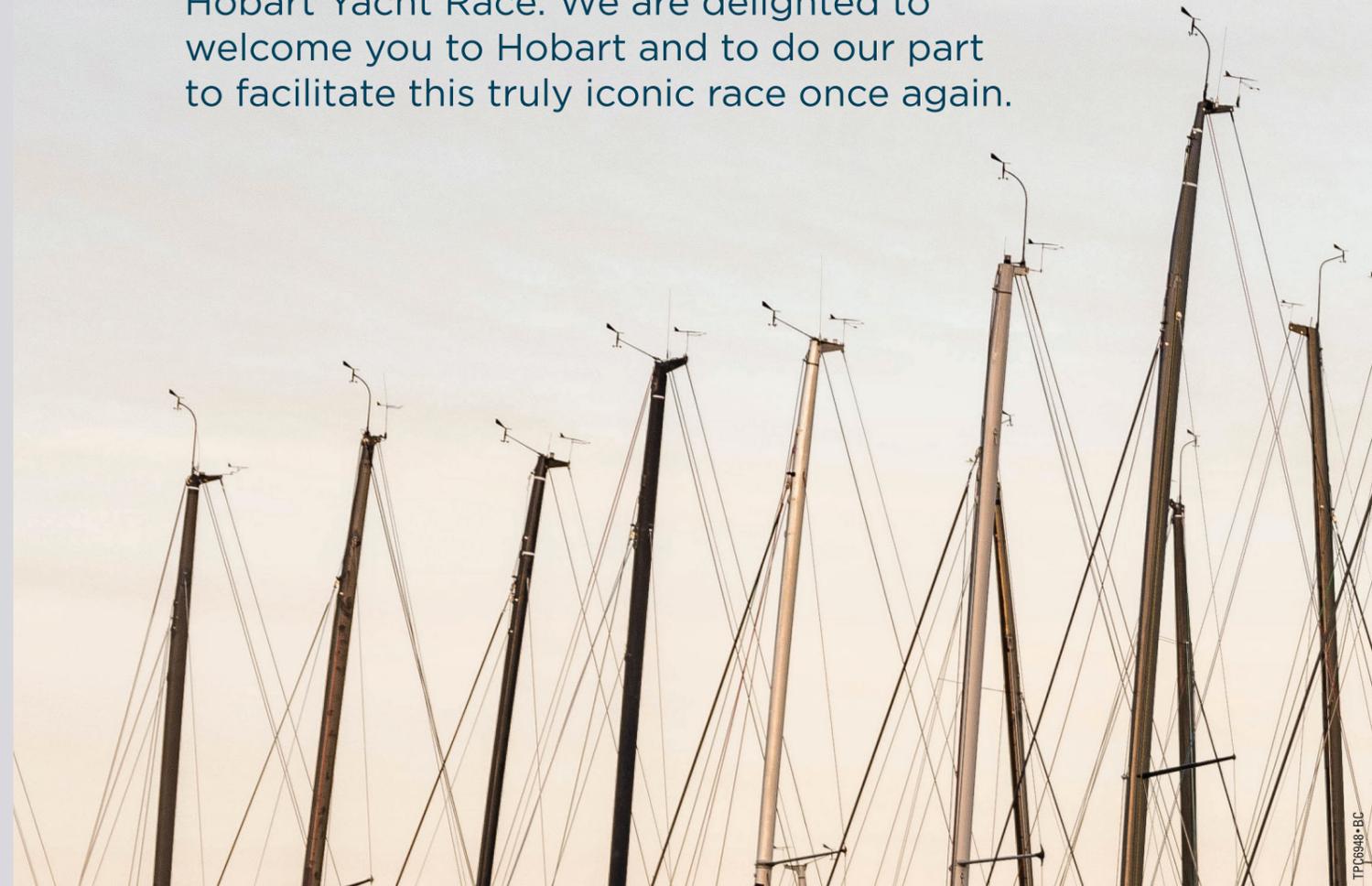
Finally, I would like to acknowledge our close working relationship with CYCA Commodore Cornish and his team as we have worked together to ensure delivery of another world class event.

See you in Hobart!

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InfoTrack bags treble in Cabbage Tree Island Race



In what was considered unfavourable conditions the 100-foot super maxi was unstoppable.

If the events of 2020 dampened any memories of grand-prix yacht racing on Sydney Harbour, the Audi Centre Sydney Blue Water Pointscore Cabbage Tree Island Race start has brought them flying back in truly spectacular style.

After 180 nautical miles and starting in front of a glowing sunset and Sydney skyline, Christian Beck's super maxi InfoTrack revealed impressive form bagging the elusive 'treble' by claiming line, IRC and PHS honours.

Even more impressive though, the team were able to score the treble in light conditions which are widely considered to favour their super maxi rival, Peter Harburg's Black Jack.

"While I unfortunately wasn't on the boat for the race it was a great opportunity for me to see how the team went without my wisdom and guidance," joked InfoTrack owner Christian Beck.

"They actually went much better!"

After a textbook start off Point Piper, InfoTrack held off Black Jack the whole way down the Harbour before the lighter, skinnier RP100 slipped past just before Sydney Heads.

The pair were never far apart from there, Black Jack making it to the Cabbage Tree Island turning point first with InfoTrack less than one nautical mile behind. As the breeze began increasing behind them for the leg home, InfoTrack was able to reel in their rival, passing them off Lake Macquarie and holding that advantage all the way to the Rushcutters Bay finish line.

"The crew were happy to be holding onto Black Jack," said Beck.

"When the wind came in later in the race, the team had the boat ready and were going fast."

With good breeze for the duration of their race, the super maxis posted fast times which sent them straight to the top of the handicap leader board. The wind eased as the race continued for the smaller boats though and InfoTrack retained their place, claiming IRC and PHS Division 1 victories. Black Jack also held onto the ORCi Division 1 crown.

The race was somewhat of a David and Goliath affair – while the big end of town cleaned up in Division 1, the smallest boat in the fleet similarly wiped the floor in Division 2.

Shane Kearns' S&S 34 White Bay 6 Azzurro is no stranger to the top of the table with two Noakes Sydney Gold Coast Yacht Race overall victories and multiple Rolex Sydney Hobart Yacht Race divisional victories to their name. This race was no exception as the team took home IRC, ORCi and PHS Division 2 wins.

The trail-blazing two-handed racer Rupert Henry and his J/65 Burning Palms also sailed a stellar race claiming Two-Handed line and IRC honours. Jiang Lin's X 43 Min River were Two-Handed ORCi champions and Chris Canty's S&S 39 Galaxy III took home Two-Handed PHS.

With the lead-up races of the Audi Centre Sydney Blue Water Pointscore now complete, the focus now shifts to Race 5 of the pointscore, the Rolex Sydney Hobart Yacht Race. After showing great form in varied conditions, InfoTrack will be looking to replicate this performance come Boxing Day.

"We've got a team who haven't all sailed together before and we've got a lot more practice to do before the Rolex Sydney Hobart," said Beck.

"I predicted Black Jack to be the favourite, but when we do well in the light wind that's very helpful. I wouldn't have predicted us to win this race!"

"The crew have done a great job, I'm very impressed with how they raced on the weekend. It was a great result for us, we're very happy with it".

The full race results for the Audi Centre Sydney Blue Water Pointscore as well as news, images and videos are available on the official website bwps.cyca.com.au



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InfoTrack is king of the Harbour

It was a spectacular Grinders Coffee SOLAS Big Boat Challenge raising awareness for the CYCA Safety of Life at Sea Trust – writes Rupert Guinness

Sydney Harbour was set alight as some of the largest entrants in the Rolex Sydney Hobart Yacht Race fleet battled it out and sized each other up before the final two weeks of preparation before they meet once again on Boxing Day.

Not just competing, the entrants are racing to raise awareness and funds for the Cruising Yacht Club of Australia's (CYCA's) Safety of Life at Sea (SOLAS) Trust. The SOLAS Trust was established following the tragic loss of six lives in the 1998 Sydney Hobart Yacht Race, with Past Commodore, Sydney Hobart veteran and highly-respected Member David Kellett AM the Chairman of the Board. The Trust assists with providing assistance to search and rescue operations, providing immediate help to families of those lost at sea during Australian Sailing sanctioned races and fosters research and training to improve procedures and equipment for use at sea.

InfoTrack owner Christian Beck and his crew continue to firm as the ones to beat for line honours in this year's Rolex Sydney Hobart Yacht Race after they produced a near-perfect performance to win the 2020 Grinders Coffee SOLAS Big Boat Challenge.

Just don't try telling InfoTrack's Tony Mutter that. He will flatly reject the notion.

InfoTrack was first across the line in 52 minutes, 35 seconds. In second place was Peter Harburg's Black Jack from Monaco in 53 minutes, 29 seconds. Third was the David Griffith-owned Whisper in 1 hour, 5 minutes, 59 seconds, while fourth was Sean Langman's Moneypenny in 1 hour, 7 minutes, 22 seconds.

Moneypenny twice had issues with their spinnaker allowing the smaller Whisper to sail through her on the second lap of the course.

But when asked if this and other recent race wins had a bearing on their Rolex Sydney Hobart odds, InfoTrack's Mutter said: "We obviously like where we have been going so far.

"But no, the answer is no. We know that we have an incredible competitor in Peter [Harburg] and Mark [Bradford, Black Jack skipper]. We think it is going to be a real hard ask for us to beat them to Hobart. It is going to be one hell of a match race."

Pressed on his crew's confidence for the Rolex Sydney Hobart after the win, Mutter said: "It's a great feeling for the team. It reinforces all the hard work that the guys have been doing. But we can't let it go to our heads. Their team is an immaculately prepared team and we are somewhat different. We just don't have the resources to emulate that.

"We have enough stuff to be able to compete with these guys. If we get the right conditions, we are in with a chance. We are just hoping we get at least a dead even wind speed. As you saw out there today, we had a fantastic race; and we had a fantastic race at Cabbage Tree with these guys within sight of one another which is always good. We're looking forward to the battle."

Asked about Mutter's view that Black Jack is better resourced, Bradford replied: "What both boats are running off the back of is, last year was a really, really competitive Hobart. I think both boats were prepared to a reasonably high level last year, and with this COVID thing, it was [about] digging back into the boat and getting out of the mothballs.

"The timing of that probably shows up in the appearance of it," he continued. "They have a pretty well-resourced team. We have a huge amount of respect for them. So, I would say no ... I don't agree with that."

While the spectacular Sydney Harbour race only had four entries, what it lacked in numbers it made up in excitement. InfoTrack and Black Jack were the only super maxis in the race to line up against two smaller boats, the JV62 Whisper and the Reichel/Pugh 69 Moneypenny.

The race started at 12.30pm in sunny conditions in a 12-15 knot southerly wind that increased to 15-20 knots. Black Jack jumped to an early lead over InfoTrack, the two super maxis quickly distancing the two smaller boats of which Moneypenny was the quicker of the two.

Black Jack held the lead racing downwind in a brilliant display of champagne sailing to the first mark at Manly. However, InfoTrack remained doggedly in touch and soon after the mark moved into first place. Heading upwind towards the city skyline,

InfoTrack consolidated her lead, then extended it turning the second mark at Shark Island and over a second lap to the Manly mark and back to Shark Island and the run to the finish near the Opera House.

The IRC results however favoured David Griffith's smaller 62-foot Whisper who claimed top spot and showed they certainly have the capabilities to pull their weight in the handicap standings.

For the InfoTrack crew it was the ideal sign-off on preparation for the Rolex Sydney Hobart that included an impressive line honours and overall win in the Cabbage Tree Island Race the week prior.

All the InfoTrack crew needs do now is stay healthy, happy and importantly hungry to make best of the opportunity that awaits them in the 628 nautical mile Rolex Sydney Hobart starting on Boxing Day. If they don't, they know very well that their rivals on Black Jack will be ready to pounce and win. 🏆

“
While the spectacular Sydney Harbour race only had four entries, what it lacked in numbers it made up in excitement.
”

2020 Rolex Sydney Hobart Yacht Race launch



In a room where seating was respectful of COVID-19 distancing, hand sanitiser stations were at the doors and journalists had been QR-coded on entry, there was certainly a keen sense of anticipation.

Sailing & other sports journalists starved for so many months for news about yachting events around Australia seemed appreciative to hear that the 76th Rolex Sydney Hobart Yacht Race was indeed going ahead on Boxing Day. The general atmosphere was incredibly warm and supportive.

David Kellett AM, Race Committee Chair, welcomed the group with an overview of the Great Race and provided an analysis of a fleet that exceeded all of the Club's original expectations. Across all divisions, the racing seemed to offer a high level of competitiveness with no obvious winners standing out.

Line Honours would likely be fought out by two Super Maxis, InfoTrack and Black Jack, though a number of yachts in the 70-80 foot range would in all likelihood be chasing these thoroughbreds all the way to Tasmania. Competition for Overall honours looked to be more widely open; possibly coming down to which of the entrants were most favoured by the weather conditions during the race.

Only two internationally-registered yachts would be competing this year (Black Jack, from the Principality of Monaco, and Guernsey's Maverick 49). Border restrictions and quarantining had made the return of many others too difficult.

Noel Cornish AM, Commodore of the Cruising Yacht Club of Australia, spoke further to the many challenges presented in 2020 - a year when so many other sports had been closed down or had been severely impacted by enforced restrictions.

Yes, there would of necessity be changes to many of the land-based social events and activities which normally surround the Race but the encouraging news was that the canon would once again be fired on Boxing Day.

Heartfelt thanks were extended to the many stakeholders who had made it all possible and to the Governments of both states. Particular mention was made for the assistance of the CYCA's long-term race partners, The Royal Yacht Club of Tasmania and to Rolex as Official Sponsor of the event and long-time supporter of ocean racing around the globe, represented on the day by Patrick Boutellier, General Manager, Rolex Australia.

Media was then treated to a lively and spirited discussion by a panel that included: Mat Alexander (2nd in charge on the army training vessel, Gun Runner), Christian Beck (owner of the Super Maxi InfoTrack), Wendy Tuck (co-skipper on Speedwell, competing in the new two-handed division), Matt Allen (owner of Ichi Ban, last year's Overall winner) & Rupert Henry (owner of Burning Palms, also competing in the two-handed division).

All had one thing in common. They strongly believed that it was important that they compete this year.

2020 will be remembered as the year that celebrated 75 years of women's participation in the Sydney Hobart Yacht Race and one that introduced Two-Handed Sailing as an entirely new and exciting division.

More importantly, and as the media who left the room seemed to fully appreciate, it was a year where the Rolex Sydney Hobart Yacht Race may not have been. And all were extremely thankful that it had overcome all of the challenges. ⚓

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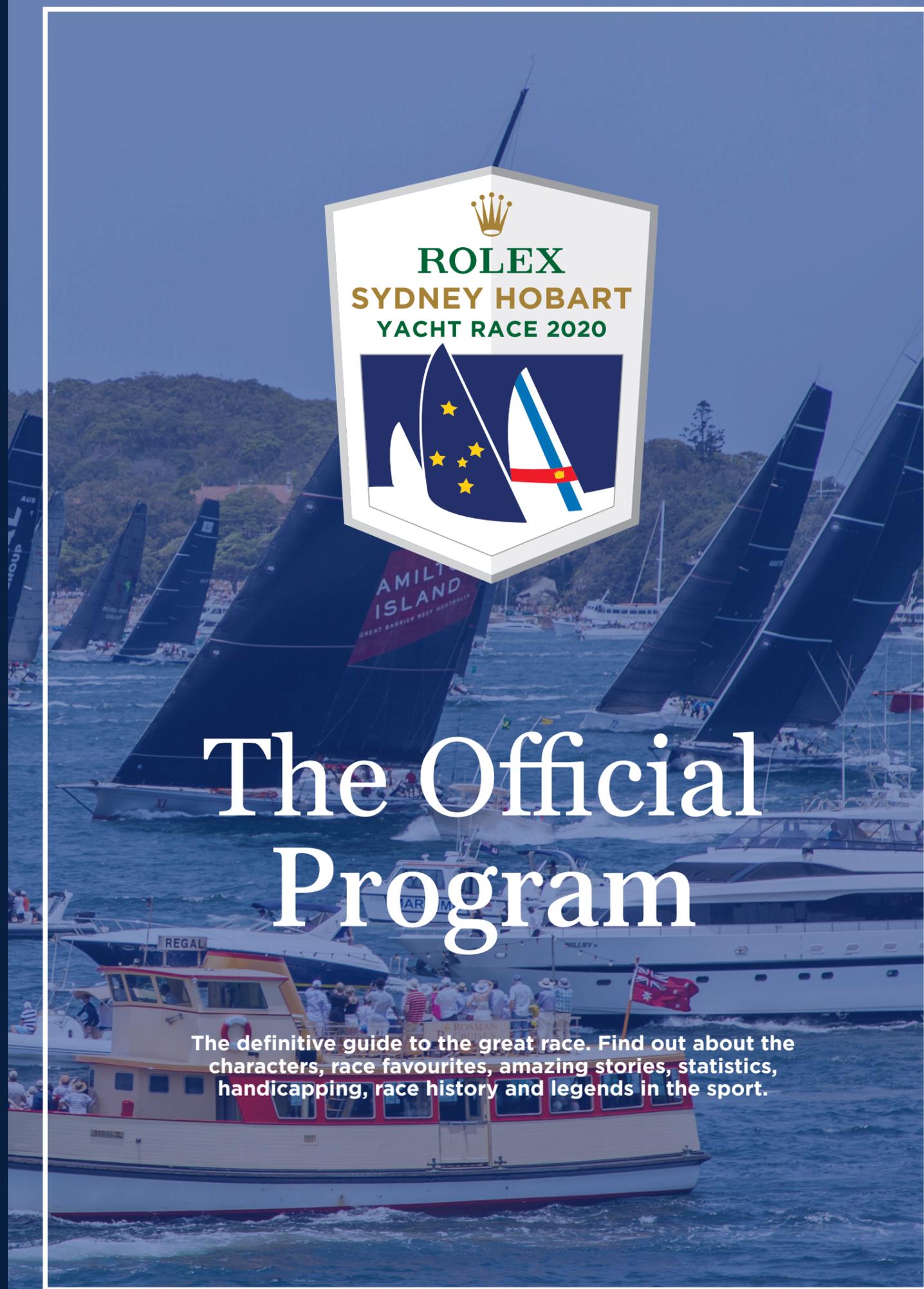
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The Official Program

The definitive guide to the great race. Find out about the characters, race favourites, amazing stories, statistics, handicapping, race history and legends in the sport.

THE GREAT RACE MARKS AN EXCITING END TO AN UNCERTAIN YEAR

Rupert Guinness takes you on a tour of the 2020 Rolex Sydney Hobart Yacht Race and what is in store for this year's 628 nautical miles

For all the uncertainty that has shrouded 2020, there is more than one bright certainty that the Rolex Sydney Hobart Yacht Race can provide followers of this year's 'Blue Water Classic.'

Cruising Yacht Club of Australia Commodore Noel Cornish AM says as much of the 76th edition that will start with an 76-strong fleet on Boxing Day at the end of a year so deeply marked by the global COVID-19 pandemic. "In this unusual climate we are pleased with the number and quality of the fleet," he said. "It will be as difficult as ever to win the Rolex Sydney Hobart Yacht Race and we have the new Two-Handed division, which adds another dimension to our blue water classic. In 2020, we are also celebrating 75 years of women in the race and have an excellent representation across the fleet to mark the occasion."

His summation sings of optimism that belies speculation at the height of the pandemic, when rumours were abound as to whether the 628-nautical-mile race would start or not; or if it did, what calibre of fleet and number would set sail at the 1.00pm start on Boxing Day.

Sure, there will be restrictions due to COVID-19 protocols on crowd access at the docks in Sydney where boats are moored before heading out for the race start. Likewise, in Hobart where they moor and festivities will be limited to new levels unaccustomed by usual race goers. But anyone who was forecasting doom and gloom for the Rolex Sydney Hobart Yacht Race should still think otherwise.

Race organisers, the Cruising Yacht Club of Australia - in collaboration with the NSW and Tasmanian Governments, and main race sponsor, Rolex - have triumphed in managing to still prepare for and hold the 2020 race despite COVID -19,

A Wide and Open Race

This year's Rolex Sydney Hobart Yacht Race is poised for a terrific battle for overall victory and the Tattersall Cup with the fleet including many past winners and record holders.

The same can be said about the race for line honours and the John H Illingworth Challenge Cup, despite only



Phil Turner's 2018 overall winner Alive.

two super maxis entering, with the record nine times winner Wild Oats XI from Sydney and SHK-Scallywag from Hong Kong absent due to COVID-19 restrictions, and last year's winner Comanche having been sold by owners Jim Cooney and Samantha Grant.

The two 100-footers entered are Christian Beck's InfoTrack and Peter Harburg's Black Jack.

Built in 2008 and designed by Juan Kouyoumdjian, InfoTrack finished fourth in 2018 and second behind Comanche last year and as Perpetual LOYAL won in 2016. The 2005 Reichel/Pugh designed Black Jack is one of two international entries. Black Jack is from Monaco and crossed the line fifth last year and won line honours as Alfa Romeo in 2009 when owned by Neville Crichton.

Modifications over time on both boats have ensured they remain fast yet maintain a little mystery of the unknown; including what both owners have been able to do in this disrupted year. What is known is that Black Jack is suited to lighter winds and InfoTrack stronger. Adding fuel to speculation, Beck, while

conceding his chances are now greater with only two super maxis in the race, is happy to steer race pundits towards tipping Black Jack as the favourite.

"We're very happy. The odds are probably better than we've ever had before. We're looking forward to it," Beck said at the Rolex Sydney Hobart Yacht Race media launch held at the CYCA in Rushcutters Bay in November. But then he added: "If you look at the numbers, we've raced each other the last three years. They've won two, we've won one."

"They're a better boat than ours. I'd happily swap their boat for ours. If I was putting a bet on, I would put a bet on them before us. We've probably got a chance of being first out of the heads, like last year. But to take line honours, I'd rather be in their shoes now."

However, the line honours race should not only be about two super maxis. In the right conditions, a 70 and 80-footers could be in the fray. Potential challengers include the NSW entrants the Jim Cooney and Samantha Grant-owned Volvo Open 70 Willow.

But even more exciting should be the open sea scrap for overall honours and the Tattersall Cup. It is set to be wide open. There is great depth and quality among smaller boats in the fleet with entries from NSW, Tasmania, Victoria, Queensland and South Australia. Likewise, among the crews there is vast experience and knowledge of the race.

Ichi Ban Chasing Third Win

So, there is much at stake, and much to hope for in this year's Rolex Sydney Hobart. The CYCA Commodore is not alone in having high expectations for this year's race.

Matt Allen, winner of the Tattersall Cup in 2017 and last year with his TP52 Ichi Ban, concurs. "It's been an incredible result to get 89 entries to date," said Allen, a Past CYCA Commodore and Immediate Past President of Australian Sailing and with Ichi Ban a 2020 race

favourite. "The confidence of the clubs and the confidence of Rolex and also the confidence of the Tasmanian and NSW governments to get a fleet that is probably twice the size, if not more, of what we were probably thinking

some months ago. It's a terrific reflection of the club, Rolex and everyone involved to get the fleet up to this stage and I think very exciting for this year's race."

Allen is up for a tussle. Ichi Ban will be one of seven TP52s, and is also bracing himself for challenges from other quality 50-to-70-footers and 80-footers such as Phil Turner's 2018 overall winner, the RP66 Alive from

Tasmania that was also sixth

on line honours last year. Meanwhile, among the NSW contenders are Willow, and Sean Langman's RP69 Money Penny, David Gotze's RP63 No Limit and David Griffith's JV62 Whisper.

“
But even more exciting
should be the open
sea scrap for handicap
honours and the
Tattersall Cup
”

An Ichi Ban win for the Tattersall Cap would still be a headliner. It would mark the first back to back win by a boat since Freya (1963-1965) and make Ichi Ban only the third three-time winner. Allen knows how to three-peat with Ichi Ban too. In January, at the Australian Championship in Hobart Ichi Ban won her division for the third successive year. "It's an enormous challenge for us and the crew to really get the boat ready," Allen says.

"It's been a difficult winter break for everybody. People haven't done as much sailing as in previous years. There's a lot of pressure on us. We quite enjoy the pressure and making sure we can improve the boat's performance year on year as much as we can. But we know in this year's race, like in any year, that you've got to beat the boats around you; and around that 50 to probably 70-foot mark you've got some of the best boats you'll find

anywhere in the world. And the weather Gods have got to be kind to you. We all know going into Storm Bay and the Derwent can be a real challenge. You might be looking good at Tasman Island, but you don't look very good because you've been becalmed in Storm Bay or the Derwent for a number of hours. You need a bit of everything and leaving nothing to chance."

In a race where weather patterns play such a large part and the verdict of who becomes the overall winner is not cast until there is absolute certainty, the smaller yachts can never be discounted either. Some to watch for include Greg Prescott's modified Farr 40 2 Unlimited and Ed Psaltis' (Midnight Rambler); Bruce Taylor's Caprice 40 Chutzpah from Victoria; Shane Kearns' S&S34 White Bay 6 Azzurro from NSW; and the Sydney 38s.



Sean Langman's new look Money Penny is ready to take on the challenge

75 YEARS OF WOMEN'S PARTICIPATION

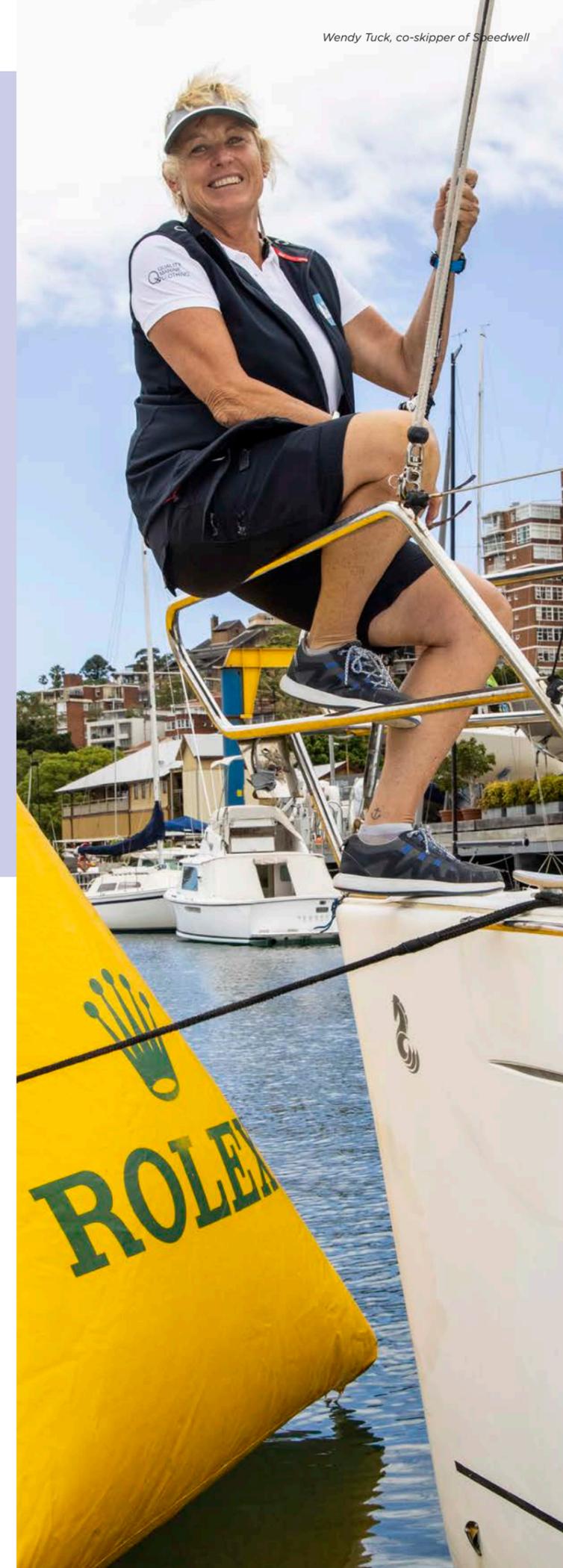
History will also be feted in this 76th Sydney Hobart with it marking 75 years of women's participation. In 1946, two women were in the 19 crews entered. They were Tasmanian Jane 'Jenny' Tate on Active that placed eighth overall and was owned by her husband Horrie, and Dagmar O'Brien on her husband Brian's Connella that retired. This ensured Tate's place in history as the first female to finish the race. To honour her and women's participation, the Jane Tate Memorial Trophy has been presented to the first female skipper to finish since 1994 with the first recipient being Teresa Borrell, skipper of Brightstone from New Zealand.

Much has changed since 1946. More than 1,000 women have since sailed in the Sydney Hobart, and the 75th anniversary of their debut will be accordingly honoured this year. Two women - Gail Harland and Sue Crafer - will fire the five minute and 10 minute warning signals before the historic replica start cannon is fired at 1pm by Bruce 'Gouldie' Gould, who crewed on 1970 overall winner Pacha, 1981 line honours winner Vengeance for her 1981 line honours win and Sovereign that won the 1987 line and overall crowns. Harland has sailed 22 times as a trimmer, including on the winning crew of First National that won in 2003. Crafer is well seasoned ocean racer with 15 Sydney Hobart races to her name.

The Two Handed Challenge

Adding interest to the 2020 Rolex Sydney Hobart will be the introduction of the two-handed division. The two-handed fleet will have their own line honours division, along with IRC, ORC and PHS. However, they won't be eligible for the Tattersall Cup. Nonetheless, the two-handed race should be thrilling one with the line honours favourite being Rupert Henry's J/65 Burning Palms, the NSW yachtsman will sail with friend Greg O'Shea who helped him sail his former yacht to a clean sweep of IRC, PHS and AMS wins, line honours and a new race record in the 2018 Melbourne Osaka Double-Handed Yacht Race.

Henry and O'Shea won't expect a challenge free sail to Hobart. Also eyeing the IRC prize will be Sydney's Wendy Tuck who, with Campbell Geeves, will sail the 9.9 metre Beneteau 34.7 Speedwell, the second smallest boat in the fleet, the smallest being the Army Sailing Club's Gun Runner, at 9.2 metres. Racing in the two-handed division will be new for Tuck. And the Sydney sailor does not underestimate the challenge that awaits her and Geeves, despite her credentials





Rupert Henry's two-handed entry Burning Palms taking on the Audi Centre Sydney Blue Water Pointscore Bird Island Race.

as a 13 times Sydney Hobart veteran, the only woman to win an around the world yacht race and one of only two people to twice win the Jane Tate Memorial Trophy.

Asked why she chose to race her 14th Sydney Hobart this year in a two-handed yacht, Tuck naturally cited the need to continuously challenge herself. But then she added with a smile that she will need to: "... stop walking after 33 feet or otherwise I'm going to get really wet."

With two in the crew, the sailing hours will be long and arduous, and ultimately sleep will be minimal - a scenario that she terms as: "Slangry - when you're sleepy, hungry and angry."

