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ROLEX SYDNEY HOBART YACHT RACE 2025

THE OFFICIAL PROGRAM

Your guide to the 80th edition of the
Cruising Yacht Club of Australia's legendary ocean race

MEET
THE FLEET

FEATURES
AND ANALYSIS

HOW TO
FOLLOW THE RACE

Forgive the staff, they're new every night.

As maître d's go, Caroline Kininmonth is an odd one. She keeps no waiters on rotation. Nor chefs or sommeliers. She doesn't even have a menu. That's where you come in. Among the vibrant walls and bold artworks of The Boathouse restaurant, you set the menu from whatever tickles your fancy on King Island. You bring what you want and make it how you like.

So if you've got a complaint about the food, take it up with yourself.

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TASMANIA



COME DOWN FOR AIR

ANIA

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Share your Rolex Sydney Hobart story or get in touch via email – media@cyca.com.au

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Celestial V70 sailing into the finish line during the 2024 Rolex Sydney Hobart Yacht Race.
Photo: ROLEX | Carlo Borlenghi.

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CRUISING YACHT CLUB OF AUSTRALIA COMMODORE DR. SAM HAYNES



At the helm

As we get ready for the Boxing Day start of the 80th Rolex Sydney Hobart Yacht Race, you can feel the buzz building around the CYCA and Sydney Race Village. There's no mistaking it, the energy, excitement, and anticipation for another Rolex Sydney Hobart are in full swing.

This year's milestone edition has attracted over 130 entrants, with yachts coming from across Australia and around the world, including Hong Kong, the USA, New Zealand, the Netherlands, China, Germany, New Caledonia and Poland. From the smaller Corinthian entries to the state-of-the-art Maxis, the 2025 fleet is a brilliant snapshot of everything that makes this race so special, diversity, determination, and a deep love of offshore sailing.

We're seeing plenty of familiar names on the start line again, including past winners and returning champions. I'm thrilled to be back on the water myself after our victory last year, Celestial V70 will again take on the challenge, joined by an incredible lineup of competitors ready to make their mark in this historic 80th edition.

A big thank you to Vice Commodore David Jacobs, who will be taking care of Commodore duties while I'm racing south, and to the Royal Yacht Club of Tasmania for their continued partnership and hospitality at the finish, they make the celebrations in Hobart such a fantastic experience for everyone.

We're also extremely grateful to Rolex for their ongoing support of the Sydney Hobart Yacht Race and their commitment to offshore sailing. Our partnership continues through to 2033, and it's an honour to have such a strong relationship with a brand that shares our passion for excellence and adventure.

Thank you as well to our broadcast, government, and corporate partners, including the Nine Network, Transport for NSW, Events Tasmania, City of Hobart, TasPorts, Devil's Corner and Carlton & United Breweries, for helping bring the Great Race South to life for audiences everywhere.

And of course, none of this would be possible without the dedication of the CYCA Board, management, staff, and the many volunteers who give their time and energy every year. For 80 years, our Club has worked tirelessly to build this race into the world-renowned event it is today, and I couldn't be prouder of everyone who has played a part in its success.

Before the race starts, I would ask all to reflect on those lost and affected by the tragedies of last year's race. They will never be forgotten.

Whether you're on the start line, following the fleet south, or watching from the shore, I hope you enjoy every moment of this year's race. I invite all sailors, families and friends to join us in the lead-up at the Sydney Race Village to commemorate this milestone race. Here's to fair winds, fast sailing, and another unforgettable finish in Hobart.

Dr Sam Haynes
Commodore ⚓



Photo: ROLEX | Carlo Borlenghi.

THE ROYAL YACHT CLUB OF TASMANIA COMMODORE NICK HUTTON

Welcome to Hobart

This year marks the 80th Rolex Sydney Hobart Yacht Race, and continuous partnership between the Cruising Yacht Club of Australia and The Royal Yacht Club of Tasmania.

With each club providing resources, talents and strengths to execute various element of this great race, the resultant combined effort leads to a world-renowned blue water yachting classic greater than either club could have achieved alone. Enabled by the generous sponsorship of Rolex, this event rightfully occupies its place on the world stage.

With the sparkling send-off from Sydney Harbour still fresh in their memories, the thousands of competitors who over the decades have made the often-rugged journey south are greeted with the warmest welcome afforded any yacht race in the world.

To say that Hobart embraces the race is a great understatement with Tasmanians, and many people from interstate and overseas, flocking to the finish to witness one of the most exciting spectacles in the world of yachting. The tired bodies of the competitors, many with four and five days of hard sailing behind them, get a new lease on life from the welcome as they pass the Taste of Tasmania and make their way to King's Pier or Constitution Dock.

Their arrival is greeted by the hardworking RYCT volunteer crew at the Race Liaison Centre, following an earlier welcome at the Finishing Line off Castray Esplanade. Sailors are escorted to their berths by RYCT tender crews, who assist competitors 24 hours a day to safely moor their yachts.

Each yacht's progress south has been closely monitored by the Race Centre, including Race Management Team and Radio Room operators at RYCT's base in Sandy Bay, logging their waypoints at Green Cape, Tasman Island and in the River Derwent.

While at sea Tasmania Police stand ready to assist and upon arrival TasPorts, the local harbour authority, hosts the yachts in the heart of the City of Hobart.



Support from the Tasmanian Government makes this central Hobart hosting possible, with enthusiastic support from Premier Jeremy Rockliff, who like Premiers before him is a strong fan of the event.

Once the sailors have had a chance to grab some well-earned sleep and a chance to rehydrate, they make their way to the baggage centre, so ably managed by the Rotary Club of Glenorchy, to collect some clean clothes and personal effects that are unsuitable to take aboard during the race. This level of service makes the welcome even sweeter.

Hobart Grand Chancellor Hotel hosts the prize presentation, where the Governor of Tasmania, Her Excellency Barbara Baker AC, leads the dignitaries in presenting the well-earned silverware to the many division winners and placegetters, as well as the magnificent Rolex timepieces to the Line Honours and Overall winners of the race.

The beautiful, locally crafted timber trophies are another highlight, with the prize presentation managed by RYCT volunteers in conjunction with the hardworking staff of the CYCA Sailing Office.

Most tasks required to execute the RSHYR are provided by volunteers, many not from sailing backgrounds. Annually RYCT volunteers' give over 2,300 person hours to assist deliver the warmest welcome. It is testament to the generosity of the Hobart and wider Tasmanian community and highlights the prestigious standing of the race.

The Royal Yacht Club of Tasmania thanks its army of generous volunteers, supported by the Club's directors, management and staff, who come together for this great race. It continues to be a wonderful enduring partnership between CYCA and RYCT.

I look forward to personally meeting many of you. You are all welcome to visit and join in celebrations at the RYCT's base in Sandy Bay.

Welcome to Hobart,

Nick Hutton.
Commodore
The Royal Yacht Club of Tasmania ⚓



*Boxing Day 2024.
Photo: ROLEX | Carlo Borlenghi.*



Photos: CYCA Archives,
ROLEX | Carlo Borlenghi,
Richard Bennett



Celebrating eight decades of the Sydney Hobart Yacht Race

Eight decades of racing, countless stories, and a few favourites

On 26 December 1945, nine yachts gathered on what was originally meant to be a leisurely cruise down to Hobart when the spark of competition ignited amongst them. Since then, the Sydney Hobart Yacht Race has grown from humble beginnings into a global phenomenon.

With over 80 years of racing, countless stories have been made during the Sydney Hobart Yacht Race. Great memories, fierce competitive moments and unforgettable triumphs have shaped this ocean classic. From edge-of-your-seat finishes to personal milestones and family adventures at sea, every race adds a new chapter to a story.

We've curated one standout story from each decade, capturing the spirit and evolution of this legendary race, to show how it has inspired generations of sailors and captivated spectators around the world.



1945 – The Start of a Race for the Ages

Boxing Day 1945 dawned hot and bright, perfect weather for a new ocean adventure. Nine yachts gathered in Sydney Harbour for what began as a friendly cruise to Hobart. Australia was just emerging from war; rationing was still in force, the pubs were running dry and the sailors were “making do” with whatever rope, canvas and fittings they could find.

The fleet was a far cry from today's carbon machines, heavy wooden boats with leaking decks, cotton sails and oilskin-clad crews sleeping in damp bunks. Most had never been offshore before. Only one man aboard, British naval officer Captain John Illingworth, truly knew what ocean racing meant and he was at the helm of Rani, a 34-foot cutter.

A dream run down the coast turned into a nightmare when a gale hit off Montagu Island. Mainsails tore, radios failed and crews battled storm-force winds for 36 hours. Rani took green water over her deck, flooded below and her crew bailed with saucepans when the bilge pumps clogged with tin-can labels. Many yachts sought shelter throughout the worst of the weather.

Days later, newspapers declared boats missing. Then, on New Year's Day, a small white yacht was sighted off Tasman Island, Rani, alive and surging toward victory. As she reached the Derwent at dusk, car headlights flashed Morse code across the water: "Are you Rani? You're winning!"

2 January, Rani crossed the line first, claiming both line and handicap honours. A legend was born.

The Sydney Hobart Yacht Race would return the next year and without knowing it at the time would turn into a race for the ages.



1951 – Records that stand the test of time

The 47-foot wooden yawl Margaret Rintoul, designed by Philip Rhodes and launched in Sydney in 1948 for Mr A.W. Edwards, became one of the great early stars of the Sydney Hobart Yacht Race. She competed in five editions of the race, claiming line honours twice, in 1950 and again in 1951.

In 1951 she set a new race record of 4 days, 4 hours, 29 minutes, 1 second, a benchmark that would stand unbroken for the next six years.



1963 – Freya Begins Her Historic Hat-Trick

When Freya slid down the ways at the Halvorsen Brothers' yard in Ryde on 3 November 1963, she was the product of deep experience and quiet confidence. Designed and built by Trygve and Magnus Halvorsen, two of Australia's most successful ocean racing brothers, she measured 38 ft 10 in with a beam of 11 ft and a draft of 6 ft. Her Oregon planking over Queensland maple frames gave her strength and flexibility, while her "knuckled" canoe stern and powerful lines hinted at speed and seaworthiness.

Launched barely seven weeks before the start, Freya was entering her very first ocean race. Critics tipped her as a "real flyer", and they were right. In her debut, she claimed overall honours in the 1963 Sydney Hobart Yacht Race, the first of an unprecedented three consecutive victories (1963–65). It remains one of the most remarkable achievements in the history of the race.

Trygve Halvorsen, the gifted designer and his brother Magnus, a self-taught master navigator, were as much craftsmen as competitors. Between them, the Halvorsens amassed five overall Sydney Hobart wins, Solveig (1954), Anitra V (1957) and Freya's triple triumph, along with five second-place finishes. Magnus would later add to his legacy as navigator aboard Love & War (1974) and take Line Honours twice aboard Kialoa II (1971) and Kialoa III (1975), the latter setting a race record that stood for 21 years.

1978 – A Slow one, words by John Dawson onboard Gretel in 1978

“They are still laughing in their beer ... next time they make the trip, they will certainly have plenty of tanning oil and zinc cream.”

The 1978 Sydney Hobart will be remembered less for its ferocity and more for its sunburn. After a blustery, rain-soaked start in Sydney, the wind faded and for much of the race, crews found themselves applying suntan lotion instead of reefing sails. “The longest in ten years,” wrote Offshore’s John Dawson, who described a Bass Strait so calm it left first-timers wondering what all the fuss was about.

While some drifted and dozed, Peter Kurts’ Love & War made the most of every whisper of breeze to secure her second overall win, proving again why she remains one of the most respected yachts in Hobart history. Jack Rooklyn’s Apollo took Line Honours, with Margaret Rintoul II, Anaconda and Helsal among the familiar names in the fleet.

By the time the race was over, the stories of survival had been replaced by stories of sunburn, a rare, relaxed edition that showed the Sydney Hobart can be as much about patience as endurance.



1982 – Winning by Seconds

In one of the most dramatic finishes in the history of the Sydney Hobart Yacht Race, Condor of Bermuda, skippered by owner Bob Bell, edged out Apollo, led by Jack Rooklyn, by just seven seconds after three days of intense competition.

The duel featured two maxi-yachts locked in a neck-and-neck battle along the Tasman Sea, through Storm Bay and up the Derwent River. The finish approached like a sprint after a marathon, with both crews yelling instructions across the last few feet, the crowd ashore roaring like it was a football grand final. The spectacle not only thrilled the 10,000 or so spectators but also lifted the race’s profile as a television event and a showcase of acute competition.

Condor’s victory by the narrowest margin on record (for Line Honours) remains a benchmark of close racing.

Photos: CYCA Archives, ROLEX | Kurt Arrigo

This tight finish marked a shift: as boats grew faster and fleets expanded, it became a reminder that even after 628 nautical miles, races can still be decided by seconds and the human drama is as rich as the raw seamanship.



1994: Boy Messenger: 50 Years on the Hobart

Englebert “Boy” Messenger, a stalwart of the Sydney Hobart Yacht Race, marked his 20th Hobart in 1994, the 50th running of the iconic ocean classic. A veteran of the inaugural race in 1945, Messenger returned for one final hurrah, bringing along three of his sons on their debut race.

“My mother bought me a canvas hat for my first race and in the first proper wind I lost it,” he recalled. Now 50 years later, joined by his sons they joked, “maybe we will have to strap dad down into the bunk.” Messenger laughed and replied, “maybe I will be the one that will be doing the strapping down.”

Confident in his own sea legs, he admitted, “I’ve never been seasick, not so sure about them yet.” Messenger’s focus, he said, was simple: keep everyone heading in the right direction, stop fights before they start and take care of provisions.

He outlined the crew rations with characteristic wit: “They can have two cans of VB per day each and a bottle of rum is onboard, which I will hide.”

For Boy Messenger, the 50th Hobart was a culmination of decades of experience and a fitting farewell to the race he helped shape.

2003: Skandia and Zana: 628 Miles of Match Racing

After 628 nautical miles of ocean racing, the 2003 Rolex Sydney Hobart came down to just 14 minutes, a blink after days of side-by-side sailing. The brand-new Australian maxi Skandia, skippered by Grant Wharington, finally broke free of her New Zealand rival Zana (Stewart Thwaites) to take Line Honours in 2 days, 15 hours, 14 minutes and 6 seconds.

When the two 98-footers rounded Tasman Island near midnight, they were separated by barely three minutes. Skandia then surged across Storm Bay at 13 knots, her innovative canting keel giving her the edge she needed. It was the first time such a design had won Line Honours, a glimpse into the future of maxi yacht racing.

As dawn broke over Constitution Dock, Skandia became the first Victorian-built and owned yacht to claim Line Honours since Kurrewa IV in the 1950s. A triumphant Wharington summed it up perfectly, grinning beneath his beanie: “How good is that?”



2011: Loki: Nothing Accidental about Perfection

After 14 years of chasing the Tattersall Cup, Stephen Ainsworth finally found his moment with Loki and there was, as navigator Michael Bellingham put it, “nothing accidental” about it.

The Reichel/Pugh 63, co-helmed by Ainsworth and sailing master Gordon Maguire, executed a two-year campaign that culminated in one of the most meticulously planned wins in Rolex Sydney Hobart history. From start to finish, their strategy was simple in theory but brutal in execution: never stop.

With Bellingham’s weather modelling and a deep understanding of the East Australian Current, Loki positioned herself perfectly, finding up to 3.5 knots of favourable current through Bass Strait and riding it all the way south. The result: an elapsed time of 2 days, 14 hours and 20 minutes and a commanding overall victory.

Ainsworth, a long-time CYCA member, called it “pure joy”. For a yacht named after the Norse god of mischief, there was no trickery here, just flawless execution and one of the most deserving wins of the modern era.

2017: Matt Allen achieves a lifelong dream

Matt Allen AM competed in his first Sydney Hobart in 1980 onboard fan-favourite Bacardi at just 17 years of age. Over the decades that followed, he lined up for another 27 editions of the race — but it was number 28 that finally delivered his long-awaited Overall win on board the then-new Botin 52 Ichi Ban.

Following the race, Allen shared:

“It hasn’t really sunk in yet. I’ve been planning this [winning] race since about 2001. It’s been a long-held passion to win it.

The race also marked the first Overall win for world-renowned navigator Will Oxley.

“As an Australian, this [the Rolex Sydney Hobart] is the biggest race you can win,” Oxley said. I’ve done five round the world races, but the first question people ask you in Australia, when they know you are a sailor, is whether you’ve done the Rolex Sydney Hobart and how many. In that respect, this is certainly the biggest win of my career.”



2023: LawConnect: Breaking the Bridesmaid Hoodoo

Christian Beck’s LawConnect finally shed its bridesmaid tag with a spectacular Line Honours victory in one of the closest finishes in Rolex Sydney Hobart history. Crossing the Castray Esplanade at 08:03:58, the Sydney-based maxi edged out defending champion Andoo Comanche by just 51 seconds after 628 nautical miles of relentless racing, the second-narrowest margin ever, behind only the seven-second duel between Condor and Apollo in 1982.

From start to finish, the battle was a masterclass in persistence and tactical skill. LawConnect initially trailed, falling 2 nautical miles behind in Storm Bay, but the crew steadily clawed back ground on the Derwent River. In the final 1.5 nautical miles, a series of thrilling gybes saw the lead change hands five times before Beck’s boat crossed the line first, less than 50 metres from Comanche. ⚓





Photo: ROLEX | Carlo Borlenghi.



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Celebrating Sydney Hobart Classic Yachts

The 2025 Club Marine Sydney Hobart Classic Yacht Regatta will run from 12 to 14 December, inviting current & past Sydney Hobart yachts built before 1995 to race in the commemorative event.

The Club Marine Sydney Hobart Classic Yacht Regatta isn't just a prelude to the big race — it's a celebration of history that keeps on sailing.

The elegance and adventure of ocean racing's golden era return this December, as stunning classic yachts take to Sydney Harbour for yet another fabulous edition of the Sydney Hobart Classic Yacht Regatta (SHCYR), sailing from Friday 12 to Sunday 14 December.

It's a weekend where varnish gleams, kites whistle, and history comes alive. The fleet includes Sydney Hobart legends, past winners, and enduring campaigners, many of whom will also feature in the Grand Veterans Division of this year's 80th Rolex Sydney Hobart Yacht Race.

Among them is the timeless *Love & War*, a triple Tattersall Cup winner (1974, 1978, 2006) that continues to prove she's not just a piece of history, but still one of the most competitive yachts in the fleet. She'll be joined by other Sydney Hobart greats including *Solveig*, *Fidelis*, *Margaret Rintoul*, *Vittoria*, *Caprice of Huon*, and *Wild Oats*, names that stir the memory of decades of bluewater racing tradition.

To qualify, each yacht must have competed in at least one Sydney Hobart, and they're divided into two categories:

- **Classics:** yachts launched before 1976
- **Modern Classics (IOR Era):** yachts launched between 1976 and 1995

Each yacht has previously raced to Hobart, and everyone carries stories of storms, triumphs, and friendships forged offshore. Together, they're a floating time capsule of Australian sailing heritage, still racing, still fast, and still loved.

"Every year the Sydney Hobart Classic Yacht Regatta presents a wonderful spectacle on our great Harbour," David Champtaloup, Chair of the Classic Yacht Committee, said. "There is so much history in this fleet of proud yachts, big and small, who between them have made such a significant contribution to the legend of the Sydney Hobart Yacht Race."

The regatta kicks off Friday with an invitational race, followed by a pursuit start from Point Piper on Saturday, and the traditional Cannae Point start on Sunday, a nod to the location of the very first Sydney Hobart in 1945.