Another fancied two-handed entry is the Akilaria RC2, Sidewinder crewed by Tasmania's Rob Gough, a former windsurfing and Moth Masters world champion, and John Saul, one of only 44 finishers in the 1998 Sydney Hobart with his boat Computerland. Other interesting entries are James Murchison's Abracadabra, Rod Walton's Fontana, Chris Canty's Galaxy III and David Suttie's Pekljus of NSW and Queensland's Michael Lazzarini's Samurai Jack.

Of course, no Sydney Hobart is a real Sydney Hobart without the presence of so many of the varying yachts designs in the fleet. There is the oldest; that being Annie Lawrence and John Whitfeld's Solveig, the famous

Halvorsen 36 designed and owned by Trygve Halvorsen and built in 1950 by his brother Lars. Solveig was raced by Trygve and older brother, Magnus, five times from 1950, taking line honours in 1953 and placing second overall, and winning the race in 1954. For this year's Rolex Sydney Hobart, Lawrence and Whitfeld have stripped and fully restored Solveig.

There are also the most glamorous and popular yachts in the fleet, no matter their age, class or design. They are aspects that trigger such passionate discussion, especially with their connections to families and friends. Every follower has a favourite, from when they sail out at the start in full pageantry from Sydney Harbour, throughout the race and as the fleet sails south towards the Derwent River, to when they arrive in Hobart in their singular beauty.

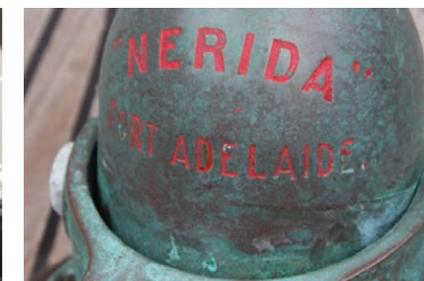
The Rolex Sydney Hobart Yacht Race is one of the world's toughest and most prestigious ocean races in the world, and it always delivers for some of the greatest racing to see. It also provides so many stories of human ability under pressure - even adversity - and for that, the great race will forever hold its place as one of the most iconic events in Australian sport.

This year's edition should remind us all of how and why. ⚓



Bow Caddy Media

Maintaining the spirit



For over 40 years, Noakes Group has been assisting yacht owners and crews in their quest to compete in and finish one of the world's great ocean classics - the Rolex Sydney Hobart Yacht Race.

Each year we see many famous yachts in our yard that have played their part in the history of this great race: *Kathleen Gillett, Morna, Josephine, Nerida, Fidelis, Kialoa II, Love & War* as well as many contemporary yachts that continue to build the race's colourful history.

Race preparation has always been the key. Noakes provides comprehensive skills from timber to carbon shipwright work, traditional to high-tech rigging and all facets of maintenance to ensure each yacht is well-equipped to succeed. And we understand from our own sailing experiences the rigours of this race and what is required to cross the finish line.

Noakes Group is proud to support a number of competitors in the 76th Rolex Sydney Hobart Yacht Race.

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HOW TO FOLLOW THE RACE



Your go to guide for finding all the action from this year's Rolex Sydney Hobart

THE START IN SYDNEY HARBOUR...



AT HOME

Live coverage of the start of the 2020 Rolex Sydney Hobart Yacht Race will once again be broadcast on Boxing Day through the Seven Network on 7Mate and will be available Live and On Demand via the 7plus app. Tune in from 12:30 and follow the battle as it begins in Sydney Harbour, through the heads and extends down the New South Wales Coastline.



ON THE WATER

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



FROM THE LAND

CYCA kindly asks spectators to please not gather along the foreshore of Sydney Harbour to watch the race. NSW Government's COVIDSafe guidelines remain in force, including a restriction on public outdoor gatherings to 100 people. You can keep up to date with the latest information on the NSW Government's COVID-19 latest news & updates page - <https://www.nsw.gov.au/covid-19/latest-news-and-updates>.



DURING THE 628 NAUTICAL MILES

For all your in-race coverage the official website is your one stop for all this Rolex Sydney Hobart. From daily updates, images, videos, tracking the fleet and more, you can find all you need in one easy place.

WWW.ROLEXSYDNEYHOBART.COM

SHORE SIDE ACTIVITIES

Find out all the changes for both Sydney and Hobart



After what has been a difficult year for us all, the Cruising Yacht Club of Australia (CYCA) is overjoyed to be able to conduct the 2020 Rolex Sydney Hobart Yacht Race.

CYCA's utmost priority remains the safety of our Competitors, Members, Guests, Volunteers and People. As such, there are a number of necessary changes this year to the shore-side aspects of the race which are listed below.

These changes have been made after detailed and ongoing consultation with all stakeholders including Governments, Health departments, Councils, Competitors, agencies, industry and more.

Happily, other than Competitors applying COVIDSafe protocols, there are no changes to the water-side aspect of the race. Competitors will once again line up across four start lines in spectacular Sydney Harbour, tussle for position as they race to the Heads, then turn south and hunker down for their 634-nautical-mile adventure to Hobart. We are very pleased to report the integrity and rich history of the Great Race remains intact for this 76th edition.

SHORE-SIDE CHANGES IN SYDNEY

- Access to the CYCA, before 0930hrs 26 December, is limited to holders of an Official Race Pass (Competitors, Support Crew, Officials, Volunteers, Contractors, Guests). This is to minimise mass gatherings and allow the competitors time for final preparations and access to their boats.
- To assist with the flow of crew being dropped off at the CYCA, Rushcutters Bay Park will be used as a drop-off zone for competitors.
- At 0930hrs, the Club will be open to Members and guests.
- Everyone is required to register via the QR codes at entrances which will be monitored by the Security Team.
- Although restrictions have been relaxed somewhat we still need to be observant of social distancing and as such there are still limitations as to numbers we can have within the Clubhouse (400) and on the Marina (1000).
- Although family and friends are welcome to the Club from 0930hrs we request that consideration is given to reducing the number of people on the marina.
- The official Spectator Vessel will depart from Kings Street Wharf to assist with reducing numbers on the Marina.

SHORE-SIDE CHANGES IN HOBART

- Similarly, to Sydney, there are changes to the shore side of the race in Hobart however we need to be conscious that each State Government has their own requirements and regulations and we need to ensure we meet both Governments expectations.
- Following the finish, each boat will be escorted to Murray Street Pier where they will be met by Biosecurity and TAS Health (or a TAS Health approved & trained representative) to complete health screening before proceeding to the dock for berthing.
- All competitors and support crew will require their Official Race Pass to access the marina, the Hobart Race Village, and Media Centre for the entire race period (27 December 2020 - 1 January 2021).
- There will be no access to these areas by the general public.
- The official prizegiving will be limited to two crew from each boat.
- We are so grateful that we are able to have this year's Race and remind you that please at any time in Hobart or Sydney follow a directive given to ensure compliance with COVIDSafe regulations.

BE COVID SAFE

What you can do to help:



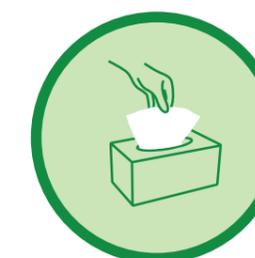
PHYSICAL DISTANCING



SAFE HYGIENE



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STAY HOME IF YOU ARE SICK

We thank everyone for their help and support.



Facing starters orders

Bruce Gould, a veteran of 40 Sydney Hobart races, has been given the honour of firing the replica start cannon at 1pm to send the Rolex Sydney Hobart fleet on their way from Sydney Harbour this year.

As custom has dictated since 2003, the race starter's duty has been bestowed on someone who has won the race 50 years previously and Gould was a crew member of Sir Robert Crichton-Brown's winning yacht Pacha in 1970.

'Gouldie' as he is known in yachting circles, was also aboard Bernard Lewis's Vengeance when it took line honours in 1981 and on Lewi's Sovereign for its line honours and overall double win in 1987. Both maxi yachts were skippered by Gouldie's long-time mate, David Kellett.

Gould sailed his first Sydney Hobart in 1963 aboard the then famous yacht, Sylph VI, and his last on Strewth 52 in 2009. In between, he raced on other famous yachts such as Gretel, Ragamuffin, Margaret Rintoul, Condor and Winston Churchill.

"I feel very privileged and humbled to be invited to start the race," Gould said. "It's 50 years since I won on Pacha, so I guess that's some claim to fame," he said laughing.

"There's a lot of history there when I look back. Fifty years since we won the Hobart - shows you how old I am. I thought this starting thing was old blokes, and then I realised, I am one!"

After firing the cannon, Gould will be ferried to Young Endeavour, the back-up for the Radio Relay Vessel (RRV), JBW. Since he discontinued offshore racing, Gould has been a volunteer aboard JBW with David Kellett and on Young Endeavour seven times. He also continues to take part in local races.

And marking 75 years of women's participation in the race, the Cruising Yacht Club of Australia has invited two

prominent women to fire the 5 and 10 minute Warning Signals ahead of the start cannon.

Gail Harland, who has competed in 22 races south and Sue Crafer who has sailed in 15, will fire the five- and 10-minute Warning Signals respectively.

Harland has done many of her races on grand prix yachts with Michael Spies and later, with Tony Kirby on two of his Patrice's. With Spies, she won the 2003 Sydney Hobart on First National in her favoured role as a trimmer.

The Sydney yachtswoman was not brought up by the water, but on finishing school, she travelled to university at St. Leonards where she would look at Sydney Harbour on her way.

Driving her to uni one day, Harland's father casually asked her a question that would change her life forever.

"He asked what I'd like for my 19th birthday. "I told him I'd like sailing lessons - I can't remember why it even occurred to me. He was so surprised we nearly had a car accident, but that's what he and Mum gave me, It's the best thing I ever asked for and did," she said.

British born Sue Crafer has had a long love affair with the water and her work as a physiotherapist has also been water-based as she was involved with various Olympic teams over the years. Her first Sydney Hobart was aboard the famous maxi, Condor of Bermuda.

Crafer has since sailed on other high-profile yachts such as Ella Bache (with Harland and skippered by her good friend and 28 Sydney Hobarts veteran Adrienne Cahalan), maxi yachts Sorcery and Nokia, the super maxi Skandia and grand prix yachts such as Victoire and Ragamuffin 52.

Like Gould, afterwards the bubbly Sydney sailor will be ferried to her commentary position on a cruise boat taking passengers to Hobart, following the race along the way. 🇺🇦

10TH EDITION HONG KONG TO VIETNAM RACE STARTS 20 OCTOBER 2021

- ▶ 673nm Category 1 Offshore Race
- ▶ Starts in Victoria Harbour, Hong Kong
- ▶ Finishes in Nha Trang, Vietnam
- ▶ Run under the auspices of RORC
- ▶ Qualifier for the 2021 Rolex Sydney Hobart Yacht Race



"A 673mile warm, windy, downhill slide in T-shirt and shorts from fabulous Hong Kong to exotic Nha Trang. One of the Worlds great ocean races. 673 mile of hard running in Champagne conditions to a holiday Mecca. Great race, great yacht club, great sponsor, great destination After 40 RSHYRs this race is a revelation."

Bruce Taylor, Chutzpah



Image: RHKYC/Guy Nowell

Race documents and information will be published at www.chinacoastraceweek/about-vietnam



For further queries, please contact RHKYC Sailing Manager, Ailsa Angus, by e-mailing Ailsa.Angus@rhkyc.org.hk or by calling +852 2239 0395





From trail blazers to race winners, female sailors have been ingrained in this great race for many years - writes Amanda Lulham (covering her 31st Sydney Hobart)

When two women on small wooden yachts set sail for Tasmania in the second Sydney Hobart Yacht Race back in 1946 they were trail blazing for a wave of women who would eventually follow in their wake.

When Jane Tate and Dagmar O'Brien raced south it was 40 odd years before Australia sent our first women to an Olympic Games to compete in the first event exclusively for women - the 470 dinghy racing.

These adventurous women sailed through Sydney Heads almost four decades before women were deemed strong enough to actually compete in marathons in the Olympic arena and years before earning equal pay or smashing glass ceilings were even thought about, let alone talked about.

It was the year the Australian Labor Party and Prime Minister Ben Chifley returned to power, the Chips Raffety movie, *The Overlander*, was released and no surprises here, New Zealand defeated Australia in a rugby union test.

ACDC's Bon Scott was born in 1946 as was John Bertrand, the man who helped orchestrate one of Australia's finest sporting moments by winning the America's Cup some 38 years later.

Internationally, bikinis went on sale in Paris for the first time, Tupperware hit department and hardware stores in the US, Perry Como, Frank Sinatra and Nat King Cole were heartthrobs and the Frank Capra movie, *It's a Wonderful Life*, was released.

While Tate and O'Brien would have been decked out in jumpers and oilskins made of cotton and coated with linseed oil for the journey south, women of the day always wore gloves - preferably ones that matched their outfits - hats were trimmed with feathers and nylon stockings were highly prized.

When Tate and O'Brien left Sydney as part of a 19 strong fleet, it was a full decade before the extraordinary feats of the legendary Betty Cuthbert and Shirley Strickland claimed headlines along with swimming superstars Dawn Fraser and Lorraine Crapp at the 1956 Olympics in Melbourne.

That year Claude Plowman's *Morna* took the line honours in just over five days and JR Bull's *Christina* was the overall winner of the second Sydney Hobart Yacht Race.

Tate, on *Active*, made it safely down but O'Brien, on *Connella*, retired.

"Hat's off to them. It was quite remarkable for the time," said Sydney Hobart veteran Vanessa Dudley.

While we don't have excessive detail about these adventurous women, we do know they were pioneers for every other woman who followed them.

Women like the record-breaking Adrienne Cahalan, embarking on her 29th race in 2020 and Felicity Nelson, about to become a Hobart Hero with her 25th trip south.

Or Wendy Tuck, a Clipper Round the World Race winner racing as part of the first ever double-handed division in the 76th Rolex Sydney Hobart fleet and a former winner of the trophy named after Tate awarded to the first female skipper to arrive in Hobart each year.

Long gone are the days when women were considered unlucky on sea going vessels - along with redheads and leaving a port on a Friday.

And while there are still barriers to be kicked down, the road for women is a lot smoother now.

No longer are women stuck in the galley. Now they are bona fide members of teams, respected and trusted, whether racing in mixed crews or all-female teams.

CELEBRATING 75 YEARS OF FEMALE PARTICIPATION





The Sydney Hobart has a rich history of all-woman crews, starting back in 1975 with the Vicki Wilman skippered Barbarian and most recently with Stacey Jackson and her professional crew on Wild Oats X, the 66-footer which came within just 13 minutes of winning the race overall in 2018 before finishing second to the Tasmanian yacht Alive.

Amanda Wilmot put her women's crew together back in 1995.

Wilmot, part of a famous Australian sailing family, no longer races in the Sydney Hobart but is thrilled the number of women competing each year continues to grow.

"I did my first race in 1987 on Group Therapy. I was 30, the owner was a good friend and he needed an extra skipper and asked me to go to Hobart," Wilmot said.

"So my first ocean race was actually the Sydney Hobart."

Wilmot said having all-female crews in her day did increase opportunities for women and provided a different forum for women to learn and up skill.

"It was a totally different way of sailing. The teamwork was fantastic," said Wilmot, who still has a reunion with her old crew mates each year.

"It's very encouraging to see more women. I think it's fabulous.

"You couldn't find a better sport than sailing in terms of camaraderie and life skills."

The numbers of female sailors in the Sydney Hobart fleet continues to grow, as do their responsibilities.

Many now hold key roles aboard yachts, including Cahalan, one of Australia's top navigators, a working mother of two and the race's most successful female sailor.

Boasting five multihull world speed sailing records - including the 24 hour record and the round the world record with Steve Fossett on the catamaran Cheyenne - Cahalan was the first woman aboard a race record breaker as part of the crew on the super maxi Wild Oats XI in its first race back in 2005 - around two weeks after her launch.

It was the start of a highly successful collaboration between the Sydney based lawyer and Wild Oats which saw her aboard for five line honours wins, including two trebles - line honours, overall honours and race record.

In 2016 Cahalan achieved a special milestone about the 52-footer Ragamuffin, owned by Brenton Fischer the grandson of the famous offshore skipper Syd Fischer

She became the first woman to ever compete in 25 Sydney Hobart races to become a "Hobart Hero".



Cahalan, who is now about to embark on a record 29th Sydney Hobart, raced the bluewater classic for the first time back in 1984 and has continued to do so most years since.

Cahalan's feats in the race and internationally have seen her nominated for female World Sailor of the year four times.

While participation numbers continue to grow, 2017 was a standout year for women with a record wave of over 160 female sailors competing.

The inclusion of the Clipper Race fleet bolstered numbers significantly with 68 women - ranging in age from 24 to 68 - racing aboard the 12 Clipper boats.

For the first time, two of those Clipper boats were skippered by women - Australia's Tuck and English sailor Nikki Henderson.

Tuck famously went on to win the race - the first female and first Australian skipper to do so.

Missing from action that year were some of Australia's top female talent, but it was for good reasons - the likes of Liz Wardley, Sophie Ciszek, Stacey Jackson and Carolijn Brouwer were racing in the Volvo Ocean Race.

In another special year for women, 2018 saw Jackson put together a professional team of sailors - including Ciszek and Volvo Race winner Brouwer, who showed they are right up there with the best in the game with their second place overall.

Vanessa Dudley was also aboard Ocean Respect Racing (Wild Oats X) and rates it as one of her more memorable campaigns.

"That one was hard to beat. It was a great boat and a great team" she said.

In tribute to their standing and multiple Sydney Hobart races, Gail Harland and Sue Crafer will fire the five minute and 10 minute starting guns on Boxing Day.

Dudley, who before joining Jackson's team in 2018 raced alongside the Syd Fischer on the super maxi Ragamuffin and has worked in the marine industry as a performance director, magazine editor and senior maritime educator, said she is thrilled at the honour.

"There's quite a lot of women about now. It's changed a lot," said Dudley, who raced south on December 26 for the first time in 1984.

"Society has changed as well in that time, not just the sailing world."

Dudley believes the way forward for women in the race is for more to own and run boats.

"Like in everyday life, the more women in leadership positions the better," she said.

"That will just take a bit more time.

"This race, going on the ocean, it's an adventure and it gets in your blood. It doesn't matter if you are a man or a woman.

"It's an incredible activity to me. You could be calculating maps and navigating, reading the weather, doing physically and mentally demanding things, organising. There are so many different dimensions to it.

"It's different from just going out and racing a Laser or running out onto a football field. Different from other sports. It's very special."

While Dudley, a 23-race veteran who will once again race this year, said her love affair with the Sydney Hobart is far from over.

"I love Hobart. There's nothing like the feeling of arriving there when you get that special welcome.

"I've still got a lot of sailing left in me.

"Man or woman, it's hard to resist the Sydney Hobart." ⚓



TAKING ON THE GREAT RACE WITH ONLY ONE MATE

Exploring the introduction of the new two-handed division in
the 2020 Rolex Sydney Hobart Yacht Race

Rupert Henry and Greg O'Shea battle some light winds on Burning Palms

This year's 76th Rolex Sydney Hobart Yacht Race has welcomed a new division of boats and sailors to the Great Race for the first time. The Two-Handed division, (for crews of only two sailors in a monohull yacht up to 65-foot in length), will compete this year for new Line Honours and Overall (IRC) trophies as well as PHS & ORCi glory.

Whilst the 628 nautical mile slog south is an endeavour that fills many sailors with some trepidation, it is a feat that must almost seem unfathomable to consider two-up.

And yet this is an area of sailing that has exploded around the globe over recent years and is introducing so many new competitors to the sport and revolutionising equipment and boats set-up. Its potential to create new opportunities for race organisers, sailors and for the development of the yachting/boat building industry is truly exciting.

Offshore sat down with Rupert Henry, owner and co-skipper of the J65 Burning Palms to chat about two-handed sailing, his experiences over the past few years and his upcoming plans.

OFFSHORE: What is the current state of play for two-handed sailing in Australia?

Rupert Henry: Short-handed sailing in Australia has been

around for a long time but has been more on the periphery of the sport. Kay Cottee and Jessica Watson are both well known for their adventurous solo, non-racing circumnavigations. Ian Kiernan and David Adams both raced around the world in the BOC Challenge. Until now, the Melbourne-to-Osaka Race was the highest profile short-handed racing event in this country but is only held every five years. So you could say that the short-handed sailing scene in our country has seen sporadic interest! By contrast, in Europe there has been a very popular single and double-handed racing scene for 40 years. It's a big show with many annual races that are contested by huge fleets.

Short-handed sailing in France is on the National scale of interest and significance which is why there are so many programmes there with large corporate funding. It's no coincidence that the Olympic Games are being held in France and that there is a double-handed offshore sailing event in those Games. The pecking order of the big races around the world for short-handed sailing begins with the Vendee Globe, followed by the Route du Rhum, (both those races are single handed and held every four years), then the Transat Jacques Vabre (double-handed and held every two years). The big annual races are the Normandy Channel Race (double-handed) and the Solitaire du Figaro (single-handed, One-Design). These major events are fed by a huge double-handed Club racing scene on both sides of the English Channel, (as an example the Fastnet Race has had a double-handed division since 2007).

“

For me the basic appeal of short-handed racing is that it combines adventure with sailboat racing.



Jiang Hui Lin's Min River During the Audi Centre Sydney Cabbage Tree Island Race.



Local Hero one of the two-handed entrants co-skippered by Antony Sweetapple and Mark Ayto

With the creation of a double-handed division in the CYCA racing calendar, especially for the Audi Centre Sydney Blue Water Pointscore and Rolex Sydney Hobart Yacht Race, we are seeing the inclusion of short-handed sailing into mainstream Australian yachting for the first time. Sixteen two-handed entries for this year's Hobart Race is an incredible result given the challenges we have all seen this year. My prediction is that this is just the beginning and if the Hobart Race goes well we will see it even more popular next year. Owners are starting to realise how much fun it is!

Offshore: What initially drew you to two-handed sailing & does it still hold the same attractions or have these changed over time?

Rupert: For me the basic appeal of short-handed racing is that it combines adventure with sailboat racing. When I'm talking to non-sailing friends about it, I equate it with mountaineering in that it requires a lot of hard-learned skills to be done safely but is a great and satisfying adventure if you do it well. I think I'm wired well for it because I enjoy the engineering aspects of yachts, (hydraulics, engines, watermakers, electrical, rigging, instrumentation etc), as well as the sailing and navigation aspects. I raced dinghies from a very early age through to finishing university and the bigger boats came later when I could afford it. My kids are teenagers now but when they were young we did a lot of cruising so I had no choice but to learn how to sail the yacht, navigate it and maintain the systems at sea without help.

Offshore: As winner & record-holder of the Melbourne Osaka Cup in 2018, what was the experience like & how would you do it differently next time?

Rupert: The Osaka race was the biggest adventure of my

life so far. It was all-consuming in the preparation and execution. Greg and I both run pretty high-level fitness programmes, so when you are already fit and lose another 10% of your body weight during a race you know you're in the red-zone. We changed as many systems on board to make it easier to run the boat with two rather than 18 but there is only so much you can do with a boat of that size that wasn't conceived for short-handed sailing. We set the record at 21.5 days and for us and the boat a new record was always going to be compulsory to let us feel that we did well. I don't think we could have kept that work rate up for much longer. An IMOCA 60 had tried to beat the record in earlier versions and failed, so it wasn't necessarily a foregone conclusion. For me there probably won't be a next time - we sailed right past too many places that look interesting, so next time going that way will be a cruise!

Offshore: How is your RSHYR campaign coming along? What are your expectations for the Race?

Rupert: I've teamed up with Greg O'Shea for the Hobart Race and we have enjoyed the lead-up races - they really have been essential to get us into the right frame of mind as well as testing the boat and working on the set-up. Burning Palms is not a race boat, more a fast cruiser, so she certainly has enjoyed that extra 10% of TLC that a yacht needs to be able to sail well in all conditions whereas in cruising you can either motor or wait. The Bird Island and Cabbage races provided very different conditions so we couldn't have asked for more.

For the Hobart race itself we expect the usual vagaries that you get when racing down into the 40's... It will be fun and we don't have high expectations because she's built for comfort not speed. It's just exciting to have 15 two-handed yachts to race with.



Greg O'Shea taking on the bow while co-skipper Rupert Hunry assists from the helm

Offshore: How easy is it to modify a 30-50' racer/cruiser to be able to compete offshore?

Rupert: Short-handed racing is a heap of fun and I encourage any owners who are thinking of it to give it a try. There really isn't much to do to any yacht to get started. The basics are an autopilot, self-tailing winches and a snuffer sock for the spinnaker. The autopilot needs to have a base station and remote control so you can alter course when you're away from the tiller (or wheel). Jibs can be hank-on or roller furling. It's pretty risky running with a tuff-luff offshore, but a bolt rope mainsail is no problem with the right technique. Then it's just a matter of getting out there in non-racing conditions and practice! We head offshore to train because the harbour is too crowded and it's not possible to learn or focus if you're worried about being on a collision course with a ferry or running down a kayaker. You'll find ways to do everything but it just needs to be learnt outside of a race, because Haste-Makes-Waste!

Offshore: What is the place for dedicated purpose-built designs & do you see these making up a significant part of the fleet in future races?

Rupert: For the coastal racing we are starting to do here I don't see there being any need for purpose-built designs. The IRC rating system seems to be doing an increasingly good job of levelling the performance of (most) yachts and here we have a wide range of conditions in which all boats will have their moments. The French production boats with plenty of form stability and twin rudders have come out of designs that were created for the Transquadra race which is 3500 miles down the Atlantic through the tradewinds, and you have to be an over-40 amateur to enter. So obviously that is a market and group

of owners who can afford to buy a small yacht for that race and having water ballast plus two rudders does help in pressed-up, downwind, offshore conditions. So those boats are being designed and built for that market, that race, and then being used in the shorter races back in Europe which I believe leads people here to make the wrong assumption that you need one. But when you think about it, we spend a lot of time racing in light winds and/or upwind here so it is less important. I'd recommend getting into the fun with whatever boat you have, build the skills and worry about getting a specialised yacht later.

Offshore: Do you think international teams will have more of global focus for their race programs once borders reopen?

Rupert: Let's hope we attract some entries from overseas in the Two-Handed division for next year's Hobart race. In recent years we have seen some great French sailors come very close to winning the fully crewed division and we know they have an even stronger short-handed community.

With our new team and boat, we'll be racing the major double-handed events in Europe next year (including the Transat Jacques Vabre from France to Brazil) so we will certainly be spreading the word.

We wish Rupert & Greg all the very best for this year's race on Burning Palms as well as for success in other upcoming races. Rupert has certainly led from the front in helping to bring more recognition to two-handed sailing in Australia and, alongside those other intrepid sailors competing in the inaugural division of the Rolex Sydney Hobart Yacht Race, has paved the way for it to become a significant part of offshore racing in our country for years to come. 📍

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2020 FLEET

2020 FLEET

Boat Name	Sail No	Design	LOA	Beam	Draft	Owner/Skipper
2 UNLIMITED	AUS615	Farr 40 Mod	12.4	4.0	2.5	Greg Prescott
ABRACADABRA	5612	Tripp 47	14.3	4.3	2.7	James Murchison
AF2021 - DARE DEVIL	RF5095	Farr/Cookson 47	14.3	3.9	3.0	Sibby Ilzhofer
ALEX - TEAM MACADIE (TH)	SM1400	Jones/Hart 14	13.9	4.0	2.6	Jock Macadie
ALIVE	52566	Reichel/Pugh 66	20.2	4.3	4.6	Phillip Turner
APRIORI (TH)	4190	Farr 11.6	11.9	3.7	2.0	Lucas Burns / Trevor Hill
ARCH RIVAL	415	Jones 40	12.0	3.8	2.6	Steve Connors
ARIKI TAI (TH)	CIG16	Cigale 16	16.4	4.8	2.4	Denis Doyle
AUSREO	6755	Beneteau 47.7	14.0	4.5	2.3	Ian Creak
BLACK JACK	525100	Reichel/Pugh 100	30.0	5.2	5.5	Peter Harburg
BLINK	B40	Beneteau First 40	12.2	3.9	2.4	Mark Gorbатов
BURNING PALMS (TH)	52650	J-Boats J/65	19.7	4.8	3.2	Rupert Henry
CADIBARRA 8	SM420	Jones 42	12.9	4.0	2.9	Paul Roberts
CALIBRE	7777	Sydney 38	11.8	3.8	2.7	Richard Williams
CELESTIAL	9535	Tp52 Jv	15.9	4.4	3.4	Sam Haynes
CHARLIE'S DREAM (TH)	RQ1920	Bluewater 450	13.6	4.1	1.7	Peter Lewis
CHUTZPAH	R33	Reichel/Pugh 40	12.0	3.2	3.0	Bruce Taylor
CINQUANTE	5038	Sydney 38	11.8	3.7	2.6	Kimberley Jaggar
DENALI	52569	Tp52 Judel/Vrolijk	15.9	4.4	3.2	Damien Parkes
DODGEBALL (TH)	RQ4077	Beneteau 40.7	12.0	3.8	2.4	Genevieve Warlow
ENCHANTRESS	SA346	Muirhead 11	11.0	3.2	2.3	John Willoughby
EVE	8565	Swan 65	19.8	5.0	2.9	Steven Capell
FLYING FISH ARCTOS	7551	Radford 55	15.2	3.7	2.7	Flying Fish Online
FONTANA (TH)	MK8	Nautor Swan 44 Mkii	13.5	3.0	2.1	Rod Walton
FRUIT SALID 3	RQ334	Beneteau First 40	12.6	3.9	2.5	Mark Drobitko
GALAXY III (TH)	R261	S&S 39	11.9	3.6	2.0	Chris Canty
GUN RUNNER	3867	Jarkan 925	9.2	2.4	1.2	Murray Stewart
GWEILO	052	Tp52	15.9	4.4	3.7	Matt Donald/Chris Townsend
HARTBREAKER	B330	Reichel/Pugh 46	14.2	3.6	3.3	Tony Walton
ICHI BAN	AUS001	Botin 52	15.9	4.5	3.6	Matt Allen
INFOTRACK	SYD1000	Juan K 100 Custom	30.5	7.4	6.2	Christian Beck
INSOMNIA	65007	Judel & Vorlijk 42	12.8	3.8	2.7	Marcus Grimes
KAYIMAI (TH)	MH46	Azuree 46	14.0	4.3	2.6	Michael Bell
KHALEESI	46	Dk 46	14.1	4.1	3.0	Rob Aldis
KIALOA II	AUS7742	S&S Yawl	23.0	4.5	3.6	Patrick Broughton
KING BILLY	4966	Custom/John King	11.5	3.8	2.1	Philip Bennett
LLAMA II	7126	Dehler 46	14.0	4.4	2.6	Jon Linton
LOCAL HERO (TH)	1236	Bh36	11.0	3.4	2.3	Mark Ayto
LUNA BLUE	7809	Beneteau First 45	14.1	4.2	2.4	John Turnbull/David Watson/ Andrew Silk

Boat Name	Sail No	Design	LOA	Beam	Draft	Owner/Skipper
MAKO	N40	Sydney 40	12.0	3.7	2.6	Paul O'Rourke
MARITIMO	USA16	Schumacher 54	16.3	4.2	2.8	Bill Barry-Cotter
MATRIX	41	X 41	12.3	3.6	2.5	Graham Furtado
MAVERICK (TH)	SM3600	Jeanneau Sunfast 3600	10.8	3.6	2.1	Tony Hammond
MAVERICK 49	GBR4945R	Infiniti 46r	14.1	3.9	2.9	Quentin Stewart
MAYFAIR	M16	Rogers 46	14.0	4.0	2.9	James Irvine
MIDNIGHT RAMBLER	ST36	Sydney 36	10.8	3.4	2.3	Edward Psaltis
MIN RIVER (TH)	AUS888	X 4.3	12.5	4.0	2.2	Jiang Hui Lin
MINERVA	6837	Dk 43	13.0	4.0	2.7	Edward Cox
MONEYPENNY	AUS1	Reichel/Pugh	21.5	4.8	4.8	Sean Langman
NAVY ONE	0404	Beneteau First 40	12.2	3.9	2.5	Nathan Lockhart
NO LIMIT	AUS98888	Reichel/Pugh 63	19.2	4.9	4.6	David Gotze
OROTON DRUMFIRE	CAY6536	Hoek Tc78	24.0	5.6	3.2	Will Vicars
PATRICE SIX	7779	X-41	12.4	3.6	2.5	Alexander Flecknoe-Brown
PEKLJUS (TH)	6419	Radford 50	15.3	3.7	3.2	David Suttie
PRETTY WOMAN	545	Farr 45	13.8	4.2	2.9	Richard Hudson/David Beak
QUEST	52002	Tp52 Farr	15.9	4.3	3.7	Craig Neil/Bob Steel
REVE	5930	Beneteau 45f5	14.0	3.5	2.3	Kevin Whelan
SAIL EXCHANGE	7709	Cookson 12	12.0	3.3	2.7	Tim Horkings/Carl Crafoord
SAMURAI JACK (TH)	88888	Farr 39ml Mod	11.9	3.7	2.9	Michael Lazzarini
SHES THE CULPRIT	370	Inglis-Jones 39	12.0	3.8	2.5	David O'Dowd/Glenn Picasso/ Glenn Bulmer
SIDEWINDER (TH)	112	Akilaria Rc2	12.0	4.3	3.1	Rob Gough/John Saul
SMUGGLER	6952	Tp52 Jv	15.9	4.4	3.8	Sebastian Bohm
SOLVEIG	CYC54	Halvorsen 36	11.0	2.7	1.8	John Whitfeld/Annie Lawrence
SPEEDWELL (TH)	B347	Beneteau 34.7	9.9	3.4	2.0	Colin Geeves
STEFAN HAIR	AUS80	Botin 80	24.0	6.0	5.5	Grant Wharington
SWEET CHARIOT IV	6084	Buizen 48	14.6	4.5	2.0	David Henry
THIRLMERE	3060	Sydney 38	11.7	3.8	2.7	Mike Logan/Daniel Belcher
TOY BOX 2	MH4	Xp 44	13.3	4.1	2.7	Ian Box
WHISPER	AUS-13	Judel-Vrolijk 62	18.9	4.9	4.6	David Griffith
WHITE BAY 6 AZZURRO	3430	S&S 34	10.1	3.1	1.9	Shane Kearns
WHITE NOISE	SM1245	M.A.T 1245	12.5	3.8	2.6	Daniel Edwards
WILD OATS	4343	Farr 43	13.1	4.2	2.5	Brett Eagle
WILLOW	ITA70	Volvo Open 70	21.5	5.7	5.2	Jim Cooney/Samantha Grant
WINGS	07	Dehler 46	14.0	4.4	2.6	Ian Edwards
WOTS NEXT	6559	Sydney 47	14.3	4.0	3.0	Charles Cupit
XS MOMENT BNMH	11744	Xp 44	13.3	4.1	2.7	Ray Hudson
ZEN	52001	Tp52	15.9	4.4	3.7	Gordon Ketelbey

Crowning Achievements

Winning the Rolex Sydney Hobart is often referred to as the pinnacle of an offshore sailor's career. Each year the race produces two major winners from the fleet - line honours (first across the finish line) and overall winner (first on corrected time). The prizes awarded are a personal reminder of an exceptional triumph.