Following the prizegiving, competitors and guests are invited to the Classic Yacht Regatta BBQ on Sunday at 1630 hours in the Sydney Race Village. It's the perfect way to unwind after racing, a relaxed evening of good food, great company, and a shared love of classic yachts. ⚓





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Photos: Ashley Dart | CYCA



The Sydney Race Village

The Sydney Race Village returns to the CYCA this December with fan-favourite events and vibrant celebrations to honour the race's 80 year history. The lively village offers the chance for competitors and spectators alike to engage in the exciting Sydney sailing community. With Boxing Day fast approaching, read on for more information about this year's events.

2025 Sydney Race Village Events:

The **QLD (Quiet Little Drink)** makes its comeback to the Sydney Race Village, celebrating Sydney Hobart first-timers, YSA alumni participating in their first race, women sailors reaching their 10-race milestone, and crew members marking their 25th, 40th and 50th races.

The **Women in Sailing Night** returns to the Sydney Race Village for the third year in a row, now a permanent fixture on our Village events calendar. featuring a panel of talented women sailors. Stay tuned for more information!

2025 Rolex Sydney Hobart Skippers and VIP are invited to the Sydney Race Village for an exclusive cocktail party at the **VIP & Skippers Launch**.

A **Long Lunch** will be held in the Sydney Race Village on the weekend before the race, allowing current and past crews to gather, reminisce, and explore the docks to view this year's fleet.

Gather up your crew and head over to the CYCA for the **80th Clubhouse Crew Party**. Get to know other sailors from around Australia and the world for a fun night with Harbour-side views. Celebrating the race's 80 year history, the 2025 Crew Party will expand across the Sydney Race Village and Clubhouse, complete with live music from the Baker Boy's Band, DJs and food trucks. Members, families and friends are all welcome to attend.

Join us for **Family Day** in the Sydney Race Village following the Boxing Day Start. Watch the highlights of the Boxing Day broadcast and follow the live tracker.

The Sydney Race Village is also home to the Helly Hansen Race Merchandise Shop, Media Centre, and Information Centre.

RSVP online at cyca.com.au. 







Photo: ROLEX | Carlo Borlenghi.

SAVE THE DATE

SYDNEY RACE VILLAGE EVENTS

**11
DEC**

QUIET LITTLE DRINK

The QLD (Quiet Little Drink) makes its comeback to the Sydney Race Village, celebrating Sydney Hobart first-timers, YSA alumni participating in their first race, women sailors reaching their 10-race milestone, and crew members marking their 25th race.

**12
DEC**

NEW MEMBER MEET & GREET | MEMBERS ONLY

The Board and Management Team are pleased to invite new Members and a guest to the New Member Meet and Greet Cocktail Party.

**14
DEC**

SYDNEY HOBART CLASSIC YACHT BBQ

This is a unique regatta that recognises the contribution of classic yachts to the traditions and history of the bluewater classic. Join us for a great BBQ and Presentation.

**17
DEC**

WOMEN IN SAILING NIGHT

Let's celebrate women in all areas of the sport. Olympian and Rolex Sydney Hobart commentator Lisa Darmanin moderates a panel of accomplished local and international women sailors.

**20
DEC**

RSHYR VIP & SKIPPER'S LAUNCH | BY INVITE

Rolex Sydney Hobart VIP and Skippers will be invited to the Village for an exclusive cocktail event. Mix and mingle with your fellow competitors and major race partners.

**21
DEC**

LONG LUNCH

A Long Lunch will be held in the Sydney Race Village on the weekend before the race, allowing current and past crews to gather, reminisce, and explore the docks to view this year's fleet.

**22
DEC**

80TH CLUBHOUSE CREW PARTY

Gather up your crew and head over to the CYCA for the best crew party in sailing. Get to know other sailors from around New South Wales and the world.

**26
DEC**

FAMILY DAY

Join us for Family Day in the Sydney Race Village following the Boxing Day Start. Watch the highlights of the Boxing Day broadcast and follow the live tracker.



Sydney Hobart 101: the Race that captures an ocean

Boxing Day. 1pm. Sydney Harbour explodes into a blur of colour, chaos and cameras. Hundreds of sails unfurl, horns blare, and thousands of spectators crowd the headlands. Loungerooms are filled with couch dwellers watching on Channel 9. It's the start of the Rolex Sydney Hobart Yacht Race - 628 nautical miles of beauty, bravery and endurance.

You don't need to know a halyard from a hull to get swept up in it. Here's your crash course in Australia's most iconic ocean race.





What's It All About?

Each year since 1945 (except when COVID reared its ugly head in 2020), a fleet of yachts has set sail from Sydney Harbour, bound for Hobart, Tasmania. They race south down the NSW coast, cross the fierce Bass Strait and battle up the Derwent River to the finish line at Constitution Dock.

It's a journey of around 1,170 kilometres (for those that find nautical miles as foreign as the gybe) and is sometimes fast and friendly, sometimes ferocious. The race is organised by the Cruising Yacht Club of Australia (CYCA) and sponsored by Rolex, giving this salty tradition a touch of luxury.

The Challenge of the Sea

The Sydney Hobart has a reputation for being tough, and it's well-earned. Conditions can swing from calm sunshine to roaring gales within hours. Crews can face 40-knot winds, freezing nights, and the infamous swell of Bass Strait, where the Tasman Sea meets the Southern Ocean.

Safety is paramount, but the race still demands courage, skill and teamwork in equal measure.

The Fleet: Giants and Battlers

Around 130 yachts will make up the fleet this year.

At the front are the Maxis, the 100-foot carbon-fibre rockets like LawConnect, MasterLock Comanche and Palm Beach XI all capable of reaching Hobart in well under two days. They're chasing line honours, awarded to the first boat to finish.

Further back are the smaller boats, from 30-to 60-footers, many sailed by Corinthians and club-based crews of mates. They're competing for the George Adams Tattersall Cup, the fancy trophy given to the winner of the overall title on handicap, a clever time-adjustment system that means almost any boat, big or small, can win.

That's part of the magic: a family cruiser from Rushcutters Bay, sailed by a husband and wife team, can potentially outwit a million dollar machine if they sail smart and catch the right winds.

The Start: Sydney's Boxing Day Spectacle

The 1pm start on Boxing Day is one of the great sporting traditions – and sights – in Aussie culture. Yachts surge off four different start lines, flanked by ferries and spectator craft as they race toward the Heads. It's seemingly a choreography of aquatic chaos – all strategy, split-second timing and white-knuckle steering.

The best vantage points? Try South Head, North Head or Bradley's Head. Can't make it? Channel 9's live coverage will get you going before you pick up the race tracker at rolexsydneyhobart.com and follow the action all the way to the end.

The Route: Beauty and Brutality

From Sydney's world renowned harbour to Tasmania's rugged coastline, the route is breathtaking. But the Bass Strait, shallow, unpredictable and unforgiving, is where reputations are made or broken.

And just when the weary sailors think they've made it, the Derwent River plays its final trick. As Hobart's lights and sounds appear, the breeze can vanish completely. Boats can drift painfully close to victory, sometimes overtaken by rivals within sight of the finish.

The Spirit of the Race

This isn't just a contest of speed. It's a test of endurance, teamwork and resolve. Crews push through exhaustion, seasickness and storms, longing for the moment they finally crossing the line at Battery Point, greeted by roaring crowds, a hug from friends and family, cold beer, warm rum and relief.

Some chase records. Others chase the finish. Every yacht has its story, and every sailor has their own reason for being there. It's a thing of beauty told so many different ways. Which brings us to....

Why It Still Captures Us

In an age of instant entertainment gratification, the Rolex Sydney Hobart is refreshingly real. It's raw nature, human courage, technology and timeless tradition rolled into one.

So, when the cannon fires (yes, the great race gets underway to the boom of a cannon!) this Boxing Day and the sails bloom against Sydney's summer sky, look closer. Behind every hull and every wave is a story of adventure – bound for Hobart, and for history. ⚓

Sailing 101: Speak the Lingo

- **Tack:** Turning the bow through the wind to change direction.
- **Gybe (or jibe):** Turning away from the wind, swinging the stern through.
- **Spinnaker:** The big, bright sail that balloons out front when the wind's behind the boat. Great for speed, tricky to control.
- **Upwind:** Yachts cannot sail directly into the wind. To make headway, they sail a zigzag course.
- **Watch system:** Crews rotate in shifts, often four hours on, four hours off. There's always someone on deck, even at 3am in the freezing dark.
- **Winch:** A mechanical drum used to haul in lines under load. Crews crank them hard to trim sails or hoist halyards – the muscle of the boat.



the pre-start



Photos: SaltyDingo



Ten, five, go!

Meet the cannon firers that will get the race underway

In 1975, Scott McAllister OAM was part of the crew that won the Tattersall Cup on the Peter Packer owned Rampage.

Now, 50 years on, at 1300hrs on Boxing Day, McAllister will stand aboard the official Rolex Sydney Hobart spectator boat, The Jackson, and ignite the cannon that will set this year's fleet on course for Hobart.

It will be another momentous occasion for McAllister who helped create history as part of Australia II's successful America's Cup campaign in 1983.

McAllister's America's Cup story was one of contrasting fortunes. The then 21-year-old was a vital member of Australia II's dominant campaign in the 1983 Louis Vuitton Cup, the Challenger Series for the main event, before being injured and ruled out of taking part in the seven-race battle with Dennis Conner's Liberty.

Sharing the cannon firing duties with McAllister for the 80th edition of the Great Race South are legendary CYCA Members John Kirkjian and Rear Admiral Chris Oxenbould AO RAN (Ret'd).

Life Member Kirkjian will fire the 10 minute warning. A CYCA member since 1979, Kirkjian has made an extraordinary contribution to the CYCA and to the sport of sailing for more than five decades. His service includes close to 3,000 club protests, more than 350 State and National Championships and 110 International Juries. He served for over 20 years on the Rolex Sydney Hobart Yacht Race Jury, including as Chair.

Oxenbould, who will fire the five minute warning, has been a CYCA Member for over 20 years where he has also made an exceptional contribution. He chaired the CYCA Race Committee for the Sydney Hobart from 1999-2001, the Flinders Islet Incident Review in 2009, and most recently the Independent Review into the 2024 race. Oxenbould's steady, experienced guidance has played a vital role in ensuring the highest standards of safety and integrity for offshore racing are met.

This will be the third time Oxenbould has been involved in the race's start, although not all has gone as planned.

"The first year, Dave Lawson, who was quite a well known yachtsman around that time, was to fire the gun, but he was unwell and was in a hospital and he asked me to sort of step in there," Oxenbould recalled.

"That was quite a momentous year because the starting boat started to sink (with Oxenbould and the cannons). It took a lot of water, and they had to bring it into the ferry wharf.

"We all had to get off, and we were transferred to another boat, but they didn't transfer the cannons because they were all set up so I don't think we actually fired the guns.

"I think they used a shotgun or something else as a backup. Because of that, I was then asked to do it the next year."

It's only fitting that these three sailors, whose impact on the sailing world is remarkable, will play a part in the tense final ten minutes before the start of the world's most spectacular yacht race.

Hopefully all goes off without a hitch! ⚓



Photos: ROLEX | Carlo Borlenghi,
SaltyDingo, ROLEX | Andrea Francolini

The Start

A diverse fleet of yachts line up each year on Boxing Day for the start of the Rolex Sydney Hobart. To accommodate the varied sizes and speeds of the competing yachts, four start lines are set up in Sydney Harbour.

Boats are assigned to each line based on their divisions. This strategic arrangement ensures a smooth, competitive and fair start for all entrants.

As the race begins, the yachts charge towards their respective turning marks. There are two inner turning marks and three outer turning marks, each designated according to the starting line of the yacht. This setup adds a layer of strategy, as sailors must navigate these initial course markers before heading out into the open ocean.

The southern most turning marks are assigned to smaller yachts, while the northern turning marks are in place for the larger yachts such as the maxis and mini-maxis.

This structured start not only organises the fleet but also sets the stage for the thrilling journey ahead, ensuring that each yacht, from the smallest cruiser to the fastest maxi, gets a fair and exhilarating send-off as they embark on the epic 628 nautical-mile race to Hobart. ⚓



LIVE & FREE
BOXING DAY



Photos: SaltyDingo



WITNESS THE START IN SYDNEY

From Private Vessels

Sydney Harbour is abuzz with activity on Boxing Day, hosting a spectacular display of boats. Private spectator vessels can enjoy the action from outside the exclusion zone but must remain cautious of their wake to avoid disrupting competing yachts.

Boats heading out with the fleet should position themselves on the eastern side. Others looking to relax and stay in the Harbour, position yourself on the western side of the harbour. Great vantage points for spectator boats include:

- Western side: Taylors Bay, Chowder Bay, Obelisk Bay, and North Head.
- Eastern side: Rose Bay, Nielsen Park, Watsons Bay, Camp Cove, and South Head.

From the Official Spectator Vessel

The official Rolex Sydney Hobart Yacht Race spectator vessel, *The Jackson*, is a luxury superyacht offering unmatched views of the start. As the only spectator vessel allowed inside the exclusion zone, it brings you closer to the action than any other option. Go to cyca.com.au to join the waitlist for the 2025 Race Start.

From Land-Based Viewpoints

Sydney Harbour's headlands and bays provide excellent vantage points for the race start. Top locations include:

- South Head
- South Head Heritage Trail
- North Head
- Christison Park (Vaucluse)
- Watsons Bay
- Any other of the headlands in the Eastern Suburbs (e.g: North Clovelly, Maroubra, etc)

How to Follow the Race



WATCH THE START FROM HOME

In Australia

The Boxing Day race start will be broadcast live on the Nine Network and streamed on 9Now, where you can also access on-demand video content.

Outside Australia

International viewers can catch the live broadcast on CYCATV via YouTube.

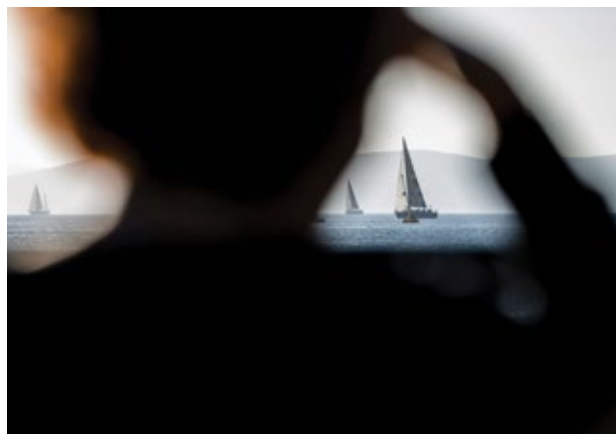


Photo: Andrea Francolini

FOLLOW THE RACE AFTER THE START

Race Tracker and Standings

While the fleet is charging down the coast, you can follow every move right from shore with the CYCA's state-of-the-art race tracker. Each yacht is fitted with a GPS device that continuously beams its position back to our website, where smart race algorithms blend weather data and boat speed to show you who's flying and boosting up the standings.

[rolexsydneyhobart.com](https://www.rolexsydneyhobart.com)

Live Shows

Stay updated with live shows aired at 1000hrs and 1600hrs (AEST) on CYCATV via YouTube from 27 December through 31 December.

Line Honours and Overall Winner Coverage

The CYCA will broadcast the Line Honours finish, with timing dependent on weather conditions. An additional live stream may be held to celebrate the overall race winner.

Make sure to subscribe to get notified of upcoming shows on [Youtube.com/@CYCATV](https://www.youtube.com/@CYCATV).

Race Highlights and On-Demand Content

9Now will host a rich archive of race content, including pre-race interviews, live updates, in-race highlights, and post-race analysis.

Social Media Updates

For real-time updates and interactive content, follow the Rolex Sydney Hobart Yacht Race on Instagram, Facebook, and X (formerly Twitter).

- **Facebook:** @Rolex Sydney Hobart
- **Instagram:** @officialrolexsydneyhobart
- **X:** @rshyr

How to Subscribe to CYCATV and Enable Alerts for Live Shows

- **Visit CYCA TV on YouTube**
 - Go to [CYCATV](https://www.youtube.com/c/CYCATV) or search "CYCA TV" on YouTube.
- **Subscribe to the Channel**
 - Click the red **Subscribe** button on the CYCA TV channel page.
- **Enable Notifications**
 - After subscribing, click the **bell icon** next to the Subscribe button.
 - Select **All** to ensure you receive notifications for all live shows and new uploads.



FOLLOW THE RACE FROM HOBART

Race fans from all over the world travel to Hobart, Tasmania each year to witness the Rolex Sydney Hobart Yacht Race from the finish line.

The city comes alive in late December, buzzing with excitement as the first sails appear on the Derwent. The Hobart Race Village is the beating heart of the celebrations, a must-do for anyone in Hobart, complete with live music, DJ acts, great food, and plenty of entertainment for the kids (so mum and dad can enjoy a well-earned drink).

Stroll along the docks, admire the yachts up close, and chat to sailors still riding the high. Pro-tip, practice breathing through your mouth before you arrive, because days at sea on a wet yacht can do marvellous things to the senses, if you catch our drift.

Stand at the end of the marina to watch the yachts cross the finish line, or join the crowd at the Taste of Tasmania, where the boats sail past on their victory laps, soaking up cheers from the partygoers. Few sporting events end with such an atmosphere, equal parts adventure, celebration and good old-fashioned Aussie summer spirit. 🍷



With so many ways to tune in, the 2025 Rolex Sydney Hobart Yacht Race promises to deliver thrilling moments to audiences everywhere. Don't miss a second of this iconic event!



Meet the Commentators

Elite Athletes Bolster 80th Rolex Sydney Hobart Expert Commentary Team

America's Cup, SailGP, Olympic and Admiral's Cup experience, the 80th Rolex Sydney Hobart Yacht Race commentary team brings together some of the sport's most decorated sailors and storytellers. Because our audience, deserves the best.

For an event as iconic as the Rolex Sydney Hobart, it's essential that the voices who bring the race to life are not only industry experts, but passionate communicators who can translate the complexity, strategy and emotion of ocean racing to audiences around the world. With seasoned eyes, they notice the subtle nuances that might otherwise be lost amid the chaos, and their experience enables them to articulate those moments in a way that deepens our understanding and connection to the race.

The nature of offshore sailing means that once the fleet disappears over the horizon, it's easy for spectators to place the race to the back of their minds. That's where our panel of seasoned professionals step in, to seize the imagination, capture the drama, and ensure the race remains front and centre long after the starting cannon fires.

This year's broadcast and commentary team features a formidable mix of Olympic medallists, world champions and yachting media veterans:

*Photos: Ashley Dart, SaltyDingo,
Andrea Francolini, Australian Sailing,
Sail GP, World Sailing*



Gordon Bray

One of Australia's most respected sports broadcasters, whose ability to capture the emotion and human stories behind great sporting moments adds a powerful dimension to the coverage.



Lisa Darmanin

Named Australian Female Sailor of the Year in 2015 and 2020 and Olympic silver medallist, Lisa now brings her knowledge and enthusiasm to the screen as a regular commentator for SailGP and CYCA sailing events.



Evie Haseldine

Olympic sailor and rising voice in the sport, Evie offers fresh perspective on the next generation of sailors.



Olivia Price

Olympic silver medallist, Women's America's Cup skipper, and one of Australia's most accomplished match racers, Olivia brings a wealth of tactical insight and modern perspective to the coverage.



Peter Shipway

Offshore veteran, navigator and long-time commentator, with a depth of experience across decades of Rolex Sydney Hobart races, Shipway knows the fleet like no other.



Jimmy Spithill

Spithill uses a competitor's eye to paint a vivid picture for viewers, breaking down complex manoeuvres, strategic decisions, and the subtle nuances that define high-level offshore racing.

Together, this team will deliver a world-class broadcast experience, combining elite-level insight, passion, and storytelling to celebrate the 80th edition of one of the world's greatest ocean races. ⚓



The Route



Photo: ROLEX | Andrea Francolini

From the breathtaking start in Sydney Harbour, the 628 nautical mile Rolex Sydney Hobart offers a thrilling journey through some of the world's most stunning and challenging waters.

The race kicks off with a Boxing Day parade: hundreds of spectator boats, buzzing helicopters, and thousands of onlookers lining the shore. The fleet then sails into the vast Tasman Sea, down the southeast coast of Australia, across the notorious Bass Strait, and along the picturesque east coast of Tasmania. Finally, they turn right at Tasman Island, navigate Storm Bay, and head up the River Derwent to Hobart.

What makes the Rolex Sydney Hobart race particularly challenging is the unpredictable weather. Sailors face everything from calm seas to powerful storms, requiring constant vigilance and tactical acumen. The winds can shift rapidly in direction and intensity, especially near Tasmania, turning the race into a true test of skill and endurance. The notorious Bass Strait, with its shallow waters and strong winds, as well as its proximity to the Southern Ocean, can whip up steep and difficult seas, adding to the race's formidable challenges.

The weather conditions each year play a major factor in determining the Overall winner of the race. The direction and strength of the wind will determine the yacht's speed and sail set up. Different types of yachts favour different wind conditions based on the yacht's build.

Participants often say the first and last days are the most exhilarating. The start is a grand event, while the final day sees crews battling to beat their rivals, eagerly anticipating the traditional Hobart welcome. The middle part of the race is a feast for the eyes, with yachts gliding past sparkling beaches, coastal towns and towering mountains, though often far offshore.

Bass Strait, nicknamed 'the paddock,' is infamous for its treacherous conditions. The east coast of Tasmania offers its own set of challenges, with fickle winds and massive cliffs. Even after rounding Tasman Island, the race is far from over. The final 40 miles to Hobart involve navigating tricky currents and unpredictable winds. As yachts approach the finish line at Hobart's Battery Point, they receive a legendary welcome, no matter the hour. Crowds gather at Sullivans Cove, cheering the crews who are met with open arms by volunteers from the Royal Yacht Club of Tasmania. ⚓



EVERY PORT IS A FINISH LINE.

PROUDLY CONNECTING TASMANIA TO THE WORLD.



OFFSHORE

Photos: ROLEX | Kurt Arrigo,
SaltyDingo, ROLEX | Carlo Borlenghi



The Finish

As the yachts approach Tasman Island to round into the River Derwent, the final 40 nautical miles remain a crucial leg of the race. Cape Raoul marks the turning point as the yachts sail past Tasmania's famous Organ Pipes in Storm Bay. The yachts navigate past the Iron Pot Lighthouse, Australia's second oldest lighthouse, marking the official entrance to the River Derwent. Dropping wind conditions, paired with shifting breeze and river currents, make the final few miles an intense tactical challenge.

The yachts cross the finish line in front of Constitution Dock, off Hobart's Battery Point. Competitors receive a hero's welcome as crowds gather along the waterfront. The finish coincides with Tasmania's Taste of Summer festival, making it a perfect time for celebration and storytelling at the Hobart Race Village or the city's waterfront pubs. ⚓



Photo: SaltyDingo



About the Royal Yacht Club of Tasmania

The Royal Yacht Club of Tasmania (RYCT) is proud to serve as the Finishing Partner of the Sydney Hobart Yacht Race since the race's inception in 1945. The RYCT has served the yachting and sailing community on the River Derwent for over 135 years. Today, the RYCT has grown to a Club on the international stage, supporting a group of dedicated sailors through racing, cruising, social events, junior sailing, and training and educational opportunities.

THE ROYAL
YACHT CLUB
OF TASMANIA



2025 Rolex Sydney Hobart Yacht Race

The Royal Yacht Club of Tasmania is proud to be the finishing partner of the Rolex Sydney Hobart Yacht Race. As the ending partner, the RYCT is at the heart of the celebrations and there are plenty of ways for members, guests, and the community to get involved. Join us at the Club to watch, celebrate, and be part of this iconic event.

The RYCT Bar and Bistro is open throughout the race period – please visit our website for opening hours and bookings.

Lead-Up to Race

RYCT Official RSHYR 2025 Launch Function - *11 December 11:00 am*
Celebrate the countdown to the 2025 RSHYR!

Race Week & Race Village

RSHYR Start Watch Party @ RYCT - *26 December 12:00 pm onwards*
Watch the race start live on our big screens.

Race Tracker @ RYCT - *26 December to 1 January*
Daily race tracking and updates from the Club.

Hobart Race Village – Kings Pier *26 December to 31 December*
Your hub of race festivities in Hobart

Finish & Festivities in Hobart

SheSails Women Sailors & Supporters Meet-Up @ RYCT – *31 December 10:00 am to 12:00 pm*

RSHYR Prizegiving @ Hotel Grand Chancellor – *31 December 3:00 pm*
Celebrate the award recipients of the 2025 RSHYR. All welcome.

New Year's Eve @ RYCT – 31 December from 6:00 pm
Family-Friendly Celebration 6 pm – 9 pm RYCT Bistro open.
Masquerade Party. Formal dinner. Bookings Required. 6 pm to 1 am.

New Year's Day Dock Party @ RYCT – from 12:00 pm
Live Music. Bookings Required

Please call us on 6223 4599 or email reception@ryct.org.au

Celebrate the 80th Rolex Sydney Hobart Yacht Race at The Royal Yacht Club of Tasmania



New Year's Eve Masquerade Party

Join us at the Club for an exclusive Masquerade Celebration.

An unforgettable evening with live music, dancing, fine dining and a vibrant atmosphere as we count down to 2026 together.

WHAT'S INCLUDED

3 course choice menu

Live pianist during dinner

3 hours premium drinks package

DJ & dancing

Prizes for the best female and male masquerade.

Price: \$135 members | \$150 non-members

Date:

31 December 2025

Time:

6:00 PM - 12:30 AM

Dress Code:

Dark Elegance,
Masks Required

Bookings are essential. Please scan the QR code and search for Wednesday 31 December to make your booking. Alternatively, you can call us on 6223 4599 or email reception@ryct.org.au. If you're a member, please contact us directly by phone to apply your 10% discount for this function.



Photos: ROLEX | Carlo
Borlenghi, SaltyDingo

How to celebrate in Hobart during the Rolex Sydney Hobart Yacht Race

As the Rolex Sydney Hobart fast approaches, Hobart transforms into a vibrant hub for sailors and spectators alike, offering a packed programme of events and activities. From sunrise to sundown, there's something for everyone, whether you're a seasoned sailor, a passionate supporter, or simply soaking up the festive atmosphere.

Your first stop? The Hobart Race Village - the heart of the action. Here, the thrill is palpable as crowds gather to welcome the Line Honours winner into port. The celebrations flow into the evening with live music, DJ sets, and entertainment that keeps the docks dancing late into the night. All fans are welcome, the Hobart Race Village is open to the public!

Get your face painted or snap a photo with friends by the iconic Rolex timepiece - a must-do tradition for visitors. Wander along Constitution Dock and Kings Pier Marina to meet the crews, hear their tales from the sea, and share in the camaraderie that defines this legendary event. Start your day with a coffee and a taste of Tasmania while watching the yachts arrive.

Beyond the waterfront, Hobart is brimming with adventures. Wander the treasures of Salamanca Market, take in sweeping views from Mount Wellington, or follow sailors' footsteps to Customs House and the Shipwright Arms Hotel for a celebratory pint.

Thrill-seekers can take to the skies in a seaplane over the River Derwent or hike the South Arm to glimpse the fleet rounding the Iron Pot on their final forty nautical miles to glory.

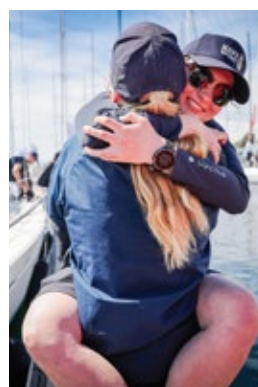
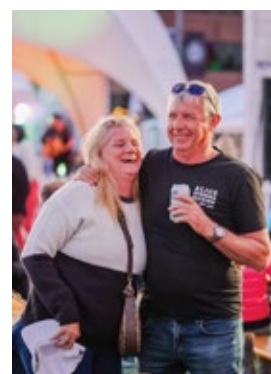
Make time for culture and discovery - take the MONA ROMA ferry to the world-renowned MONA Museum, or delve into Tasmania's maritime history at the Maritime Museum of Tasmania. Treat yourself to a bowl of Mures' famous seafood chowder or a day trip to the rugged beauty of Tasman Island.

As the race reaches the finale, gather at the Hobart Race Village to cheer on finishers and celebrate their achievements. Toast to a new year as Hobart's skyline lights up with spectacular New Year's Eve fireworks — the perfect finale to an unforgettable 2025 Rolex Sydney Hobart experience. ⚓





Hobart Race Village

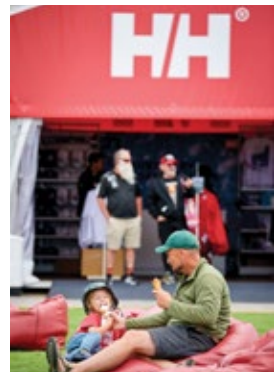




Photos: SaltyDingo



Bring your friends and family down to enjoy the best Tasmania has to offer!





Enjoy Tasmania's finest at the Hobart Race Village. The Rolex Sydney Hobart Race Village offers a wide range of festive activities fit for the whole family. From Q&A with sailors fresh off the race course to oyster and wine tastings by the Devil's Corner Bar and live music & DJ's by local artists to face painting every day for the kids and grandkids, there's something for everyone! ⚓



Photos: SaltyDingo

**DEVIL'S CORNER BAR
PRESENTED BY BROWN
BROTHERS**

**BRUNY ISLAND OYSTERS
TASMANIA**

KAKI LIMA

LITTLE ISLAND WAFFLE CO.

KUNG FU CANTEEN

CHILLIN' DORY

DAIQUIRI ISLE

CULINARY KITCHEN

JASMINE'S THAI KITCHEN

HELLY HANSEN

**RICHARD BENNETT
PHOTOGRAPHY**

SUMMER EVENTS

in Hobart

Hobart Current: HERE	14 Nov 2025 – 26 April 2026
Rolex Sydney Hobart – Hobart Race Village	27 Dec 2025 – 1 Jan 2026
Tasmania's Taste of Summer	27 Dec 2025 – 3 Jan 2026
Summer Sounds	29 Dec 2025 – 1 Feb 2026
New Years Eve on Hobart's Waterfront	31 Dec 2025
Hobart International	12 – 17 Jan 2026
Sandy Bay Regatta	24 Jan 2026
Estia Festival	31 Jan – 1 Feb 2026
Tas Wine Fest	7 – 8 Feb 2026
Royal Hobart Regatta	7-9 Feb 2026
Festa Italia	15 Feb 2026
Lunar New Year Festival	22 Feb 2026
Salamanca Market	Every Saturday
Farm Gate Market	Every Sunday



Find out more at
hobartcity.com.au/events



City of **HOBART**

THE ROLEX SYDNEY HOBART YACHT RACE CELEBRATES A MILESTONE ANNIVERSARY





Chutzpan rounding Tasman Island. Photo: SaltyDingo

Local and international competitors will line up on Sydney Harbour on Boxing Day for the 80th iteration of the ultimate event on the Australian sailing calendar, the Rolex Sydney Hobart Yacht Race.

The Rolex Sydney Hobart Media Team dissected the major contenders for divisional wins and posed the big question: who will claim Overall honours in the 80th anniversary edition?

A lot happened in 1945 — globally and here at home in Australia. After six difficult years, World War II came to an end. In that same year, The United Nations was formed, Scottish singer-songwriter Rod Stewart was born, and Carlton defeated South Melbourne 103–58 in the VFL (now AFL) Grand Final.

It was also the year of the inaugural Sydney Hobart Yacht Race, which has been sponsored by Rolex since 2002.

The story of the race's origins is well known: "Let's make a race of it," declared British Royal Navy Officer Captain John Illingworth when invited to join a cruise from Sydney to Hobart in 1945. Since then, the event has only been cancelled once, in 2020, due to concerns over the COVID pandemic. An estimated 62,000 sailors have participated in the race, which departs from Sydney Harbour to tackle often challenging conditions en route to the River Derwent in Hobart, Tasmania.

Over 130 yachts are registered for the 80th edition, which sets sail at 1300 hours on 26 December 2025.

The teams behind race organiser, the Cruising Yacht Club of Australia (CYCA), and finishing partner, the Royal Yacht Club of Tasmania (RYCT), are thrilled to celebrate a race that has captivated the imagination of sailors and the public for eight decades.

Fleet numbers

This year, over 130 yachts will line up across the four Sydney Harbour start lines, which includes 20 Double Handed yachts. It is the second biggest Rolex Sydney Hobart fleet this century behind the 75th edition in 2019 with 157 starters.

Embarking on the 628 nautical mile race are 72 yachts from New South Wales, 17 from Queensland, 15 from Victoria, 14 from Tasmania, four from South Australia, three from Western Australia and 18 from overseas.

*Photos: CYCA Archives, ROLEX
| Carlo Borlenghi, SaltyDingo,
ROLEX | Andrea Francolini,
ROLEX | Kurt Arrigo.*





Contenders for the top spot

At around 1500 hours on Friday, 24 October, Palm Beach XI (formerly Wild Oats XI and later Hamilton Island Wild Oats) representatives Paul Magee and Jeremy Rowles arrived at the CYCA Sailing Office in Rushcutters Bay, Sydney — just hours before entries closed for the 2025 race.

In a move that confirmed months of speculation, Magee and Rowles entered Palm Beach XI into the 2025 Rolex Sydney Hobart, its first race south since 2022.

Mark ‘Ricko’ Richards has skippered the yacht to nine Line Honours wins in the race. He now owns the 100-foot ‘silver bullet’, which poses a real and dangerous threat to Christian Beck’s LawConnect, a yacht which has recently dominated the race with two consecutive Line Honours wins.

Under the late Bob Oatley’s ownership, Palm Beach XI built an extraordinary resume, including two “triple crowns” — Line Honours, Race Record and Overall victory - in 2005 and 2012.

After a two-year hiatus, the Rolex Sydney Hobart signals the start of a Palm Beach XI renaissance. The team has announced an ambitious two-year global racing campaign.

With Palm Beach XI’s return, six 100-footers will be on the start line for Hobart, one of the largest maxi fleets in the race’s history. Her competitors include Master Lock Comanche (Matt Allen and James Mayo), LawConnect (Christian Beck), Wild Thing 100 (Grant Wharington and Adrian Seiffert), SHK Scallywag (Seng Huang Lee and David Witt) and the cruiser/racer Maritimo 100 (Bill Barry-Cotter).

But the silver bullet has undergone a transformation since it’s last race in 2022. Palm Beach XI’s upgrades include a deeper keel fin and bulb, advanced upwind daggerboards and radial c-foils.

Will these alterations help the silver bullet lead the fleet into Storm Bay in 2025?

It will have to beat Master Lock Comanche, whose crew are determined to turn around the bad fortune they have suffered since taking Line Honours in 2022 (then Andoo Comanche).

In 2023 the yacht narrowly lost Line Honours to LawConnect and retired due to mainsail damage in 2024.

In an interview with Nine’s Wide World of Sports, LawConnect’s Christian Beck acknowledged the threat.

“The Master Lock Comanche crew will be pretty angry after losing the last two races [Rolex Sydney Hobart in 2023 and 2024],” Beck said. “It will be very hard for us [LawConnect] to do it [win] again I think.”

This race also represents a redemption round for SHK Scallywag, helmed by David Witt. The yacht retired in 2023 due to a broken bowsprit, and before that in 2021, they had a race plagued by breakages. David Witt has since gone on to claim Line Honours in the 2024 Rolex Middle Sea Race, and with the maxi back in Australia, their eyes are on the Illingworth Cup.

The 2025 Noakes Sydney Gold Coast Yacht Race Line Honours winner, Wild Thing 100 (Grant Wharington), will, this year compete in the Hobart with a mast suited to a 100-footer.

In an interview with RSHYR earlier this year, Wharington said that in lighter conditions, Wild Thing 100 should be “10 to 12 per cent faster” with the bigger rig — “a substantial difference,” to say the least.

Holding up the rear of the maxi fleet — and likely trailing a few competitors — will be Bill Barry-Cotter’s Maritimo 100. At 31 tonnes, she’s in it for the ride rather than the win, though she’ll be a strong contender for the inaugural IRC Cruiser/Racer Division. The division is for yachts fitted out for comfortable cruising with a hull length greater than 13.90 metres and an IRC Hull Factor under 10.

Photos: ROLEX | Carlo Borlenghi,
ROLEX | Andrea Francolini,
ROLEX | Kurt Arrigo.



Eyes on the prize – the George Adams Tattersall Cup

Of the 142 entries, there can be only one Overall winner.

What makes races like the Rolex Sydney Hobart somewhat different from many ocean races, is that the Overall winner is not necessarily the first boat to cross the line.

The coveted George Adams Tattersall Cup is awarded to the crew of the yacht with the best-corrected time determined by the IRC rating system. It depends on an array of factors: the yacht's IRC rating, its performance, the wind conditions and sea state.

Celestial V70 crew dare to dream

Last year, for the second time in his sailing career, CYCA Commodore Sam Haynes and his crew on board Celestial V70 claimed the Tattersall Cup. Haynes previously won the 2022 Rolex Sydney Hobart on his TP52 Celestial.

Haynes has made it clear that he does not intend to stop at two Rolex Sydney Hobart wins and is eyeing his second on the Volvo 70.

If he clinches Overall victory for a third time, Haynes will join an elite group of sailors who have won the race Overall three times.

"It's a luxury to think that you're going to be able to have a good chance of winning it," Haynes said. "We're in a good position because we've obviously got the platform [Celestial V70] that's proved itself, so you can dare to dream."

Haynes, now in his final term as CYCA Commodore, is under no illusion that the win will come easily. One rival of similar size to Celestial V70, Anthony and David Johnston's Reichel/Pugh Maxi 72 URM Group, has also targeted the top prize after it was dismantled in the 2024 Rolex Sydney Hobart and finished second in 2023.

To give Celestial V70 an edge over its competitors, Haynes has updated the sail wardrobe to achieve "the depth and height needed" to win.

Hayne's 27-year-old son, William, will return for his second-consecutive journey south alongside his father.

Many in the sailing community took note when Bryon Ehrhart's Lucky (USA) (the former Rambler 88) joined the entry list. The yacht has had a standout year. The 88-footer broke Comanche's 2022 race record in the RORC Transatlantic Race in January, won monohull Line Honours in the RORC Caribbean 600 in February, and broke the race record in Royal Prince Alfred Yacht Club's Sydney to Auckland Ocean Race in October.

Could Moneypenny claim Western Australia's second Overall win

It's a family affair for another Overall and Divisional contender, Robert Appleyard's Moneypenny.

Appleyard bought the Reichel/Pugh 69 from offshore sailing veteran Sean Langman late last year.

Joining Appleyard is his 19-year-old son James who, prior to Moneypenny, had never stepped on a yacht.

"He's loving it," Appleyard said. "He's standing up to the challenge, which is really good."

And it doesn't stop there for team Appleyard whose daughter Grace is the boat secretary and "my wife is running around being the boat mother, making sure everything comes together. It's a family operation."