OVERALL WINNER

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

The Tattersall Cup is the most significant and historic perpetual trophy awarded in the Rolex Sydney Hobart Yacht Race and was presented in 1946 by the Executors of the Estate of the late George Adams, the founder of Tattersall Lotteries in Hobart. The name of the 1945 winner was added retrospectively.

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

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

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

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



The full list of trophies and cups on offer in the 2019 Rolex Sydney Hobart Yacht Race are as follows:

The George Adams Tattersall Cup - for the overall winner on handicap, together with a Tattersall Medal for each member of the crew of the winning boat.

Bill Owen Memorial Trophy - for the navigator of the overall winner on handicap

Alan Payne Memorial Trophy - for the designer of the overall winner on handicap

John H. Illingworth Challenge Cup - first line honours yacht

Jack Rooklyn Memorial Trophy - for the first yacht out of Sydney Heads

F & J Livingstone Trophy - for the first yacht due south of Tasman Island

Government of Tasmania Trophy - for the overall winner on IRC rating corrected time

RORC Plaque - for the overall winner on IRC rating corrected time

Charleston Trophy - for the winner of the ORCI Handicap Category

RANSA Trophy - for the winner of the PHS Handicap Category

York Family Corinthian Trophy - for the winner of the Corinthian Division

Jane Tate Memorial Trophy - for the first female skipper

Apollo Trophy - for the first yacht under 18.5 metres to finish

Plum Crazy Trophy - for the first yacht under 9.5 metres to finish

City of Hobart Trophy - for the Navigator of the first Tasmanian yacht on handicap

Polish Trophy - for the yacht that travels the furthest to compete in the race

Adrienne Cahalan Trophy - for female sailors who have competed in 20 Sydney Hobart Yacht Races.

Ichi Ban Trophy - recognises all conventionally ballasted and open race record holders since the race began in 1945 and is awarded each year a race record is broken.

Solo Trophy - for 2nd place overall on IRC rating corrected time

Bass Strait Cup - for 2nd place overall on IRC rating corrected time

RYCT Trophy - for 3rd place overall on IRC rating corrected time

Storm Bay Cup - for 3rd place overall on IRC rating corrected time

Rushcutter Trophy - for the winner of IRC Division 0

George Barton Trophy - for the winner of IRC Division 1

Peter Allsop Memorial Trophy - for the winner of IRC Division 2

RORC Trophy - for the winner of IRC Division 3

Sir Arthur Warner Trophy - for the winner of IRC Division 4

Graeme Frizzle Freeman Memorial Trophy - for the winner of the Corinthian IRC Division

One Tonne Trophy - for the winner of the Sydney 38 One Design Division

Battery Point Trophy - for the first small boat to finish

Ken Caldecott Trophy - for the Two-Handed Line Honours winner

Two-Handed IRC Division Overall Winner trophy - for the overall two-handed winner on handicap

LINE HONOURS

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

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

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

BOAT NOTES

A list of entries and boat profiles
Compiled by Di Pearson

BOAT NOTES



2 UNLIMITED
SAIL NO: AUS615
LOA: 12.4m
CLASS: IRC/ORCI
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2002
TYPE: Farr 40 mod
NUMBER OF HOBARTS: 2
OWNER: Greg Prescott
CLUB: Royal Yacht Club of Tasmania/
Derwent Sailing Squadron, Tas
CREW: Greg Prescott (29) - Skipper, Drew Meincke (21) Navigator, Rowan Clark (1), Lachlan Prescott (1), Claire Cunningham (4), Steve McConaghy (20), Nick Dineen (2), Alastair Sayers (6), Oliver Nicholas (5), Ben Wells

Greg 'Enzo' Prescott sailed 2 Unlimited to 22nd overall for second in Division 2 in the 2020 Australian Yachting Championships. It made up for the disappointment of retiring the Farr 40 from its first Hobart in 2018 when the rudder broke close to the finish when doing well overall. This will be Enzo's 30th Hobart and his son Lachlan will join the crew again, having sailed his first with Dad last year as an 18 year-old. Prior to buying this Farr 40, the Tasmanian last previously raced to Hobart on noted yachts such as Police Car, Yendys, Ichi Ban and his own boats. This boat was Martin and Lisa Hill's 'Estate Master', purchased by Prescott in 2018, who stiffened it up for offshore and IRC racing. Prescott renamed the boat '2 Unlimited', in deference to his successful Melges 32 and SB20 one-design boats of the same name. It is among the favourites to win.



ABRACADABRA
SAIL NO: 5612
LOA: 14.3m
CLASS: Two-Handed PHS
DESIGNER: Bill Tripp (USA)
YEAR BUILT: 1991
TYPE: Tripp 47
NUMBER OF HOBARTS: 10
OWNER: James Murchison
CLUB: Royal Sydney Yacht Squadron, NSW
CREW: James Murchison (12) - Skipper, James Francis (11)

Abacadabra is coming up for her 11th Sydney Hobart and owner, James Murchison, has opted to sail in the new Two-Handed division with regular crew member, James Francis. Last year Abacadabra placed PHS eighth overall for fourth in Division 1, moving up from PHS sixth for second in Division 1 in 2017, after placing PHS eighth overall and sixth in Division 2 in 2016. This Tripp 47's best Sydney Hobart effort was PHS victory in 2015 from Division 2, which it also won, defeating all Division 1 boats in the process. The NSW boat finished seventh overall in 1996. All her other Hobarts were sailed under PHS for 13th in 2006, 18th in 2008, 14th in 2010, seventh in 2012 and 10th in 2014. Abacadabra has also contested the Melbourne Osaka double handed race amongst others and is in good shape to take out the new Two-Handed PHS Division.



AF2021 - DARE DEVIL
SAIL NO: RF5095
LOA: 14.3m
CLASS: IRC/ORCI/Corinthian
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2000
TYPE: Farr/Cookson 47
NUMBER OF HOBARTS: 2
OWNER: Sibby Ilzhofer
CLUB: Newcastle Cruising Yacht Club, NSW/
Cruising Yacht Club of Australia
CREW: Sibby Ilzhofer (7) - Skipper/
Navigator, Robert Saunders, Karl Olsen (2), Peter Gothard (2), David Statham, Peter Grayson (2) Edward Corlett, Daniel Wood, Greg Gleeson, Jack Barnes, Paul Immergluck, Charlie Cooper

At the helm of Dare Devil for their sixth Sydney Hobart together, Sibby Ilzhofer finished 111th in the 75th race south after placing 57th in the 2018 Rolex Sydney Hobart, exactly the same result as in 2017. These results followed two years of disappointing retirements because of rudder damage both times. In the 2014 race, Ilzhofer's first with this yacht, she won the Jane Tate Memorial Trophy as the top placed female skipper after finishing 52nd overall. In June 2018, she raced the Farr/Cookson 47 to 10th overall in the Sydney Noumea Race and placed eighth in the ensuing Groupama around Noumea Race. Launched as Sea Hawk for the 2000/2001 Kenwood Cup, she won the Cup with her two Kiwi team mates. WA yachting, Tony Mitchell bought and rechristened her Sled before Ilzhofer bought and renamed her again.



ALEX - TEAM MACADIE
SAIL NO: SM1400
LOA: 13.9m
CLASS: Two-Handed IRC
DESIGNER: Don Jones/Mal Hart (AUS)
YEAR BUILT: 1993
TYPE: Jones/Hart 14
NUMBER OF HOBARTS: 3
OWNER: Jock MacAdie
CLUB: Sandringham Yacht Club, Vic
CREW: Jock MacAdie - Skipper, John Bankart (1) - Skipper

Owned and raced by her designer, Don Jones and his son Nigel, Alex was built by Hart Marine and launched in 1993 as Cadibarra VII. She contested three Hobarts under the Jones', retiring in 1993, finishing PHS 21st in the 50th race and as Bob Jane T-Marts, placed PHS 19th in 1997 - the last time she raced south. In 2000 the boat was lengthened by Hart Marine with a bow extension and other mods, and re-launched as Kontrol by new owner, Peter Blake. She placed second in the 2003 Melbourne Osaka double handed race and still holds the race record for the Melbourne to Stanley Race.

Jock MacAdie bought the yacht in December 2005 and renamed her Alex Team MacAdie, in memory of his father, a Master Mariner and long-time Port Philip sea pilot who died a few years before. MacAdie and his son Hamish rebuilt the yacht and adapted it to do the 2007 Melbourne Osaka, in which they took line honours, despite setbacks with breakages and taking time out to repair. Other great results followed from there. In 2019, MacAdie gave Alex a complete refit and started racing her again in Melbourne following a period away from the boat. MacAdie's plan was to compete in the new Two-Handed division in the Sydney Hobart with his son, Hamish, but COVID restrictions have anchored him in the US. John Bankart, who also sailed in the 2007 Melbourne Osaka, will fill the co-skipper role.



ALIVE
SAIL NO: 52566
LOA: 22.0m

CLASS: IRC/ORCI
DESIGNER: Reichel/Pugh (USA)
YEAR BUILT: 2005
TYPE: Reichel/Pugh 66
NUMBER OF HOBARTS: 6
OWNER: Phillip Turner
SKIPPER: Duncan Hine
CLUB: Derwent Sailing Squadron, Tas
CREW: Duncan Hine (5) - Skipper, Lachie Paramor (3) - Navigator, Ben Robinson, Shane Gaddes (7), Luke Watkins (2), Jake Erson, William Mackenzie (3), Alan Smith, Darren Jones (16), James Wierzbowski (1), William Tiller (2), Josh Torpy (3), Tom Spithill

Alive was looking good to win the race for a second time last year after claiming the win in 2018, but ultimately finished fourth overall to win Division O. Before the 2018 Hobart, Duncan Hine skippered Phil Turner's RP66 to second on line in the Transpac Race for second overall in Division 1. Turner bought the former Stark Raving Mad/Black Jack in 2014 and finished 72nd in the 2014 Sydney Hobart, then 17th overall in 2016. He also broke the 2014 Melbourne Vanuatu record, won IRC Division O in the 2015 Hong Kong Vietnam Race, and took line honours and broke the 16 year-old China Sea Race record and placed second overall. As Black Jack, the canting keeled yacht recorded the second fastest time in the 2012 Sydney Gold Coast race, behind Wild Oats XI.

Another good crew includes Kiwi match racing sensation William Tiller, and Darren 'Twirler' Jones, who always brings something good to a boat with his offshore and one-design international expertise, including world championship wins.



APRIORI
SAIL NO: 4190
LOA: 11.9m
CLASS: Two-Handed IRC
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 1986
TYPE: Farr 11.6
NUMBER OF HOBARTS:
OWNER: Lucas Burns/Trevor Hill
SKIPPER: Lucas Burns/Trevor Hill
CLUB: Newport Cruising Yacht Club, Queensland
CREW: Trevor Hill - Skipper, Lucas Burns - Skipper

Apriori, a Farr 11.6, also known as a Farr 38, was bought by Trevor Hill as a cruiser/racer and promptly won the 2010 Solo

Trans-Tasman race. Hill met Lucas Burns, and after teaching him to sail, the duo went on to win the short-handed division of the Brisbane to Gladstone race in 2016, 2017 and 2018 - and finished second in IRC in the 2018 Surf to City Yacht Race. The two men have lots of cruising and short-handed racing planned, including sailing two-handed in the upcoming Rolex Sydney Hobart Yacht Race. Apriori translates to 'Cause and Effect; Devoid of Emotional Reasoning', which is Hill's approach to sailing. They say Apriori has two lives, one as a PHRF racer/cruiser, and one as an IRC racer.



ARCH RIVAL
SAIL NO: 415
LOA: 12.0m
CLASS: ORCI/Corinthian
DESIGNER: Inglis/Jones (AUS)
YEAR BUILT: 1995
TYPE: Jones 40
NUMBER OF HOBARTS: 2
OWNER: Steve Connors
CLUB: Drummoyne Sailing Club, NSW
CREW: Steve Connors - Skipper, Lauren Connors (2) - Navigator, Felicity Nelson (24), Alex Seja (17), Tim Lake, Hilary Connors, Owen Kenny, Michael Doherty (18), Ryan Tripney, Michael Rowe

Last year, on behalf of owner Steve Connors, Felicity Nelson and Alex Seja co-skippered Arch Rival to 55th in ORCI. Aboard was Connor's daughter, navigator Lauren, who is navigating again. Her sister Hilary also joins the crew. In the Inglis/Jones' first Hobart, Steve Connors skippered the boat to PHS ninth in 2017. Arch Rival, designed by Inglis and optimised by Don Jones, was originally Rouseabout III when owned by Victorian John Rouse before Connors purchased her in Melbourne and sailed her to Sydney. And while Sydney is home for Arch Rival, the owner has strong New Zealand roots which are displayed by Haka Tiki in the boat's artwork. Outside of offshore racing, the yacht competes regularly in DSC twilight and CYCA winter series in a social but competitive capacity, with a mixed crew of experienced and amateur sailors.



ARIKI TAI
SAIL NO: CIG16
LOA: 16.4m
CLASS: Two-Handed IRC
DESIGNER: Marc Lombard (FRA)
YEAR BUILT: 2011
TYPE: Cigale 16
NUMBER OF HOBARTS: 0
OWNER: Denis Doyle/Lynne Smith
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Denis Doyle - Skipper, Pat Nash - Skipper

Following a delayed return to sailing, well-known CYCA member, Denis Doyle, is taking on the inaugural Two-Handed series of the Blue Water Pointscore and the new Two-Handed division of the Rolex Sydney Hobart with good friend Pat Nash. The two have put away a lot of ocean miles between them and are excited to be a part of this new program of two handed racing. Built in France by renowned aluminium boat builders, Alubat, Ariki Tai (Maori for 'Chieftan of the Sea') is a cutter-rigged cruising yacht designed for fast extended offshore cruising. In preparation for this season's racing, she has an updated sail wardrobe and equipment. Following the Hobart, Ariki Tai's owners will resume extended cruising in Australia, New Zealand and the South Pacific.



AUSREO
SAIL NO: 6755
LOA: 14.0m
CLASS: IRC/ORCI/Corinthian
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2002
TYPE: Beneteau First 47.7
NUMBER OF HOBARTS: 4
OWNER: Ian Creak
CLUB: Greenwich Flying Squadron, NSW
CREW: Ian Creak (4) - Skipper, Andrew Lelliott (4) - Navigator, Stuart McLean, Luke Murphy, David North (4), Colin Dagger, Royce Brennan, Nicholas Murphy, Ian Arnold (4), Garth Sundberg, Kane Bennett, Tony Bailey (5)

Ian Creak says the Ausreo crew are back with a vengeance in 2020, "Having spent far too much time on the couch weathering the Covid tempest." His crew are all keen to go one better than their 35th overall and stunning IRC Division 4 win in 2018. Previously, he raced the Beneteau 47.7 to 40th overall in 2016. Originally campaigned as Caliban II, this Beneteau 47.7 undertook her maiden Sydney Hobart with Creak in 2013 under

the name Pennant Hills Ford and finished 28th overall. They competed again in 2014 and finished 41st. Ausreo has also contested a number of Sydney Gold Coast races. "Watch out here we come," warns Creak.



BLACK JACK
SAIL NO: 525100
LOA: 30.0m
CLASS: IRC/ORCi
DESIGNER: Reichel/Pugh (USA)
YEAR BUILT: 2005
TYPE: 100ft Super Maxi
NUMBER OF HOBARTS: 5
OWNER: Peter Harburg
SKIPPER: Mark Bradford
CLUB: Yacht Club de Monaco, Monaco
CREW: Mark Bradford (13) - Skipper, Alex Nolan (14) - Navigator, Peter Harburg (10), Tom Slingsby (5), Darren Hutchison (13), Anthony Nossiter (19), Silas Nolan (18), Will McCarthy (15), John Flannery (15), Bruce Clark (28), Scott Beavis (12), Liam Woulfe (6), Chris Anderson (9), Ryan Godfrey, Graeme Taylor (24), Kevin Costin (16), Vaughan Prentice (12)

Peter Harburg purchased the former Alfa Romeo/Esimet Europa in mid-2017 and finished 3mins 31secs behind Wild Oats XI in the 2017 Sydney Gold Coast race - the closest finish in a 16 year period. Looked strong in last year's Sydney Hobart as she approached Tasman Island, but Black Jack finished fifth of the five supers over the line. In a thriller in 2018, she finished second on line after a race-long battle with the other supers - the top four finished with just four miles between them - this after placing third on line in 2017, inside Perpetual Loyal's 2016 record. Also took line honours in the 2018 and 2019 Brisbane Gladstone races and took line honours from WOXI, Comanche and InfoTrack in the 2018 Sydney Gold Coast Race. The 100 footer finished second on line and overall to InfoTrack in a lighter air 180nm Cabbage Tree Island Race earlier in the month.

Black Jack normally has some internationals aboard, but this year only Kiwi Volvo Ocean Racer Scott Beavis was able to join the crew. However, replacing some are the likes of Tom Slingsby, the America's Cup winning Olympic Laser gold medalist with a swag of world titles to his name - and the Sydney Hobart Race record - aboard Perpetual LOYAL in 2016. As Neville Crichton's Alfa Romeo, she took line honours from Wild Oats XI in the 2009 Hobart. Under her former two

names, the RP100 claimed 150 plus line honours wins around the world and broke the 2009 Transpac Race record. Before buying the 100 footer, Harburg enjoyed success with other Black Jacks; including the RP66 renamed 'Alive'; which won the 2018 Sydney Hobart for Tasmania's Phil Turner and a modified VOR70 previously known as Telefonica.



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

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



BURNING PALMS
SAIL NO: 52650
LOA: 19.7m
CLASS: Two-Handed IRC
DESIGNER: Rod Johnstone (USA)
YEAR BUILT: 2008
TYPE: J/65
NUMBER OF HOBARTS: 0
OWNER: Rupert Henry

CLUB: Cruising Yacht Club of Australia, NSW
CREW: Rupert Henry (5) - Skipper, Greg O'Shea - Skipper
Burning Palms is a J-Boats J-65, custom yacht designed and built in Rhode Island by the famous Johnstone brothers. Owner, Rupert Henry, has covered thousands of miles in the world with friends, family and solo on this luxuriously fitted-out fast cruising yacht. With a carbon fibre hull and luxury interior, Burning Palms is no flat-out racer. However, like all modern J-Boats, it is a well-balanced mile-eater that can perform well in races, despite carrying the absolute necessities of dishwasher, washing machine, air-conditioning and an American cherrywood fit-out!

For this year's Rolex Sydney Hobart, Henry has teamed up with friend Greg O'Shea. The two leapt at the chance to be part of the first two-handed division - already a very popular aspect of the sport in the UK and Europe, which has been included in the Rolex Fastnet and Middle Sea Races for more than 10 years. In 2018, Henry and O'Shea (on a different yacht) won the 5500 nautical mile Melbourne to Osaka double-handed race across all divisions and set a new race record of 21 days 12 hours in the process.



CADIBARRA 8
SAIL NO: SM420
LOA: 12.9m
CLASS: IRC
DESIGNER: Don Jones (AUS)
YEAR BUILT: 2001
TYPE: Jones 42
NUMBER OF HOBARTS: 4
OWNER: Paul Roberts
CLUB: Sandringham Yacht Club, Vic
CREW: Paul Roberts (10) - Skipper, Paolo Maggi, Ramzey Elhila, Martin Vaughan (4), Andrew Roberts, Lawson Shaw, Fletcher Johnson, Robert Buchanan, Adam Manders

Paul Roberts purchased this Jones 42 in 2010 from its previous Victorian owner/designer, Don Jones. It is the last of the personally designed and built Cadibarras by Jones. Roberts embarked on some major modifications in 2012 in preparation for the Melbourne to Osaka Double-Handed Yacht Race and won IRC overall after finishing second on line. Cadibarra 8 did its first Hobart in 2001 with a previous owner who retired from the race. Roberts sailed her to 34th in the 2010 race, 50th in 2011 and a best result of 15th for third

in Division 2 in 2014. Crew includes Ocean Racing Club of Victoria's Immediate Past Commodore, Martin Vaughan.



CALIBRE
SAIL NO: 7777
LOA: 11.8m
CLASS: IRC/ORCi
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 2001
TYPE: Sydney 38
NUMBER OF HOBARTS: 2
OWNER: Richard Williams
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Richard Williams (3) - Skipper, Stuart Addison (3) - Navigator, Barton Bennison (2), Blake Robertson (3), Anssi Paatero, Kathleen Stroinovskiy (2), Adam Barnes (20), John Robertson, Ben Sinton (9)

Calibre is one of three Sydney 38s in the 76th Sydney Hobart. She has had two starts in the 628 nautical mile race, Richard Williams skipping her to 38th in 2017 and 16th in 2015, culminating in third place in Division 2 of the Blue Water Pointscore and subsequently Williams was named the CYCA's Ocean Rookie of the Year for this and other results. The Before then, the Sydney 38 was seriously campaigned in offshore events and Sydney 38 One-Design regattas. It also competed in the CYCA Trophy and the SSORC. It will have great competition within the Sydney 38s and started that campaign with a Division 2 second in the 180nm Cabbage Tree Island Race in December.



CELESTIAL
SAIL NO: 9535
LOA: 15.9m
CLASS: IRC/ORCi
DESIGNER: Judel/Vrolijk (GER)
YEAR BUILT: 2011
TYPE: TP52
NUMBER OF HOBARTS: 1
OWNER: Sam Haynes
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Sam Haynes (9) - Skipper, Ben

Rice (5) - Navigator, Troy Grafton (19), Richard Bott (7), Callum Cecil (8), Johnny Warren, Will Howard (16), Richard Howard, Cameron Baillie (6), Keith Groves (6), Wulf Wilkens (1), Malcolm Parker, Jack Macartney (8), Lachlan Hornsby (3)

Purchasing this latest Celestial in the run-up to the 2019 Rolex Sydney Hobart, Sam Haynes sailed it to 14th overall. The TP52 is the former Audi All4One/Beecom/Temptation III, that was raced on the MedCup circuit before Victorian Chris Dare bought her in NZ and renamed her 'Ambition'. Having experience with the yacht now, Haynes, a vet and a CYCA director, is looking to replicate the incredible success enjoyed with his previous Celestials. In 2018, he sailed his former TP52 Celestial, to 17th in the Hobart (second best placed TP52 after Ichi Ban), to finish the Blue Water Pointscore second to Ichi Ban. In 2017, the Sydney yachtsman placed ninth in the Hobart to finish runner-up in the BWPS. In 2016, he was 16th for a divisional third, and in 2015 placed 29th for divisional third (his first Hobart with the yacht).

With his Rogers 46, Haynes was second in the 2012 BWPS and won all three (IRC/ORCi/PHS) crowns in the 2014 BWPS - one of the closest on record - including winning the 2014 Sydney Gold Coast race and finishing 11th overall for second in Division 2 in the 2014 Hobart, following on from third overall in the 2013 race. Haynes and crew have enough runs on the board and have learned more about this latest boat to rate them among the favourites.



CHARLIE'S DREAM
SAIL NO: RQ1920
LOA: 13.6m
CLASS: Two-Handed PHS
DESIGNER: Holland/Cole/Lowe (IRE)
YEAR BUILT: 2008
TYPE: Bluewater 450
NO. OF HOBARTS: 6
OWNER: Peter Lewis
CLUB: Royal Yacht Club of Tasmania, Tas
CREW: Peter Lewis - Skipper (6), Neil Everson - Skipper

After a three-year break, Charlie's Dream returns having won the Cruising Division of two entries in 2017. Previously, she placed PHS 13th overall in the 2014 Hobart. Designed for comfortable cruising, the Bluewater 450 was named in memory of Peter Lewis' father-in-law and mainly used for cruising. Lewis has contested four other Sydney Hobarts, finishing second

in Cruising Division in 2008, PHS ninth in 2009, 48th overall in 2010 and PHS 15th in 2012. He has also contested two each of Gosford Lord Howe Island, Brisbane Gladstone and Brisbane Keppel races. In 2011-2012 Lewis circumnavigated Australia, undertook a passage from Brisbane to New Zealand in 2016 and a Van Diemen's Land circumnavigation, completed 2017.



CHUTZPAH
SAIL NO: R33
LOA: 12.3m
CLASS: IRC/ORCi
DESIGNER: Reichel/Pugh (USA)
YEAR BUILT: 2007
TYPE: Reichel/Pugh 40
NUMBER OF HOBARTS: 13
OWNER: Bruce Taylor
CLUB: Royal Yacht Club of Victoria, Vic
CREW: Bruce Taylor (39) - Skipper, Kingsley Piesse (37) - Navigator, Gavin Gourley (33), Peter Fletcher (33), Drew Taylor (28), Paul Sandles (19), James Permezel (33), Ian Taylor (19), David Watson, Lincoln Attersall (4)

Chutzpah sailed in her favoured downwind conditions last year to place 50th overall for fourth in Division 3 - it was not a year for the 40 footers; the weather played into the hands of the 50 plus footers. In 2018 the Caprice 40 placed 16th overall for Division 2 second. Each year, owner Bruce Taylor makes an effort to compete in major races out of Sydney, as well as competing in Melbourne. It paid when he won the 2018 Sydney Gold Coast race after the skippering it to eighth overall and third in Division 2 of the 2017 Hobart. The Melburnian finished second in Division 2 in 2016, after placing 18th overall in the 2015 Hobart, following a heart-breaking second to Wild Rose by a little under 39 minutes in 2014 - but he did win Division 2. Other best Hobart results from this perennial crew were fourth in 2007 and fifth in 2013.

With various Chutzpahs, Taylor's other best results were second overall in 1990 and second in IMS Division 3 in 1994 (371 boats raced), sixth overall in 2001. Since 1986, he has owned six Chutzpahs, clocking up 33 straight Hobarts and mainly scored divisional places. Taylor and son Drew are the only father/son combination in history to sail 25 plus Hobarts together and are unlikely to ever be superseded. Eight of the 10 tight-knit crew can boast 241 races between them - a record of sorts. Many would love to see these guys win the race.


CINQUANTE

SAIL NO: 5038
 LOA: 11.8m
 CLASS: IRC/ORCi/Corinthian
 DESIGNER: Murray Burns Dovell (AUS)
 YEAR BUILT: 2002
 TYPE: Sydney 38
 NUMBER OF HOBARTS: 3
 OWNER: Kim Jaggar
 CLUB: Cruising Yacht Club of Australia, NSW
 CREW: Kim Jaggar (33) - Skipper, Bob Thomas (28) - Navigator, Michael Jackson (10), Chris Rockell (21), Stuart Blaxell, Matthew Rockell, Michael Blaxell (14), Campbell Isherwood, Michael Bencsik (23), David Sharp (15)

Kim Jaggar, a 33 Sydney Hobarts veteran, placed 23rd for third in Division 5 last year and was second in both the Sydney 38 and Corinthian divisions - a good result for the respected high school principal. In 2018, Jaggar placed 28th and was second in the Corinthian division after buying Cinquante (It means '50' in French) that year. Its only other Sydney Hobart was 2008 when long-time Victorian owner, Ian Murray, won the Sydney 38 division under the name 'Morris Finance Cinquante'. A crew of mainly regulars minus helmsman John Whitfeld and navigator Annie Lawrence (who have entered Solveig in the race). However, Bob Thomas of Midnight Rambler fame has moved back into the navigator's chair, with other 'Rambles', Mix Bencsik, Chris Rockell and David Sharp, joining the crew. If it is a small boat race, Cinquante will be in the running. She finished Division 2 fifth in December's Cabbage Tree Island Race.