Like Celestial V70, Moneypenny will sport new sails on Boxing Day, including a new mainsail, code zero and spinnaker.

The mostly Western Australian crew have thrown everything into their 2025 Rolex Sydney Hobart campaign. For the past six months, most of the 15-16 crew members have travelled between Western Australia and New South Wales to compete in the 2025 Audi Centre Sydney Blue Water Pointscore (ACSBWPS) — a series that includes the Noakes Sydney Gold Coast, Flinders Islet, Tollgate Islands, Bird Island, Cabbage Tree Island, and Rolex Sydney Hobart races.

The last thing Appleyard wants is for the program to come to a premature end because of a torn main so he took direct action.

"We've been pushing along pretty hard this season," Appleyard said. "So, I thought that with everything that goes into it for the Hobart, we needed a new main."

"I thought if I'm going to do it, I'm going to do it just once the very best I can, you know? Don't leave any stone unturned."

Halfway through the ACSBWPS, Moneypenny's crews' hard work paid off. The team won the Flinders Islet and Tollgate Islands races Overall and led the Noakes Sydney Gold Coast Yacht Race in July before having to retire with hull damage.

If Moneypenny was to win the Rolex Sydney Hobart Overall, it would become the second Western Australian team to do so in the race's history. The first was Peter Packer's Ben Lexcen-designed Rampage in 1975, 50 years ago.

"We've got high expectations," Appleyard said. "But of course, many have."

"The first thing we've got to do is be competitive in our division and see how the race pans out."



Redemption round

The 18 international yachts hail from Germany, Hong Kong, Netherlands, USA, United Kingdom, New Caledonia, New Zealand, China and Poland.

Californian Ronald Epstein's JPK 11.80 Bacchanal is back for another crack at the race after retiring last year due to a broken boom. The crew were devastated considering the yacht was launched three months prior.

On board Bacchanal is a hybrid of American and Australian crew. Eight of the nine 2024 crew members will return in 2025, joined by one new recruit.

"We all felt we have unfinished business to complete," Epstein said on the return of majority of the 2024 Bacchanal crew.

Like Moneypenny, Bacchanal has had a strong start to the 2025/26 ACSBWPS. The yacht led the pointscore Overall (after three races), placing second Overall in the Noakes Sydney Gold Coast Yacht Race and first in its division and third Overall in the Tollgate Islands Race.

After not making it to Tasmania last year, Epstein is determined to not leave Hobart empty-handed in 2025.

"We've committed not just to finish but to do well," Epstein said.

Bacchanal has some stiff competition that includes 2024/25 ACSBWPS Overall winner, the JV TP52 Smuggler. The crew won't let Bacchanal take the 2025/26 ACSBWPS Overall title without a fight.

Smuggler's owner/skipper Seb Bohm said: "We obviously want to win the Rolex Sydney Hobart Race, that is the jewel in the crown of ocean racing worldwide."

The "sporty forties"

The "sporty forty" yachts in this year's fleet mean business. Standouts are Sean Langman's Reichel Pugh GP42 Back 2 Black, Edward Cox's Ker 40 Minerva, Elizabeth Tucker's Class40 First Light, and Bruce Taylor's Caprice 40 Chutzpah, to name but a few.

Langman, former owner of Moneypenny, says Back 2 Black has what it takes to fight its way onto the podium and vie for the coveted Tattersall Cup. The closest Langman has come to Overall victory was in 2023, when Moneypenny claimed third place.

"I'm eyeing the prize [the Tattersall Cup] now," Langman said.



Double Handed sailor still in the hunt for Overall win

This year, Rupert Henry will compete in the Double Handed Division for the fifth consecutive year. What brings him back time and time again? The lure of the Overall win.

Over the years, he's come close. In 2023, he and co-skipper Jack Bouttell placed sixth on board his Lombard 34 Mistral. In 2024, in what was considered a "big boat race", Henry and French co-skipper Corentin Douguet placed ninth and was the first smallest boat on IRC Overall and Line Honours.

For 2025, Henry has enlisted another international shorthanded heavyweight as co-skipper, Spaniard Pablo Santurde del Arco. As of October 2023, Santurde del Arco had claimed 28 podium finishes, including 17 wins, on the Class40 circuit in Europe. Although this will be Santurde del Arco's first visit to Australia, and therefore his first Rolex Sydney Hobart, Henry has complete faith in his co-skipper's abilities.

"What I've realised is when you spend time in that professional shorthanded racing scene, all the sailors bring the same level of energy and focus to your sailing," Henry said.

Henry's understanding of Spanish is limited to "¿Dónde está el baño?" which translates to "Where is the toilet?" Fortunately, his co-skipper is fluent in English.

As to how they will claim the Overall win, Henry hopes the bigger yachts "don't get a dream run like they did last year and do a lot of the years".

He needs weather conditions that delay the front end of the fleet, allowing Mistral to stay on the "coattails" of the faster, planing boats, preferably with northerly winds on 27 or 28 December.

"I'm definitely hoping we get the weather pattern that would allow us to win the Tattersall Cup," he said.

Double Handed fleet

Nineteen other yachts join Henry and Santurde del Arco in the Double Handed Division.

Among them is Newcastle Cruising Yacht Club's Paul Beath on board his J/99 Verite. Beath, who has sailed offshore for three years, has his sights set on topping the four other Double Handed J/99s in the race — Blue Planet, Jupiter, Rum Rebellion and The Gaffer. After winning the Double Handed Division on both IRC and PHS in the Tollgate Islands Race in October, Beath could be in it with a chance.

Following much encouragement from the double handed community, Andy Offord on board the Sun Fast 3300 Borderline, will contest the Double Handed Division of the Rolex Sydney Hobart for the first time. He's already posted some impressive results, including first place on Double Handed IRC and PHS in the Flinders Islet Race in September.

Of the 20 Double Handed yachts, Mistral remains the benchmark.

Double Hander Jiang Lin on board Min River agreed that Mistral is the yacht to watch.

But Lin, who owns the JPK 10.30, is also keen to give the Double Handed fleet a run for their money.

This will be Lin's fifth Rolex Sydney Hobart and her third in the Double Handed Division. She's made huge strides in her sailing career over the past few years, guided by top French double handed sailors including Jean-Pierre Kelbert and Alexis Loison (co-skippers of the JPK 1050 Léon). Lin aims to top her 2023 results of second on IRC Division 5 and third on IRC Double Handed.





*Photos: Ashley Dart,
ROLEX | Carlo Borlenghi*

Meet the women in the 2025 Rolex Sydney Hobart

Jiang Lin is one of 11 women/owner skippers in this year's Rolex Sydney Hobart fleet. She is in good company along with Ocean Crusaders J-Bird Annika Thomson. For three consecutive years, Thomson, who campaigns the TP52 with her partner Ian, has claimed the prestigious Jane Tate Memorial Trophy, awarded to the first woman skipper to cross the Rolex Sydney Hobart finish line. She has her sights firmly set on a record fourth consecutive title.

Elizabeth Tucker on board her Class40 First Light will skipper an all-women crew comprised of Malin Ludwig, Madeline Lyons, Annie Stevenson and Bayley Taylor.

Meanwhile, Lisa Callaghan, Skipper and co-owner of the Sydney 38 Mondo is laser focused on winning the Sydney 38 Division. When Callaghan entered the race a week before the deadline, she finally put to rest the rumours about Mondo making the start line.

As soon as Mondo was forced to retire in 2024 due to rigging failure in the latter stages of the race, there was no doubt in Callaghan's mind that she would be back in 2025.

"We want to right that wrong," Callaghan said of last year's setback.

Mondo had led the Sydney 38 Division down the east coast of Tasmania when the crew heard an unwelcome "ping" – Mondo's D2 (rigging) had broken.

"It was so devastating, especially after crossing Bass Strait and getting through the most challenging part of the race," said Callaghan, who serves as President of Manly Yacht Club and the Sydney 38 Class Association.

"Finally getting into that lovely reach down the coast of Tasmania to hear that ping – I just knew that we'd broken the rigging," she said. "It's so disappointing to be so close and have to retire."

This year, Callaghan is confident that Mondo will handle the challenges ahead.

"I'm actually feeling really excited because the boat is at its best," she said. "It's fully prepared and ready to go."

Callaghan is well known in the sailing community for fostering a diverse and inclusive crew, both in gender and experience, which she believes helps create a better environment on board.

"If people bring a range of experiences to the table, it brings a lot more diversity and better outcomes," Callaghan said.

Mondo will face six other Sydney 38s this year: Cinquante (NSW), Clockwork (SA), Eye Candy (Tasmania), Loch Sloidh 3 (Victoria), Mazu Denalis Little Helper (NSW) and Poulpito MLS (New Caledonia).





Corinthian crews return with renewed enthusiasm

Another yacht that is back in the race after the disappointment of retiring in 2024 is Richard Hudson's IC 45 MOD *Pretty Woman*. In last year's race, *Pretty Woman* sustained damage to the headstay foil on day two after enduring the worst of the opening night's conditions.

"We were in pretty good shape in our division," Hudson said. "But that's all what-ifs and maybes, would haves and could haves. We'll never know the answer to [whether we would have won our division if the headstay foil hadn't sustained damage]."

"What we have to do this year is make sure we finish and finish well," Hudson said.

Like Mondo's Lisa Callaghan, Hudson loves to give younger sailors the chance to develop their offshore skills. The *Pretty Woman* program has been a launch pad for several talented sailors, like Alice Tarnawski Parker, the navigator on board the maxi *Palm Beach XI* in this year's race.

Four of *Pretty Woman*'s 12 crew in the Rolex Sydney Hobart are women, and five are under 30 — including Juliet Costanzo, Isabella Holdsworth, brothers Daniel and Darcy Kemp, and Sarah Parker.

"We need more young people in the sport. I'm not so young, so I need young people to take me sailing," laughed Hudson. "But it's a good opportunity to give the crew an opportunity to learn."

Tassies in no rush to return home

This year's Rolex Sydney Hobart Yacht Race received 11 Tasmanian entries — the biggest turnout from the Apple Isle since 15 boats flew the Tasmanian flag in the 75th anniversary race in 2019. They are: *Advantagedge*, *Ambition*, *Coastwater*, *Hip-Nautic*, *Just Farr Love*, *Kraken 42S*, *No Pressure*, *Tenacity*, *Tradition*, *Windrose* and *Flight Mode*.

The *Moody 54 DS Flight Mode* is owned by Tim Gourlay and his children Rob Gourlay and Rose Pilkington. Of the three owners, Rose won't be on board for this year's race. Meanwhile her husband Matthew Pilkington will take the helm.

For Pilkington, competing in the 80th edition holds a special meaning. His grandfather, Neall Batt, sailed in the first Sydney Hobart in 1945 on board Tasmanian entry *Winston Churchill*. Eighty years on, Pilkington is ready to make the journey south for the third time.

With *Flight Mode*'s protected cockpit and comfortable interior, the crew aren't in a hurry to get to Hobart. Pilkington admits they're not chasing any division wins.

"It's about the journey," he said. "We're doing it on a beautiful boat with a great bunch of mates who all grew up sailing together in Tasmania."

Veterans and Grand Veterans come together

In 1978, D.W. Blainey and P.R. Stockfeld's S&S 34 Western Morning made its debut and placed 18th Overall out of 87 finishers. Forty-seven years later, Western Morning, built in 1968, will line up for its second Sydney Hobart, this time in the Grand Veterans Division (for yachts launched prior to 1976).

As one of the smallest yachts in the fleet, with five (potentially six) crew on board, owner Mark Ayto is under no illusions about the race. He knows it's going to be a long trip to Hobart but hopes for some headwinds along the way, to witness Western Morning at its best.

Joining Ayto is longtime sailing mate Anto Sweetapple, with whom he's raced on various boats for around 17 years. Ayto's 25-year-old son Oscar will also be on board, competing in his first Rolex Sydney Hobart.

Ayto has nothing but admiration for three-time Sydney Hobart winner, the S&S 47 Love & War, which is also entered in the Grand Veterans Division.

"I'd be amazed if we can get in the same photograph as a boat like Love & War, which is a lot longer than Western Morning," Ayto said. "They're going to be streets ahead of us."

"We're definitely going to be at the back of the fleet. The main goal is to finish safely and then celebrate like crazy."

Another yacht to return to the division after having to retire from last year's race (as a double-handed entry) is the oldest yacht in the 2025 fleet, Bill Barry-Cotter's 121-year-old Maritimo Katwinchar, helmed by Sydney Hobart veteran Michael Spies.

The 32-foot Watney, built circa 1904, will embark on its fourth Rolex Sydney Hobart (1951, 2019, 2024, and 2025) as a fully-crewed competitor. Spies, who will race in his 47th Sydney Hobart, will no doubt aim to replicate Maritimo Katwinchar's 2019 success, after the yacht beat Love & War and Kialoa II on corrected time to win the Grand Veterans Division.



Bacardi can't stop, won't stop

The fan favourite Bacardi, affectionately dubbed "the bus," is back for its 32nd Rolex Sydney Hobart.

The Peterson 44 is owned by long-time crew members Brett Averay, Darren Hunters (who will not compete this year), and Cosmos Papatsaras. The trio bought the yacht from Martin Power in 2023 to keep it sailing in Victorian waters.

Launched in 1978, Bacardi will compete in the 2025 Veterans Division (for yachts launched between 1976 and 1995). The yacht is renowned for introducing amateur offshore sailors to the Sydney Hobart, and this year crew members Jana Com, Hugo Van Blarcom and Graham Thomas will make their race debuts.⚓



The countdown begins for another historic race

The scene is set, and the sailors are as prepared as they ever will be.

Some sailors are in the race to win it, while others are happy to enjoy the ride. But all agree that no matter what their motivation, the Rolex Sydney Hobart Race has a magical quality that casts a spell on sailors who return year after year.

After we spoke to sailors for this story it became clear that they were all in it for the adventure and the camaraderie that builds lasting bonds with fellow crew members. And then there's the race start on Sydney Harbour, the Tasmanian landmarks, the desire to win, and the celebrations after the race in Hobart where everybody gets to boast about their achievements and moan about their failures among friends.

Peter Shipway is a fountain of knowledge, a walking talking Sydney Hobart encyclopedia and a 31-time Sydney Hobart competitor (which includes securing five Line Honours wins and two Overall victories). Shipway admires those sailors who choose to commit to the Rolex Sydney Hobart.

"You've got to congratulate every competitor who's in it because it's a tough race," Shipway said.

"A lot of the fleet go out knowing that they've got no chance of winning the race.

"I think for anyone involved in sailing, especially in Australia, the Rolex Sydney Hobart race stands above almost any other sailing event in Australia.

"Some are passionate about it and try to win the race. Others do it as an adventure. They want to tell people they've done a Hobart race."

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The Geometry of Performance

A CHAT WITH JIM PUGH FROM REICHEL/PUGH YACHT DESIGNS

For more than four decades, the name Reichel/Pugh has been synonymous with the pursuit of results. From IOR, to IMS-era pioneers to IRC thoroughbreds, few design houses have shaped the language of performance quite like this California-based studio. Their boats have not only won races, they have defined them.

From Secret Men's Business in 2010, Loki in 2011, Wild Oats XI in 2012, through to Alive's double victories in 2018 and 2023, Reichel/Pugh yachts have carved a near-mythical presence on the Rolex Sydney Hobart leaderboard. Add to that the likes of URM Group, Chutzpah, and Moneypenny, and the pattern becomes undeniable: a design lineage with extraordinary longevity and adaptability across conditions, rules and generations of sailors.

"Our goal has always been to produce the fastest yachts we can under the various rating rules," says co-founder Jim Pugh. "They have to be attractive boats, capable across a variety of conditions and they have to finish races. That's the constant."

Rule-Bound Beginnings

When John Reichel and Jim Pugh opened their studio in 1983, IOR was the international rating rule, in the nineties yacht design became shackled by the IMS rule, a system that used *velocity prediction programs (VPPs) to shape fleets that were, by today's standards, artificially slow. Designers found themselves creating boats that were slowed down by the VPP rule.



“It was very restrictive,” Pugh recalls. “Under IMS, you were designing for a VPP that rewarded slower design configurations. You couldn’t have too much stability (beam) or depth (keel). The rule didn’t allow us to build fast yachts, as you would get punished in your rating.

The breakthrough came with the rise of IRC, a rule that freed designers to create hulls that truly moved. “IRC opened things up,” says Pugh. “Suddenly you could design fast boats. Not just for light airs or flat water, but real offshore performers. The Pac52s, Fast40s, Maxi 72, those boats could now be both quick and capable.”

That turning point paved the way for a design philosophy that changed the way we looked at yacht racing, yacht designers, builders, sailmakers and sailors all had to adapt and evolve. Performance and speeds skyrocketed and laid the path for us today.

A Design Language of Intent

When prompted whether Pugh thinks that sailors around the world can recognise an R/P hull, the idea of a single, fixed aesthetic misses the point.

“I’m not sure there is a Reichel/Pugh hull,” he says. “Most of our boats are designed to a very specific brief. It depends on where they’ll race, what the average wind range is, the kind of courses they’ll sail. A yacht for the Transpac is a very different animal to one for the Hobart or the Mediterranean.”

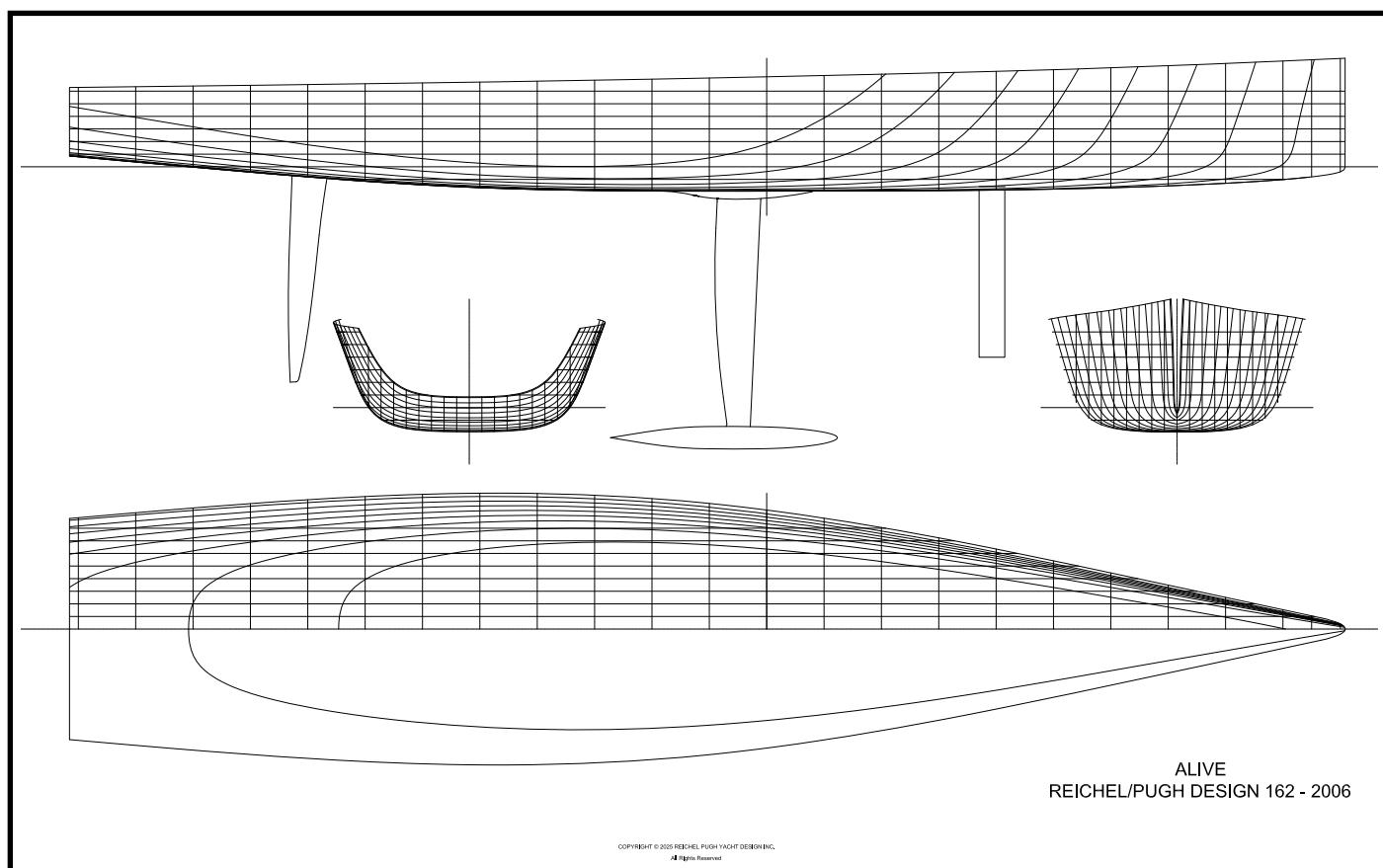
However, it wasn’t always this way: “Before yacht racing evolved into what it is today, an owner would approach us and we’d build a yacht from scratch. Now, with so many professional teams bringing their own expertise, the landscape has changed, there’s a wealth of capable people in the industry and everyone contributes. Design briefs can be very detailed to a specific cause.”