DENALI

SAIL NO: 52569
 LOA: 15.9m
 CLASS: RC/ORCi
 DESIGNER: Judel/Vrolijk (GER)
 YEAR BUILT: 2007
 TYPE: TP52
 NUMBER OF HOBARTS: 0
 OWNER: Damien Parkes
 CLUB: Cruising Yacht Club of Australia, NSW

CREW: Damien Parkes (32) - Skipper, Daren Castle - Navigator, Matthew Cassidy (13), Tony Kirby (35), David McClean, Will McVeagh, Drew Van Ryn, George Martin (2), Andrew Ebbott (1), Lindsey Gilbert (6), Yun Hsu (3), James Keane (1), Darryl Bishop, Andrew McBride, Josh Linnegar (4)

Denali is the latest to join the popular TP52 throng in Australia. She was built in 2007 and raced on the TP circuit out of the USA as Matador. Damien Parkes bought the boat and set it up for offshore racing. Parkes says the boat has all the right gear and rates well with a good crew to sail it. "We are more than matching Quest and Ichi Ban on Wednesdays. Gweilo is the boat to beat, Ichi Ban of course, and never underestimate Greenie (Mike Green) on Quest. My crew are still learning, whereas the others have been racing the same boat for ten years. We haven't done much offshore but should be up there on IRC."

Parkes raced to Hobart on his Duende last year, which was renamed Happy Wanderer by the group who sailed her. His best result from 32 Hobarts was a line honours win on Vengeance in 1981, a maxi he raced to Hobart on four times. On board Denali is helmsman Tony Kirby who did the fourth of his 35 races with Parkes and Matt Cassidy, the sailing master who has done all his Hobarts with Parkes. Others aboard have also raced with the Sydney yachtsman in recent years. "A new sponsor in ISF Markets is making life easier," Parkes says.


DODGE BALL

SAIL NO: RQ4077
 LOA: 12.0m
 CLASS: Two-Handed IRC and ORCi
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 1998
 TYPE: Beneteau First 40.7
 NUMBER OF HOBARTS: 1
 OWNER: John Warlow
 CLUB: Royal Queensland Yacht Squadron, Qld
 CREW: Genevieve Warlow - Skipper (3), James Chilman (3)

Genevieve Warlow will sail her father's yacht, Dodge Ball with her partner James Chilman, in the new Two-Handed division this year. John Warlow chose the 75th race last year to enter his recently purchased Beneteau 40.7 in her first Sydney Hobart and finished 20th for third in Division 6 with Genevieve aboard

for her second Hobart after sailing with Jessica Watson in 2011. Warlow then won Division 3 of January's Australian Yachting Championships. Last year the yacht went by the name of Ocean Crusaders Dodge Ball, as Warlow was supporting and promoting the marine environment. He has entrusted the yacht to Genevieve who sailed the boat to Sydney with Chilman. The two are looking forward to the challenge ahead.


ENCHANTRESS

SAIL NO: SA346
 LOA: 11.0m
 CLASS: IRC/ORCi
 DESIGNER: John Muirhead (AUS)
 YEAR BUILT: 1983
 TYPE: Muirhead 11
 NUMBER OF HOBARTS: 6
 OWNER: John Willoughby
 CLUB: Royal South Australian Yacht Squadron, SA
 CREW: Geoffrey Tomlins (5) - Skipper, John Willoughby (7), Darren Papalexion, Jonathan Webber, Jeannie Opitz, Paul Craig, Alenka Caserman

John Willoughby's Enchantress is back again after racing in six Sydney Hobarts and finishing the race 98th overall last year. This home-designed and home-built boat has raced and cruised since launched in 1983, including approximately 30 Adelaide to Port Lincoln races. The Muirhead 11 has done six Hobarts, finishing 20th for fourth in Division 4 in 2016, 23rd in 2015, 19th overall, third in the Veterans 30 Year and fourth in the Veterans 20 Year in 2014. In 2012, her first Hobart, she was 19th for third in Division 4.


EVE

SAIL NO: 8565
 LOA: 19.7m
 CLASS: IRC/ORCi
 DESIGNER: Sparkman & Stephens (USA)
 YEAR BUILT: 1981
 TYPE: Swan 65
 NUMBER OF HOBARTS: 3
 OWNER: Steven Capell
 CLUB: Cruising Yacht Club of Australia,

NSW

CREW: Steven Capell (3) - Skipper, Michael van den Blink (11) - Navigator, Bert Norman (1), John Tisdell, Glenn Antonelli, Alister Purves, Joshua Hodgkinson, Richard Agnew, Sharon Bartle (1), Fraser Welch, Robert Warner, Benjamin Roulant (1), Kim Richards, John Charles (1), Morgan White

Last year, Steven Capell's elegant Swan 65 finished 106th overall in 75th race's large fleet. The previous year, Eve was 41st overall, seventh in Division 3, third in ORCi Division 3 and second in the Corinthian division. Capell also sailed her in the 2015 Sydney Hobart under the name of 'Ugg Australia' and finished 31st overall. She finished a good fifth and won Division 2 in the 2018 Sydney Noumea Race. Eve is a classic S&S Swan 65; the 35th of 40 yachts built by Nautor in the 1970s and early 1980's. Originally launched in 1981 as UK registered 'Cheetah of Hamble', and then as Italian registered 'Kenta' from 2000, she was imported to Australia and took up residence in Sydney.


FLYING FISH ARCTOS

SAIL NO: 7551
 LOA: 15.2m
 CLASS: PHS
 DESIGNER: Graham Radford (AUS)
 YEAR BUILT: 2001
 TYPE: Radford 55
 NUMBER OF HOBARTS: 14
 OWNER: Flying Fish Online
 CLUB: Middle Harbour Yacht Club, NSW
 CREW: Steve Grellis (29), Anne Gruber, Matthew Sinclair, Grant Pudig, Drew Hulton-Smith (1), Brendan Savage, Jenny O'Donoghue, David Myers, Andrew Stuckey, Diana Omuovo, Ian Graft, Greg Alderson, Matt Smith, Rocky Liu

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


FONTANA

SAIL NO: MK8
 LOA: 13.5m
 CLASS: Two-Handed PHS
 DESIGNER: German Frers (ARG)
 YEAR BUILT: 1999
 TYPE: Swan 44 Mkii
 NUMBER OF HOBARTS: 0
 OWNER: Rod Walton
 CLUB: Royal Prince Alfred Yacht Club, NSW
 CREW: Rod Walton (23) - Skipper, Stephen Fitzmaurice (16) - Skipper

Entered in the Two-Handed division, this Swan comes to the race for the first time with her race veteran owner, Rod Walton, who crewed on URM in 2018. Walton has teamed up with Steve Fitzmaurice who mainly raced in the eighties and nineties on yachts such as Amazon. Fontana has cruised the Atlantic and the Pacific oceans and is a newcomer to the race. Versatile Walton has sailed many classes of boats and has been club racing at RPYAC with Fontana in the lead-up.


FRUIT SALID 3

SAIL NO: RQ334
 LOA: 12.6m
 CLASS: IRC
 DESIGNER: Farr Yacht Design (USA)
 YEAR BUILT: 2013
 TYPE: Beneteau First 40
 NUMBER OF HOBARTS: 0
 OWNER: Mark Drobotko
 CLUB: Royal Queensland Yacht Squadron, Qld
 CREW: Mark Drobotko - Skipper, Mick Milestone - Navigator, Kate Austin, Tom Robinson, Daniel Scanlan, Rebekah Blake, Chris Dymalovski, Dan Deburiatte

Queenslander Mark Drobotko purchased Fruit Salid in Southampton, England, in 2016. The Beneteau 40 was then sailed to Australia, arriving in late 2017. The passage highlights included first place in the 2016 ARC+ Atlantic Crossing, Caribbean Sea cruising, Grenada Race Week, Panama Canal transit, Pacific Ocean, and time taken enjoying the tranquility of ocean crossings and life at sea. Her Queensland

owner says Fruit Salid is in tip-top condition, and her crew are currently working towards the boat's first Sydney Hobart campaign.


GALAXY III

SAIL NO: R261
 LOA: 11.9m
 CLASS: Two-Handed PHS
 DESIGNER: Sparkman & Stephens (USA)
 YEAR BUILT: 1983
 TYPE: S&S 39
 NUMBER OF HOBARTS: 5
 OWNER: Chris Canty
 CLUB: Royal Sydney Yacht Squadron, NSW
 CREW: Chris Canty (1) - Skipper, David James, Skipper

Galaxy III will race in the Two-Handed division after returning to the race with Chris Canty for last year's 75th race and placing PHS 14th. Prior to that, the boat last raced to Hobart in 1994 for the 50th in which she finished PHS 5th overall. Before that, the S&S39 had done three Sydney Hobarts: in 1984 she finished 44th, in 1986 she retired and in 1988 she was 69th. While enjoying a cruising circumnavigation in 2018, Galaxy III was leaving Fiji when Canty found himself on the receiving end of a thorough boat search by Customs, a major drug bust the day before, involving an Australian couple! Like all the other golden oldie S&S's in the race, if the going gets tough, Galaxy III will be able to handle it. She got the best of her four PHS rivals in the 180nm Cabbage Tree Island Race earlier in the month. Read about her cruising travels at: <https://are-we-there-yet.com.au/>


GUN RUNNER

SAIL NO: 3867
 LOA: 9.2m
 CLASS: IRC/ORCi
 DESIGNER: John King (AUS)
 YEAR BUILT: 1988
 TYPE: Jarkan 925
 NUMBER OF HOBARTS: 3
 OWNER: Army Sailing Club, NSW
 SKIPPER: Murray Stewart (2)
 CLUB: Army Sailing Club, NSW

CREW: Murray Stewart (2) - Skipper, Max Alexander (1), Samuel Steen, Chris Connelly, Mani Lachmaiya, James Sides, Kayden Price, Daniel Lynch

Murray Stewart takes over the skipper role on Gun Runner, the smallest boat in the fleet this year and the boat he sailed the last two Sydney Hobarts on. Reece Young skippered the boat to 114th overall last year. In 2018 he skippered the Jarkan 925 to 50th overall for fourth in Division 4 and won the Corinthian trophy. In the 2017 race, and second smallest boat in the fleet, they finished 77th. Owned by the Army Sailing Club, the Aussie designed boat will feature the usual new-look crew of trainees. The Army uses the boat to train its personnel and teaches the Army values of courage, initiative, respect and teamwork. Gun Runner also takes part in the ADFSA Inter-Service Championship each year and puts in plenty of training ahead of the big race.



GWEILO
SAIL NO: 052
LOA: 15.9m
CLASS: IRC/ORCi
DESIGNER: Judel/Vrolijk (GER)
YEAR BUILT: 2011
TYPE: TP52
NUMBER OF HOBARTS: 2
OWNER: Matt Donald/Chris Townsend
SKIPPER: Wade Morgan
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Wade Morgan (16) - Skipper, Andrea Green (9) - Navigator, Matt Donald (3), Chris Townsend (3), Adam Brown (33), Andrew Cribb (13), Ben Psaltis (3), Justin Mulkearns (8), Kyle Dodds (1), Nicolas Partridge (22), Peter Merrington (23), Simon Cunnington (8), Oliver Scott-Mackie (4), Rafa Trujillo (6)

In only Gweilo and her owners only second tilt at the Sydney Hobart, they finished second overall and second in Division 1 to Ichi Ban last year. Wade Morgan was in his first Sydney Hobart skipper role and was backed by a solid crew. This finish also gave Gweilo second to Ichi Ban in the BWPS. Gweilo (Cantonese slang for 'white man' or 'ghost man' - with the ghost livery to match) is the former Container/Calm 2/Viento II and was new to Australia and the Sydney Hobart in 2018, when Matt Donald and Chris Townsend sailed her to 22nd overall, with Sydney Hobart veteran, Mike Green in the skipper's role.

The TP52 finished fourth overall in July 2019's Sydney Gold Coast race and scored a trio of third places in the inaugural Brisbane Hamilton Island race, the Flinders Islet Race and Newcastle Bass Island Race. Won October's Bird Island Race from Khaleesi and Ichi Ban. Finished third to InfoTrack and Black Jack in the 180nm Cabbage Tree Island Race earlier this month, with Ichi Ban fourth. Hot to trot, she will give all the TPs a run for their money.



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

Hartbreaker placed 80th overall in the 75th Sydney Hobart last year. She was 43rd in 2018; after placing 55th in 2017 and 67th in 2016. The RP46 placed 41st in 2015, 66th in 2014 and 49th in 2013 - the year cardiologist Tony Walton and Alan Breidahl purchased and renamed the RP46, known before as Hardys Secret Mens Business 2 and Shamrock. With original owner, Geoff Boettcher, the boat was badly damaged at the start of 2007 Hamilton Island Race Week and then fell off a truck on the way to be repaired. As Shamrock, the yacht retired from the 2010 Sydney Hobart with rudder damage. As HSMB finished 20th in the 2004 Hobart, eighth in 2005 and 18th in 2006. Now owned by Antony and Gaye Walton, Hartbreaker is based at Royal Brighton Yacht Club and has successfully campaigned in ORCV races. Walton is looking forward to performing well in 2020 with a strong crew



ICHI BAN
SAIL NO: AUS001
LOA: 15.9m
CLASS: IRC/ORCi
DESIGNER: Botin Partners (ESP)
YEAR BUILT: 2017
TYPE: Botin 52
NUMBER OF HOBARTS: 3
OWNER: Matt Allen
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Matt Allen (30) - Skipper, Will Oxley (19) - Navigator, Gordon Maguire (20), Anthony Merrington (13), Charles Kosecki (8), Davin Conigrave (10), James Corrie (8), James Paterson (9), Jeremy Rae (27), Matiu Te Hau (4), Robert Greenhalgh (4), Sean O'Rourke (4), Timothy Sellars (14), Ben Lamb (10), Dick Parker (1)

After winning the 2017 Rolex Sydney Hobart, Matt Allen was over the moon to win again, especially as it was his 30th Hobart in the 75th race. This performance earned him clear Blue Water Pointscore (BWPS) victory. Allen went on to win Division A of Australian Sailing Champs for a third year running in January and won consecutive Adelaide Port Lincoln races and Lincoln Race Weeks in February. Finished third in October's Bird Island Race, won by another TP52, Gweilo, and fourth behind InfoTrack, Black Jack and Gweilo in December's 180nm Cabbage Tree Island Race.

Ichi Ban has been a standout boat since launching in late 2017, taking line and overall double in the 2017 Newcastle Bass Island Race, her maiden race. In 2018, she finished the Hobart best of the TP52s in fifth place after being caught by the infamous 'Derwent shutdown', but still won the BWPS by 14 points. That year, she also won the Brisbane Gladstone Race, won the Brisbane Hamilton Island Race and placed second in the Sydney Gold Coast race, which she repeated in 2019. Ichi Ban was a finalist in World Sailing's 2019 Goslings Boat of the Year Award for her performances. These results by her longstanding crew make Ichi Ban the benchmark for others aiming for the Tattersall Cup.



INFOTRACK
SAIL NO: SYD1000
LOA: 30.0m
CLASS: IRC
DESIGNER: Juan Kouyoumdjian (ARG)
YEAR BUILT: 2008
TYPE: 100ft Super Maxi

NUMBER OF HOBARTS: 6
OWNER: Christian Beck
CLUB: Greenwich Flying Squadron, NSW
CREW: Christian Beck (3) - Skipper, Brad Kellett (28) - Navigator, Tony Mutter (5), Charlie Wyatt, Mitch White (17), Matt Pearce (21), Matt Jackson, Ty Oxley (15), Mustafa Ingham (2), Chris Nicholson (7), Alan Turner, Alexander Gough (2), Irina Kudriashova, Ryan Phillips, Lucas Chapman (7), Sam Newton (5), Brendan Smart, Rachel Williams, Troy Tindill (11)

InfoTrack wowed the crowd with her brilliant second over the line in 2019; 44 mins and 18 secs behind Comanche after a five way super battle all the way to Hobart. Also notched up third overall in Division 0. Christian Beck's boat returns with a good chance of line honours this year, Black Jack her most serious rival. She finished a close fourth over the line in 2018 after a protracted battle with WOXI, Black Jack and Comanche in conditions not suited to her weight. InfoTrack showed good form earlier this month when she took the line and overall double in the 180nm Cabbage Tree Island Race in lighter breeze, 18 minutes faster than Black Jack over the line - the precursor to the Rolex Sydney Hobart.

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



INSOMNIA
SAIL NO: 65007
LOA: 12.8m
CLASS: IRC/ORCi
DESIGNER: Judel/Vrolijk (GER)
YEAR BUILT: 2011
TYPE: JV42
NUMBER OF HOBARTS: 2
OWNER: Marcus Grimes
CLUB: Royal Prince Alfred Yacht Club, NSW

CREW: Marcus Grimes (1) - Skipper, Adam Favalaro (1), Matt Smith (1), David Hobbs (1), Ruby Scholten (1), Lisa Denvir, Thomas Vincent (3), Ben Hillman (1)

Marcus Grimes specifically purchased the former Elena Nova for the 75th Sydney Hobart, having been planning to do the race for the past two years and finished 61st overall.

As Elena Nova, the JV42 did only the 2016 Rolex Sydney Hobart, when owned by Craig Neil, and finished 41st overall and seventh in Division 2. Grimes, who races out of his local Royal Prince Alfred Yacht Club at Pittwater, has been immersed in club races, including the Pittwater to Paradise and others. He says the aim was to buy a proven boat and get it to the Hobart finish line in one piece - which they did - after placing third in Division 2 of the 2019 Flinders Islet Race. When launched, and before calling Australia home, *Insomnia* raced out of Germany.



KAYIMAI
SAIL NO: MH46
LOA: 14.0m
CLASS: Two-Handed IRC and ORCi
DESIGNER: Rob Humphreys Yacht Design (UK)
YEAR BUILT: 2015
TYPE: Azuree 46
NUMBER OF HOBARTS: 1
OWNER: Rob Aldis
CLUB: Middle Harbour Yacht Club, NSW
CREW: Michael Bell (11) - Skipper, Adam Allaway - Skipper

Michael 'Zappa' Bell and his co-skipper Adam Allaway will sail Rob Aldis' Kayimai two-up in this year's race. Based at Middle Harbour and purchased by Aldis in 2017, Kayimai competed in her maiden Sydney Hobart in 2018 and placed 30th overall. The same year, the Azuree 46, which usually races locally, also did the Sydney Noumea Race and placed seventh for third in Division and finished ninth in the Newcastle Bass Island Race. Aldis also uses the boat for regattas and family cruising. He says comfort is built into this slippery design. Bell Snr, a former rigger, is handy to have on any boat. Allaway raced south on Van Diemen III last year.



KHALEESI
SAIL NO: 46
LOA: 14.1m
CLASS: IRC/ORCi
DESIGNER: Mark Mills (IRE)
YEAR BUILT: 2005
TYPE: DK46
NUMBER OF HOBARTS: 4
OWNER: Rob Aldis
CLUB: Middle Harbour Yacht Club, NSW
CREW: Rob Aldis (1), Skye Paton (1), Tom Grimes, Elizabeth Charles (1), Neal Farquharson (1), Joshua Marks, Oliver Court (2), Damon Zemanek(1), Cameron Gundy (1), Peter Winter (1), Gerard Smith, Jim Colley (1)

Now owned by Rob Aldis, the former Shogun/Exile was formerly owned by Andrew and Pauline Dally, who renamed the DK46 Khaleesi and sailed her to 24th in the 2014 Rolex Sydney Hobart. Contested the race again in 2017 and finished 48th before taking on the 2019 Australian Yachting Championships in Melbourne and finished third in Division 2. In 2016 Khaleesi scored a trio of IRC second places in the CYCA's SOPS, MHYC's IRC Open Point Score and Division 1 in Sydney Harbour Regatta and placed 12th in the Pittwater Coffs race. In 2017 she won the Bird Island Race. Aldis and crew used their home club's SSORC to limber up and finished third in Division 1. In November this year, Khaleesi finished second in the Bird Island Race, beating all the top grand prix boats including Ichi Ban.



KIALOA II
SAIL NO: AUS7742
LOA: 23.0m
CLASS: IRC/ORCi
DESIGNER: Sparkman & Stephens (USA)
YEAR BUILT: 1964
TYPE: S&S Yawl
NUMBER OF HOBARTS: 4
OWNER: Patrick and Keith Broughton
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Patrick Broughton (12) - Skipper, Lindsay May (47) - Navigator, Chris Harmsen (19), Ek Lambert Lepplastrier,

Richard Snow, James Judd (8), Grant Chessells (14), Alex McWilliam, Aero Lepastrier, Dave Cummins, Jeff Beaton (12), Andrew Cutler (14), Mallee Lambert, Peter Sheldrick (28), Jono Pryke, Stuart Holdsworth

This famous aluminium boat was first owned by American, Jim Kilroy, who converted her from a sloop to a yawl in 1968 and brought her to Australia in 1971 for just one Sydney Hobart. The rest is history – Kialoa II took line honours in little more than three and a half days. She also took line honours in the 1966 Newport Bermuda and San Diego Acapulco races, won the 1969 Transatlantic Race from Newport to Cork, finished second on line in the 1969 Fastnet Race and took the double in the 1972 Trans-Tasman Race from Hobart to Auckland.



LLAMA II

SAIL NO: 7126

LOA: 14.0m

CLASS: IRC/ORCI

DESIGNER: Judel/Vrolijk (GER)

YEAR BUILT: 2017

TYPE: Dehler 46

NUMBER OF HOBARTS: 0

OWNER: John Linton

CLUB: Middle Harbour Yacht Club, NSW

CREW: John Linton – Skipper, Mads Toft, Freddie Jansen van Nie, Mike Selbie, Niall Powers, Max Van Biene, Shane O'Neill, Michael Twomey, Kate Twomey, Morten Seiersen, David Thomas (17)

Unknown to the Rolex Sydney Hobart and other major offshore races, Llama II has mostly been raced by owner John Linton at his local Middle Harbour Yacht Club. The Dehler 46 also contested some of the CYCA's Winter Series this year, giving Linton an opportunity to check out some of his upcoming competition in the 628 nautical mile race. Has also ventured north to Hamilton Island Race Week. Linton was among those who kindly stepped in for the Firefighter Family Day earlier in the year, in thanks to all those who were involved in fighting the catastrophic bushfires late last year.



LOCAL HERO

SAIL NO: 1236

LOA: 11.0m

CLASS: Two-Handed IRC and ORCI

DESIGNER: Murray Burns Dovell (AUS)

YEAR BUILT: 1995

TYPE: BH36

NUMBER OF HOBARTS: 9

OWNER: Mark Ayto

CLUB: Cruising Yacht Club of Australia, NSW

CREW: Mark Ayto (7) – Skipper, Antony Sweetapple – Skipper (13)

Local Hero will be skippered by Mark Ayto and Anto Sweetapple in the new Two-Handed division. While Ayto is at home in the double-handed world, Sweetapple is best known as the co-owner and skipper of Quetzalcoat, a fully crewed boat which he scored a PHS win and second and third PHS in past Sydney Hobarts. Shane Connolly skippered this BH36 to 83rd overall in 2019. Before Connolly, Chris Matthews, bought the boat from long-time owner Peter Mosely in 2016 and finished 29th that year. Mosely retired from the 2015 race with hull damage, and was 54th in the 2014 race, PHS fourth in 2012 and IRC 20th and third in IRC Division 4 in 2010. The BH36 did her first Sydney Hobart as Local Hero XII (skippered by Geoff Howison, a business partner of the boat's designer, Iain Murray and builder, the late Ian Bashford) and placed 14th. In 1996, entered by next owner, Kevin Wood, she was 35th.



LUNA BLUE

SAIL NO: 7809

LOA: 14.1m

CLASS: PHS

DESIGNER: Philippe Briand (FRA)

YEAR BUILT: 2008

TYPE: Beneteau First 45

NUMBER OF HOBARTS: 0

OWNER: David Watson/John Turnbull/Andrew Silk

CLUB: Royal Prince Alfred Yacht Club, NSW

CREW: John Turnbull – Skipper, David Watson (1) – Navigator, Andrew Silk, Patrick James, Bill Kay, Andrew Benefield, Stephen Burkitt, Michael Formosa (27), Andrew Spearritt, Peter Kelly

One of a few boats new to the Rolex Sydney Hobart, Luna Blue is also a new boat for John Turnbull and David Watson (former owners of the yacht Reverie) and Andrew Silk. Launched in November 2008, this Beneteau First 45 was purchased out of Adelaide where it had raced and was the fastest Royal South Australian Yacht in the 2009 Adelaide Port Lincoln Race. Her new owners purchased the yacht in Adelaide and she was sailed her to her new home on Pittwater. Other Beneteau 45s have done well in the 628 nautical mile race in the past with divisional placings, so no reason why Luna Blue can't too.



MAKO

SAIL NO: N40

LOA: 12.0m

CLASS: PHS

DESIGNER: Murray Burns Dovell (AUS)

YEAR BUILT: 1999

TYPE: Sydney 40

NUMBER OF HOBARTS: 1

OWNER: Paul O'Rourke

CLUB: Newcastle Cruising Yacht Club, NSW

CREW: Tim Dodds – Skipper, Adrian Kiely – Navigator, Paul O'Rourke (1), Greg Busch, Marcus Busch, Simon Macks, Mark Nugent, Steve Robinson, Oonagh O'Donovan, Hugh Dodds

Newcastle Cruising Yacht Club CEO Paul O'Rourke chose the 75th running of the Sydney Hobart last year to represent his club with Mako and they placed 60th overall. Formerly Questionable Logic, this Sydney 40 was built for the 1999 Admiral's Cup and was part of the winning Dutch Team, sailing as Trust Computer Products. It was also known as Pride and raced in several Fastnet races. In 2018 it was bought by a large syndicate out of NCYC to compete in regattas on the east coast. This year Tim Dodds will skipper and O'Rourke will be in the crew.



MARITIMO

SAIL NO: USA16

LOA: 16.3m

CLASS: IRC/ORCI

DESIGNER: Carl Schumaker (USA)

YEAR BUILT: 1996

TYPE: Schumaker 54

NUMBER OF HOBARTS: 0

OWNER: Bill Barry-Cotter

CLUB: Southport Yacht Club, Qld

CREW: Bill Barry-Cotter (2) – Skipper, Murray Spence (20) – Navigator, Michael Spies (43), Robert Case (35), Kendal Barry-Cotter (11), Ian Short (16), Cooper Ellis (2), Jacob Broom (9), Tony Arends (3), Edward Markey (4), Peter Britt (7)

Originally launched as Swiftsure II, this Schumaker 54 was dominant under various measurement rules in San Francisco, winning the Rolex Big Boat

Series an unprecedented eight times. Bill Barry-Cotter, a leader in the Australian boat building industry, purchased the boat earlier this year with the intention of competing in the Tahiti Transpac, but when the race was cancelled due to the pandemic, the boat was shipped to Australia where it underwent a refit and upgrade at Maritimo's Gold Coast facility in readiness for the race. For last year's 75th Sydney Hobart, Barry-Cotter entered Katwinchar, the oldest boat to ever do the race. He was unable to go, but his brother Kendal was aboard as skipper, along with notables Michael Spies, Scott Kaufman and Robert Case (the mainstays of the crew this year). They sailed the boat to 62nd overall to finish second in Division 7, won the Grand Veterans division and finished third in the Veterans division. A lot to live up to.



MATRIX

SAIL NO: 41

LOA: 12.6m

CLASS: IRC/ORCI

DESIGNER: Niels Jeppesen (DEN)

YEAR BUILT: 2010

TYPE: X-41

NUMBER OF HOBARTS: 2

OWNER: Graham Furtado

CLUB: Royal Queensland Yacht Squadron/ Queensland Cruising Yacht Club, Qld

CREW: Graham Furtado (2), Skipper, Ian Davis (28) – Navigator, Geoff Gribble (2), Shannan Hart (10), Yuri Stevens (4), Kate Kenny (2), Vanessa Dudley (23), Timothy Dance

Last year was Matrix's second Sydney Hobart and she placed 36th overall having finished 34th overall in 2018, which capped off a solid 2018 season, including cleaning up at Hamilton Island Race Week and finishing third overall in the Brisbane Gladstone Race. Since being purchased by Queensland yachtsman Graham Furtado in 2016, Matrix has been steadily campaigned in all major races and regattas on the east coast. She has also been racing on local waters as much as she can in preparation for the 76th Sydney Hobart Yacht Race. Ian 'Ox' Davis, a 28 Sydney Hobart veteran is navigating, while Vanessa Dudley, the third most capped female sailor with 23 Hobarts, is also on board.



MAVERICK

SAIL NO: SM3600

LOA: 10.8m

CLASS: Two-Handed IRC and ORCI

DESIGNER: Andrieu Yacht Design (FRA)

YEAR BUILT: 2016

TYPE: Jeanneau Sun Fast 3600

NUMBER OF HOBARTS: 1

OWNER: Anthony Hammond

CLUB: Sandringham Yacht Club, Vic

CREW: Anthony Hammond – Skipper, Rod Smallman (1) Skipper

Rod Smallman sailed Maverick to 89th overall in their first Sydney Hobart last year. He has since sold the boat to Tony Hammond and the pair will do the race in the new Two-Handed division of the Rolex Sydney Hobart this year. Smallman and this Jeanneau Sun Fast 3600 are at home double-handed racing, having finished third overall in the 5500 nautical mile Melbourne Osaka double-handed yacht race in 2018 with his son Tyson. Maverick will continue to be raced as she prepares for her assault on the 628nm Hobart. Hammond and Smallman, from Victoria, will provide serious competition for the other double-handers in the race.



MAVERICK 49

SAIL NO: GBR4945R

LOA: 14.1m

CLASS: IRC/ORCI

DESIGNER: Hugh Welbourn (UK)

YEAR BUILT: 2016

TYPE: Infiniti 46R

NUMBER OF HOBARTS: 1

OWNER: Quentin Stewart

CLUB: Guernsey Yacht Club, Guernsey

CREW: Quentin Stewart (2) – Skipper, Steven Thomas (1), Rhys Mara (1), Lewis Brake (1), Shaun Lane (2), Finn Alexander, Shaun Connor, Will Ryan

Quentin Stewart comes to the start line for a second year with Maverick 49. He was disappointed with 13th overall (despite scoring third in Division 2) last year, after looking to make the overall podium up until their last day on the water. This Hugh Welbourn designed Infiniti 46r has been touted as the 'fastest 46 footer in the

world'. She has a canting keel and DSS foils - the only 40 footer to utilise twin foils when built in 2016. Stewart and Shaun Lane have been honing their tight crew work in recent times via the pair's MC38, Lazy Dog and won the 2020 MC38 trophy earlier this month.

Maverick 49's best results before Stewart bought her include: won IRC Zero in the 2016 RORC Transatlantic Race; third and 11th overall respectively in the 2016 and 2017 Middle Sea races; won Class 16 in the Open Division of the 2018 Newport Bermuda race; won the 2019 SoCal 300 and was sixth in the 2019 Transpac. Stewart has again enlisted the stars of the small boat brigade, headed by Olympic 470 silver medallist and multiple world champion, Will Ryan, Laser Olympic campaigner Finn Alexander, along with other young guns who raced with Stewart last year. Ranked among the favourites in the under 50ft boats.



MAYFAIR

SAIL NO: M16
LOA: 14.0m
CLASS: IRC/ORCi
DESIGNER: Simon Rogers (UK)
YEAR BUILT: 2006
TYPE: Rogers 46
NUMBER OF HOBARTS: 0
OWNER: James Irvine
CLUB: Royal Queensland Yacht Squadron, Qld
CREW: James Irvine (4) - Skipper, Shawn Butt (4), Mark Carter (2), Jarrod Cook (1), Jamie Pirret (5), Steve Brierley (4), Peter Webster (3), Justin Smith, John Moody (5), Robert Cordingley, Leon Thomas (1), Andrew Torpelund (4)

James Irvine's latest Mayfair was one of the long list of Yeoman yachts that was originally sold to a German consortium and recently purchased by the Queenslander. When owned by Lake Macquarie yachting identity, Doug Coulter, and under the name Shakti, this Rogers 46 took line honours in the 2017 Club Marine Pittwater to Southport race and won IRC and ORCi in the bargain. Irvine previously owned a Beneteau First 40, also called Mayfair, with which he did last year's 75th Sydney Hobart and finished 48th overall. Moving up to a faster Rogers 46 should fulfill his need for more speed.



MIDNIGHT RAMBLER

SAIL NO: ST36
LOA: 10.8m
CLASS: IRC/ORCi/Corinthian
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 2005
TYPE: Sydney 36
NUMBER OF HOBARTS: 2
OWNER: Ed Psaltis
CLUB: The Royal Yacht Club of Tasmania, Tas
CREW: Ed Psaltis (38) - Skipper, Andrew Davison (9) - Navigator, Jory Linscott (4), Timothy Edwards, Donovan Oak, Jamie Lawrence, Anne Stewart, Glenn Stewart (1)

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

Psaltis says, "The new crew of Midnight Rambler is looking forward to some hard offshore racing again." Now an all-Tassie crew with a great mix of youth and experience for all races in the season, including Sydney Hobart. Among them is first timer, 18 year-old Anne Stewart, whose father Glenn is aboard again. The Tasmanian 2019/20 sailing season was a successful one, Midnight Rambler winning the Combined Clubs Pennant among other race and series wins. However, Psaltis says, "There is some unfinished business to attend to as she enters the 20/21 season."



MIN RIVER

SAIL NO: AUS888
LOA: 12.5m
CLASS: Two-Handed ORCi
DESIGNER: Niels Jeppesen (DEN)
YEAR BUILT: 2018
TYPE: X4.3
NUMBER OF HOBARTS: 0

OWNER: Jiang Hui Lin
CLUB: Balmain Sailing Club/Cruising Yacht Club of Australia, NSW
CREW: Jiang Hui Lin - Skipper, Jean-Charles Ledun - Skipper

This X4.3 is the first of her model and arrived in Australia in July 2018. She is a 41ft cruiser and Jiang Hui Lin has done the Two-Handed series at the CYCA in preparation for her entry in the new Two-Handed division of the Rolex Sydney Hobart - her third tilt at the race. Her co-skipper for the Sydney Hobart is Frenchman, Jean-Charles Ledun. Jiang Hui Lin has also been racing in the twilight and Sunday summer series at Balmain Sailing Club, which in 2015 named her as the Most Improved Keelboat Sailor, just three years after she began sailing. Jiang Hui Lin grew up in China, far away from the water, and named her boat for China's 457 mile-long Min River, in central Sichuan province, which flows through the province where her parents lived. The river was traditionally taken as the main course of the upper Yangtze prior to extensive exploration of its sources.



MINERVA

SAIL NO: 6837
LOA: 13.0m
CLASS: IRC
DESIGNER: Reichel/Pugh (USA)
YEAR BUILT: 2002
TYPE: DK43
NUMBER OF HOBARTS: 6
OWNER: Timothy Cox
SKIPPER: Edward Cox
CLUB: Royal Sydney Yacht Squadron, NSW
CREW: Edward Cox (4) - Skipper, Jim Walsh - Navigator, Mark Hewitt-Park (12), William Cox (4), Ian King, Jerome Johnson (1), Brad Greenrod (3), Peter Craig (6), Michael Nolan (1), Chris Malcolm, Robert Carlile (16), Katherine Bennett (1)

This is Hobart number seven for Minerva, which broke a rudder bearing last year, so became one of only three retirements. In 2013, again skippered by owner Tim Cox's nephew William, the DK43 finished 16th overall. Prior to that, she was 44th in 2011. This year, Cox's son, Edward, is in the skipper role. Minerva is a regular in the CYCAs Short Ocean Pointscore series. Over the past few summers it has competed alternately in the Sydney-Hobart and Coffs Harbour races. Formerly known as Pla Loma IV, it contested three Sydney Hobarts, retiring in her first in 2004, and going on to place 47th in 2006

and 57th in 2008. In December this year, finished Division 2 fourth in the 180nm Cabbage Tree Island Race.



MONEYPENNY

SAIL NO: AUS1
LOA: 21.5m
CLASS: IRC/ORCi
DESIGNER: Reichel/Pugh (USA)
YEAR BUILT: 2008
TYPE: Reichel Pugh 69
NUMBER OF HOBARTS: 2
OWNER: Sean Langman
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Sean Langman (29) - Skipper, Mathew Humphries (2) - Navigator, Josh Alexander (19), Ed Powys (2), Geoff Bauchop (24), Joe De Kock (13), Josh Porebski, Peter Langman (7), Brett Van Munster (6), Nina Curtis

The original Moneypenny has returned to that name having sailed as Naval Group (last year lengthened from 65 to 69 feet) for the past two Rolex Sydney Hobarts. Sean Langman finished 10th overall for second in Division O in the 2019 Sydney Hobart and then fourth in the 2020 Adelaide Port Lincoln Race. In 2018, the Reichel/Pugh design placed 11th over the line and 39th overall in the 2018 Hobart. Langman, who also sails an 18 foot skiff, continues to bring something different to the race each year - from smallest and oldest boat in the fleet to downwind flyers, maxis and super maxis to Moneypenny, which fits the 60-70 feet range.

Crew includes Kiwi Matt Humphries navigating, Langman's son, Peter, along with 2012 Olympic silver medallist and recently crowned Women's Hobie Cat Australian champion, Nina Curtis and skiffie types Josh Porebski, Brett Van Munster and Ed Powys with other regulars. A solid crew mix could mean a better result for Langman this year, starting with fifth place in December's Cabbage Tree Island Race.



NAVY ONE

SAIL NO: 0404

LOA: 12.6m
CLASS: IRC/ORCi
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2011
TYPE: Beneteau First 40
NUMBER OF HOBARTS: 3
OWNER: Royal Australian Navy, NSW
CLUB: RANSA, NSW
CREW: Nathan Lockhart (1) - Skipper, Tracey Magyar - Navigator, William Sherman, Matthew Dawe, Gus Ekberg, Nick Greenhill, Stuart Dawe, Tori Costello, Joshua Towle, Kieran Davis

The Royal Australian Navy is sailing this Beneteau First 40 for a second time after placing 84th overall last year. She was launched as 'Lunchtime Legend' for Robbo Robertson in August 2011 and won IRC Division 2 of the Rolex Trophy Rating Series and scored third in IRC Division 4 of the Rolex Sydney Hobart that year - finishing with the exact same corrected overall time as sistership, Two True, which won the Hobart in 2009. In 2012, Robbo won IRC Division 3 after finishing 17th overall in the 2012 Hobart. The boat was sold and became 'Outlaw' and the Navy has renamed her again, 'Navy One', after purchasing her for sail training. The boat has been used for the previous three years for initial entry officer sail training for the RAN at HMAS Creswell in Jarvis Bay.



NO LIMIT

SAIL NO: AUS98888
LOA: 19.2m
CLASS: IRC/ORCi
DESIGNER: Reichel/Pugh (USA)
YEAR BUILT: 2008
TYPE: Reichel Pugh 63
NUMBER OF HOBARTS: 5
OWNER: David Gotze
CLUB: Cruising Yacht Club of Australia, NSW
CREW: David Gotze (9) - Skipper, Charles Gundy (2), Aaron Cole (14), Duncan Macleod (1), David Allen (2), Adam Schlipalius (2), Stefan Treurniet (1), James Sellors (1), Rowan Leaper (17), Andrew Simpson (6), Noel Drennan (33), Tony Ellis (52), Joseph Ferguson (2), Declan Brennan (17), Ashley Deeks (12)

David Gotze was thrilled with seventh overall and second in Division 2 last year after a season of good results mixed with mishaps and breakages. Extra cause for celebration was crew member Tony Ellis celebrating a record 52nd Sydney Hobart and he is aboard again for his 53rd. Last year Gotze bought the boat, originally christened Limit, which was later named

Aszhou and Voodoo. As Voodoo, Hugh Ellis finished the 2018 Sydney Hobart third overall to win Division 1, after buying the yacht out of the US. As No Limit, it led last September's Flinders Islet Race, but was pipped for line honours by Chinese Whisper - just 37 seconds separated them at the finish, with No Limit taking seventh overall.

As Limit, when owned by Alan Brierty, this RP63 last went to Hobart in 2010 and finished 14th overall. Launched three weeks prior to the 2008 Sydney Hobart, she finished seventh and then won Auckland Noumea Race line honours and every class (IRC/ORCi/PHRF). Upon returning to Australia, she retired from the 2009 Hobart with rigging issues. This is an excellent all-round boat, and a near sistership to the 2011 Hobart winner, Loki. Before this yacht, Gotze campaigned the LC60, Triton and finished 25th in the 2018 Hobart. Earlier again, he raced other offshore and one-design yachts with success.



OROTON DRUMFIRE

SAIL NO: CAY6536
LOA: 24.0m
CLASS: IRC/ORCi
DESIGNER: Hoek Design (NED)
YEAR BUILT: 2007
TYPE: Hoek TC78
NUMBER OF HOBARTS: 2
OWNER: Will Vicars
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Phillip Neil (2) - Skipper, Stacey Jackson (13), Felicia Danby (2), Adam Hickey (1), Christopher White (2), Will Vicars (2), Katy MacDonald (1), Geoff Little, Brett Averay (7), Brandon Buynik (1), Michael Ritchie (2), John Alvarez, Jessica Mills, Jane Vicars (2), Duncan Campbell, Frank O'Leary (8)

The elegant Hoek designed Drumfire named for the long-distance desert race horse of the same name) placed 65th in 2019's 75th Sydney Hobart. In her first Hobart in 2018, and with updated rigging, sails and other modifications, the 24-metre yacht finished 45th. This luxury yacht's exterior and interior are beautifully kept, and her timber interior has been personally designed. She features a double cockpit and double coach roof. Before she was purchased and brought to Australia in 2015, Drumfire, which draws admiring glances wherever she goes, won the 2011 Superyacht Cup Palma. Another interesting crew mix includes Volvo Ocean Racer Stacey Jackson who skippered Wild Oats to second overall in 2018.



PATRICE SIX
SAIL NUMBER: 7779
LOA: 12.3m
CLASS: IRC/ORCi
DESIGNER: Niels Jeppesen (DEN)
YEAR BUILT: 2007
TYPE: X-41
NUMBER OF HOBARTS: 8

OWNER: Alexander Flecknoe-Brown
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Alexander Flecknoe-Brown - Skipper, Mattijs Willenborg (1) - Skipper, Peter Hatfield, Deborah Dalziel (2), Stephen Lipman (5), Andrew Slocombe (2), Matthew McKenzie, Katie O'Mara, Nik Payten, Scott Denton

Patrice Six last contested the race in 2016 and placed 30th overall after finishing 43rd overall in the 2015 race under the ownership of Shaun Lane. Previously, was one of Tony Kirby's Patrice's, when he skippered her to 32nd in the 2012 Rolex Sydney Hobart. Kirby sailed the X-41 to a best Hobart result of fifth overall for third in IRC Division 3 in 2009, initially looking in the hot seat to win, after finishing 31st in 2008. Shaun Lane bought the yacht in 2013 and she has since been purchased by Alexander Flecknoe-Brown who previously raced a Jeanneau. He has been contesting CYCA races this year, including finishing 26th in the Bird Island Race.



PEKLJUS
SAIL NO: 6419
LOA: 15.3m
CLASS: Two-Handed PHS
DESIGNER: Graham Radford (AUS)
YEAR BUILT: 2001
TYPE: Radford 50
NUMBER OF HOBARTS: 4
OWNER: David Suttie
CLUB: Royal Prince Alfred Yacht Club, NSW
CREW: David Suttie - Skipper (3), Robert Suttie - Skipper (3)

Father and son David and Robert Suttie have entered the new Two-Handed division this year. Previously, Pekljus was

raced fully crewed and finished PHS 10th overall in the 75th Sydney Hobart last year. The Sutties and their followers were thrilled with Pekljus' PHS 2nd overall in 2018, following their PHS 10th overall in 2017. In 2001, David Ferrall began building Pekljus for Don McIntyre's solo around the world race, but when that event was cancelled, the project was put on hold. Instead, she was launched in 2004, in time for the Sydney Hobart, but the Radford 50 was one of 57 retirees. This bullet-proof boat has been set up for easy handling and for fast passages, so will hold up well in a blow. Pekljus is a family affair, with Suttie's son Robert aboard for all races, while wife Jenny and other family members greet them in Hobart.



PRETTY WOMAN
SAIL NO: 545
LOA: 13.8m
CLASS: IRC/ORCi
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 1996
TYPE: Farr 45
NUMBER OF HOBARTS: 2
OWNER: Richard Hudson/David Beak
CLUB: Royal Prince Alfred Yacht Club, NSW
CREW: Richard Hudson (13) - Skipper, Alice Tarnawski (1) - Navigator, David Beak (7), Antony Hawke (1), Juliet Costanzo, Liam Bennett (2), Jon Bassinder (1), Matthew Gerethy (1), Wendy Tinning, Francois Naef (1), Will Hardcastle, Jessica Angus (1)

Richard Hudson heads the team for Pretty Woman's third assault on the Sydney Hobart. Last year he finished 58th overall after placing 25th in 2007. Hudson does a lot of racing out of his 'local', the Royal Prince Alfred Yacht Club, and leaves town, when time permits, to take part in other major offshore races, such as the ARC. In January 2019, Pretty Woman took line honours in the Pittwater to Paradise (Southport) race and finished second overall.

Hudson again blends experience with some younger sailors from the RPAYC in the crew, giving them opportunities to try out offshore racing at its toughest. Among them this year is 21 year-old 2018 Australian Women's Match Racing champion, Juliet Costanzo who is trimming, and navigating is versatile 25 year-old Alice Tarnawski, a former Youth matching racing champion who was strategist on Edake which finished third and top placed Aussie boat at the 2019 Farr 40 Worlds.



QUEST
SAIL NO: 52002
LOA: 15.9m
CLASS: IRC/ORCi
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2005
TYPE: TP52
NUMBER OF HOBARTS: 8
OWNER: Craig Neil/Bob Steel
SKIPPER: Mike Green
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Mike Green (41) - Skipper, James Walker (1) - Navigator, Craig Neil (3), Max de Montgolfier (8), Erik Alston, Clinton Evans (7), Tom Brewer, Ryan Brook (1), James Turner, Nick Mrdjen (4), Matthew Bassett (8), Don McPhee (1), Richard Plain (1)

Bob Steel could not do the race last year, so it was left to co-owner Craig Neil and skipper, Mike 'Greenie' Green, to bring home the bacon - and they almost did. Quest led at Tasman Island, but fell into a big hole on the Tassie coast to end up third overall for third in Division 1. This placing gave the TP52 third in the BWPS. In fact, the top three in the race finished the BWPS in that order. Quest placed fourth in the 2020 Australian Yachting Championships and was sixth in December's 180nm Cabbage Tree Island Race. Bob Steel originally owned Quest and won the 2008 Hobart with her. The 'Man of Steel' sold her to Paul Clitheroe for a spell and he won the 2015 Hobart to also take out the BWPS. Back in Neil/Steel hands, Quest finished fourth in October's Bird Island Race which started light until a nice breeze kicked in the following day.

Steel also placed second to Ichi Ban in the 2017 Sydney Hobart - just an hour separated their finishes and little more than 20 minutes when the handicaps were applied. He also won the race with his previous Quest in 2002. This is a very tough offshore boat with solid crew. Meanwhile, Clitheroe skippered the boat to fourth overall to win Division 1 in the 2016 Hobart. The 'Money Man' also set a new race record in the 2016 Sydney to Newcastle race, and scored a clean sweep of IRC, ORCi and PHS wins. This boat has enjoyed remarkable results, and if the weather gets rough, this is the boat to watch. Greenie, coming up for his 42nd race south, is skipper again with mainly regulars aboard. Their main quarry will be Ichi Ban and Gweilo, which is quickly becoming the boat to beat.



REVE
SAIL NO: 5930
LOA: 14.0m
CLASS: PHS/Corinthian
DESIGNER: Philippe Briand (FRA)
YEAR BUILT: 1991
TYPE: Beneteau 45 F5
NUMBER OF HOBARTS: 4
OWNER: Kevin Whelan
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Kevin Whelan (3) - Skipper/Navigator, Simon Barrington (1), Stephen Ford (1), Matthew Cameron (1), Jayne Whelan (1), Matthew Lorkin, Pierre Briand (1), Joris Broeders

In the 75th race last year, Kevin Whelan skippered Reve to 16th under PHS. The pair enjoyed a good result in 2018 with PHS fifth after finishing PHS eighth in 2017. The Beneteau 45 F5 placed PHS 11th overall in her maiden Hobart the previous year. Whelan was thrilled to win PHS in the 2017 and 2018 Sydney Gold Coast races. He also won PHS in last October's Newcastle Bass Island Race. Reve Raced locally in Sydney from 1998/2002, before setting out on a worldwide cruise, sailing back to Australia in 2011 after a complete circumnavigation. Ready to race with a conservative flavour, Reve's crew are in the warm-up mode for the Sydney Hobart. With a multitude of skills on board, and more miles than you can poke a stick at, they plan on finishing a lifelong dream with family and friends, including Whelan's wife Jayne, who returns for her second Sydney Hobart.



SAIL EXCHANGE
SAIL NO: 7709
LOA: 12.0m
CLASS: IRC/ORCi/Corinthian
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2000
TYPE: Cookson 12
NUMBER OF HOBARTS: 2
OWNER: Carl Crafoord/Tim Horkings
CLUB: Middle Harbour Yacht Club, NSW
CREW: Carl Crafoord (34) - Skipper/Navigator, Tim Horkings (3), Joseph O'Keefe (3), Paddy Bannon (3), Timothy

Dawson, Andrew Spring (2), Alan Sims (6), Hugh Brodie (29), Cameron Walker, Nic Lesiuk (2), Mitchell Miller, Brian Whitbourne

Sail Exchange, named for Carl Crafoord's sailing boat equipment company, finished 16th for second in Division 5 in the 2019 Sydney Hobart. Crafoord and Tim Horkings purchased the boat in 2018 and finished sixth to win Division 3 in the 2018 Sydney Gold Coast race before placing 18th for third in Division 3 in the 2018 Hobart. It was Crafoord's first Sydney Hobart as a boat owner - he is most recognised as a navigator with 34 Sydney Hobarts behind him and among the few to achieve four Hobart wins. He is also one of three fathers/sons to rack up 30 plus Hobarts each. The Cookson 12 has a solid pedigree in designer Bruce Farr and builder Mick Cookson. She was formerly About Time, which Julian Farren-Price sailed to a record nine Ocean Point Score victories. In October 2020, she placed 10th to win Division 2 in the Bird Island Race and was Division 2 third in December's Cabbage Tree Island Race.



SAMURAI JACK
SAIL NO: 88888
LOA: 11.9m
CLASS: Two-Handed PHS
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 1996
TYPE: Farr 39ml Mod
NUMBER OF HOBARTS: 3
OWNER: Michael Lazzarini
CLUB: Queensland Cruising Yacht Club QLD
CREW: Michael Lazzarini (4) - Skipper, other TBA

Samurai Jack is entered in the Two-Handed division this year. On her last foray to Hobart in 2015, Michael Lazzarini was forced to abandon the race when the boat suffered sail damage. In her two other Sydney Hobarts, the modified Farr 39ml finished fourth overall under PHS in 2014 for fourth in Division 2 and 31st in ORCi in 2011. Samurai Jack is a well-travelled boat built in USA that has competed in Japan and New Zealand. Michael Lazzarini sailed her to Brisbane in January 2009 and raced locally. The Queensland yacht also contested the 2013 double-handed Melbourne Osaka but retired with structural damage.



SHE'S THE CULPRIT
SAIL NO: 370
LOA: 12.0m
CLASS: PHS
DESIGNER: Inglis/Jones (AUS)
YEAR BUILT: 1994
TYPE: Inglis/Jones 39 Mod
NUMBER OF HOBARTS: 8
OWNER: The Culprit Syndicate
CLUB: Newcastle Cruising Yacht Club/Lake Macquarie Yacht Club, NSW
CREW: David O'Dowd (7) - Skipper, Glen Picasso (12) - Skipper/Navigator, Glenn Bulmer (8), Richard Hooper (4), Wade Croak, Samantha Hickey, David Edwards (1), Kath Hall (4), Mark Virtue, Paul Dover, Kristen Anderson (2)

This well-known yacht owned by a fun syndicate from 'The Lake' finished PHS 20th overall in the 75th race last year. 'The Culprits' finished PHS second overall for second in Division 2 in 2017, and third in Corinthian division and fifth overall in PHS for third in Division 2 in the 2015 race after winning PHS in 2014, also taking the York family Corinthian trophy. In 2013, owners Glenn Bulmer, Glen Picasso and David O'Dowd sailed the Inglis/Jones 39 to PHS fourth overall in the Hobart for third in division. Launched as Top Cat for the double-handed Melbourne Osaka race, the Inglis/Jones yacht relocated to Tasmania under the name 42 South. Todd Leary bought and renamed her 'She's the Culprit', campaigning her in three Hobart's from 2008 to 2010, before her current owners took control.



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

Rob Gough and John Saul have teamed

up to sail two-up on this Class 40 yacht, Sidewinder in the Rolex Sydney Hobart's Two-Handed division. Saul has done the race in the past, including in 1998 when he was 15th over the line, just one of 44 finishers with Computerland, his modified Inglis 47. Gough is best known as a former windsurfing and Moth world champion, and gun SB20 sailor. He dabbles in ocean racing and did the Sydney Hobart with Saul on Oskana last year. "When we heard about new two-handed division, we wanted to be on the start line," said Gough, who has sailed two-up with Saul in cruising mode. "We're really looking forward to the race. We recently did Maria Island Race in no wind, but we learnt a lot.

Sidewinder was previously named 'Jasmine' and successfully raced out of Britain in the Normandy Channel Race, RORC Caribbean and Global Ocean Race with some big international names aboard, so she should be well set-up. Gough and Saul bought the boat out of Adelaide in July and sailed her to Hobart - the last stretch in a 30 knot westerly. One of the favourites to take out the new IRC Two-Handed overall trophy.



SMUGGLER

SAIL NO: 6952
LOA: 15.9m
CLASS: IRC/ORCi
DESIGNER: Judel/Vrolijk (GER)
YEAR BUILT: 2007
TYPE: TP52
NUMBER OF HOBARTS: 9
OWNER: Sebastian Bohm
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Sebastian Bohm (7) - Skipper, Jamie Neill (2) - Navigator, Tom Wormald, Albert Mead (1), Nicholas Armstrong (6), Bradley Madders (1), Steve Taylor (3), Jake Newman, Peter Tarimo (14), Ashley Major (10), Timothy Davis (13), Mitchell Gordon (18), Sam Price (14), Ben De Coster (17)

In 2019, Sebastian Bohm bought the former Celestial from Sam Haynes. After capping off a solid season with his previous Smuggler (a Rogers 46, also ex Haynes), placed eighth with the TP52 in the Sydney Hobart. As Celestial, the new Smuggler finished 17th in the 2018 Hobart for second in the BWPS. With his Rogers 46, Bohm placed 24th in the 2018 Sydney Hobart. The previous year, he scored a best result of sixth for divisional second. In 2018, Bohm won the IRC/ORCi/PHS triple in the Sydney Noumea race and placed 17th for third in Division

2 in the 2019 Sydney Gold Coast race. As 'The Goat', when owned by Bohm and Bruce Foye, the Rogers 46 was 34th in the 2015 Hobart, then 43rd in 2016. A new look crew with the addition of small boat sailors, including Jake Newman and skiff sailor Brad Madders, might make the difference, as more and more yachts add small boat sailors to their crews.



SOLVEIG

SAIL NO: CYC54
LOA: 11.0m
CLASS: IRC/Corinthian
DESIGNER: Trygve Halvorsen (AUS)
YEAR BUILT: 1950
TYPE: Halvorsen 36
NUMBER OF HOBARTS: 5
OWNER: Anne Lawrence and John Whitfeld
SKIPPER: John Whitfeld
CLUB: RANSA, NSW
CREW: John Whitfeld (26) - Skipper, Anne Lawrence (15) - Navigator, Neil Tavener (17), Phillip Walker (6), Andrew Taylor (18), Allan Grundy (10), Thomas Dillon (3)

A famous yacht, designed, built and raced by an equally famous seafaring family and carrying her original CYC sail number. Solveig was built by Lars Halvorsen Sons in 1950 for Lars' famous sons, Trygve and Magnus Halvorsen. Trygve, Magnus and their equally famous navigator, Stan Darling, first raced her to Hobart in 1950 for fifth overall, then sixth in 1951, and eighth in 1952. Solveig took line honours in 1953 for second overall and won the race in 1954. The brothers sold Solveig in 1955 in Hawaii and she was returned to Sydney in 2017 by Bob Allan. This year marks 70 years since her first Hobart. The boat is now co-owned by Sydney yachtswoman, Annie Lawrence and her husband John Whitfeld. Lawrence has 15 Sydney Hobarts behind her - six as navigator. Lawrence and Whitfeld have stripped Solveig back and returned her to offshore racing capability.



SPEEDWELL

SAIL NO: B347
LOA: 9.9m
CLASS: Two-Handed IRC

DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2006
TYPE: Beneteau 34.7
NUMBER OF HOBARTS: 0
OWNER: Colin Geeves
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Wendy Tuck (13) - Skipper, Campbell Geeves (9) - Skipper

Wendy Tuck, the only woman to win an around the world race and with 13 Sydney Hobarts to her name, was thirsting for a new adventure, so entered in the race's new Two-Handed division. The Sydneysider's co-skipper is Campbell Geeves, whose dad Colin has kindly loaned the pair his Beneteau 34.7; the second smallest boat in the fleet. Tuck is one of only two women to have won the Jane Tate Memorial Trophy (awarded to the first female skipper to cross the finish line) twice and is keen to take it out again. "It won't be easy, considering our size, but I'm very grateful for the loan of the boat and looking forward to the challenge," Tuck said. The down to earth yachtswoman who has won many awards, has kept busy sailing as guest skipper on Maiden's (Tracy Edwards) global voyage in 2018 in support of The Maiden Factor Foundation while maintaining her work life as a chief sailing instructor.



STEFAN HAIR

SAIL NO: AUS80
LOA: 24.0m
CLASS: IRC
DESIGNER: Botin Partners (ESP)
YEAR BUILT: 2013
TYPE: Botin 80
NUMBER OF HOBARTS: 3
OWNER: AUS 80 Pty Ltd
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Grant Wharington (27) - Skipper, Chris Wild - Navigator, Peter Harris (2), Steve Jarvin (32), Marcus Ashley-Jones (16), Paul Heyes, Peter Cosman (16), Oliver Wharington, Jarrod Sallis, Stewart Wells, Nick Davis (7), Doug Sallis, Larry Jamieson (34), Philip Marshall (4), Mark D' Emilio, Will Suto, Arian Seiffert

This yacht was recently bought by the AUS 80 Pty Ltd syndicate, headed by 27 Sydney Hobarts veteran Grant 'Wharo' Wharington, Gun sports boat sailor Paul Heyes, marine auctioneer Adrian Seiffert and Doug Sallis are also involved. The boat is called 'Stefan Hair'; an odd name, many will think, but it is sponsored by Stefan

Ackerie, a boating enthusiast who owns a chain of hairdressing salons and was probably best known during the seventies.

This Botin 80 is the former Beau Geste, which was fifth boat to cross the finish line in the 2017 Hobart and the last of five to finish inside the 2016 race record. It was also fifth over the line in 2016 and 2013. A consistent performer, the boat was sailed from America where it had been sailing as Cabron. An all-carbon canting yacht, it has similar foils to a V70, with daggerboards.

The 80 footer, which only arrived in the country in early December had been optimised to suit IRC handicap, but Wharo says it slowed the boat down, so if time allows, they will go back to larger sails and water ballast. "We want to go as fast as we can. Its real strength is big breeze upwind and reaching. It's a very powerful boat." Wharo's eldest son, 24 year-old Ollie, was on the delivery crew from the US and is doing his first Hobart, as is Sallis' 24 year-old son Jarrod. All worked hard to get the boat to the line on Boxing Day.



SWEET CHARIOT IV

SAIL NO: 6084
LOA: 14.6m
CLASS: IRC/ORCi
DESIGNER: Paul Stanyon (AUS)
YEAR BUILT: 2001
TYPE: Buizen 48
NUMBER OF HOBARTS: 1
OWNER: David Henry
CLUB: Royal Sydney Yacht Squadron/ Cruising Yacht Club of Australia, NSW
CREW: David Henry (1) - Skipper, Brett Churcher, Peter Pangas, Ken Thomas, Maclean Paton

This is a second Sydney Hobart for Sweet Chariot IV, which finished 51st overall in ORCi last year when she made her debut. Aboard was Henry's well-known sailing son, Rupert, who will race separately in the Two-Handed division this year. The name Sweet Chariot suits this comfortable Buizen 48 launched in 2001 for David and Jill Henry. The pair has taken this hand-made luxury cruiser around Australia during 2002-2003; New Zealand and back in 2005, and on a leisurely cruise around the world from 2006 to 2015. Apart from cruising, Sweet Chariot has been seen on the northern sailing circuit at Hamilton Island Race Week and others.



THIRLMERE

SAIL NO: 3060
LOA: 11.8m
CLASS: IRC
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 2003
TYPE: Sydney 38
NUMBER OF HOBARTS: 0
OWNER: Mike Logan/Dan Belcher
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Mike Logan - Skipper, Dan Belcher, Stephanie Lyons, Piergiorgio Merli, Frederic Hemming, Matthew Creeden, Sunny Singh, John Hodgkinson, Adam Kirkwood

This will be Thirlmere and her owners, Mike Logan and Daniel Belcher's first tilt at the Sydney Hobart. This is Logan's second year in the class, and he has been busy contesting Sydney 38 events, including the Sydney 38 OD Australian Championship in February, along with other local events. Belcher is the Australian Sailing president and a former Olympic class campaigner - and yes - his brother is Olympic gold and silver medallist, Mat. This yacht was previously owned by Sally Warneford and Larry Jamieson who clocked up the odd win in various events in NSW. Thirlmere will be able to measure her performance against the other Sydney 38s such as Calibre and Cinquante.