From Wild Oats to Alive: A Line of Winners

The design discipline for R/P has produced an extraordinary lineage of race-winning yachts around the world, many of which have defined their eras. In the last 20 years alone, Reichel/Pugh designs have dominated many races globally and the Rolex Sydney Hobart leaderboard could not escape either:

Rolex Sydney Hobart Overall results (past 15 years)
– Reichel/Pugh designs:

- 2023: 1st Alive, 2nd URM Group, 3rd Moneypenny
- 2018: 1st Alive, 2nd Wild Oats X, 3rd Voodoo
- 2014: 2nd Chutzpah
- 2012: 1st Wild Oats XI, 2nd Loki, 3rd Black Jack
- 2011: 1st Loki
- 2010: 1st Secret Men’s Business



"Australian racing is incredibly competitive," says Pugh. "The season builds around the Hobart, and crews put in a huge effort, optimising, refining, learning every year. They've gotten very, very good at it. A good team that knows the boat well is as important as the design itself when it comes to completing a Hobart race."

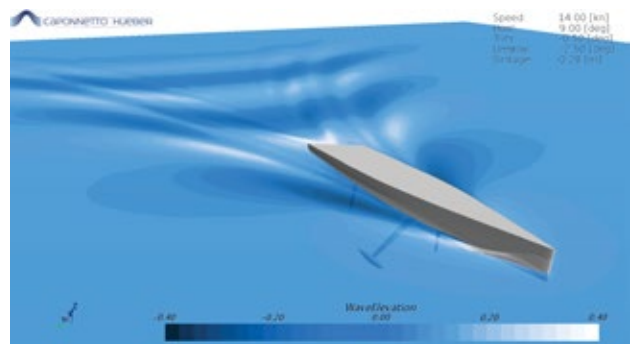
The Art and Science of Speed

For all the mythology, Reichel/Pugh's success is rooted in both instinct and analysis. While computational tools have revolutionised the way modern yachts are developed, Pugh insists that technology refines, but does not invent.

"The tools now are extraordinary compared to 25 years ago," he says. "We use great *CFD (Computational Fluid Dynamics) consultants and aero-hydro modelling. But you still need a solid baseline design, a hull that's fundamentally right. The computer refines; it doesn't invent, but it makes the process incredibly accurate."

That process begins with the creation of several baseline designs of the hull, with variations in beam, volume distribution, stability, or rig position, each tested virtually, rated and unrated performance against regatta weather models and past designs. The most promising candidate then becomes the physical baseline for performance prediction and optimisation. “Having a well thought out CFD study is inexpensive compared to the cost of a build,” says Pugh, “but incredibly valuable. It gives you confidence that when you commit to the real boat, you’re starting from something proven. Having the best aero forces developed by your sail designer, when combined with hydro forces is critical to getting accurate performance prediction. It has the added benefit of sail design development prior to your sails being built.”

Photos: ROLEX | Kurt Arrigo,
ROLEX | Andrea Francolini,
ROLEX | Carlo Borlenghi



Evolution, Not Revolution

Reichel/Pugh's reputation as innovators is well-earned, but their evolution has been deliberate rather than explosive. The studio's major leaps have always come at natural junctures, when technology, materials, or racing rules created a new design space worth exploring.

The early 2000s brought one such leap. In 2002, Wild Oats IX, a 60-footer, marked Reichel/Pugh's first offshore canting-keel design under IRC, a precursor to the iconic 100-footer that would dominate the Hobart. "That owner (the late Bob Oatley) came to us and said, I'll build a boat, but it has to be different," Pugh recalls. "That project led directly to Alfa Romeo, then Wild Oats XI. Each one built on what came before."

That iterative approach, where every hull refines the lessons of the last, has defined the firm's enduring success. "The only thing that hasn't changed," says Pugh, "is that what we design must win races."

Ballast, Balance, and the Full Circle of Technology

Few designers have navigated the shifts in ballast philosophy as deftly as Reichel/Pugh. From the early days of water-ballasted sleds to the fully canting maxis of the 2000s, their designs have spanned and often led every major transition.

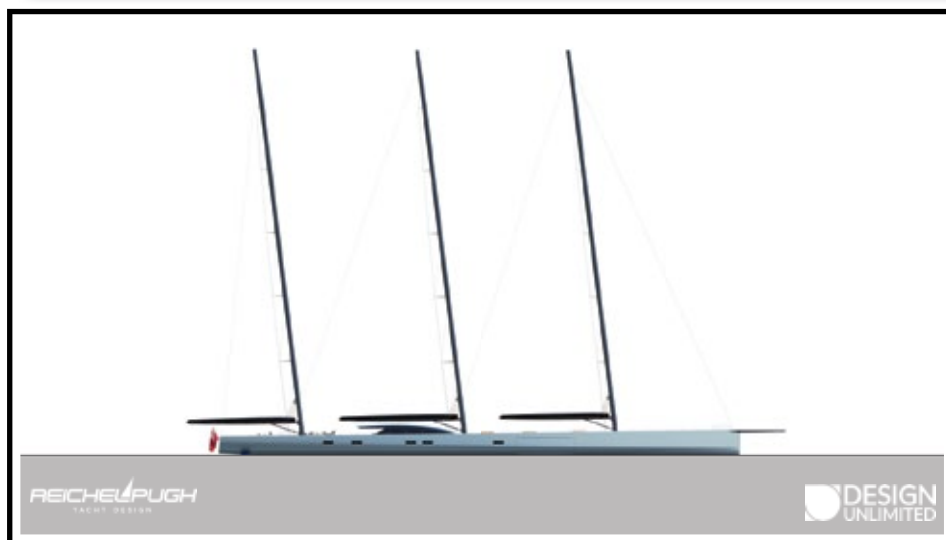
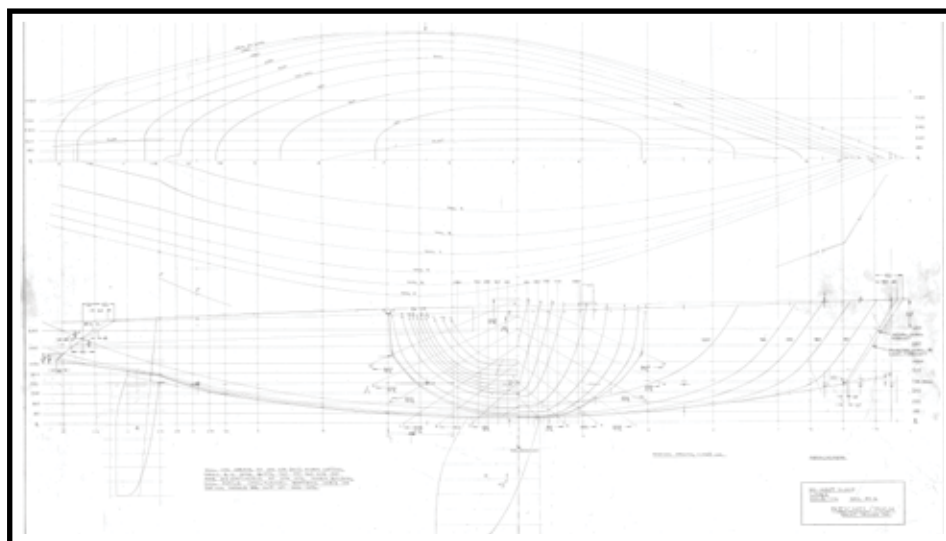
“We went through all those different ballasting technologies,” Pugh recalls. “The 6-ton water ballast 90’ Alfa Romeo and later Rambler were hugely successful. Then we moved into the 100’ canting keels, making sure they were safe and reliable offshore.”

Now, as shorthanded racing and production performance yachts gain popularity, Pugh sees water ballast making a serious return. “It has become very attractive again. For smaller crews or double-handed racing, it provides added stability, while avoiding the expense and complexity of canting systems. We’ve almost come full circle.”

Picking a favourite

When asked if one project stands out for Pugh, he recalls the 50-footer Abracadabra which was built in 1989 “It was hard to break into that class,” Pugh recalls. “We’d been building West Coast sleds and wanted to go the East Coast of the USA. The owner put his faith in us, it was our first construction with John McConaghy and we won 50’ World Championships in 1990 and 1991. I was tactician that first year and I was nervous as hell. Boats were simpler then, but it was a great program and a great boat, we managed to break into the class and dominate. The total package.”

That mix of technical mastery and human collaboration remains central to every Reichel/Pugh design. “We get very involved with builders,” Pugh says. “Often daily. Even if we don’t do the structural design ourselves, it still comes through us, we want to make sure it’s fully optimised and built right.”





Looking ahead, that philosophy continues to shape the studio's ambitions. The team is finalising a new Admiral's Cup Class 2 design, developed independently to reintroduce high-quality competition in the 40–45ft range. "It's designed for the Fastnet, Channel Race and windward-leeward courses. Offshore performance is crucial," says Pugh. "We intend to have a limited run built by the talented San Giorgio Marine Srl, in Genoa. It's an exciting project, getting back to that size range, it's going back to our roots, we would love to see one in the Rolex Sydney Hobart Race"

At the same time, the studio is finishing development of a next generation 100' grand prix canting ballast design and an 80-metre triple-masted schooner, a superyacht that merges performance design with aesthetic ambition. "These are completely different markets," he admits, "but the principle is the same: it has to be fast, beautiful, and capable of finishing."

The Constant

After forty years, Jim Pugh has watched rating rules change, materials evolve, and boats transform from handcrafted wood to carbon sculptures shaped by code. But through it all, one truth remains.

"The only part that hasn't changed," he says quietly, "is that what we design must win races."

And from Secret Men's Business to Alive, from Wild Oats XI to URM Group, the record speaks for itself.

Reichel/Pugh yachts don't just chase speed and results, they define it. ⚓

**VPP: A Velocity Prediction Program is a computer model used to estimate a yacht's potential speed at different wind angles and strengths. It analyses the balance between aerodynamic and hydrodynamic forces, such as sail power, hull resistance, and stability, to predict how fast a boat can theoretically sail under given conditions.*

**CFD: Computational Fluid Dynamics is a branch of fluid mechanics that uses computer simulations to analyse how gases and liquids move around objects. In yacht design, CFD helps engineers study how air flows over sails and how water moves around the hull, allowing them to optimise shapes for better speed, efficiency, and stability without relying solely on physical testing.*



Women in the Rolex Sydney Hobart

Women have a storied history in the Sydney Hobart Yacht Race, their involvement pioneered by Jane Tate who became the first woman to complete the 628 nautical-mile epic on-board *Active*, in the great race's second edition.

Tate's history making first journey south in 1946 was honoured in 1994 when the Jane Tate Memorial Trophy was presented to the first female skipper over the finish line.

In 1976, the first all-women team raced on-board *Barbarian*, led by Vicki Willman. Now the Barbarian Trophy is presented to the fastest yacht on corrected time with an all-women crew in the IRC Overall Division.

There have been countless other tales of amazing feats by female Skippers and Crews.

Three women - Adrienne Cahalan, Felicity Nelson and Vanessa Dudley - have contested the Sydney Hobart 25 times or more.

In 2018, revered ocean racer Stacey Jackson skippered a crew of all-women on *Wild Oats X* to second place in the Tattersall Cup. In 2023, Cahalan, navigating *Alive*, went one better and claimed the most important trophy in Australian sailing.

Kathy Veel and Bridget Canham, aboard *Currawong*, became the first all-women double handed Rolex Sydney Hobart competitors in 2022.

And the numbers continue to impress. This year 11 female Skippers will guide their yachts to Hobart, including *First Light*'s Elizabeth Tucker, who will field an all-female crew.

We spoke to three of this year's female competitors who all have different stories but share a common love of sailing.

*Photos: ROLEX | Kurt Arrigo,
SaltyDingo, ROLEX | Carlo Borlenghi*

Mary Ann Harvey, the co-owner and Skipper of Sydney 38, Clockwork

Mary Ann Harvey is the co-owner and “equal skipper” of Clockwork, alongside Andrew Lloyd.

Harvey, who is set to compete in her fourth Sydney Hobart, is a passionate offshore sailor but it wasn't always that way, the 64-year-old South Australian kicking off her love affair with the ocean, single handed.

“I did a lot of windsurfing or sail boarding when I was fresh out of uni a million years ago,” Harvey remembers.

“Like I did lots, I was a bit fanatical about it. Not competing, but that's how I did my thing. My windsurfing thing blew away the cobwebs.

“When I was about 45ish, a mate of mine was doing some sailing on a keel boat. It was a Bavaria 40 that a connection of her family owned. I got asked if I wanted to come along. I'd been hanging out for her to ask me. So as soon as she said that, I said, ‘yep’. And that started my keelboat journey.

“So really, I hadn't done any yachting or boating or dinghy sailing at all. I started then and then raced on that boat a little bit, and another Bavaria 40 for about 10 years.

“That's where I met Andrew Lloyd, who's (now) my boat partner.”

The duo have formed a great partnership, with Harvey being something of a jack-of-all-trades on the boat.

“I'm the people person,” she said.

“I definitely get all the crew together. From a sailing perspective, I trim, I trim the kite, I trim the heady, I steer, (but) I don't do bow. I leave that for other people. I do have to do bow sometimes, but if we've got a bowman on board, they can do bow.”

Regardless of Clockwork's result in the 80th Rolex Sydney Hobart, Harvey is already a winner. Earlier this year she won the 2025 Female Sailor of the Year category in the Australian Sailing South Australia Awards, recognising her achievements in ocean racing, commitment to gender inclusivity, equality and opportunity, and her leadership in sailing as Chair of the South Australian Women's Keelboat Regatta Committee.



Bridget Canham, watch captain on board MWF Kayle

In 2025 Bridget Canham will be on MWF Kayle, the Lyons 54 operated by the Making Waves Foundation, the Australian charity that provides unique on-water experiences for young people with disability or experiencing disadvantage.

Canham has been volunteering for the Making Waves Foundation for more than 20 years and sailing for a lot longer. This year's Sydney Hobart will be her tenth, including two memorable trips double-handed on Currawong with Kathy Veel in 2022 and 2023.

The veteran has seen a lot in her time in sailing and is well aware of the growth of women in the sport, impressed by the opportunities that now exist for young females to engage with clubs and events.

“I was really lucky to be involved in a crew where they looked after me well back when I started and the Women on Waters campaigns were really, really good,” Canham said.

“But in those days, it was more rare having women on boats and at the most, there'd be one or two, now it's so many more.

“Things like the Women's Keelboat Series, you know, that is fabulous for women in Sydney, and it used to be a very rare thing. There'd maybe one club that would have a women's sailing day or a women's race, but now so many people have got women's regattas, down as far as South Australia and Melbourne and up the coast they've got women's regattas.”

Photos: David Lupp, Ashley Dart



Andrea Davey, sailing on Jeanneau Sun Fast 3600, Wyuna

Davey is an emerging young Australian female sailor who has spent the winter months chasing a dream in the northern hemisphere, with a goal to compete in a solo Trans-Atlantic race in 2027.

Last year, Davey made her Rolex Sydney Hobart debut on White Noise, but by her own admission, her role on board was limited. This year, having been recruited by Wyuna's owner/Skipper Hilary Arthure, 26-year-old Davey is looking forward to being mentored by Arthure.

"I'm really glad to have done a Hobart, (but) I didn't really do that much on board," Davey said.

"I was kind of like an add-on, you know, a small, young female on an all-male crew and I didn't really have a spot.

"Every Hobart you get more experience. It's like sailing with a different crew, you learn different things and Hilary is too much fun.

"I imagine myself being her, like when I'm that age. She's like my kind of size and she's organising all these people. She's just taking it on, and I think it's cool.

"She's very supportive of what I'm doing as well, which I think is lovely. I think she'll offer a good amount of guidance." ⚓

All-women crews

1976 - Barbarian, Vicki Willman

1989 - Belles Long Ranger, Christine Evans

1992 - Ella Bache, Adrienne Cahalan

1992 - Nadia IV, Kerry Goudge

1993 - Telecom Mobilenet, Kerry Goudge

1994 - Brightstone, Teresa Borrell (first all-women New Zealand crew)

1994 - Telecom Mobilenet, Kerry Goudge

1994 - Qantas New Zealand, Gail Melrose

1995 - WOW - Nortel, Kerry Goudge

1995 - Mortgage Choice, Amanda Wilmot

2001- Amer Sports Too, Lisa McDonald

2017 - Climate Action Now, Lisa Blair

2018 - Wild Oats X, Stacey Jackson

2022 - Currawong, Kathy Veel & Bridget Canham, Double Handed

2023 - Currawong, Kathy Veel & Bridget Canham, Double Handed

2024 - Celeste, Saskia Groen-Int'Woud & Maude Demazure, Double Handed

2024 - Fika, Annette Hesselmans & Sophie Snijders, Double Handed

2024 - Gizmo, Wendy Tuck and Meg Niblett, Double Handed



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THE RACE ACROSS THE DITCH

Forget the Forms, Focus on the Race | Entering a Cat 1 Race Has Never Been Easier

For many offshore sailors, entering a Category 1 race can feel like navigating a maze: safety inspections, paperwork, stability certificates, crew qualifications, qualifying races, it's a lot to manage.

The Cruising Yacht Club of Australia (CYCA) understands these complexities and is committed to making the process smoother without compromising safety.

Take the Southern Cross Series for example, this new offshore racing series was designed with the global sailor in mind and consists of one cat 2 race and two cat 1 races.

The Trans-Tasman Yacht Race, the last race in the series is a Category 1 event, just like the iconic Rolex Sydney Hobart. Coincidence? We think not.

The CYCA is in the process of rolling out a brand new entry system that allows yachts that race in one Cat 1 event to roll over their compliance to another. If your boat meets the NOR requirements for Hobart, most of that paperwork, including safety certificates and qualifying documentation, can carry straight over to the Trans-Tasman, provided nothing has expired. All you'll need to update is your crew list and any information that has changed.

The new online entry system makes this effortless. It visually represents all NOR requirements, shows what is current and guides you through any updates quickly. Once your documents are verified, you're race-ready, no repeated paperwork for different races, no stress.

Did you race in the Cabbage Tree Island Race and in the Hobart and now want to tackle the Trans-Tasman? With the Trans-Tas scheduled for late February, entering a Cat 1 offshore racing has never been easier or more accessible.

Entries close at the start of January, giving you plenty of time after the finish, perhaps after a drink or two in Customs or the Hobart Race Village, to enter. ⚓



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The John H. Illingworth Challenge Cup

Line Honours is awarded to the fastest yacht to complete the course, a coveted prize pursued by the biggest and fastest yachts.

The John H. Illingworth Challenge Cup is presented to the Line Honours winner, named after the skipper of the inaugural race winner *Rani*. Captain Illingworth is credited with suggesting that the leisurely Christmas cruise to Hobart become a race instead.

In 1982, *Condor of Bermuda* beat the New South Wales yacht *Apollo* by a mere seven seconds for the Illingworth Challenge Cup, marking the closest Line Honours finish in Rolex Sydney Hobart history. In 2023, *LawConnect* beat defending champion *Andoo Comanche* by 51 seconds after a race-long fight of cat and mouse.

The Oatley family maxi *Wild Oats XI* holds the record for the number of Line Honours victories with nine wins, including four consecutive victories from 2005 through 2008. ⚓

Photos: ROLEX | Carlo Borlenghi, CYCA



*Photo: ROLEX | Kurt Arrigo*

A Legend Reborn: Palm Beach XI and the Next Chapter of a Yachting Icon

Palm Beach Motor Yachts Takes the Helm of the Iconic Wild Oats XI and Unveils Impressive Upgrades

Few yachts have shaped the modern era of offshore racing quite like Wild Oats XI. For twenty years she has been the name whispered, sometimes cursed, always respected, across dockside conversations, yacht club bars and navigators' briefings. With nine Line Honours victories and two overall wins to her name, this silver thoroughbred has defined a generation of sailing excellence.

But legends don't stand still. This December, for the 80th Rolex Sydney Hobart Yacht Race, the most vaunted competitor returns to the start line with a new name, new owner, and a bold new look.

Meet Palm Beach XI. The rebirth of a champion.

A New Chapter in a Storied Legacy

When Palm Beach Motor Yachts, a subsidiary of Grand Banks Yachts Ltd., announced it had acquired Wild Oats XI, it sent ripples across both the racing and luxury yacht worlds. The partnership pairs one of the most successful ocean-racing yachts in history with a brand celebrated for handcrafted motor yachts and technical precision.

At the heart of it all stands Mark Richards, founder and CEO of Palm Beach Motor Yachts, and the man who has skippered Wild Oats XI since her first start in 2005. Richards knows this yacht as intimately as anyone alive; he's led her through roaring southerlies, light-air drifters, and every tactical duel between Sydney and Hobart imaginable.

Now, 20 years later, Richards is not just at the helm, he's at the helm and the ownership table, steering Palm Beach XI into a new era of design, performance and brand evolution.

"It's a full-circle moment," he says. "I'm deeply grateful to the Oatley family for their amazing support and friendship over the past two and half decades, together we made Wild Oats XI a benchmark in global ocean racing. It's an honor to carry that legacy forward under the Palm Beach Motor Yachts name."



Engineering the Next Evolution

Racing yachts are living, breathing machines, constantly evolving in search of speed. But what's happening beneath Palm Beach XI's silver skin this season goes beyond evolution; it's a complete reimagination of what a 20-year-old maxi can be.

Unveiled to global media at the Fort Lauderdale International Boat Show, Palm Beach XI's transformation reads like a manifesto for the future of yacht design.

The rebuild is led by an elite cast of collaborators, the best in the business:

- Naval architect Juan Kouyoumdjian (Juan K Naval Architects), whose designs have powered multiple Volvo Ocean Race champions, IMOCA 60s, Sydney Hobart Line Honours winners and America's Cup contenders.
- McConaghy Boats, one of the world's foremost composite race-yacht specialists.
- North Sails, delivering an all-new, state-of-the-art sail wardrobe.

The yacht's once "traditional" underwater profile has been radically reshaped, featuring:

- A deeper keel fin and bulb: engineered to drive more righting moment and stability while slicing through water with less drag.
- Advanced upwind daggerboards: redefined to improve pointing ability, reduce leeway, and lock the yacht onto her course even in punishing Southern Ocean swells.
- Radical C-foils – These c-shaped blades are engineered to optimize lift, minimize drag, and provide enhanced righting moment for reaching and downwind sailing angles.

These are not just upgrades, they are an experiment in applied hydrodynamics. Together, they represent one of the most ambitious appendage packages ever fitted to a maxi, transforming Palm Beach XI into a racing weapon while serving as a symbol of the company's passion for technology and innovation.

The IMOCA 60 Arkea-Paprec with foils designed by Juan Kouyoumdjian.



From the Race Track to the Drawing Board

The Rolex Sydney Hobart has always been more than a race, it's a catalyst for innovation. Ideas and structures that survive the gale-force winds, the cross-sea slop and the sleepless tactical calls of this 628-nautical-mile test often end up reshaping the future of yachting.

For Palm Beach Motor Yachts, Palm Beach XI is the ultimate proving ground. Much like Formula 1 feeds innovation back into road cars, Palm Beach XI is a rolling (or sailing) laboratory, testing materials, structures, and engineering concepts that will filter into future generations of Palm Beach Motor Yachts.

"Every insight earned on the racecourse flows directly into the company's motor yacht range, ensuring Palm Beach Motor Yachts are not only stronger, faster, and more fuel efficient, but also carry forward the relentless spirit of improvement that defines the brand."



Photos: ROLEX | Carlo Borlenghi

The Cultural Weight of a Champion

To call Wild Oats XI an Australian icon is an understatement. She is part of the cultural fabric of the Rolex Sydney Hobart, her silver hull as familiar on Boxing Day as the start cannon and the cheers from the Sydney Heads.

Over two decades, she's been the yardstick by which all others are measured. Her battles with Comanche, Black Jack, and InfoTrack have written some of the most dramatic chapters in modern offshore racing.

For sailors, she's a dream to chase. For fans, she's the legend to watch. And for the Palm Beach Motor Yachts team, she's the perfect embodiment of their own philosophy.

Charting the Future

Now reborn as Palm Beach XI, the yacht will lead a two-year international race campaign designed to bring the Palm Beach Motor Yachts community closer to the sport. Owners will be invited behind the scenes to experience the campaign firsthand. Through private activations and special events, they'll become part of a legacy that is still being written.

As the 80th Rolex Sydney Hobart draws near, the fleet will once again line up under the summer sun, each yacht brimming with ambition. But few will carry the weight of expectation like Palm Beach XI. She's no stranger to glory and under Mark Richards' steady hand, she's ready to prove that legends don't fade; they evolve.

Because in ocean racing, as in yacht building, perfection is never final, it's simply the next mark on the horizon. ⚓





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For 30 years, Palm Beach Motor Yachts has united classic form with a rich ocean racing sailing pedigree.

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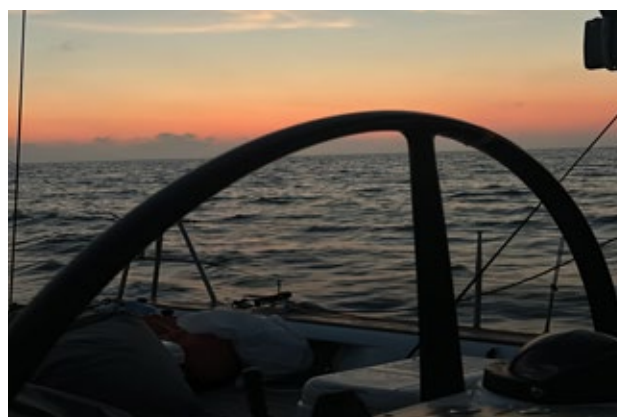
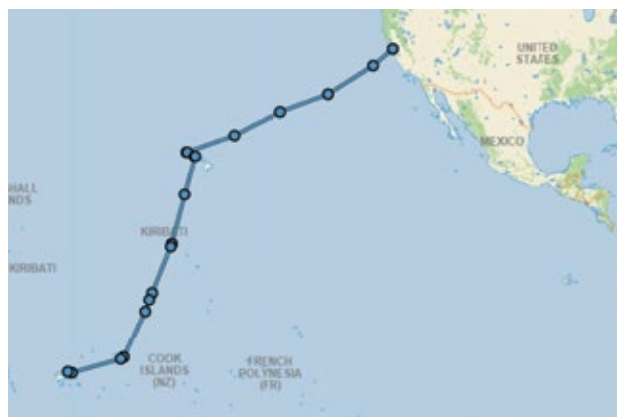
Pacific Miles to Hobart Smiles | Chasing the trophy for longest delivery

Each year at the Rolex Sydney Hobart Yacht Race prizegiving, the Polish trophy stands out for a very particular reason: it's awarded to the yacht that has sailed the longest way just to get to the start line. Most years, the contenders are fairly predictable, but 2025 turned that tradition on its head.

This year, the list of potential winners read more like the diary of a pacific adventurer than racing yacht logbook. In fact, figuring out who went the furthest got so tricky that, until the final miles are fully tallied, it looks like four yachts might have to share the honour. All four candidates began their epic journey at Pt. Fermin Buoy in San Pedro, California and sailed a staggering 2,225 nautical miles across the Pacific to Diamond Head, Hawaii, as part of the iconic Transpac Race.

But the adventure didn't end there. From Hawaii, these yachts continued their westward trek across thousands of miles of open ocean to reach Sydney, just in time for the Rolex Sydney Hobart start. Each of them charted their own route, faced the unpredictable moods of the Pacific and logged countless nautical miles, claiming a shot at the "longest way to the start" trophy.

Meet the contenders: Aragon, Lucky, Noahs II and Perplexity, four yachts, four stories and one very long, very scenic journey across the Pacific.





Aragon

Aragon, a 72-foot Dutch racing yacht, made quite the scenic detour on her way to Australia. After completing the Transpac from California to Hawaii, the crew spent a month in Fiji exploring atolls and islands, soaking up the tropical charm. Captain Josh Axler estimates they sailed around 7,000 to 8,000 miles in total, mostly in relaxed cruising mode. But don't let that fool you: Aragon has been given a serious performance upgrade for Hobart, emerging from a major refit with a new fin, heavier bulb, a new bowsprit, updated electronics, and fresh standing rigging.



Lucky

Lucky, an 88-foot Juan K speed demon from the United States, took the scenic-but-speedy route via the South Pacific. After leaving Hawaii, she raced through Samoa and then New Zealand before finally heading to Sydney. Not content with just arriving, Lucky also tackled the Sydney-Auckland Race before returning to Sydney at the start of December, racking up miles and race wins along the way.

Photos: TransPac | Ultimate Sailing



Noahs II

Noahs II, a Jones 70, is a relative newcomer to the Pacific scene. Purchased just last year and shipped to California to compete in the Transpac, the crew has since sailed across the Pacific and back accumulating countless miles en route to Sydney and keeping their eyes on the Polish Trophy.



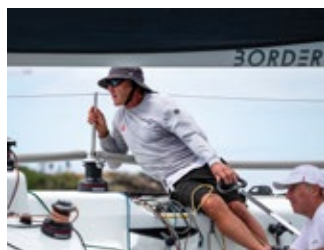
Perplexity

Perplexity, an Express 37, took the scenic route across the Pacific with a mix of racing and delivery. The crew delivered the boat from Seattle to San Francisco before competing in the single-handed Trans-Pacific from San Francisco to Hawaii. After spending time in Hawaii until the end of July, they continued south to Palmyra Atoll (about 900 nm from Hawaii), then sailed on to Apia in American Samoa, Fiji, New Caledonia, Coffs Harbour, and finally Sydney, covering thousands of miles along the way. ⚓

Chasing Glory: the Battle for Overall Victory

A few of the 2025 Rolex Sydney Hobart competitors in contention for Overall victory

Which yachts are you rooting for?!



The George Adams Tattersall Cup



The crown jewel of the Rolex Sydney Hobart Yacht Race, the Tattersall Cup, embodies the race's rich history and competitive spirit.

First presented to the race winner in 1946 by the estate of George Adams, and later engraved with Rani as the inaugural race winner, this trophy has become the ultimate prize in blue water sailing. The silver trophy boasts intricate details: mermaids, grapevines and seahorses, topped with a mermaid summoning the race victor.

For over 75 years, this trophy has been awarded to the yacht with the best-corrected time over the 628 nautical-mile course, now determined by the IRC rating system. The Cruising Yacht Club of Australia proudly displays the Cup, while winners receive a medallion of their triumph.

Only eight yachts have claimed the Tattersall Cup more than once, including legends like *Freya*, *Love & War*, *Ichiban* and *Alive*, highlighting the elite calibre of competitors in this iconic race. ⚓



Photos: ROLEX | Andrea Francolini, SaltyDingo, ROLEX | Carlo Borlenghi, Richard Bennett



From Nearly Quitting to Winning: Double Handed Sydney Gold Coast Champion Eyes the Rolex Sydney Hobart



Edward Curry-Hyde and his Jeanneau Sun Fast 3300 Toucan co-skipper Scott Robertson were on the brink of calling off their 2024 Rolex Sydney Hobart campaign after they finished the 2024 Tollgate Islands Race.

The duo had already completed several offshore races in the Double Handed division prior to the race. But the conditions they experienced during the Tollgate Islands Race near Batemans Bay on the NSWs' South Coast led them to doubt their offshore skills.

"Scott and I were sitting there, both of us going, 'Hmm, I don't think we are ready to do the Hobart'," Curry-Hyde said.

The action took place during the sail back to Sydney on the Saturday night of the race. Curry-Hyde and Robertson had planned to gradually reef the main and downsize the headsail as the wind increased, as per the forecast. What they did not know was that the wind would arrive in one big hit in the pitch black of night.

"It came through like a bullet," Curry-Hyde said. "We got beaten up pretty badly."

But a post-race phone call from fellow double handed sailor, Rum Rebellion's Shane Connelly, whom Curry-Hyde did not know that well at the time, convinced him to persevere with the Audi Centre Sydney Blue Water Pointscore, which includes the Rolex Sydney Hobart (628 nautical miles).

"Shane's main interest was 'How did you go?' and 'Are you okay?' And that was an amazing gesture because I realised in the conversation that it was quite a tough race," Curry-Hyde said. "And whilst we had given ourselves a scare, we hadn't done too badly."



Toucan placed fourth on both Double Handed IRC and Double Handed PHS.

With encouragement from Shane and the wider double handed community, Curry-Hyde and Robertson continued the season.

They went on to implement the lessons learnt from the Tollgate Islands Race, the importance of conservative sailing and fatigue management.

From Cape Town to Sydney

Curry-Hyde's sailing results from the past two years are impressive considering he has done little offshore sailing since the 1980s. He grew up sailing the coast of South Africa, from Durban to Cape Town, in "similar conditions to what we see in the Rolex Sydney Hobart". When he moved to Australia in the 1984 he mostly sailed dinghies and skiffs (lasers, 18ft skiffs, tasers and 14ft skiffs).

Not until recently did he dip his toes back into offshore racing. He bought Toucan brand-new in 2023 with the purpose of sailing it double handed. He landed on double handed because of his love of being an active crew member rather than sitting on the rail for hours on end on a fully crewed yacht.

"I enjoy sailing where everybody has an active role," Curry-Hyde said. "So, when I was coming back into it, it [double handed] just felt right for how I wanted to approach things. It also seemed like a good challenge."

A successful run for Toucan

Curry-Hyde and Robertson placed third on Corinthian IRC and fifth on Double Handed IRC in their first Rolex Sydney Hobart in 2024.

Not long after the finish, Curry-Hyde threatened to throw in the towel on the 2025 edition. But that did not last for long.

"At two o'clock in the morning on that second night, I did go, 'Goodness me, I don't think I'm ever going to do this again'," Curry-Hyde said.

But after a good rest and a cup of tea in Hobart, Curry-Hyde changed his mind and was one of the first double handed yachts to enter the 2025 race.

Photos: CYCA | Ashley Dart



Planning ahead

He backed up his 2024 Rolex Sydney Hobart result with a stunning 2025 Noakes Sydney Gold Coast Yacht Race (26 July). Curry-Hyde and new co-skipper William Sykes placed first on Double Handed IRC, first on IRC Division 3 and fourth on IRC Overall in the 384 nautical mile race.

And with professional offshore sailor Lincoln Dews as his co-skipper for this year's Rolex Sydney Hobart, who knows what lies ahead.

Dews is a double handed expert. He returns to Australia to race with Curry-Hyde after he competing in the 2025 Offshore Double Handed World Championship, to be raced out of Cowes, Isle of Wight, United Kingdom (22 September – 1 October), with fellow Australian Liz Wardley.

The countdown is on

Curry-Hyde is counting down the days until the race.

"The idea of planing down the waves, where it's just you and the elements, I love that,"

he said. "It a wonderful sense of freedom surfing down the waves.

"I live for those moments." 📌



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2025 ROLEX SYDNEY HOBART YACHT RACE BY THE NUMBERS

142

Entrants

1

all-women
crew

4

Start Lines

5

former
Winners

6

100 ftrs

7

52s

1359

Competitors

9

Countries

18

International
Entrants

120 YRS

Age of Oldest Competing Yacht

20

Double
Handers

30

First-Time
Entrants

10 K NM

Longest Delivery
to Sydney

99

Competitors
under 50 ft

13

Women
Owners/Skippers

1300 HRS

Boxing Day Start Time

12%

Women Crew

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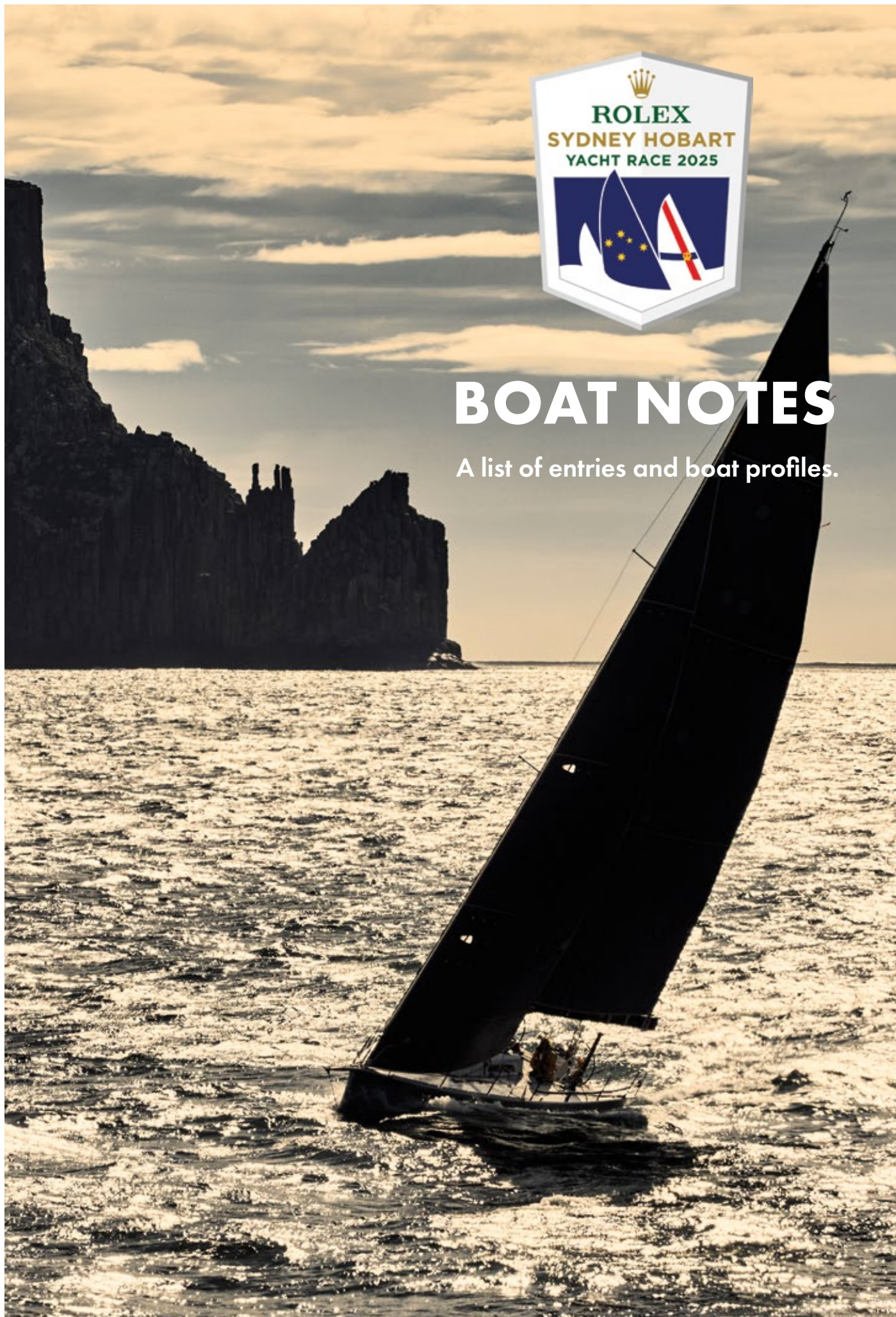
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BOAT NOTES

A list of entries and boat profiles.