TOY BOX 2

SAIL NO: MH4
LOA: 13.3m
CLASS: IRC/ORCi
DESIGNER: Niels Jeppesen (DEN)
YEAR BUILT: 2012
TYPE: XP44

NUMBER OF HOBARTS: 1
OWNER: Ian Box
CLUB: Middle Harbour Yacht Club, NSW
CREW: Ian Box - Skipper (2), Graeme Bridges (1) - Navigator, Tom Hogan, Miles McLennan, Mattias Svensson, Trevor Baillie, Oli Zuk, Michael Coffee, Jeremy Green, Tom Box, Michael Grundy, John Taylor

Ian Box bought Toy Box 2 to the 2012 Sydney Hobart when she was brand new and finished 43rd overall. Now they return for another shot at the Tattersall Cup. A past commodore of Middle Harbour Yacht Club, Box has sailed his XP44 to good results since 2012, mainly at his home club, including the Sydney Short Ocean Racing Championship (SSORC) and the Sydney Harbour Regatta. Box previously contested the 2006 Rolex Sydney Hobart with his former Toy Box and finished 25th overall. He and Toy Box regulars used MHYC's SSORC for pre-Hobart preparation and finished fourth in Division 1. Box's 23 year-old son Tom joins the crew for his first Hobart.



WHISPER

SAIL NO: AUS13
LOA: 18.9m
CLASS: IRC/ORCi
DESIGNER: Judel/Vrolijk (GER)
YEAR BUILT: 2009
TYPE: JV62
NUMBER OF HOBARTS: 4
OWNER: David Griffith
CLUB: Cruising Yacht Club of Australia, NSW
CREW: David Griffith (7) - Skipper, Adrienne Cahalan (28) - Navigator, William Parker (8), Ayden Menzies (2), Michael Coxon (30), Kurt Sullivan (1), Ian McKillop (2), James Dann, Paul Westlake (9), Sam Hunt (26), Doug McGain (14), Jamie Woods (2), Tom Braidwood (22), Lindsay Stead (11), Matt Stenta, Harry Bethwaite

Now known as Whisper, David Griffith sailed the then Chinese Whisper to fifth overall to win Division 2 of the Hobart after a solid season in the BWPS with Rupert Henry, winning Division 0 in the 2019 Sydney Gold Coast race, and line honours in the 2019 Flinders Islet and Newcastle Bass Island races. Griffith was fifth in January's Australian Yachting Championships and in February took line honours and broke the 2020 Adelaide Port Lincoln record and finished third overall. This year, Griffith had a new keel and fin made for the 11 year-old JV62. Add that to a well-rounded crew, including world-respected navigator Adrienne Cahalan, and the end result should be good.

Prior to that, as sole owner, Henry skippered the JV62 to ninth on line and ninth overall in the 2016 Hobart race. In 2018 he adapted the boat to do the 5500nm Melbourne Osaka double-handed race with Greg O'Shea and took line

honours and smashed the 1995 record by over five days, the same year the 60-66 footers prevailed in the Rolex Sydney Hobart. Henry purchased the former Jethou from Europe and finished fifth overall for first in Division 0 in the 2015 Hobart and finished runner-up in the BWPS on countback to Balance after the latter won the Sydney Hobart.



WHITE BAY 6 AZZURRO
SAIL NO: 3430
LOA: 10.1m
CLASS: IRC/ORCi/Corinthian
DESIGNER: Sparkman & Stephens (USA)
YEAR BUILT: 1981
TYPE: S&S 34
NUMBER OF HOBARTS: 7
OWNER: Shane Kearns
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Shane Kearns (16) - Skipper, Duncan McCrae (18) - Navigator, Clint Mackinlay (1), Jim Nixon (26), Adrian Herington (2)

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

This S&S 34 hull # 91 was conceived in 1980 by yacht broker and long-time Sandringham Yacht Club member Warwick Hoban. The hull was laid up in Perth and then shipped to Southern Ocean Yachting Industries in Seaforth, Victoria and completed by David Gough. SYC stalwarts Ron Langman and Doug Russell launched the boat in Melbourne in 1981 and called her Evergreen. In 1983, after two years of racing success on Port Phillip Bay, Evergreen was acquired by SYC Commodore, Ron White, who renamed her Shenandoah II. He raced with success in the mid-80s and early

90s, including a divisional win in the 1994 Sydney Hobart, with a faster finishing time that the winners of the two divisions above them.



WILD OATS
SAIL NO: 4343
LOA: 13.1m
CLASS: IRC/ORCi
DESIGNER: Bruce Farr (USA)
YEAR BUILT: 1985
TYPE: Farr 43
NUMBER OF HOBARTS: 17
OWNER: Brett Eagle
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Brett Eagle (3) - Skipper, Marike Koppenol (2), Drew Bagnall, Muir Watson (3), Evan Watson, Gordon Smith (4), Joanna Mycroft, David McCready, Jason Anderson, Philip Drake-Brockman (7)

Brett Eagle recently purchased Wild Rose and reverted to her original name 'Wild Oats'. The late Roger Hickman, crewed by a mix of male and female amateurs, won the 2014 Rolex Sydney Hobart and scored wins in Division 2 of the NSW IRC Championship and Class C of the Australian IRC Championship among many great victories, including taking Division 4 of the Hobart in 2011, 2012, 2013. 'Hicko', with Bruce Foye and Lance Peckman also won the 1993 race (IOR) with IMS winner, Cuckoos Nest. Her last Hobart was 2015, when Hickman skippered her to sixth overall and third in Division 4. New owner, Eagle, raced on Ted Tooher's Chancellor for the last three years as second in charge and navigator. He has given Wild Oats a new paint job, with the rose remaining between the two words of its name, Eagle and crew are in the early days of learning this beautifully set up boat.



WILLOW
SAIL NO: ITA70
LOA: 21.5m
CLASS: IRC/ORCi
DESIGNER: Juan Kouyoumdjian (ARG)
YEAR BUILT: 2007
TYPE: Volvo Open 70
NUMBER OF HOBARTS: 3

OWNER: Jim Cooney and Samantha Grant
CLUB: Cruising Yacht Club of Australia, NSW

CREW: Jim Cooney (10) - Skipper, Stuart Bannatyne (7) - Navigator, Nick Bice (10), Samantha Grant (2), John Hildebrand (14), David Burt (9), Phil Harmer (13), Sven Runow (29), James Cooney (4), Douglas Cooney, Craig Garnett (18), Daryl Wislang (5), Josh McKnight, Ky Hurst

Having sold Comanche to Russian interests at the end of last year, Jim Cooney returns with Willow (ex-Maserati), which he chartered to Polish sailors last year who finished 73rd overall and 12th on line. This year she will be sailed by a star cast including Kiwis Stu Bannatyne and Daryl Wislang, along with Cooney's sons, James and Douglas. The Sydney yachtsman bought Willow (the ex VOR yacht, Ericsson 3) in 2016, after legendary Italian Giovanni Soldini raced her to fourth on line and 22nd overall in the 2015 Hobart. Cooney finished sixth on line and seventh overall in the 2016 Hobart with this yacht - the last big boat to finish before the breeze shut down and therefore locking out her opponents. With only two supers on the start line this year, if we get a traditional hard race, Maserati could do well in the race for line honours - and overall. Watch this space. For extra power and star factor, Ironman and swimmer, Ky Hurst, has been added to the crew.



WINGS
SAIL NO: 07
LOA: 14.0m
CLASS: IRC/ORCi/Corinthian
DESIGNER: Judel/Vrolijk (GER)
YEAR BUILT: 2017
TYPE: Dehler 46
NUMBER OF HOBARTS: 2
OWNER: Ian Edwards
CLUB: Royal Prince Alfred Yacht Club/ Royal Motor Yacht Club, NSW
CREW: Ian Edwards (2) - Skipper, David Hirsch (2) - Navigator, Stephen Prince (6), Meika Wright James Whittle (6), Mick DiMunro (2), Janease Graham (1), Elyse Guevara (1), Peter Clyne, Bridget Gibbins, Kate Haycock, David Cunningham (9)

Last year, Ian Edwards sailed Wings to 53rd overall in the boat's second Sydney Hobart with a blended male and female and crew. In her first Hobart in 2018, Wings finished 47th. Launched November 2017 for Lindy and Ian Edwards, this Dehler 46 is a comfortable fast cruising

boat that also goes racing. In 2018 Wings sailed the RPAYC Pittwater to Paradise Race, Sydney Noumea and Groupama races, enjoyed some Pacific cruising, then competed at Airlie, Hamilton Island and Magnetic Island Race Weeks in 2019. The well-used Wings has also contested the Sydney-Gold Coast and Brisbane-Hamilton Island races Edwards says: "We have built a great team. We will sail safe enjoy the journeys, and sail as fast as we can. In longer offshore races we always have the best boat food!"



WOTS NEXT
SAIL NO: 6559
LOA: 14.2m
CLASS: IRC/ORCi/Corinthian
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 2005
TYPE: Sydney 47
NUMBER OF HOBARTS: 6
OWNER: Charles Cupit
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Charles Cupit (3) - Skipper, Bill Sykes (31) - Navigator, Nathan Hunt, Jonathan Turner, Shaun James (5), Lincoln Brown, Glenn Wallace (6), Stephen Hosking (3), Richard Lock, Jon Barber (5), Sean Mullin

Charles Cupit sailed Wots Next to 55th overall last year, his third Sydney Hobart with Wots Next. In 2018, the pair finished 59th and Cupit will push hard to move further up the leaderboard this time around. The Sydney yachtsman purchased this Sydney 47 in 2016, returning to Sydney from Tasmania, but retired from the 2016 Hobart with broken rudder bearings. As Wot's Next, the boat last went to Hobart in 2007 when owned by Graeme Wood. It was skippered by Bill Sykes (Wood raced his updated yacht), who took a crew of mainly CYCA Youth Academy sailors and finished 34th overall. Sykes took a similar crew to Hobart the previous year, placing 37th. In 2005, Wood finished 10th to win Division D.



XS MOMENT BNMH
SAIL NO: 11744
LOA: 13.3m

CLASS: IRC/ORCi
DESIGNER: Niels Jeppesen (DEN)
YEAR BUILT: 2011
TYPE: Xp 44
NUMBER OF HOBARTS: 2
OWNER: Ray Hudson
CLUB: Royal Prince Alfred Yacht Club, NSW
CREW: Ray Hudson (2) - Skipper, Frank Walker (16) - Navigator, Greg Edwards, David Walker (7), Benjamin Mann, Annie Eastgate, Sean Inkley, Matthew Williams (11), Duane Smith (11), Chris Zonca (5), David Bonallo (3), Anthony Jurd

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



ZEN
SAIL NO: 52001
LOA: 15.9m
CLASS: IRC/ORCi
DESIGNER: Botin Partners (ESP)
YEAR BUILT: 2011
TYPE: TP52
NUMBER OF HOBARTS: 2
OWNER: Gordon Ketelbey
CLUB: Middle Harbour Yacht Club, NSW
CREW: Gordon Ketelbey (11) - Skipper, Tom Barker (14) - Navigator, Tony Powell (19), Shane Guanaria (13), Mark Langford (3), Clare Costanzo, David Chapman (8), Cailin Howard (9), Tim Austin (6), Matthew Daniels, Daniel Williams (10), Jack Andrew, Sean Kirkjian (23)

Gordon Ketelbey, an avid one-design sailor, joined the TP52 class with his latest Zen, purchased in 2018 out of Europe. He retired on the first night of the 2018 Sydney Hobart, after enduring rig damage. Since then, Zen has been pushing the top TP52s in various races and regattas. They finished the Rolex Sydney Hobart in 11th place last year and followed up with second at the 2020 Australian Yachting Championships in January. The Sydney yachtsman raced Sydney 38s in previous Hobarts, the last one, also named Zen, in

2014, and before that Wadadli. Best result was fifth overall for third in Division 3 in 2014. He also won the Sydney 38 Division in 2013. In 2016, Ketelbey co-owned and skippered the Cookson 12, Philosophers, to 50th in the Sydney Hobart.

This year's crew is bolstered by new editions in sought after tactician David Chapman (he comes from good sailing stock courtesy of parents Richard and Reenie (nee Wilmot), talented young match racer Clare Costanzo and two-time Tattersall Cup winner (2010 and 2013), Cailin Howard. In fact fellow crew, Sean Kirkjian, Tony Powell and Shane Guanaria were with Howard when they won in 2013 on Victoire. This crew mix could prove pivotal for the race ahead.



RADIO RELAY VESSEL JBW
LOA: 20.0m
DESIGNER: Ian Perdriau (AUS)
YEAR BUILT: 1997
TYPE: Long Range Displacement Motor Yacht
NUMBER OF HOBARTS: 15
OWNER: John Winning
SKIPPER: Andrew Copley
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Boat Crew: Andrew Copley 26 (14 on RRV), Tony Cable 52 (1), Doug Cameron 5 (4), David Ellis 29 (4), Donald Graham 14 (3), Radio Crew: John Woodford 32 (14), Colin Tipney 35 (16), Colin Wildman 50 (18).

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

CYCA Past Commodore and Life member, David Kellett AM, has been the Chief Radio Operator aboard the Radio Relay Vessel since 2000, but this year has been engaged as Race Committee Chair, so will not be aboard. John Woodford, his back-up for the past 14 years, will lead the team as Chief Radio Operator in 2020. Most of the current team members have gone the distance with Kellett, racking up more than 30 Sydney Hobarts each. 📡

SYDNEY HOBART YACHT RACE

Stats & Facts

The info you need to know about the great race south

NUMBER OF YACHTS TO HAVE COMPETED: 1945-2019: 6257 completed the race, 1036 retired or were disqualified)

ESTIMATED TOTAL CREW TO HAVE COMPETED: About 60,061 between 1945 and 2019

LARGEST FLEETS: 371 starters in the 50th race in 1994 (309 finished); 154 starters in 1987 (146 finished); 179 starters in 1985 (145 finished); 151 starters in 1984 (46 finished)

SMALLEST FLEET: Nine starters in the inaugural Sydney Hobart Yacht Race in 1945.

FIRST RACE WINNER: Rani, Captain John Illingworth RN (UK). Design: Barber 35' cutter. Line and handicap winner

LAST YEAR'S WINNER - IRC OVERALL: Ichi Ban, a TP52 owned by Matt Allen, NSW

LAST YEAR'S LINE HONOURS WINNER: Comanche, Verdier Yacht Design and VPLP (FRA) owned by Jim Cooney and Samantha Grant, in 1 day 18 hours, 30 minutes, 24 seconds. Just 1hour 58min 32secs separated the five super maxis at the finish

RACE RECORD - OPEN: 1 day 9 hours 15 minutes and 24 seconds, set by Jim Cooney and Samantha Grant's LDV Comanche (Aus) in 2017

RACE RECORD - CONVENTIONALLY BALLASTED: 1 day 19 hours 10 minutes and 20 seconds, set by Matt Allen's Ichi Ban (Aus) in 2017

SLOWEST RACE ON ELAPSED TIME: Wayfarer, 1945, 11 days 6 hours 20 minutes; Skipper: Peter Luke, NSW.

CLOSEST FINISH FOR LINE HONOURS: 1982 - Condor of Bermuda (BER) beat Apollo (NSW) by seven seconds

RECORD RACES BY AN INDIVIDUAL: Tony Ellis now holds the record for the most races sailed on a competing yacht after sailing his 52nd race in 2019 on No Limit. Tony Cable holds the record for the most trips to Hobart at 53 (2 being undertaken on the Radio Relay Vessel, 51 on competing yachts).

Racing aboard Getaway Volvo in 2008, Cable broke the 44 race record held by the late John Benetto (Tas) set in 2004; 44 races was equalled by Lou Abrahams (Vic) in 2007

Bill Ratcliff reached 50 races in 2018 aboard Relish IV. Now retired, Syd Fischer reached 47 races in 2015. Michael Spies (NSW) reached 43 races in 2019; Mike Green reached 41 in 2019. The late Richard 'Sightie' Hammond (NSW) and Bernie Case (VIC) reached 40 each, Hammond being the first person to ever attain 40 races (in 1998).

MOST RACES COMPLETED IN A ROW: Lindsay May 47 races from 1973-2019 (2019 on Love & War). Sailing aboard Brindabella in 2015, May equalled the 43 successive Lou Abrahams sailed (all on his own yachts) from 1965 until 2007

RECORD RACES BY SAILORS: Up to and including 2019, 134 sailors have been recorded as having sailed in 25 or more races since 1945. Adrienne Cahalan became the first woman to achieve 25 (in 2016). Robert Case becoming the youngest (at 41) to sail 25 consecutively (in 2009), but was usurped by Brad Kellett (at 40) in 2016 - neither of the latter two have missed a race since their first races. Lindsay May has done 47 consecutive races (in 2019).

RECORD RACES BY YACHTSWOMEN: Twenty women have sailed 10 or more races. In 2016, Adrienne Cahalan (NSW) became the

first woman to reach 25 Hobarts, after being the first to reach 20 Hobarts in 2011. A perpetual trophy was dedicated in Cahalan's honour to recognise her '20' achievement. She is also the most decorated female sailor, with six line honours inclusive of two overall wins, all but one achieved as Wild Oats XI's navigator. Cahalan sailed her 28th on Chinese Whisper in 2019 Felicity Nelson (24 races), Vanessa Dudley (23) and Gail Harland (22) are the next most capped

FIRST WOMEN TO COMPETE IN THE RACE: 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 the race

FIRST ALL-WOMEN CREW TO COMPETE IN THE RACE: 1975, Vicki Wilman skippered Barbarian

OTHER ALL-WOMEN CREWS: 1989 - Christine Evans (Belles Long Ranger); 1992 - Kerry Goudge (Nadia IV); Adrienne Cahalan (Ella Bache); 1993 and 1994 - Kerry Goudge (Telecom Mobilenet); 1994 - Teresa Borrell (Brightstone, NZL - first female NZ crew); 1995 Kerry Goudge (WOW - Nortel); 1996 - Adrienne Cahalan (Ella Racing) as an unofficial entry starting 5mins ahead of the fleet; 2001 - Lisa McDonald (Amer Sports Too); 2017 - Lisa Blair (Climate Action Now); 2018 - Stacey Jackson (Wild Oats X)

OLDEST SKIPPER: In 2015 at 88, Syd Fischer became the oldest skipper to sail the race. In 2013, at 86, he equalled the record set by John Walker (Impeccable) in 2008, who retired after that race. Walker and Impeccable are the only owner/boat combination to compete in 25 races together. In 1999, aged 84, Alby Burgin skippered Alstar in his 32nd and last race. He won the race overall with Rival in 1961 and retired from active offshore racing in 2001.

YOUNGEST SKIPPERS: The youngest skipper is Sean Kirkjian (17) who skippered his parents' yacht, Lady Ann (NSW), in the 1986 race with his mother, Ann, as navigator.

In 1976, Ballyhoo and Apollo from NSW, finished first and second across the line, Ballyhoo was skippered by Jack Rooklyn and Apollo by his son, Warwick (19); Greg Prescott (Tas) skippered his father's yacht, Hotshot in 1980, aged 18; Liz Wardley (PNG), skippered her yacht, Dixie Chicken, in the fatal 1998 race aged 19, and was one of the many who did not finish. In 2011, three 18 year olds skippered yachts: Jessica Watson (Ella Bache), Peter Langman (Maluka of Kermantie) and Christopher Percy (Alacrity), the latter two under the guidance of their well-known sailing parents, Sean Langman and Matt Percy. Sam McCracken (19) skippered Windrose in 2019

YOUNGEST SAILORS EVER: As a baby, Raud O'Brien did his first of some six Sydney Hobarts on his parent's Wraith of Odin (sic). As a veteran at three, Raud broke his arm when he fell off the companionway steps whilst feeding biscuits to the crew on watch.

Sophie Tasker sailed the 1978 race as a four year-old on her father's yacht Siska, which was not an official starter due to not meeting requirements of the CYCA. Sophie raced to Hobart in 1979, 1982 and 1983.

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, Travis Foley, sailed in the fatal 1998 race aboard Aspect Computing, which won PHS overall. In 1978, the Brooker family sailed aboard their yacht Touchwood - parents Doug and Val and their children, Peter (13), Jacque.

YACHTSPERSON - 25+ RACES

		Races	Wins	Line Honours
Lou	Abrahams*	44	2	
Erik	Adriaanse	29	1	2
Graeme	Ainley	25		
Matt	Allen	30	2	
Colin	Anderson	34	2	
Warren	Anderson	26		
Geoff	Barter	30		
Richard	Bearman	27		
Michael	Bellingham	28	1	
John	Benetto*	44	1	1
Colin	Betts	34	3	2
David	Blanchfield	31	1	
Hugh	Brodie	29	1	
Adam	Brown	33	3	1
Alby	Burgin*	31	1	
Robert	Burns	30	1	1
Alan	Butler*	26	3	1
Tony	Cable	53	1	2
Adrienne	Cahalan	28	2	6
Maurie	Cameron	32		
Ralph	Carlier	36		
Lew	Carter	27		
Robert	Case	35	1	
Bernard	Case	40		1
Bruce	Clarke	27	2	4
Michael	Coxon	31	1	5
Carl	Crafoord	34	4	
Max	Crafoord*	30		3
Stan	Darling*	27	5	2
Ian	Davis	28	2	
Noel	Drennan	33	2	3
Peter	Duffield	29		
Jim	Dunstan	26	1	
Phil	Eadie	35	3	2
Tony	Ellis	52	1	2
David	Ellis	30	2	3
Russell	Evans*	25		
Simon	Firth	27	1	
Syd	Fischer	47	1	2
Peter	Fletcher	33		
Michael	Formosa	27		
Bob	Fraser	28	1	2
Graeme	Fraser	29		
Julian	Freeman	31	2	2
Graeme	Freeman*	27		4
Jack	Goluzd	36	2	3
Bruce	Gould	46	2	2
Gavin	Gourley	33		
Mike	Green	41	3	1
Robert	Green	25		
Peter	Green*	35	1	
Steve	Grellis	29		
Richard	Grimes	29		
Josko	Grubic*	27		
Magnus	Halvorsen*	30	5	3
Richard	Hammond*	40	2	2
John	Harris	31	2	2
Tony	Hearder	33		3
Michael	Hesse	27	2	1
Roger	Hickman*	39	3	
David	Hodgson	28		5
Jim	Holley	25		
Peter	Hopkins	26		
Roger	Howlett	33		
Sam	Hunt	26	2	1
Peter	Inchbold	32	1	
Rod	Jackman	30		
Bruce	Jackson	29		
Kim	Jaggar	33		
Larry	Jamieson	34	2	1
Steve	Jarvin	31	2	14
Greg	Johnston	28	1	1
Fraser	Johnston	35	2	
Peter	Joubert*	27		
Bradshaw	Kellett	28	1	1
David	Kellett	47	1	2
Tony	Kirby	35		
Peter	Kurts*	30	2	
Don	Lang*	32	1	

* Denotes deceased sailors

These statistics have been compiled based on the records of the Cruising Yacht Club of Australia, the Royal Yacht Club of Tasmania, CYCA Members the late Alan Campbell, Peter Campbell, Tony Cable, Di Pearson, David Kellett and others.

		Races	Wins	Line Honours
Sean	Langman	29		
David	Lawson*	34		1
Lindsay	May	47	3	1
Peter	Messenger	30	4	
Don	Mickleborough*	34		1
Rolf	Mische*	27		1
Albert	Mitchell	30	2	
Phil	Molony	29		
John	Mooney	27		
Robert	Moore	29		
Ian	Murray	25	3	9
Lester	Nibbs	30		
Jim	Nixon	25		
Richard	Norman	35	2	
Des	O'Connell*	27		
Colin	O'Connor	26		
Hugh	O'Niell	25		
Damien	Parkes	32		1
James	Permezel	33		
Kingsley	Piesse	37		
Tony	Poole	25		
Ian	Potter	30		1
Greg	Prescott	29		
Ed	Psaltis	38	1	
Jeremy	Rae	27	1	1
Bill	Ratcliff	50		
Toby	Richardson	25	3	3
Bill	Riley	25		
Geoff	Rouvray	33		
Sven	Runow	29	4	7
Darren	Senogles	26	2	2
Peter	Sheldrick	28	1	1
Peter	Shipway	31	2	5
George	Snow	25	1	2
John	Solomon	29		
Michael	Spies	43	1	1
Bill	Sykes	31	1	
Andrew	Taylor	28		
Bruce	Taylor	39		
Bob	Thomas	27	1	
T.W.(Bill)	Thompson*	28		2
Colin	Tipney	36	1	2
Ian	Treharne	25		
Hugh	Treharne	28	2	
Hugo	van Kretschmar	25		3
Ian (Barney)	Walker	31	3	3
John	Walker*	25		
Bill	Watson*	26		3
Grant	Wharrington	26		1
John	Whitfield	26	1	
Colin	Wildman	51	1	1
John	Williams	26		
John	Woodford	33	1	1
Robbie	Naismith	25	2	12
Matt	Shillington	25	2	9

WOMEN - 10+ RACES

		Races	Wins	Line Honours
Audrey	Brown	12		
Adrienne	Cahalan	28	2	6
Sue	Crafer	16		
Vanessa	Dudley	23		
Dinah	Eagle	12		
Sally	Gordon*	15	1	
Kerry	Gouge	10		
Gail	Harland	22	1	
Julie	Hodder	13		
Mary	Holley	16		
Jan	Howard	14		
Stacey	Jackson	12		1
Cathy	Josling	12		
Annie	Lawrence	14		
Lee	Meyer	10		
Felicity	Nelson	24		
Louise	Stevenson	14		
Wendy	Tuck	12		
Amanda	Wilmot	12		

WINNERS 1945 - 2019

Year	Overall Winner	Designer	Fleet	Line Honours	Designer	Elapsed Time (Line Honours)
1945	RANI, Capt John Illingworth, UK	A.C.Barber, NSW	9	*RANI, Capt John Illingworth, UK	Arthur Barber, NSW	6:14:22:00
1946	CHRISTINA, J.R.Bull, NSW	Lars Halvorsen, NSW	19	*MORNA, Claude Plowman, NSW	William Fife, UK	5:02:53:33
1947	WESTWARD, G.D.Gibson, Tas	Jock Muir, Tas	28	MORNA, Claude Plowman, NSW	William Fife, UK	5:03:03:54
1948	WESTWARD, G.D.Gibson, Tas	Jock Muir, Tas	18	*MORNA, Claude Plowman, NSW	William Fife, UK	4:05:01:21
1949	TRADEWINDS, Merv Davey, NSW	Mervyn Davey, NSW	15	WALTZING MATILDA, Phil Davenport, NSW	Jock Muir, Tasmania	5:10:33:10
1950	NERIDA, Colin Haselgrove, SA	Alfred Mylne, Scotland	16	MARGARET RINTOUL, A.W.Edwards, NSW	Phillip Rhodes, USA	5:05:28:35
1951	STRUEN MARIE, Tom Williamson, NSW	Robert Clark, UK	14	*MARGARET RINTOUL, A.W.Edwards, NSW	Phillip Rhodes, USA	4:02:29:01
1952	INGRID, J.S.Taylor, SA	Bill Atkin, USA	17	NOCTURNE, J.R.Bull, NSW	Alan Payne, NSW	6:02:34:47
1953	RIPPLE, Ron Hobson, NSW	A.C.Barber, NSW	24	SOLVEIG, Trygve & Magnus Halvorsen, NSW*	Trygve Halvorsen, NSW	5:07:12:50
1954	SOLVEIG, Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	17	KURREWA IV, F.& J.Livingston, NSW/Vic	William Fife, UK	5:06:09:47
1955	MOONBI, H.S.Evans, NSW	John Alden, USA	17	EVEN, F.J.Palmer, NSW	J.Laurent Giles, UK	4:18:13:14
1956	SOLO, Vic Meyer, NSW	Alan Payne, NSW	28	KURREWA IV, F.& J.Livingston, NSW/Vic	William Fife, UK	4:04:31:44
1957	ANITRA V, Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	20	*KURREWA IV, F.& J.Livingston, NSW/Vic	William Fife, UK	3:18:30:39
1958	SIANDRA, Graham Newland, NSW	Arthur Robb, England	22	SOLO, Vic Meyer, NSW	Alan Payne, NSW	5:02:32:52
1959	CHERANA, Russ Williams, NSW	Alan Payne, NSW	30	SOLO, Vic Meyer, NSW	Alan Payne, NSW	4:13:33:12
1960	SIANDRA, Graham Newland, NSW	Arthur Robb, England	32	KURREWA IV, F.& J.Livingston, NSW/Vic	William Fife, UK	4:08:11:15
1961	RIVAL, Alby Burgin & N. Rundle, NSW	Alan Buchanan, England	35	ASTOR, Peter Warner, NSW	William Fife, UK	4:04:42:11
1962	SOLO, Vic Meyer, NSW	Alan Payne, NSW	42	*ONDINE, S.A. ('Huey') Long, USA	Bill Tripp, USA	3:03:46:16
1963	FREYA, Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	44	ASTOR, Peter Warner, NSW	William Fife, UK	4:10:53:00
1964	FREYA, Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	38	ASTOR, Peter Warner, NSW	William Fife, UK	3:20:05:05
1965	FREYA, Trygve & Magnus Halvorsen, NSW	Trygve Halvorsen, NSW	53	STORMVOGEL, C. Brynzeel, South Africa	Vanderstadt, Holland	3:20:30:09
1966	CADENCE, H.S.Mason, NSW	W.Ward/R.Swanson, NSW	46	FIDELIS, J.V.Davern, New Zealand	Knud Reimers, Germany	4:08:39:43
1967	RAINBOW II, Chris Bouzaid, New Zealand	Sparkman & Stephens, USA	67	PEN DUICK III, Eric Tabarly, France	Eric Tabarly, France	4:04:10:31
1968	KOOMOLOO, Denis O'Neil, NSW	T.Kaufman & B.Miller (Lexcen)	67	ONDINE II, S.A. ('Huey') Long, USA	Bill Tripp, USA	4:03:20:02
1969	MORNING CLOUD, Edward Heath, UK	Sparkman & Stephens, USA	79	CRUSADE, Sir Max Aitken, UK	Alan Gurney, UK	3:15:07:40
1970	PACHA, Sir Robert Crichton-Brown, NSW	Camper & Nicholson, UK	61	BUCCANEER, Tom Clark, NZL	John Spencer, New Zealand	3:14:06:12
1971	PATHFINDER, Brin Wilson, NZ	Sparkman & Stephens, USA	79	KIALOA II, Jim Kilroy, USA	Sparkman & Stephens, USA	3:12:46:21
1972	AMERICAN EAGLE, Ted Turner, USA	Bill Luders, USA	79	AMERICAN EAGLE, Ted Turner, USA	Bill Luders, USA	3:04:42:39
1973	CEIL III, Bill Turnbull, Hong Kong	Bob Miller (Ben Lexcen), NSW	92	*HELSEAL, Tony Fisher, NSW	Joe Adams, NSW	3:01:32:09
1974	LOVE & WAR, Peter Kurts, NSW	Sparkman & Stephens, USA	63	ONDINE III, S.A. ('Huey') Long, USA	Britton Chance, USA	3:13:51:56
1975	RAMPAGE, Peter Packer, WA	Bob Miller (Ben Lexcen), NSW	102	*KIALOA III, Jim Kilroy, USA	Sparkman & Stephens, USA	2:14:36:56
1976	PICCOLO, John Pickles, NSW	Bruce Farr, NZL	85	BALLYHOO, Jack Rooklyn, NSW	Bob Miller, NSW	3:07:59:26