BOAT NOTES

Written by Di Pearson



ADVANTEDGE

SAIL NO: PD147

LOA: 14.3m

CLASS: IRC

DESIGNER: Jim Inglis (AUS)

YEAR BUILT: 1994

TYPE: Inglis 47

NUMBER OF HOBARTS: 3

OWNER: Andrew Jones

CLUB: Port Dalrymple Yacht Club/Royal Yacht Club of Tasmania, TAS

CREW: Andrew Jones (3) - Skipper, Nicholas Smart (2) - Navigator, Edward Broadby (2), Nick Dineen (2), Fynley Harding (2), Josh Jones (2), Thomas Males (2), James Mcindoe (2), Brent McKay (4), Michael Smart (3)

Andrew Jones skippered Advantedge to 47th overall last year, adding weight to the strong Tasmanian field with this slippery downwind flyer designed by Jim Inglis. Jones took Line Honours in the 2022 Maria Island Race, which he finished the 2023 race second overall (decided in PHS) and fourth under IRC. Cracked sheets and downwind conditions are required for the best result from this Inglis 47. Two father and son combinations are aboard again: Andrew and Josh Jones along with Michael and Nick Smart. This Inglis, owned then by South Australian, Bob Egerton, has a strong history in the race, having competed in the 50th anniversary race in 1994.



AMBITION

SAIL NO: 1701

LOA: 12.8m

CLASS: IRC

DESIGNER: Botin & Carkeek (ESP)

YEAR BUILT: 2009

TYPE: GP42

NUMBER OF HOBARTS: 1

OWNER: Chris and Lachlan Dare

CLUB: Derwent Sailing Squadron, Tas/

Sandringham Yacht Club, Vic

CREW: Chris Dare (10) - Skipper, Lachlan Dare (2) - Skipper, Clare Costanzo (4) - Navigator, Angus Calvert, Aaron Cole (21), Claire Cunningham (3), Tim Kenner (3), Jack McCullum (8), Jeremy O'Connell (2), Alastair Sayers (6), Andrew Smith (19)

Ambition is the former Enterprise Next Generation which came to Australia from the Fast 40 circuit in the UK. It was modified for offshore racing before placing seventh in 2022 to win Division 2 for its previous owner. The GP42 was bought by Chris Dare in March. It will be co-skippered by him and 25-year-old son, Lockie, with whom he won the 2025 J/70 Australian Championship with his other Ambition. Dare has owned various yachts and last contested the Hobart in 2009 as owner of Audi Centre Melbourne, when he declared 10 Hobarts were enough. However, Dare says, "This is our first Hobart together and I had my arm twisted by Lockie. We're representing Tasmania - I moved there from Victoria. Lockie made the Sydney Hobart podium in 2023, finishing eighth overall to win Division 2 crewing on MRV.

ALITHIA

SAIL NO: SYD7

LOA: 24.0m

CLASS: PHS

DESIGNER: Javier Soto Acebal (ARG)

YEAR BUILT: 2020

TYPE: Solaris 80RS

NUMBER OF HOBARTS: 0

OWNER: Jost Stollmann

CLUB: Düsseldorfer Yacht Club, Germany

CREW: Jost Stollmann -

Skipper, James Nixon (30) - Navigator, Arno Boehnert (1), Friedrich Boehnert (1), Andreas Dammann (0), Sebastian Ehrensberger (0), Mitch Evans (2), Riley Evans (2), Adrian M Gruzman (6), Thomas Moulton (4), David Ross (0), Oliver Scott-Mackie (6), Axel Johannes Soerqvist (0), Karl-Augustin Zaininger (0)

A first Sydney Hobart for the Solaris 80RS, Alithia, built in Trieste, Italy specifically for a circumnavigation rounding the famous Capes. Owner, Jost Stollmann, an entrepreneur, circumnavigated over two years in his previous 130ft Alithia, with his wife and five kids in 2002-2003. The yacht hit a reef in Fiji, finding Stollmann in Brisbane to have the yacht surveyed for structural damage. He says, "We ended up falling in love with Australia and settled in Sydney in 2004." On board with Stollmann are a highly experienced crew, including offshore sailors, father and son, Friedrich and Arno Boehnert, who did their only Hobart on Friedrich's Lunatix in 2018. Locals include, Jim Nixon who will race his 31st Hobart and Adrian Gruzman, whose Hobarts include skippering his own yacht, Anthanta VI, in 1987 and 1991.



ANTIPODES

SAIL NO: GBR2888L

LOA: 22.0m

CLASS: IRC

DESIGNER: Bill Lee (USA)

YEAR BUILT: 1997

TYPE: Santa Cruz 72

NUMBER OF HOBARTS: 3

OWNER: Geoff Hill

CLUB: Royal Hong Kong Yacht Club, Hong Kong

CREW: Geoffrey Hill (21)

- Skipper, Natasha Hill (3) -

Skipper, Alan Tillyer (2) - Navigator, Angel II Balladares (3), Adam Brown (36), Ralph Carlier (39), Grant Chessells (16), Andrew Crowe (20), Stuart Hutchison (2), Larry Jamieson (38), Bradshaw Kellett (32), Craig Malouf (12), Cornelio Olis (3), Bradley Owen (2), Jarrod Sallis (3), Roger Segovia (3), Craig Simpson (23), Ian Turnbull (0)

Owned by CYCA 2024 Ocean Racing Veteran of the Year Geoff Hill, Antipodes scored her best Hobart result last year with 12th overall for fourth in Division 1. The previous year the Santa Cruz 72 placed 62nd overall. Co-skippering this year is Hill's daughter, Natasha Parker, who was part of the crew to finish third over the line and third overall in the 2025 Noakes Sydney Gold Coast Yacht Race. Based in Asia since 2012, Antipodes holds the race record for Darwin to Dili and Darwin to Ambon yacht races and has competed in the Groupama Race.

• Second over the line/third overall in the 2025 Sydney to Auckland Ocean Race



FOR MORE INFORMATION, GO TO [ROLEXSYDNEYHOBART.COM](https://rolexsydneyhobart.com)**ARAGON****SAIL NO:** NED8313**LOA:** 22.1m**CLASS:** IRC**DESIGNER:** Reichel/Pugh (USA)**YEAR BUILT:** 2006**TYPE:** Marten 72**NUMBER OF HOBARTS:** 0**OWNER:** Andries Verder**CLUB:** Royal Yacht Club de Maas, NED**CREW:** Josh Axler (0) -

Skipper, Andries Verder (0) - Skipper, Adrienne Cahalan (32) - Navigator, Carolijn Brouwer (4), Thierry Fouchier (0), Edouard Golbery (0), Nellee Gregor (0), Frank Kastelijns (0), Filip Pietrzak (1), Laurie Read (0), Steve Taylor (7), Arco Van Nieuwland (0), Nina Verder (0), Lout Verder (0)

Representing the Netherlands, Aragon, a Marten 72 from designers Reichel/Pugh, won the 2016 RORC Transatlantic Race, winning IRC Division Zero and won Division 1 of the 2020 Middle Sea Race crossing the line in second place, in their first appearance at the Maltese event. The Yacht finished 31st overall in the 2025 Transpac Race. Two families are involved in Aragon, which is based in the Netherlands and the yacht arrived in Newcastle, north of Sydney in early November, as crew prepare for the Rolex Sydney Hobart Yacht Race. She recently got refitted with a longer keel, heavier bulb and new standing rigging, as well as a range of new sails.

**ARIEL****SAIL NO:** A140**LOA:** 12.6m**CLASS:** IRC**DESIGNER:** Farr Yacht Design (USA)**YEAR BUILT:** 2010**TYPE:** Beneteau First 40**NUMBER OF HOBARTS:** 7**OWNER:** Ron Forster/Phil Damp**CLUB:** Cruising Yacht Club of Australia, NSW

CREW: Ronald Forster (8) - Skipper, Craig Bathie (4) - Navigator, Craig Holland, John Naylor (9)

Ron Forster and Phil Damp last took Ariel in the 2022 Rolex Sydney Hobart and placed third in Division 4. It was just what the doctor ordered after Ariel retired in 2021 with main sail damage on the first night. Before that, 2017 was the yacht's last race south and she won Division 3. In 2016, she was third in Division 3. Forster and Damp were thrilled to finish third overall in the 2014 Hobart. Ariel's great results are sometimes overlooked. She is a very well sailed yacht that has plenty of trophies from this race alone. If the weather favours the smaller yachts, watch out for Ariel.

- Placed second in Division 3 in the 2025 Noakes Sydney Gold Coast race.

ARCADIA**SAIL NO:** S17**LOA:** 12.0m**CLASS:** IRC**DESIGNER:** Joubert/Nivelt (FRA)**YEAR BUILT:** 2008**TYPE:** Archambault 40 RC**NUMBER OF HOBARTS:** 3**OWNER:** Peter Davison**CLUB:** Royal Melbourne Yacht Squadron, VIC**CREW:** Peter Davison

(6) - Skipper, Ian Lyall (3) - Navigator, Duncan Beiers (2), Yvette De Haan (2), Olivier Lacroix (0), Guillaume Leroux (0), Tatum Mackey (0), Irama Navarro Ruiz (0), Dylan Oosterweghel (3), James Whiteley (0)

The last time Peter Davison's Arcadia came to the Rolex Sydney Hobart was 2023 and it ended poorly when they were forced out early on the first evening with sail damage. Melburnian Davis and crew were previously here for the 2018 and 2019 Rolex Sydney Hobarts. The Archambault 40 racer/cruiser has enjoyed success in Ocean Racing Club of Victoria events since undergoing a thorough overhaul and upgrade in 2016. She won the 2017 Melbourne to Hobart overall and placed third in the 2024 King Island Race. Great results culminated in Davison being named 2021 Victorian Offshore Sailor of the Year: "There's a whole team of people who've been part of Arcadia's 2021 offshore campaign. Obviously, I couldn't have done any of this without my offshore crew. Then there's my bay sailors who help keep Arcadia sailing at peak in between," he said.

**AVALANCHE****SAIL NO:** 2400**LOA:** 12.3m**CLASS:** IRC/Double Handed**DESIGNER:** Robert Hick (AUS)**YEAR BUILT:** 2015**TYPE:** Hick 40**NUMBER OF HOBARTS:** 5**OWNER:** James Murchison**CLUB:** Royal Sydney Yacht Squadron, NSW

CREW: James Francis (14) - Skipper, James Murchison (15) - Skipper

In last year's Rolex Sydney Hobart, James Murchison and James Francis sailed Avalanche to eighth overall in the Double Handed division. It was their third year sailing in that division in which they placed ninth in 2023, after being forced to retire early in 2022 when the Robert Hick 40 design lost her bowsprit at the start. The 80th race will be Avalanche's sixth Sydney Hobart. Owner, Murchison, returns to race her double handed with Francis again this year for their fourth Double Handed season together, the pair remaining optimistic of a solid result.



BOAT NOTES



AWEN

SAIL NO: NZL10750
LOA: 18.3m
CLASS: PHS
DESIGNER: Owen Clarke (UK)
YEAR BUILT: 2002
TYPE: IMOCA Open 60
NUMBER OF HOBARTS: 1
OWNER: David Hows
CLUB: Southport Yacht Club, QLD
CREW: Mark Gibbs (7) -

Skipper, Matt Bennett (0), Kester Crellin (0), Debby Egan (0), Samuel Estoppey, Shane Gerraty (0), Adam Head (1), Jinglin Huang (0), Alexander Mike Keyte, Michael Lazzarini, Yi Min Lee (0), Emma Scott (0)

Owned by Queenslander, David Hows, who also owns a second entry, Silver Fern, in the 80th Sydney Hobart Yacht Race. Awen was skippered by double Olympian, Sharon Ferris-Choat, to PHS 13th overall in the IMOCA 60's first Sydney Hobart last year. She is the former Ecover 2, a high-performance ocean racing yacht that was then known as Mutua Madrileña and Central Lechera Asturiana ESP 23, before adopting her current name. Awen has had a storied career spanning 20 years, including her fair share of international races such as the Barcelona World Race, Velux 5 Oceans and Vendee Globe.



BACCHANAL

SAIL NO: USA1180
LOA: 11.8m
CLASS: IRC
DESIGNER: Jacques Valer (FRA)
YEAR BUILT: 2024
TYPE: JPK 11.80
NUMBER OF HOBARTS: 1
OWNER: Ronald Epstein
CLUB: Corinthian Yacht Club, USA/Cruising Yacht Club of Australia, NSW

CREW: Ron Epstein (1) - Skipper, Tom Barker (16) - Navigator, Marcus Canestra (0), Shane Guanaria (16), Richard Howard (15), Mark Langford (4), Declan Mcgranahan (1), Keiran Searle (9), Daniel Williams (12) Brand new last December, this JPK 11.80, Bacchanal is named after Bacchus - the Roman god of wine, hedonism and joy. Owned by American Ron Epstein, Bacchanal retired after her boom broke in last year's race, but in the lead-up, Epstein and crew produced some promising results, including third in the 2024 Cabbage Tree Island Race. The yacht was built in Nowra, NSW - watched over by Epstein - and launched at the CYCA on 21 December, 2024. JPK yachts continue to win and place at major races around the world. Epstein is very comfortable on the podium too. In 2024, at the 28th Charleston Race Week and new to the Melges 20 class, he sailed Bacchanal to third and in June that year, aboard his J/133 for California Offshore Race Week Series - Coastal Cup, placed third in Division C.

- Second overall in the 2025 Noakes Sydney Gold Coast race
- Third in October's Tollgate Islands Race, also winning Division 2

BACARDI

SAIL NO: SM377
LOA: 13.3m
CLASS: IRC
DESIGNER: Doug Peterson (USA)
YEAR BUILT: 1978
TYPE: Peterson 44
NUMBER OF HOBARTS: 31
OWNER: Brett Averay/
 Darren Hunter/Cosmos
 Papatsaras
CLUB: Sandringham Yacht Club, VIC

CREW: Brett Averay (12) - Skipper, Jana Com (0) - Navigator, Marcus Korobacz (7), Terry Kourtis (6), David Oliver (10), Cosmas Papatsaras (3), Graham Thomas (0), Hugo Van Blarcom (0), Oliver Van der slot (1)

Last year's Hobart was Bacardi's record 31st edition of the race and she placed 26th overall and fourth in Division 4. The Peterson 44 went on to place fourth in the 2025 Teakle Adelaide to Port Lincoln Race. The 2023 Hobart marked only her second retirement (the other was 2010 when her rig broke), saying everything you need to know about this well designed and built yacht from the IOR era. By 2022, Brett Averay co-owned and skippered Bacardi in the 2022 Hobart. Her best results were second overall to another golden oldie, Love & War, in 2006. Bacardi placed third in IRC in 2001 and fourth in IRC in 2000, when the winner was still decided under IMS. She was also one of the finishers in the fatal 1998 race. Bacardi loves heavy weather.



BACK 2 BLACK

SAIL NO: AUS1
LOA: 12.8m
CLASS: IRC
DESIGNER: Reichel/Pugh (USA)
YEAR BUILT: 2007
TYPE: GP42
NUMBER OF HOBARTS: 0
OWNER: Sean Langman
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Sean Langman (33)

- Skipper, Geoff Bauchop (25), Tom Braidwood (25), Simon Nearn, Belinda Tayler, Brett Van munster

From Sean Langman's many entries in the Sydney Hobart, Back 2 Black is the one he feels could win him the race. For the 80th race, Langman, head of Noakes, has the GP42 he renamed Back 2 Black, for the song co-written and sung by the late Amy Winehouse. Langman represented the CYCA at the 2025 Admiral's Cup with this yacht, alongside Zen and they finished fifth overall from 15 teams and with good individual results from both boats.

Last year, his entry was the now 70-year-old Illingworth & Penrose designed Kismet, sailing double handed with old friend Peter Inchbold and arriving in Hobart in time to just before dawn on New Year's Day. In 2023, it was Moneypenny, the RP69, he scored his best result yet with, third overall, before selling her to Rob Appleyard, who has her in the race this year.



FOR MORE INFORMATION, GO TO [ROLEXSYDNEYHOBART.COM](https://rolexsydneyhobart.com)**BEAUTEMPS****SAIL NO:** I545**LOA:** 11.7m**CLASS:** IRC/Double Handed**DESIGNER:** Andrieu Yacht Design (FRA)**YEAR BUILT:** 2021**TYPE:** Jeanneau Sun Fast 3600**NUMBER OF HOBARTS:** 0**OWNER:** Rod Smallman**CLUB:** Sandringham Yacht

Club, VIC

CREW: Rod Smallman (2) - Skipper, Alex Toomey - Skipper
A third Sydney Hobart for Rod Smallman, who contested the race in 2019 and 2021, but a first for his co-skipper, Alex Toomey. Both are experienced fully crewed and double handed sailors, offshore racing out of Victoria – together and separately. On his former Sunfast Jeanneau 3600 named Maverick, Smallman finished third overall in the 5500 nautical mile Melbourne Osaka double handed race in 2018, co-skippered by his son Tyson. This updated 3600, the former Amitie, is now known as Beautemps. Toomey has sailed his own yacht Ryujin, double handed and fully crewed. The two should make a good team for the upcoming Rolex Sydney Hobart and could end up on the podium.