*Denotes new race record

Year	Overall Winner	Designer	Fleet	Line Honours	Designer	Elapsed Time (Line Honours)
1977	KIALOA III, Jim Kilroy, USA	Sparkman & Stephens, USA	131	KIALOA III, Jim Kilroy, USA	Sparkman & Stephens, USA	3:10:14:09
1978	LOVE & WAR, Peter Kurts, NSW	Sparkman & Stephens, USA	97	APOLLO, Jack Rooklyn, NSW	Bob Miller, NSW	4:02:23:24
1979	SCREW LOOSE, Bob Cumming, Tas	Ron Holland, NZ/Ireland	147	BUMBLEBEE 4, John Kahlbetzer, NSW	German Frers, Argentina	3:01:45:52
1980	NEW ZEALAND, NZ Round the World Cmte, NZL	Bruce Farr, NZL	102	NEW ZEALAND, NZ Round the World Cmtee, NZL	Bruce Farr, NZ/USA	2:18:45:41
1981	ZEUS II, Jim Dunstan, NSW	Peter Joubert, Victoria	159	VENGEANCE, Bernard Lewis, NSW	Rolly Tasker, WA	3:22:30:00
1982	SCALLYWAG, Ray Johnston, NSW	Bruce Farr, NZL	118	CONDOR OF BERMUDA, Bob Bell, Bermuda	John Sharp, UK	3:00:59:17
1983	CHALLENGE, Lou Abrahams, Vic	Sparkman & Stephens, USA	173	CONDOR, Bob Bell, Bermuda	Ron Holland, New Zealand	3:00:50:29
1984	INDIAN PACIFIC, John Eyles/Gunter Heuchmer, NSW	Bruce Farr, NZL	151	NEW ZEALAND, NZ Round the World Cmtee, NZL	Ron Holland, New Zealand	3:11:31:21
1985	#SAGACIOUS, Gary Appleby, NSW	Bruce Farr, NZL	179	APOLLO, Jack Rooklyn/Warwick Rooklyn, NSW	Ben Lexcen (Bob Miller), NSW	3:04:32:28
1986	EX TENSION, Tony Dunn, NSW	Laurie Davidson, NZL	123	CONDOR, Bob Bell, Bermuda	Ron Holland, New Zealand	2:23:26:25
1987	SOVEREIGN, Bernard Lewis, NSW	David Pedrick, USA	154	SOVEREIGN, Bernard Lewis, NSW	David Pedrick, USA	2:21:58:08
1988	ILLUSION, Gino Knezic, Vic	Laurie Davidson, NZL	119	RAGAMUFFIN, Syd Fischer, NSW	German Frers, Argentina	3:15:29:07
1989	ULTIMATE CHALLENGE, Lou Abrahams, Vic	Ed Dubois, England	126	DRUMBEAT, Alan Bond, WA	David Pedrick, USA	3:06:21:34
1990	SAGACIOUS V, Gary Appleby, NSW	Bruce Farr, NZL	105	RAGAMUFFIN, Syd Fischer, NSW	German Frers, Argentina	2:21:05:33
1991	IOR: ATARA, Harold Cudmore/John Storey, Ireland	Bruce Farr, NZL	99	BRINDABELLA, George Snow, ACT	Bruce Farr, NZ/USA	3:01:14:19
	IMS: SHE'S APPLES, David Strong, NSW	John King, NSW				
1992	IOR: RAGAMUFFIN, Syd Fischer, NSW	Bruce Farr, NZL	110	NZ ENDEAVOUR, Grant Dalton, NZL	Bruce Farr, NZ/USA	2:19:19:18
	IMS: ASSASSIN, Robin Crawford, NSW	Bruce Farr, NZL				
1993	IOR: WILD OATS, Roger Hickman/Bruce Foye, NSW	Bruce Farr, NZL	104	NINETY SEVEN, Andrew Strachan, NSW	Bruce Farr, NZ/USA	4:00:54:11
	IMS: CUCKOOS NEST, Nigel Holman, NSW	David Lyons, NSW				
1994	RAPTOR, A.Eichenauer, Germany	Iain Murray, NSW	371	TASMANIA, Robert Clifford, Tas	Bruce Farr, NZ/USA	2:16:48:04
1995	TERRA FIRMA, Scott Carlile/Dean Wilson, Vic	Iain Murray, NSW	98	SAYONARA, Larry Ellison, USA	Bruce Farr, NZ/USA	3:00:53:35
1996	AUSMAID, Georgio Gjergja, Vic	Bruce Farr, NZL/USA	95	*MORNING GLORY, Hasso Plattner, Germany	Reichel/Pugh, USA	2:14:07:10
1997	BEAU GESTE, Karl Kwok, Hong Kong/China	Bruce Farr, NZL/USA	114	BRINDABELLA, George Snow, ACT	Scott Jutson, Australia	2:23:37:12
1998	AFR MIDNIGHT RAMBLER, Ed Psaltis/Bob Thomas, NSW	Robert Hick, Victoria	115	SAYONARA, Larry Ellison, USA	Bruce Farr, NZ/USA	2:19:03:32
1999	YENDYS, Geoff Ross, NSW	Bruce Farr, NZL/USA	79	*NOKIA, Stefan Myralf/Michael Spies, Denmark	Bruce Farr, USA	1:19:48:02
2000	SAP AUSMAID, Kevan Pearce, SA	Bruce Farr, NZL/USA	82	NICORETTE, Ludde Ingvall, Sweden	Simonis/Voogd, SA/NED	2:14:02:09
2001	BUMBLEBEE 5, John Kahlbetzer/Iain Murray, NSW	Murray Burns Dovell, NSW	75	ASSA ABLOY, Neal McDonald, Sweden	Farr Yacht Design, USA	2:20:46:43
2002	QUEST, Bob Steel, NSW	Nelson/Marek, USA	57	ALFA ROMEO, Neville Crichton, NZL	Reichel/Pugh, USA	2:04:58:52
2003	FIRST NATIONAL REAL ESTATE, Michael Spies/	Farr/Beneteau, France	56	SKANDIA, Grant Wharington, Victoria	Don Jones, VIC	2:15:14:06

*Denotes new race record

WINNERS 1945 - 2019

Year	Overall Winner	Designer	Fleet	Line Honours	Designer	Elapsed Time (Line Honours)
	Peter Johnston, NSW					
2004	AERA, Nicholas Lykiardopulo, UK	Jason Ker, UK	116	NICORETTE, Ludde Ingvall, NSW	Simonis/Voogd, SA/NED	2:16:00:04
2005	WILD OATS XI, Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	85	*WILD OATS XI, Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	1:18:40:10
2006	LOVE & WAR, Simon Kurts/Lindsay May, NSW	Sparkman & Stephens, USA	78	WILD OATS XI, Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	2:08:52:33
2007	ROSEBUD, Roger Sturgeon, USA	Bruce Farr, USA	82	WILD OATS XI, Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	1:21:24:32
2008	QUEST, Bob Steel, NSW	Bruce Farr, USA	100	WILD OATS XI, Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	1:20:34:14
2009	TWO TRUE, Andrew Saies, SA	Bruce Farr, USA	100	ALFA ROMEO, Neville Crichton, NZL/Aus	Reichel/Pugh, USA	2:09:02:10
2010	SECRET MENS BUSINESS 3.5, Geoff Boettcher, SA	Reichel/Pugh, USA	87	WILD OATS XI, Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	02:07:37:20
2011	LOKI, Stephen Ainsworth, NSW	Reichel/Pugh, USA	88	INVESTEC LOYAL, Anthony Bell, NSW	Greg Elliott, NZL	02:06:14:18
2012	WILD OATS XI, Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	76	*WILD OATS XI, Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	01:18:23:12
2013	VICTOIRE, Darryl Hodgkinson, NSW	Farr Yacht Design, USA	94	WILD OATS XI, Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	02:06:07:27
2014	WILD ROSE, Roger Hickman, NSW	Farr Yacht Design, USA	117	WILD OATS XI, Bob Oatley/Mark Richards, NSW	Reichel/Pugh, USA	02:02:03:26
2015	BALANCE, Paul Clitheroe, NSW	Farr Yacht Design, USA	108	COMANCHE, Jim and Kristy Clark, USA	Verdier Yacht Design & VPLP, USA	02:08:58:30
2016	GIACOMO, Jim Delegat, NZL	Juan Kouyoumdjian, ARG	88	*PERPETUAL LOYAL, Anthony Bell, NSW	Juan Kouyoumdjian, ARG	01:13:31:20
2017	ICHI BAN, Matt Allen, NSW	Botin, ESP	102	*LDV COMANCHE, Jim Cooney/Samantha Grant, NSW	Verdier Yacht Design & VPLP, FRA	01:09:15:24
2018	ALIVE, Philip Turner, TAS	Reichel/Pugh, USA	85	WILD OATS XI, the Oatley Family, NSW	Reichel/Pugh, USA	1:19:07:21
2019	ICHI BAN, Matt Allen, NSW	Botin, ESP	157	COMANCHE, Jim Cooney/Samantha Grant, NSW	Verdier Yacht Design & VPLP, FRA	1:18:30:24

*Denotes new race record

NOTES

The rules did not provide for a first place following the penalising of Drake's Prayer which had provisionally been first prior to a protest. Nor did it allow for lower placed yachts to move up a place when other yachts were penalised. Because there was no 1st place, Sagacious officially was recorded as second but as the overall winner.

^ In 1953, Wild Wave took line honours but was unable to retain the title. Josephine and Nimbus lodged protests against Wild Wave. After a marathon five hours, the protest against Jock Muir's Wild Wave was upheld for two reasons. Firstly, Wild Wave was the windward yacht that had converged onto Josephine, and then failed to keep clear. Secondly, Wild Wave

had failed to keep clear of and collided with Nimbus; therefore Wild Wave's line honours result did not stand, she was disqualified and Solveig IV was declared the line honours winner.

TATTERSALL CUP:

For 1991, 1992 & 1993 races, the winners of the IOR and IMS categories were both declared overall winners during the transition from IOR to IMS. However the Tattersall Cup was awarded only to the overall IOR winner during this period. Since 1994 there has been only one winner, from 1994 to 2003 being decided using IMS, but from 2004 onwards the overall winner of the Tattersall's Cup has been decided using IRC, with IMS dropped altogether as a handicap system

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

1978: SISKI II, Rolly Tasker, WA (owner/designer) 03:06:19:00. Ruled ineligible to compete because did not have valid rating certificate. Sailed to Hobart independently not as competitor. 1983: NIRVANA, Marvin Green, USA (designer David Pedrick, USA) 03:00:48:13. Disqualified for failing to give Condor enough shore room during a gybing duel up the Derwent Rivert to the finish. 1990: ROTHMANS, Lawrie Smith (designer Rob Humphreys, UK) 02:19:07:02. Disqualified from receiving line honours award and penalised 10% of overall corrected time placings for breaching Rule 26 (advertising)

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2019 RESULTS

IRC CORRECTED OVERALL

Times are given in day, hours, minutes, seconds

Place	Yacht	Owner	State/Country	Elapsed Time	TCF	Corrected Time	IRC 0	IRC 1	IRC 2	IRC 3	IRC 4	IRC 5	IRC 6	IRC 7	Veteran	Grand Veteran
1	Ichi Ban	M.Allen	NSW	2-06-18-05	1.403	3-04-11-05		1								
2	Gweilo	M.Donald & C.Townsend	NSW	2-06-42-36	1.403	3-04-45-29		2								
3	Quest	C.Neil & B.Steel	NSW	2-08-59-36	1.374	3-06-18-32		3								
4	Alive	P.Turner	TAS	2-01-13-55	1.591	3-06-19-41	1									
5	Chinese Whisper	D.Griffith	NSW	2-04-24-41	1.506	3-06-55-54			1							
6	Envy Scooters *	B.Cuneo	QLD	2-09-05-49	1.399	3-07-52-43		4								
7	No Limit	D.Gotze	VIC	2-04-55-41	1.520	3-08-27-02			2							
8	Smuggler	S.Bohm	NSW	2-11-02-47	1.373	3-09-04-14		5								
9	Patriot	J.Close	VIC	3-02-55-28	1.090	3-09-40-04					1					
10	Naval Group	S.Langman	NSW	2-04-26-32	1.562	3-09-54-53	2									
11	Zen	G.Ketelbey	NSW	2-11-08-09	1.387	3-10-01-17		6								
12	Bush Paul Group	I.Short	NSW	2-12-48-29	1.351	3-10-09-06		7								
13	Maverick 49	Q.Stewrt	GUR	2-11-39-47	1.388	3-10-48-44			3							
14	Celestial	S.Haynes	NSW	2-11-01-57	1.403	3-10-49-21		8								
15	Willie Smith's Philosopher	S.Tiedemann	TAS	3-07-28-07	1.047	3-11-12-13						1				
16	Sail Exchange	C.Craford & T.Horkings	NSW	3-03-07-44	1.108	3-11-14-34					2					
17	Mistral	P.Gal	NSW	3-06-11-47	1.068	3-11-30-49						2				
18	InfoTrack	C.Beck	NSW	1-19-14-42	1.947	3-12-11-53	3									
19	URM	A.Johnston	NSW	2-04-33-46	1.604	3-12-18-39	4									
20	Ocean Crusaders	J.Warlow	QLD	3-09-01-26	1.042	3-12-25-37						3				
21	Enterprise	A.Kirke	WA	3-02-03-45	1.147	3-12-56-59					1					
22	2 Unlimited	G.Prescott	TAS	3-02-18-43	1.145	3-13-05-14					2					
23	Cinquante	K.Jaggar	NSW	3-05-47-10	1.094	3-13-05-53						3				
24	Goat	Goran/Cliff/Hawkins	NSW	3-05-44-54	1.097	3-13-17-24						4				
25	Black Sheep	M.Pilkington	TAS	3-05-12-40	1.106	3-13-23-44						5				
26	Papillon	P.Molony	NSW	3-07-24-42	1.077	3-13-31-35							4			
27	Comanche	J.Cooney & S.Grant	NSW	1-18-30-24	2.018	3-13-46-42	5									
28	Black jack	P.Harburg	MON	1-20-28-56	1.933	3-13-59-03	6									
29	Daguet	F.Puzin	FRA	2-18-58-31	1.285	3-14-03-48			4							
30	Wild Oats XI	Oatley Family	NSW	1-20-12-52	1.954	3-14-23-42	7									
31	Team Runaway	J.Breen & D.Aplin	TAS	3-03-50-55	1.140	3-14-28-03					3					
32	Kioni Robotic Automation	P.Jenkins	NSW	3-06-04-04	1.108	3-14-29-57						6				
33	Soozal	K. & E.Mulcahy	NSW	3-05-48-56	1.112	3-14-31-51					4					
34	Cartouche	S.Fahey	VIC	3-06-58-00	1.098	3-14-42-19						7				
35	Anger Management FLG	T.Stewart	WA	3-05-53-56	1.115	3-14-51-26						5				
36	Matrix	G.Furtado	QLD	3-06-38-30	1.105	3-14-53-57							8			
37	Filepro	T.Gadsby	TAS	3-05-02-28	1.129	3-14-58-46						6		1		
38	Audere	J.Cain	VIC	3-07-28-58	1.096	3-15-06-47							9			
39	St Jude	N.Cornish	NSW	3-02-00-47	1.182	3-15-29-00					1					
40	Stay Calm Hungary	A.Ormandiaki	HUN	2-16-50-29	1.350	3-15-32-09		9								
41	Snowdome Occasional Course Language Too	W.Sherman	NSW	3-02-08-39	1.181	3-15-33-51					2					
42	Bounty Brassware Our Rush	D.Carruthers	QLD	3-02-24-49	1.179	3-15-44-01					3					
43	Night Nurse	R.McCart	QLD	3-03-12-36	1.167	3-15-46-12						7				
44	Highly Sprung	M.Spring	NSW	3-06-10-17	1.124	3-15-51-13						8				
45	Mille Sabords	R.Frayne	NSW	3-07-58-37	1.100	3-15-58-29							10			
46	SHK Scallywag 100	S.Huang Lee	HK	1-20-13-30	1.990	3-16-00-28	8									
47	Dreki Sunnan	K.Holmes	NSW	3-06-29-00	1.122	3-16-03-30						9				
48	Mayfair	J.Irvine	QLD	3-09-38-25	1.080	3-16-10-17							5			

Place	Yacht	Owner	State/Country	Elapsed Time	TCF	Corrected Time	IRC 0	IRC 1	IRC 2	IRC 3	IRC 4	IRC 5	IRC 6	IRC 7	Veteran	Grand Veteran
49	TSA Management	T.Levett	NSW	3-08-13-39	1.100	3-16-15-01						11				
50	Chutzpah	B.Taylor	VIC	3-02-06-46	1.192	3-16-20-33				4						
51	HYC Breakthrough	D.Wright	IRE	3-10-43-00	1.070	3-16-30-25						6				
52	Komatsu Azzurro	S.Kearns	NSW	3-23-12-14	0.932	3-16-43-48								1	2	
53	Wings	I.Edwards	NSW	3-05-49-28	1.142	3-16-52-32					10					
54	White Noise	D.Edwards	VIC	3-06-18-42	1.140	3-17-16-31					11					
55	Wots Next	C.Cupit	NSW	3-03-47-32	1.178	3-17-17-00				5						
56	LCE Showtime	M.Griffith	NSW	3-01-30-06	1.219	3-17-35-55				6						
57	Rush	J.Paterson	VIC	3-02-04-45	1.210	3-17-38-09				7						
58	Pretty Woman	R.Hudson	NSW	3-02-13-15	1.209	3-17-43-59				8						
59	XS Moment BNMH	R.Hudson	NSW	3-06-17-22	1.149	3-17-57-16					12					
60	Mako	P.O'Rourke	NSW	3-06-47-39	1.144	3-18-08-26					13					
61	Insomnia	M.Grimes	NSW	3-02-10-10	1.229	3-19-09-15				9						
62	Katwinchar	B.Barry-Cotter	NSW	4-06-47-47	0.887	3-19-10-49								2	3	1
63	Secret Mens Business I	D.DeCoster & S Armati	NSW	3-07-46-25	1.154	3-20-03-31				10						
64	Love & War	S.Kurts	NSW	3-18-13-08	1.022	3-20-12-13								3	4	2
65	Ororton Drumfire	W.Vicars	NSW	3-04-02-51	1.216	3-20-28-26				11						
66	She's Apples II	M.McKay	TAS	3-17-27-53	1.035	3-20-35-46							7		5	
67	Carrera S	G.Cantwell	VIC	3-02-34-09	1.244	3-20-45-51			5							
68	Euphoria	A.Coleman	NSW	3-11-31-55	1.112	3-20-53-15					14					
69	Optimus Prime	T.Taylor	WA	3-03-05-15	1.238	3-20-57-30			6							
70	Kialoa II	P.Broughton	NSW	3-05-33-08	1.199	3-20-59-06				12					6	3
71	Banter	M.Jacobsen	QLD	3-12-00-01	1.109	3-21-09-23						12				
72	Abbotts Vamp	D.Fuller	WA	3-01-54-24	1.264	3-21-25-05				7						
73	Maserati	J.Cooney	POL	2-06-31-54	1.715	3-21-31-19	9									
74	Midnight Rambler	PBST Syndicate	TAS	3-18-32-23	1.033	3-21-31-29							8			
75	King Billy	P.Bennett	NSW	3-23-01-02	0.986	3-21-41-13								4	7	
76	Van Dieman III	R.Vaughan	TAS	3-03-18-33	1.249	3-22-03-40			8							
77	Ward Civil Yeah Baby	M. & L.Ryckmans	NSW	3-01-34-40	1.282	3-22-19-36			9							
78	Mister Lucky	M.Hipgrave	QLD	3-19-12-29	1.035	3-22-24-01								9		
79	Sticky	R.Harris	NSW	3-18-45-46	1.041	3-22-29-03								10		
80	Hartbreaker	A. & G.Walton	VIC	3-01-42-31	1.286	3-22-47-21			10							
81	Wicked	M.Welsh	VIC	3-16-26-26	1.078	3-23-20-20								11		
82	Blink	M.Gorbatov & M.Siebert	NSW	3-16-43-55	1.076	3-23-28-32								12		
83	Local Hero	S.Connelly	NSW	3-19-58-36	1.039	3-23-33-50								13		
84	Navy One	Royal Australian Navy	NSW	3-16-16-44	1.083	3-23-36-22								14		
85	Crush	D.Davenport	WA	3-19-56-40	1.042	3-23-48-22								15		
86	Ocean Gem	D.Hows	QLD	3-22-58-48	1.017	4-00-35-41									5	8
87	Another Painkiller	R.West	QLD	3-16-24-30	1.093	4-00-37-49							13			
88	About Time	J.Farren-Price	NSW	3-01-12-51	1.337	4-01-53-14			11							
89	Maverick	R.Smallman	VIC	3-22-46-36	1.035	4-02-05-38								16		
90	Sanatana	M.Graham	NSW	4-00-31-04	1.018	4-02-15-18								6	9	
91	Solutions	S.Dadour	NSW	3-18-38-30	1.087	4-02-31-39							14			
92	Dark & Stormy	T.Kourtis & S.Mellington	VIC	3-18-34-29	1.088	4-02-32-43							15		10	
93	Protagonist	N.Foa	VIC	3-19-26-39	1.078	4-02-34-37								17		
94	Primitive Cool	J.Newbold	VIC	3-01-13-20	1.349	4-02-46-36				12						
95	Koa	P.Wrigley & A.Kearnan	NSW	3-01-13-21	1.349	4-02-46-38			10							
96	Airstream	W.Taylor	NSW	3-22-44-58	1.043	4-02-49-25								18		
97	Crystal Cutter III	C.Parry-Okeden	NSW	3-22-02-09	1.056	4-03-18-07								19		
98	Enchantress	J.Willoughby	SA	4-00-19-20	1.031	4-03-18-30									7	11
99	Frantic	M.Martin	NSW	3-01-53-27	1.344	4-03-18-33			11							



2019 RESULTS

Place	Yacht	Owner	State/Country	Elapsed Time	TCF	Corrected Time	IRC 0	IRC 1	IRC 2	IRC 3	IRC 4	IRC 5	IRC 6	IRC 7	Veteran	Grand Veteran
100	Admiral	S.Piper	NSW	3-18-11-58	1.101	4-03-18-35							16			
101	Fidelis	N.Stoke	NSW	3-16-55-30	1.117	4-03-19-45					15					4
102	Imagination	R. & A.Hawthorn	NSW	3-18-02-23	1.104	4-03-24-14							17			
103	Oskana	M.Pritchard	TAS	3-01-35-43	1.360	4-04-05-22				13						
104	Sintara	D.Morrison	SA	3-18-29-05	1.110	4-04-26-17							18			
105	Extasea	P.Buchholz	VIC	3-01-57-07	1.360	4-04-34-29				14						
106	Eve	S.Capell	NSW	3-18-35-57	1.111	4-04-39-20					16				12	
107	Active Again	S.Kerin	QLD	3-01-55-00	1.379	4-05-55-52				15						
108	Arcadia	P.Davison	VIC	3-22-45-51	1.079	4-06-15-02							20			
109	Enigma	J.Bond	NSW	3-23-02-31	1.103	4-08-49-53							19			
110	Chancellor	E.Toohar	NSW	3-23-33-27	1.109	4-09-58-24							20			
111	Dare Devil	S.Ilzhofer	NSW	3-16-03-18	1.225	4-11-52-03				13						
112	Audacious	S.Johnson	SA	4-03-00-13	1.102	4-13-06-07							21			
113	Windrose	A.Mani	TAS	5-00-28-16	0.911	4-13-44-57								8	13	5
114	Gun Runner	M.Young	NSW	5-11-23-13	0.897	4-21-51-15									9	14
115	Rogue Wave	K.Le Poidevin	NSW	5-06-42-23	0.938	0-04-22-51									10	15
116	Spirit of Freya	J.Harpur	TAS	5-11-01-12	0.983	5-08-47-34									11	
117	Natelle Two	L.Roper	TAS	5-12-23-22	0.994	5-11-35-42									12	16

ORCi CORRECTED OVERALL

Times are given in day, hours, minutes, seconds

Place	Yacht	Owner	State/Country	Elapsed Time	TCF	Corrected Time	ORCi 1	ORCi 2	ORCi 3	ORCi 4	ORCi 5
1	Alive	P.Turner	TAS	2-01-13-55	1.5477	3-04-11-47	1				
2	Ichi Ban	M.Allen	NSW	2-06-18-05	1.4166	3-04-55-24	2				
3	Gweilo	M.Donald & C.Townsend	NSW	2-06-42-36	1.4172	3-05-32-06	3				
4	Quest	C.Neil & B.Steel	NSW	2-08-59-36	1.3721	3-06-12-02	4				
5	Chinese Whisper	D.Griffith	NSW	2-04-24-41	1.4995	3-06-35-27	5				
6	No Limit	D.Gotze	VIC	2-04-55-41	1.5140	3-08-07-59	6				
7	Naval Group	S.Langman	NSW	2-04-26-32	1.5342	3-08-27-25	7				
8	Envy Scooters *	B.Cuneo	QLD	2-09-05-49	1.4109	3-08-33-29	8				
9	Smuggler	S.Bohm	NSW	2-11-02-47	1.3753	3-09-12-23	9				
10	Patriot	J.Close	VIC	3-02-55-28	1.0842	3-09-13-59				1	
11	Maverick 49	Q.Stewrt	GUR	2-11-39-47	1.3618	3-09-14-57	10				
12	Willie Smith's Philosopher	S.Tiedemann	TAS	3-07-28-07	1.0373	3-10-25-58					1
13	URM	A.Johnston	NSW	2-04-33-46	1.5692	3-10-28-53	11				
14	Wild Oats XI	Oatley Family	NSW	1-20-12-52	1.8680	3-10-35-33	12				
15	Mistral	P.Gal	NSW	3-06-11-47	1.0568	3-10-38-17				2	
16	Sail Exchange	C.Crafoord & T.Horkings	NSW	3-03-07-44	1.1058	3-11-04-39			1		
17	Black Jack	P.Harburg	MON	1-20-28-56	1.8678	3-11-05-02	13				
18	Celestial	S.Haynes	NSW	2-11-01-57	1.4090	3-11-10-36	14				
19	Cinquante	K.Jaggard	NSW	3-05-47-10	1.0800	3-12-00-32				3	
20	Goat	Goran/Clift/Hawkins	NSW	3-05-44-54	1.0838	3-12-15-49				4	
21	Ocean Crusaders	J.Warlow	QLD	3-09-01-26	1.0457	3-12-43-36					2
22	Black Sheep	M.Pilkington	TAS	3-05-12-40	1.1001	3-12-56-24			2		
23	Komatsu Azzurro	S.Kearns	NSW	3-23-12-14	0.8632	3-13-02-10					3
24	2 Unlimited	G.Prescott	TAS	3-02-18-43	1.1462	3-13-10-35			3		
25	Soozal	K. & E.Mulcahy	NSW	3-05-48-56	1.0968	3-13-20-53			4		
26	Enterprise	A.Kirke	WA	3-02-03-45	1.1530	3-13-23-39			5		
27	Team Runaway	J.Breen & D.Aplin	TAS	3-03-50-55	1.1290	3-13-37-59			6		
28	Matrix	G.Furtado	QLD	3-06-38-30	1.0906	3-13-46-00				5	
29	Kioni Robotic Automation	P.Jenkins	NSW	3-06-04-04	1.1054	3-14-17-46			7		
30	Daguet	F.Puzin	FRA	2-18-58-31	1.2938	3-14-39-09			1		
31	Filepro	T.Gadsby	TAS	3-05-02-28	1.1283	3-14-55-32			8		
32	Highly Sprung	M.Spring	NSW	3-06-10-17	1.1130	3-15-00-17			9		
33	TSA Management	T.Levett	NSW	3-08-13-39	1.0849	3-15-02-20				6	
34	Mayfair	J.Irvine	QLD	3-09-38-25	1.0674	3-15-08-34				7	
35	St Jude	N.Cornish	NSW	3-02-00-47	1.1795	3-15-17-54		2			
36	Dreki Sunnan	K.Holmes	NSW	3-06-29-00	1.1146	3-15-28-39			10		
37	White Noise	D.Edwards	VIC	3-06-18-42	1.1186	3-15-35-58			11		
38	HYC Breakthrough	D.Wright	IRE	3-10-43-00	1.0598	3-15-39-47				8	
39	Bounty Brassware Our Rush	D.Carruthers	QLD	3-02-24-49	1.1835	3-16-04-07			3		
40	XS Moment BNMH	R.Hudson	NSW	3-06-17-22	1.1312	3-16-33-40				12	
41	Wings	I.Edwards	NSW	3-05-49-28	1.1398	3-16-42-15				13	

Place	Yacht	Owner	State/Country	Elapsed Time	TCF	Corrected Time	ORCi 1	ORCi 2	ORCi 3	ORCi 4	ORCi 5
42	Jaffa	T.Posma	WA	3-07-03-49	1.1232	3-16-48-15				14	
43	Chutzpah	B.Taylor	VIC	3-02-06-46	1.2001	3-16-56-34		4			
44	Wots Next	C.Cupit	NSW	3-03-47-32	1.1750	3-17-03-21		5			
45	Katwinchar	B.Barry-Cotter	NSW	4-06-47-47	0.8664	3-17-03-46					4
46	Mako	P.O'Rourke	NSW	3-06-47-39	1.1330	3-17-16-26			15		
47	LCE Showtime	M.Griffith	NSW	3-01-30-06	1.2146	3-17-16-30		6			
48	Pretty Woman	R.Hudson	NSW	3-02-13-15	1.2034	3-17-19-02		7			
49	Insomnia	M.Grimes	NSW	3-02-10-10	1.2063	3-17-28-14		8			
50	Rush	J.Paterson	VIC	3-02-04-45	1.2100	3-17-38-09		9			
51	Sweet Chariot	D.Henry	NSW	3-23-25-22	0.9395	3-17-38-59					5
52	Banter	M.Jacobsen	QLD	3-12-00-01	1.0764	3-18-25-04				9	
53	Love & War	S.Kurts	NSW	3-18-13-08	1.0057	3-18-43-59					6
54	Euphoria	A.Coleman	NSW	3-11-31-55	1.0875	3-18-50-28					11
55	Arch Rival	S.Connors	NSW	3-08-57-09	1.1231	3-18-55-04			16		
56	Kialoa II	P.Broughton	NSW	3-05-33-08	1.1784	3-19-23-15		10			
57	Ororton Drumfire	W.Vicars	NSW	3-04-02-51	1.2049	3-19-37-47		11			
58	Secret Mens Business 1	D.DeCoster & S.Armati	NSW	3-07-46-25	1.1503	3-19-45-49			17		
59	Carrera S	G.Cantwell	VIC	3-02-34-09	1.2357	3-20-08-42		12			
60	Van Dieman III	R.Vaughan	TAS	3-03-18-33	1.2276	3-20-26-58		13			
61	She's Apples II	M.McKay	TAS	3-17-27-53	1.0371	3-20-47-02					7
62	King Billy	P.Bennett	NSW	3-23-01-02	0.9775	3-20-52-46					8
63	Mister Lucky	M.Hipgrave	QLD	3-19-12-29	1.0194	3-20-58-39					9
64	Sticky	R.Harris	NSW	3-18-45-46	1.0274	3-21-14-59					10
65	Optimus Prime	T.Taylor	WA	3-03-05-15	1.2427	3-21-18-40		14			
66	Hartbreaker	A. & G.Walton	VIC	3-01-42-31	1.2663	3-21-20-14		15			
67	Abbotts Vamp	D.Fuller	WA	3-01-54-24	1.2644	3-21-35-43		16			
68	Maserati	J.Cooney	POL	2-06-31-54	1.7182	3-21-41-47	15				
69	Crush	D.Davenport	WA	3-19-56-40	1.0206	3-21-50-19					11
70	Ocean Gem	D.Hows	QLD	3-22-58-48	0.9910	3-22-07-31					12
71	Navy One	Royal Australian Navy	NSW	3-16-16-44	1.0670	3-22-11-37					12
72	Blink	M.Gorbatov & M.Siebert	NSW	3-16-43-55	1.0621	3-22-14-32					13
73	Local Hero	S.Connelly	NSW	3-19-58-36	1.0250	3-22-16-34					13
74	Encore	M.Tromp	QLD	3-20-37-11	1.0300	3-23-23-54					14
75	Solutions	S.Dadour	NSW	3-18-38-30	1.0640	4-00-26-34					14
76	Packaponch Scamp	M.Mollison	QLD	3-18-35-15	1.0714	4-01-03-20					15
77	About Time	J.Farren-Price	NSW	3-01-12-51	1.3278	4-01-12-50	16				
78	Protagonist	N.Foa	VIC	3-19-26-39	1.0656	4-01-26-34					16
79	Dark & Stormy	T.Kourtis & S.Mellington	VIC	3-18-34-29	1.0826	4-02-03-22					17
80	Admiral	S.Piper	NSW	3-18-11-58	1.0873	4-02-04-26					18
81	Koa	P.Wrigley & A.Kearnan	NSW	3-01-13-21	1.3462	4-02-34-20	17				
82	Oskana	M.Pritchard	TAS	3-01-35-43	1.3464	4-03-05-19	18				
83	Copernicus	G.Zyner	NSW	3-23-25-58	1.0415	4-03-23-36					15
84	Eve	S.Capell	NSW	3-18-35-57	1.0992	4-03-35-12				18	
85	Extasea	P.Buchholz	VIC	3-01-57-07	1.3537	4-04-06-31	19				
86	Enigma	J.Bond	NSW	3-23-02-31	1.0997	4-08-31-03				19	
87	Dare Devil	S.Ilzhofer	NSW	3-16-03-18	1.1938	4-09-07-12			17		
88	Chancellor	E.Toohar	NSW	3-23-33-27	1.1101	4-10-04-42				20	
89	Lexi	R.Cush	NSW	4-07-33-22	1.0407	4-11-46-15					16
90	Rogue Wave	K.Le Poidevin	NSW	5-06-42-23	0.9266	4-21-24-22					17
91	Natelle Two	L.Roper	TAS	5-12-23-22	0.9771	5-09-21-28					18

PHS CORRECTED OVERALL

Times are given in day, hours, minutes, seconds

Place	Yacht	Owner	State/Country	Elapsed Time	TCF	Corrected Time	PHS 1	PHS 2
1	Imalizard	B.Watson	NSW	3-05-44-46	1.0189	3-07-12-56	1	1
2	Moody Buoys	T.Richardson	VIC	3-12-35-38	0.9632	3-09-28-51	2	2
3	Wax Lyrical	L.Goodridge	NSW	3-05-57-33	1.0617	3-10-46-09	1	
4	Helsal 3							

2019 RESULTS

Place	Yacht	Owner	State/Country	Elapsed Time	TCF	Corrected Time	PHS 1	PHS 2
11	GYR Ragamuffin 50	A.Dunphy	NSW	3-02-20-37	1.1666	3-14-43-45	7	
12	Flying Fish Arctos	Flying Fish Online	NSW	3-13-16-02	1.0210	3-15-03-28		5
13	Allegro	A.Lewis	NSW	3-04-14-48	1.1520	3-15-50-10	8	
14	Galaxy III	C.Canty	NSW	4-07-54-10	0.8550	3-16-50-13		6
15	Turbulence	S.Czapp	QLD	3-18-34-47	0.9898	3-17-39-21		7
16	Reve	K.Whelan	NSW	3-21-48-02	0.9760	3-19-32-58		8
17	Blue Water Tracks	G.Dunoon	VIC	3-23-43-24	0.9596	3-19-51-22		9
18	SWD Kayle	Sailors With Disabilities	NSW	3-05-53-56	1.1819	3-20-04-07	9	
19	Magic Miles	M.Crew	TAS	3-22-52-59	0.9722	3-20-14-43		10
20	She's The Culprit	The Culprit Syndicate	NSW	3-18-30-31	1.0286	3-21-05-50		11
21	Charlotte	E.Vidor	NSW	3-04-27-30	1.2257	3-21-42-54	10	
22	Business As Usual	M.Willenborg	NSW	3-16-21-15	1.0720	3-22-42-56	11	
23	Great Expectations	R.Wills	NSW	3-19-26-45	1.0365	3-22-47-01		12
24	She	P.Bell	QLD	4-06-36-58	0.9362	4-00-04-09		13
25	Wonderland	R.Connor	NSW	5-05-17-45	0.9203	4-19-18-35		14
26	Diamach Enterprise	N.Hoskin	NSW	5-09-41-15	0.9300	5-00-36-34		15
27	Take Five	I.Gannon	TAS	5-23-41-00	0.8500	5-02-07-51		16
28	Tribal Warrior	Eaststail Sydney	NSW	4-23-53-13	1.0532	5-06-15-54	12	
29	Cailin Lomhara	L.Green	USA	5-11-03-03	1.1650	6-08-40-27	13	

CORINTHIAN IRC DIVISION OVERALL

Times are given in day, hours, minutes, seconds

Place	Yacht	Owner	State/Country	Elapsed Time	TCF	Corrected Time
1	Willie Smith's Philosopher	S.Tiedemann	TAS	3-07-28-07	1.047	3-11-12-13
2	Cinquante	K.Jaggar	NSW	3-05-47-10	1.094	3-13-05-53
3	Goat	Goran/Clift/Hawkins	NSW	3-05-44-54	1.097	3-13-17-24
4	Team Runaway	J.Breen & D.Aplin	TAS	3-03-50-55	1.140	3-14-28-03
5	Kioni Robotic Automation	P.Jenkins	NSW	3-06-04-04	1.108	3-14-29-57
6	Filepro	T.Gadsby	TAS	3-05-02-28	1.129	3-14-58-46
7	Audere	J.Cain	VIC	3-07-28-58	1.096	3-15-06-47
8	Mille Sabords	R.Frayne	NSW	3-07-58-37	1.100	3-15-58-29
9	Dreki Sunnan	K.Holmes	NSW	3-06-29-00	1.122	3-16-03-30
10	HYC Breakthrough	D.Wright	IRE	3-10-43-00	1.070	3-16-30-25
11	Komatsu Azzurro	S.Kearns	NSW	3-23-12-14	0.932	3-16-43-48
12	Wings	I.Edwards	NSW	3-05-49-28	1.142	3-16-52-32
13	Wots Next	C.Cupit	NSW	3-03-47-32	1.178	3-17-17-00
14	LCE Showtime	M.Griffith	NSW	3-01-30-06	1.219	3-17-35-55
15	Pretty Woman	R.Hudson	NSW	3-02-13-15	1.209	3-17-43-59
16	XS Moment BNMH	R.Hudson	NSW	3-06-17-22	1.149	3-17-57-16
17	Mako	P.O'Rorke	NSW	3-06-47-39	1.144	3-18-08-26
18	Dream	C.Salter	NSW	3-08-59-50	1.118	3-18-33-18
19	Insomnia	M.Grimes	NSW	3-02-10-10	1.229	3-19-09-15
20	Midnight Rambler	PBST Syndicate	TAS	3-18-32-23	1.033	3-21-31-29
21	King Billy	P.Bennett	NSW	3-23-01-02	0.986	3-21-41-13
22	Ward Civil Yeah Baby	M. & L.Ryckmans	NSW	3-01-34-40	1.282	3-22-19-36
23	Hartbreaker	A. & G.Walton	VIC	3-01-42-31	1.286	3-22-47-21
24	Wicked	M.Welsh	VIC	3-16-26-26	1.078	3-23-20-20
25	Navy One	Royal Australian Navy	NSW	3-16-16-44	1.083	3-23-36-22
26	Another Painkiller	R.West	QLD	3-16-24-30	1.093	4-00-37-49
27	Sanatana	M.Graham	NSW	4-00-31-04	1.018	4-02-15-18
28	Solutions	S.Dadour	NSW	3-18-38-30	1.087	4-02-31-39
29	Dark & Stormy	T.Kourtis & S.Mellington	VIC	3-18-34-29	1.088	4-02-32-43
30	Crystal Cutter III	C.Parry-Okeden	NSW	3-22-02-09	1.056	4-03-18-07
31	Enchantress	J.Willoughby	SA	4-00-19-20	1.031	4-03-18-30
32	Fidelis	N.Stoke	NSW	3-16-55-30	1.117	4-03-19-45
33	Imagination	R. & A.Hawthorn	NSW	3-18-02-23	1.104	4-03-24-14
34	Enigma	J.Bond	NSW	3-23-02-31	1.103	4-08-49-53
35	Chancellor	E.Toohar	NSW	3-23-33-27	1.109	4-09-58-24
36	Dare Devil	S.Ilzhofner	NSW	3-16-03-18	1.225	4-11-52-03
37	Rogue Wave	K.Le Poidevin	NSW	5-06-42-23	0.938	0-04-22-51

CORINTHIAN PHS DIVISION OVERALL

Times are given in day, hours, minutes, seconds

Place	Yacht	Owner	State/Country	Elapsed Time	TCF	Corrected Time
1	Imalizard	B.Watson	NSW	3-05-44-46	1.0189	3-07-12-56
2	Cinquante	K.Jaggar	NSW	3-05-47-10	1.0494	3-09-37-43
3	Mille Sabords	R.Frayne	NSW	3-07-58-37	1.0276	3-10-11-04
4	Team Runaway	J.Breen & D.Aplin	TAS	3-03-50-55	1.0906	3-10-43-14
5	Wax Lyrical	L.Goodridge	NSW	3-05-57-33	1.0617	3-10-46-09
6	Wings	I.Edwards	NSW	3-05-49-28	1.0752	3-11-40-37
7	Quetzalcoatl	Bruce/Lee Warner/Sweetapple	NSW	3-08-32-59	1.0394	3-11-43-24
8	HYC Breakthrough	D.Wright	IRE	3-10-43-00	1.0133	3-11-49-00
9	Mako	P.O'Rorke	NSW	3-06-47-39	1.0711	3-12-23-47
10	Mahligai	M.Owen & J.Kings	NZL	3-03-15-08	1.1258	3-12-43-08
11	Nautical Circle	R.Shaw	NSW	3-10-49-48	1.0253	3-12-55-32
12	Arch Rival	S.Connors	NSW	3-08-57-09	1.0502	3-13-00-59
13	Jaffa	T.Posma	WA	3-07-03-49	1.0796	3-13-21-25
14	Kioni Robotic Automation	P.Jenkins	NSW	3-06-04-04	1.0986	3-13-45-55
15	Dream	C.Salter	NSW	3-08-59-50	1.0590	3-13-46-34
16	Happy Wanderer	D.Parkes	NSW	3-02-31-09	1.1605	3-14-28-46
17	Audere	J.Cain	VIC	3-07-28-58	1.0892	3-14-34-22
18	Komatsu Azzurro	S.Kearns	NSW	3-23-12-14	0.9165	3-15-15-16
19	Allegro	A.Lewis	NSW	3-04-14-48	1.1520	3-15-50-10
20	Pretty Woman	R.Hudson	NSW	3-02-13-15	1.1949	3-16-41-11
21	Solutions	S.Dadour	NSW	3-18-38-30	0.9952	3-18-12-24
22	Fidelis	N.Stoke	NSW	3-16-55-30	1.0265	3-19-16-53
23	Sweet Chariot	D.Henry	NSW	3-23-25-22	0.9600	3-19-36-21
24	SWD Kayle	Sailors With Disabilities	NSW	3-05-53-56	1.1819	3-20-04-07
25	She's The Culprit	The Culprit Syndicate	NSW	3-18-30-31	1.0286	3-21-05-50
26	Crystal Cutter III	C.Parry-Okeden	NSW	3-22-02-09	0.9940	3-21-28-18
27	Navy One	Royal Australian Navy	NSW	3-16-16-44	1.0664	3-22-08-26
28	Great Expectations	R.Wills	NSW	3-19-26-45	1.0365	3-22-47-01
29	Copernicus	G.Zyner	NSW	3-23-25-58	0.9962	3-23-04-12
30	Dark & Stormy	T.Kourtis & S.Mellington	VIC	3-18-34-29	1.0634	4-00-19-02
31	Gun Runner	M.Young	NSW	5-11-23-13	0.8155	4-11-08-46
32	Lexi	R.Cush	NSW	4-07-33-22	1.0400	4-11-41-54
33	Spirit of Freya	J.Harpur	TAS	5-11-01-12	0.8650	4-17-19-56
34	Diamach Enterprise	N.Hoskin	NSW	5-09-41-15	0.9300	5-00-36-34
35	Take Five	I.Gannon	TAS	5-23-41-00	0.8500	5-02-07-51
36	Tribal Warrior	Eaststail Sydney	NSW	4-23-53-13	1.0532	5-06-15-54

SYDNEY 38 DIVISION

Place	Yacht	Owner	State/Country	Elapsed Time
1	Goat	Goran/Clift/Hawkin	NSW	3-05-44-54
2	Cinquante	K.Jaggar	NSW	3-05-47-10
3	Mille Sabords	R.Frayne	NSW	3-07-58-37
4	TSA Management	T.Levett	NSW	3-08-13-39
5	Admiral	S.Piper	NSW	3-18-11-58

RETIREMENTS

Place	Yacht	Owner	State/Country	Reason
1	Faster Forward	M.Fahey	VIC	Steering problems
2	Hollywood Boulevard	R.Roberts	NSW	Broken rudder
3	Minerva	E.Cox	NSW	Damaged rudder bearing

FASTEST TIME

COMANCHE 1-18-30-24

PROTEST

Envy Scooters:
2 hour penalty due to RRS Part 2 infringement with Quest

WEATHER

A light NE breeze at the start developed into a hard NE'er on the first afternoon and evening.

A light S change on the far south coast of NSW caused the fleet to slow and many were becalmed.

The NE built about the middle of the day and developed into a fast reach and run across Bass Strait for the entire fleet; gradually swing into the N and NW.

The maxi yachts experienced good winds until Tasman Island when the breeze softened. The five leading maxi's were close together rounding Tasman Island.

The lead swapped several times between Comanche, InfoTrack and SHK Scallywag. Comanche won Line Honours by 44 minutes over InfoTrack

The competitive 60 foot and TP52 yachts carried the breeze to the finish when it softened for the remainder of the fleet.

Many in the fleet experienced a 40 knot S/SW change on the evening of the 29th.

2019 RESULTS

LINE HONOURS

Times are given in day, hours, minutes, seconds

Place	Yacht	Owner	State/Country	Elapsed Time
1	Comanche	J.Cooney & S.Grant	NSW	1-18-30-24
2	InfoTrack	C.Beck	NSW	1-19-14-42
3	Wild Oats XI	Oatley Family	NSW	1-20-12-52
4	SHK Scallywag 100	S.Huang Lee	HK	1-20-13-30
5	Black jack	P.Harburg	MON	1-20-28-56
6	Alive	P.Turner	TAS	2-01-13-55
7	Chinese Whisper	D.Griffith	NSW	2-04-24-41
8	Naval Group	S.Langman	NSW	2-04-26-32
9	URM	A.Johnston	NSW	2-04-33-46
10	No Limit	D.Gotze	VIC	2-04-55-41
11	Ichi Ban	M.Allen	NSW	2-06-18-05
12	Maserati	J.Cooney	POL	2-06-31-54
13	Gweilo	M.Donald & C.Townsend	NSW	2-06-42-36
14	Quest	C.Neil & B.Steel	NSW	2-08-59-36
15	Envy Scooters *	B.Cuneo	QLD	2-09-05-49
16	Celestial	S.Haynes	NSW	2-11-01-57
17	Smuggler	S.Bohm	NSW	2-11-02-47
18	Zen	G.Ketelbey	NSW	2-11-08-09
19	Maverick 49	Q.Stewrt	GUR	2-11-39-47
20	Bush Paul Group	I.Short	NSW	2-12-48-29
21	Stay Calm Hungary	A.Ormandiaki	HUN	2-16-50-29
22	Daguet	F.Puzin	FRA	2-18-58-31
23	About Time	J.Farren-Price	NSW	3-01-12-51
24	Primitive Cool	J.Newbold	VIC	3-01-13-20
25	Koa	P.Wrigley & A.Kearnan	NSW	3-01-13-21
26	LCE Showtime	M.Griffith	NSW	3-01-30-06
27	Ward Civil Yeah Baby	M. & L.Ryckmans	NSW	3-01-34-40
28	Oskana	M.Pritchard	TAS	3-01-35-43
29	Hartbreaker	A. & G.Walton	VIC	3-01-42-31
30	Frantic	M.Martin	NSW	3-01-53-27
31	Abbotts Vamp	D.Fuller	WA	3-01-54-24
32	Active Again	S.Kerin	QLD	3-01-55-00
33	Extasea	P.Buchholz	VIC	3-01-57-07
34	St Jude	N.Cornish	NSW	3-02-00-47
35	Enterprise	A.Kirke	WA	3-02-03-45
36	Rush	J.Paterson	VIC	3-02-04-45
37	Chutzpah	B.Taylor	VIC	3-02-06-46
38	Snowdome Occasional Course Language Too	W.Sherman	NSW	3-02-08-39
39	Insomnia	M.Grimes	NSW	3-02-10-10
40	Helsal 3	P.Mara & A.van der Rijt	TAS	3-02-13-04
41	Pretty Woman	R.Hudson	NSW	3-02-13-15
42	2 Unlimited	G.Prescott	TAS	3-02-18-43
43	GYR Ragamuffin 50	A.Dunphy	NSW	3-02-20-37
44	Bounty Brassware Our Rush	D.Carruthers	QLD	3-02-24-49
45	Happy Wanderer	D.Parkes	NSW	3-02-31-09
46	Carrera S	G.Cantwell	VIC	3-02-34-09
47	Patriot	J.Close	VIC	3-02-55-28
48	Optimus Prime	T.Taylor	WA	3-03-05-15
49	Sail Exchange	C.Crafoord & T.Horkings	NSW	3-03-07-44
50	Night Nurse	R.McCart	QLD	3-03-12-36
51	Mahligai	M.Owen & J.Kings	NZL	3-03-15-08
52	Van Dieman III	R.Vaughan	TAS	3-03-18-33

Place	Yacht	Owner	State/Country	Elapsed Time
53	Wots Next	C.Cupit	NSW	3-03-47-32
54	Team Runaway	J.Breen & D.Aplin	TAS	3-03-50-55
55	Ororton Drumfire	W.Vicars	NSW	3-04-02-51
56	Allegro	A.Lewis	NSW	3-04-14-48
57	Charlotte	E.Vidor	NSW	3-04-27-30
58	Filepro	T.Gadsby	TAS	3-05-02-28
59	Black Sheep	M.Pilkington	TAS	3-05-12-40
60	Kialoa II	P.Broughton	NSW	3-05-33-08
61	Imalizard	B.Watson	NSW	3-05-44-46
62	Goat	Goran/Clift/Hawkins	NSW	3-05-44-54
63	Cinquante	K.Jaggar	NSW	3-05-47-10
64	Soozal	K. & E.Mulcahy	NSW	3-05-48-56
65	Wings	I.Edwards	NSW	3-05-49-28
66	Anger Management FLG	T.Stewart	WA	3-05-53-56
67	SWD Kayle	Sailors With Disabilities	NSW	3-05-53-56
68	Wax Lyrical	L.Goodridge	NSW	3-05-57-33
69	Kioni Robotic Automation	P.Jenkins	NSW	3-06-04-04
70	Highly Sprung	M.Spring	NSW	3-06-10-17
71	Mistral	P.Gal	NSW	3-06-11-47
72	XS Moment BNMH	R.Hudson	NSW	3-06-17-22
73	White Noise	D.Edwards	VIC	3-06-18-42
74	Dreki Sunnan	K.Holmes	NSW	3-06-29-00
75	Matrix	G.Furtado	QLD	3-06-38-30
76	Mako	P.O'Rourke	NSW	3-06-47-39
77	Pekljus	D.Suttie	NSW	3-06-54-19
78	Cartouche	S.Fahey	VIC	3-06-58-00
79	Jaffa	T.Posma	WA	3-07-03-49
80	Papillon	P.Molony	NSW	3-07-24-42
81	Willie Smith's Philosopher	S.Tiedemann	TAS	3-07-28-07
82	Audere	J.Cain	VIC	3-07-28-58
83	Secret Mens Business 1	D.DeCoster & S Armati	NSW	3-07-46-25
84	Mille Sabords	R.Frayne	NSW	3-07-58-37
85	TSA Management	T.Levett	NSW	3-08-13-39
86	Abracadabra	J.Murchison	NSW	3-08-25-23
87	Quetzalcoatal	Bruce/Lee Warner/Sweetapple	NSW	3-08-32-59
88	Arch Rival	S.Connors	NSW	3-08-57-09
89	Dream	C.Salter	QLD	3-08-59-50
90	Ocean Crusaders	J.Warlow	QLD	3-09-01-26
91	Mayfair	J.Irvine	QLD	3-09-38-25
92	HYC Breakthrough	D.Wright	IRE	3-10-43-00
93	Nautical Circle	R.Shaw	NSW	3-10-49-48
94	Euphoria	A.Coleman	NSW	3-11-31-55
95	Banter	M.Jacobsen	QLD	3-12-00-01
96	Moody Buoys	T.Richardson	VIC	3-12-35-38
97	Flying Fish Arctos	Flying Fish Online	NSW	3-13-16-02
98	Dare Devil	S.Ilzhofner	NSW	3-16-03-18
99	Navy One	Royal Australian Navy	NSW	3-16-16-44
100	Business As Usual	M.Willenborg	NSW	3-16-21-15
101	Another Painkiller	R.West	QLD	3-16-24-30
102	Wicked	M.Welsh	VIC	3-16-26-26
103	Blink	M.Gorbatov & M.Siebert	NSW	3-16-43-55
104	Fidelis	N.Stoke	NSW	3-16-55-30

Place	Yacht	Owner	State/Country	Elapsed Time
105	She's Apples II	M.McKay	TAS	3-17-27-53
106	Imagination	R. & A.Hawthorn	NSW	3-18-02-23
107	Admiral	S.Piper	NSW	3-18-11-58
108	Love & War	S.Kurts	NSW	3-18-13-08
109	Sintara	D.Morrison	SA	3-18-29-05
110	She's The Culprit	The Culprit Syndicate	NSW	3-18-30-31
111	Midnight Rambler	PBST Syndicate	TAS	3-18-32-23
112	Dark & Stormy	T.Kourtis & S.Mellington	VIC	3-18-34-29
113	Turbulence	S.Czapp	QLD	3-18-34-47
114	Packaponch Scamp	M.Mollison	QLD	3-18-35-15
115	Eve	S.Capell	NSW	3-18-35-57
116	Solutions	S.Dadour	NSW	3-18-38-30
117	Sticky	R.Harris	NSW	3-18-45-46
118	Mister Lucky	M.Hipgrave	QLD	3-19-12-29
119	Protagonist	N.Foa	VIC	3-19-26-39
120	Great Expectations	R.Wills	NSW	3-19-26-45
121	Crush	D.Davenport	WA	3-19-56-40
122	Local Hero	S.Connelly	NSW	3-19-58-36
123	Encore	M.Tromp	QLD	3-20-37-11
124	Reve	K.Whelan	NSW	3-21-48-02
125	Crystal Cutter III	K.Parry-Okeden	NSW	3-22-02-09
126	Airstream	W.Taylor	NSW	3-22-44-58
127	Arcadia	P.Davison	VIC	3-22-45-51
128	Maverick	R.Smallman	VIC	3-22-46-36

Place	Yacht	Owner	State/Country	Elapsed Time
129	Magic Miles	M.Crew	TAS	3-22-52-59
130	Ocean Gem	D.Hows	QLD	3-22-58-48
131	King Billy	P.Bennett	NSW	3-23-01-02
132	Enigma	J.Bond	NSW	3-23-02-31
133	Komatsu Azzurro	S.Kearns	NSW	3-23-12-14
134	Sweet Chariot	D.Henry	NSW	3-23-25-22
135	Copernicus	G.Zyner	NSW	3-23-25-58
136	Chancellor	E.Toohar	NSW	3-23-33-27
137	Blue Water Tracks	G.Dunoon	VIC	3-23-43-24
138	Enchantress	J.Willoughby	SA	4-00-19-20
139	Sanatana	M.Graham	NSW	4-00-31-04
140	Audacious	S.Johnson	SA	4-03-00-13
141	She	P.Bell	QLD	4-06-36-58
142	Katwinchar	B.Barry-Cotter	NSW	4-06-47-47
143	Lexi	R.Cush	NSW	4-07-33-22
144	Galaxy III	C.Canty	NSW	4-07-54-10
145	Tribal Warrior	Eaststail Sydney	NSW	4-23-53-13
146	Windrose	A.Mani	TAS	5-00-28-16
147	Wonderland	R.Connor	NSW	5-05-17-45
148	Rogue Wave	K.Le Poidevin	NSW	5-06-42-23
149	Diamach Enterprise	N.Hoskin	NSW	5-09-41-15
150	Spirit of Freya	J.Harpur	TAS	5-11-01-12
151	Callin Lomhara	L.Green	USA	5-11-03-03
152	Gun Runner	M.Young	NSW	5-11-23-13
153	Natelle Two	L.Roper	TAS	5-12-23-22
154	Take Five	I.Gannon	TAS	5-23-41-00

GRAND VETERANS

Place	Yacht	Owner/Skipper	Handicap	Corrected Time	Elapsed Time
1	Katwinchar	Bill Barry-Cotter NSW	0.887	03:19:10:49	04:06:47:47
2	Love & War	Simon Kurts NSW	1.022	03:20:12:13	03:18:13:08
3	Kialoa II	Patrick Broughton NSW	1.199	03:20:59:06	03:05:33:08
4	Fidelis	Nigel Stoke NSW	1.117	04:03:19:45	03:16:55:30
5	Windrose	Ashok Mani TAS	0.911	04:13:44:57	05:00:28:16
6	Natelle Two	Laura Roper TAS	0.994	05:11:35:42	05:12:23:22

VETERANS

Place	Yacht	Owner/Skipper	Handicap	Corrected Time	Elapsed Time
1	Filepro	Tim Gadsby TAS	1.129	03:14:58:46	03:05:02:28
2	Komatsu Azzurro	Shane Kearns NSW	0.932	03:16:43:48	03:23:12:14
3	Katwinchar	Bill Barry-Cotter NSW	0.887	03:19:10:49	04:06:47:47
4	Love & War	Simon Kurts NSW	1.022	03:20:12:13	03:18:13:08
5	She's Apples II	Marcus McKay TAS	1.035	03:20:35:46	03:17:27:53
6	Kialoa II	Patrick Broughton NSW	1.199	03:20:59:06	03:05:33:08
7	King Billy	Phil Bennett NSW	0.986	03:21:41:13	03:23:01:02
8	Ocean Gem	David Hows QLD	1.017	04:00:35:41	03:22:58:48
9	Santana	Michael Graham NSW	1.018	04:02:15:18	04:00:31:04
10	Dark and Stormy	T Kourtis & S Mellington VIC	1.088	04:02:32:43	03:18:34:29
11	Enchantress	John Willoughby (6) SA	1.031	04:03:18:30	04:00:19:20
12	Eve	Steve Capell NSW	1.111	04:04:39:20	03:18:35:57
13	Windrose	Ashok Mani TAS	0.911	04:13:44:57	05:00:28:16
14	Gun Runner	Maurice Young NSW	0.897	04:21:51:15	05:11:23:13
15	Rogue Wave	Kevin Le Poidevin NSW	0.938	04:22:51:02	05:06:42:23
16	Natelle Two	Laura Roper TAS	0.994	05:11:35:42	05:12:23:22



YOUR GO-TO GUIDE

Everything you need to know about the 2020 Rolex Sydney Hobart Yacht Race in one place

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Official race broadcast (in Australia) on 7Mate and the 7plus app.
Daily highlights at www.rolexsydneyhobart.com

KEY INFO

First race: 1945
First winner: Rani
Total races: 75 (2020 is the 76th)
Last winner: Matt Allen's Ich Ban, on handicap with Jim Cooney and Samantha Grant's Comanche claiming line honours
Host Club: Cruising Yacht Club of Australia, NSW
This year's race: 1pm, Boxing Day, 2020 on Sydney Harbour

Follow the race and its competitors via the official Race website
www.rolexsydneyhobart.com

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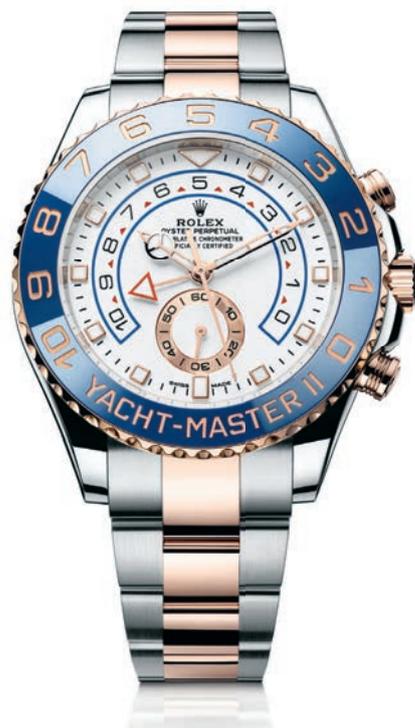


ROLEX CHINA SEA RACE

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