- Won 2024 Melbourne to Devonport race double handed division

**BLUE PLANET****SAIL NO:** AUS110**LOA:** 9.9m**CLASS:** IRC/Double Handed**DESIGNER:** Alan Johnstone (USA)**YEAR BUILT:** 2022**TYPE:** J/99**NUMBER OF HOBARTS:** 3**OWNER:** Chris O'Neill**CLUB:** Cruising Yacht Club of Australia/Greenwich

Flying Squadron, NSW

CREW: Chris O'Neill (6) - Skipper, Michael 'Tom' Johnston (6) - Skipper

Blue Planet, a J/99, was commissioned by Chris O'Neill and launched in mid-October 2022. Her first race was the 2022 Sydney Hobart. Results in 2024 include winning the Double Handed division in the Tollgate Islands Race, winning Division 2, the Corinthian Division and placing second in Division 3 of the Noakes Sydney Gold Coast Race and placing second in the Double Handed Coastal Rally. Blue Planet was one of the many retirees in last year's Rolex Sydney Hobart, but in the 2023 race, O'Neill sailed double-handed with Michael Johnston to sixth in the Double Handed division, having sailed the yacht in the 2022 race with Larry Jamieson.

- Third in the Double Handed division of 2025 Flinders Islet Race.

BLINK**SAIL NO:** B40**LOA:** 12.2m**CLASS:** IRC**DESIGNER:** Farr Yacht Design (USA)**YEAR BUILT:** 2012**TYPE:** Beneteau First 40**NUMBER OF HOBARTS:** 5**OWNER:** Mark Gorbatov/Mark Siebert**CLUB:** Cruising Yacht Club of Australia, NSW

CREW: Mark Gorbatov (3) - Skipper, Matthew Farr (3) - Navigator, David Blanch (4), Dinah Eagle (12), Lachlan Finn, Ashleigh Larkin (1)

Mark Gorbatov returns with Blink, which he last entered in 2022. This Beneteau 40 is the former Concubine. Gorbatov is an ophthalmologist, so one might assume the name 'Blink' comes from his profession, but no, it was in fact named by his young daughter, for the Dr Who episode titled 'Don't Blink'. Among those in the smaller end of the fleet, the race has not delivered the conditions in recent years that these boats deliver in. There are seven Beneteau 40s entered, so they should provide some good competition for each other.

**BNC - MY::NET****SAIL NO:** FRA39337**LOA:** 10.8m**CLASS:** IRC/Double Handed**DESIGNER:** Jacques Valer (FRA)**YEAR BUILT:** 2014**TYPE:** JPK 10.80**NUMBER OF HOBARTS:** 2**OWNER:** Michel Quintin**CLUB:** Cercle Nautique Caledonien, New Caledonia

CREW: Michel Quintin (2) - Skipper, Yann RIGAL (1) - Skipper

Renamed BNC - my::Net, this JPK 10.80 will be sailed double handed for the first time in the race by Michel Quintin and Yann Rigal. As Banque De Nouvelle-Caledonie, she last did the race in 2017, with Quintin skippering her to 30th overall, winning Division 4, and setting the race record for yachts under 11 metres. The record still stands at 3 days 3 hours 22 minutes and 9 seconds. Under the ownership of Gery Trentesaux and co-skippered by Quintin when known as Courier Leon in 2015, she finished second overall to again win Division 4. Led by Quintin, she also finished first in ORCi in the 2016 Groupama Race around New Caledonia and third in IRC, demonstrating how good JPK yachts are. Quintin, the 1987 and 1990 Windsurfer world champ, campaigned for the Olympics in the Mistral sailboard until 1996.

- Placed second overall in the 2025 Groupama Race.



BOAT NOTES



BORDERLINE

SAIL NO: 33001

LOA: 10.0m

CLASS: IRC/Double Handed

DESIGNER: Andrieu Yacht Design (FRA)

YEAR BUILT: 2021

TYPE: Jeanneau SunFast 3300

NUMBER OF HOBARTS: 0

OWNER: Andy Offord

CLUB: Cruising Yacht Club

of Australia, NSW

CREW: Andy Offord (1) - Skipper, Ian Hoddle (1) - Skipper Borderline was the first double handed entry locked in for the 80th Sydney Hobart. Andy Offord has owned the yacht since she launched and has been putting the SunFast 3300 design through its paces in CYCA races. He has teamed up with fellow SunFast expert, Ian Hoddle, to take on the Great Race South. While this will be the boat's first Sydney Hobart race, Offord and Hoddle's combined experience makes them an exciting team to watch.

- Offord and then co-skipper, Stephen Prince, finished 10th overall and third in Division 2 in September's Flinders Islet Race, making them the winners of the double handed division.

CADIBARRA

SAIL NO: SM615

LOA: 12.5m

CLASS: IRC

DESIGNER: Murray Burns Dovell (AUS)

YEAR BUILT: 1995

TYPE: Sydney 41

NUMBER OF HOBARTS: 0

OWNER: Paul Roberts

CLUB: Sandringham Yacht Club, VIC

CREW: Paul Roberts (10)

- Skipper, Ashley Bartle, Justen Hutter, Rod Langham (1), Paolo Maggi (1), Hugh Munro, Eddie Ragauskas (3), Igor Tesic

A Victorian yachtsman, Paul Roberts recently purchased the latest Cadibarra, a Sydney 41 originally from Brisbane when known as Electra. The crew have been busy preparing the boat for offshore racing, including this year's ORCV races and the Rolex Sydney Hobart. Roberts previously owned Cadibarra 8, the yacht now racing as Minnie (including in this Hobart) for Michael Zappa Bell. Roberts is a perennial and well-known ocean racer, and last entered the Rolex Sydney Hobart in 2020, before the race was cancelled due to COVID. His best result was 15th overall and third in Division 2 in 2014. He has also contested the Melbourne to Osaka Double Handed Yacht Race where he finished second in IRC and second over the line in 2013.



CALLISTO

SAIL NO: USA5202

LOA: 15.9m

CLASS: IRC

DESIGNER: Farr Yacht Design (USA)

YEAR BUILT: 2016

TYPE: Cookson 52

NUMBER OF HOBARTS: 0

OWNER: James Murray

CLUB: Royal New Zealand Yacht Squadron, NZL

CREW: James Murray (0) -

Skipper, Ian Moore (4) - Navigator, Jason Andrews (0), Stu Bannatyne (16), Dean Barker, Ben Childerley (0), Rebecca Coles (0), Bill Colombo (0), Justin Ferris (9), Cian Guilfoyle (4), Jared Henderson, Richard Mcgarvie (13), Steve Orlebeke (0), Malcolm Parker (8), Jono Swain (8)

Callisto, a Cookson built TP52, was launched in 2016 and is a first-time Sydney Hobart entry. Owned by Michigan native, James Murray, Callisto was third in Division 3 of the 2021 Transpac Race. She won her class in the 2023 Newport Bermuda Race and claimed victory in that season's Pineapple Cup from Miami to Jamaica. Along with Caro, Murray represented RNZYS in the 2025 Admiral's Cup with Murray's GP42 (also named Callisto) and finished second overall in Class 2, with eighth overall in the Rolex Fastnet Race from over 400 yachts. An overall contender, Callisto is crewed by some of the most sought after international ocean racers around - Kiwis Stu Bannatyne (won the Hobart on Alive in 2023), Dean Barker and Justin Ferris among them.

- Second over the line in the 2025 pic Coastal Classic for IRC third overall

CELESTIAL V70

SAIL NO: ITA70

LOA: 21.5m

CLASS: IRC

DESIGNER: Juan Kouyoumdjian (ARG)

YEAR BUILT: 2007

TYPE: Volvo Open 70

NUMBER OF HOBARTS: 5

OWNER: Jim Cooney/

Samantha Grant

CHARTERER: Sam Haynes

CLUB: Cruising Yacht Club of Australia, NSW

CREW: Sam Haynes (14) - Skipper, Alex Nolan (17) - Navigator, Krishan Bhogal, Nicholas Bice (10), Lewis Brake (5), David Burt (12), David Chapman (8), Robert Greenhalgh (7), William Haynes (2), Jack Macartney (10), William McKenzie (7), Luke Parkinson (8), Lindsay Stead (11), Pablo Torrado, Harry West (4)

Last year Sam Haynes raced Jim Cooney and Samantha Grant's Volvo 70 Willow, renamed her Celestial V70 and won the race overall by a huge margin after crossing the line in second place. He became just the third serving CYCA Commodore to win in the race's history, joining Merv Davey (1949) and Sir Robert Crichton-Brown (1970). This year he races the V70 again. A top performer with past Celestials, including winning the race in 2022 and placing second in 2021 and standout results in Audi Centre Sydney BWPS' over the years, makes him a contender for the Tattersall Cup again. The yacht will be crewed by the mainstay of last year, led by Robert Greenhalgh and Jack Macartney. Haynes' son, William, is joining him again for William's third Hobart. Haynes, a vet and director and proprietor of Sydney Animal Hospitals, is supporting the Assistance Dogs Australia charity again.



FOR MORE INFORMATION, GO TO [ROLEXSYDNEYHOBART.COM](https://rolexsydneyhobart.com)**CHANCELLOR**

SAIL NO: 6834
LOA: 12.2m
CLASS: PHS
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2010
TYPE: Beneteau First 40
NUMBER OF HOBARTS: 9
OWNER: Ted Tooher
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Edward Tooher

(17) - Skipper, Lara Tyler (1) - Navigator, Henry Bragg (0), Matthew Bryant (2), Eloise Clarke (1), Tim Fisher (1), Merrilee Hansford (0), Karl Kloppenborg (2), Graham Mara (0), Emmanuella Noble (1), Taylor Parkes (0)

Ted Tooher finished eighth in PHS last year after retiring with sail damage in 2021 and this year racks up his 17th Hobart. A Beneteau fan from way back, prior to this boat, Tooher had a Beneteau 47.7 of the same name and before that, he owned this same Beneteau 40 and raced in the 2010 (37th) and 2011 (60th) Rolex Sydney Hobarts before selling it to Matthew Vadas and Jonathon Stone, who raced her to Hobart in 2012, 2013, 2014 and 2016. Before Tooher repurchased her, the yacht last raced to Hobart in 2019 as HYC Breakthrough, sailed by an Irish crew headed by Darren Wright. He may not finish the Sydney Hobart at the top of the pile, but that's because the generous Tooher gives opportunities to local and international sailors that they might not otherwise receive.

**CINQUANTE**

SAIL NO: 5038
LOA: 11.8m
CLASS: IRC
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 2002
TYPE: Sydney 38
NUMBER OF HOBARTS: 7
OWNER: Kim Jaggar
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Michael Bencsik

(27) - Skipper, Bob Thomas (32) - Navigator, Max Cottier (4), Ivan Fitz-gerald (2), Arthur Psaltis (18), Lachlan Steel (2), Neil Tavener (20), Marty Watson (7), Andrew Wong (0), Clare Woods (0)

Kim Jaggar OAM will contest his 39th Sydney Hobart this year after skippering Cinquante to third in the Sydney 38 division last year. In 2022 Cinquante won the Sydney 38 Division after finishing ninth and second in Division 3. In 2021, Cinquante finished third in IRC Corinthian, having also contested the 2018 and 2019 races. Cinquante's (meaning '50' in French) only other Hobart was 2008 under former Victorian owner, Ian Murray, who won the Sydney 38 division, when the boat was known as Morris Finance. Cinquante's crew are taking part in the CYCA's Audi Centre Sydney Blue Water Pointscore as part of their preparation for the 80th Sydney Hobart. Dr Jaggar has been the Principal of Sydney Boys High School since 2000 and was recognised for his service to secondary education with an OAM in 2019.

CHUTZPAH

SAIL NO: R33
LOA: 12.3m
CLASS: IRC
DESIGNER: Reichel/Pugh (USA)
YEAR BUILT: 2007
TYPE: Caprice 40
NUMBER OF HOBARTS: 17
OWNER: Bruce Taylor
CLUB: Royal Yacht Club of Victoria, VIC
CREW: Bruce Taylor (43) -

Skipper, Kingsley Piesse (41) - Navigator, Lincoln Attersall (7), Peter Fletcher (37), Gavin Gourley (37), James Permezel (37), Paul Sandles (21), Andrew Taylor (31), Ian Taylor (23), David Watson (26)

Last year Chutzpah won Division 2. In fact, since owing his own boats from 1986, Taylor has amassed 26 divisional wins or places. In 2023 he and son Drew celebrated 30 Hobarts together (a record) with third in Division 2, while navigator Kingsley Piesse celebrated his 40th straight Sydney Hobart. Taylor, a semi-retired orthodontist and his nine crew boast 303 Hobarts between them, a record in itself. Taylor has come very close to winning the race. His most painful was second overall to Wild Rose by a little under 39 minutes in 2014. He was fourth in 2007 and fifth in 2013. The Caprice 40 holds the race record for yachts under 12.5 metres with a time of 2 days 4 hours 10 minutes and 37 seconds. With previous Chutzpahs, Taylor produced second overall in 1990, ninth in 1994, finishing second in IMS Division (371 boats raced) and sixth in 2001. Since 1986, the Victorian has owned six offshore Chutzpahs. This dedicated crew would love to win the 80th Sydney Hobart.

**CLOCKWORK**

SAIL NO: 3838
LOA: 11.8m
CLASS: IRC
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 2001
TYPE: Sydney 38
NUMBER OF HOBARTS: 2
OWNER: Andrew Lloyd/Mary Ann Harvey
CLUB: Cruising Yacht Club of South Australia, SA
CREW: Andrew Lloyd (4) - Skipper, Mary Ann Harvey (3),

Matthew Stephens (2) - Navigator, Michael Burvill (2), Rowan Edwards (1), Paul Hicks (2), Laoise King (1), Peter Palm, Brenden Savage (1), Samuel Wilksch (1)

In 2024, Clockwork finished 35th overall and won the Sydney 38 Division before placing fifth overall in the Teakle Adelaide to Port Lincoln race. She made her Sydney Hobart debut in 2023 and placed 38th. Andrew Lloyd and Mary Ann Harvey have campaigned this yacht solidly in the past two years at major Australian events, including Harvey racing her at the 2024 and 2025 Australian Women's Keelboat Regattas in Melbourne. Other regattas followed in their ambitious project to contest as many as they could get to, including the Melbourne to Devonport Race at the end of October. As Harvey said, "I aim to cover over 9000 nautical miles on the journey, including a trip back to South Australia for a sailing event," during which her owners planned to raise funds for charities close to their hearts.



BOAT NOTES



COASTWATCHER

SAIL NO: 2404

LOA: 12.2m

CLASS: IRC

DESIGNER: Farr Yacht Design (USA)

YEAR BUILT: 2012

TYPE: Beneteau First 40

NUMBER OF HOBARTS: 2

OWNER: Craig Coulsen

CLUB: Royal Yacht Club of Tasmania, Tas

CREW: Craig Coulsen (3) -

Skipper, James Robinson (1), Taylor Rose (3), Daniel Scanlan (2), Peter Wright (11)

Tasmanian Craig Coulsen has purchased the former Not A Diamond from Queensland. The Beneteau First 40 has done two Sydney Hobarts, the 70th in 2014 and the 2015 race. Coulsen has grown up with boats and sailing, thanks to his father, also a sailor. This year, Coulsen entered the day entries closed, which he also did before the 2002 race when he entered Trump Card and in pouring rain and 500 metre visibility, was holed in the stern shortly after the start. Coulsen has plenty of offshore miles under his belt, in races such as the Brisbane to Gladstone and other Tasmanian races. He has been cruising for the last 10 years and is looking forward to doing the Hobart as the start of a three-year racing plan for Coastwatcher.

COOL C4TS

SAIL NO: AUS7771

LOA: 13.7m

CLASS: IRC

DESIGNER: Briand Phillippe (FRA)

YEAR BUILT: 2008

TYPE: Beneteau First 45

NUMBER OF HOBARTS: 8

OWNER: Scott Mutton

CLUB: Royal South Australian Yacht Squadron, SA

CREW: Scott Mutton - Skipper, James Gordon (1) - Navigator, Adrian Edmonds, Owen Haskett (0), Adam Henry, Kurt Humphries, Martina Nicholls (0), Francisco Orozco (3), Michael Spurling, Jodie Ward (0), Guy Wogan-provo (4)

Scott Mutton bought this Beneteau First 45 and renamed her Cool C4ts. She will mostly be crewed by South Australians who have sailed together in inshore and offshore races for many years on Mutton's previous yacht, 3 Cool Cats. With Cool C4ts, Mutton contested the 2025 Noakes Sydney Gold Coast race, GCCM Gold Coast Mackay race and Airlie Beach and Hamilton Island Race Weeks in preparation for the 80th Sydney Hobart. The yacht was last known as Z7 and contested the 2022 Hobart after competing as Highly Sprung in 2019 and 2021, with a best result of eighth in the latter race. The boat started life as Lady Courier in 2008 for French owner Gery Trentesaux, then Paul Clitheroe bought her and renamed her Balance for the 2009 and 2011 Hobarts. She was chartered in 2012 and named Peugeot Surfrider, before becoming Balance again 2013.



CRUX

SAIL NO: 177

LOA: 10.1m

CLASS: IRC/Double Handed

DESIGNER: Sparkman & Stephens (USA)

YEAR BUILT: 2008

TYPE: S&S 34

NUMBER OF HOBARTS: 2

OWNER: Carlos Aydos

CLUB: Middle Harbour Yacht Club, NSW

CREW: Carlos Aydos (2) - Skipper, Peter Grayson (6) - Skipper

Carlos Aydos and Crux return having not done the Sydney Hobart since 2022 when they finished 38th overall, third in Division 5 and fourth in the Double-Handed IRC Division. She has been owned by Aydos since 2018 and he and Grayson placed second in the Double-Handed division in both IRC in their first Rolex Sydney Hobart in 2021. This is the last S&S 34 ever built and under her former name, Blondie, she won the Fremantle to Geraldton race. One of the great S&S designs in the race, heavy weather is her friend. Crux is contesting the CYCA's Audi Centre Sydney Blue Water Pointscore in order to improve her chances in the 80th Sydney Hobart.

CYAN MOON

SAIL NO: B47

LOA: 14.3m

CLASS: PHS

DESIGNER: Groupe Finot (FRA)

YEAR BUILT: 2003

TYPE: Beneteau Oceanis 473

NUMBER OF HOBARTS: 3

OWNER: Wayne Arnold Seaward

CLUB: Sandringham Yacht Club, VIC

CREW: Maud Demazure (2) - Skipper, Wayne Arnold Seaward (3) - Skipper, Damien Lee (0) - Navigator, Louise Cotter (6), Adam Davis (0), Aaron Dobner (0), Matt Kardas (3), Alasdair Murray (0), Kate Nuttall (0), Luke Robinson (1)

Wayne Arnold Seaward and Cyan Moon are back from Victoria for another shot at PHS glory in the Rolex Sydney Hobart and keen to do well in this 80th running of the famous 628 nautical mile race. Unfortunately, Cyan Moon retired in 2024 with battery issues after also retiring from the 2023 race with rig damage. Disappointing after winning PHS from 18 entries in 2022. Cyan Moon is a comfortable Beneteau Oceanis 473 that is raced out of Melbourne by the Seaward family and their friends on Port Phillip. To escape winter, the Seawards normally do the northern circuit from July to August, including Airlie Beach Race Week, where they are well known.



FOR MORE INFORMATION, GO TO [ROLEXSYDNEYHOBART.COM](https://rolexsydneyhobart.com)**DASHER+FISHER
HOW BIZARRE**

SAIL NO: S13
LOA: 11.0m
CLASS: IRC
DESIGNER: Reichel/Pugh (USA)
YEAR BUILT: 2008
TYPE: Seaquest RP36
NUMBER OF HOBARTS: 1
OWNER: Scott Robinson
CLUB: Royal Melbourne Yacht Squadron, VIC

CREW: Scott Robinson (5) - Skipper, Peter Amarant (1) - Navigator, Mark Geyle (1), Campbell Russell (0), Doug Russell (0), James Russell (4), Sean Supanz (2), Ralph White (4)

Built in Dubai, Dasher+Fisher How Bizarre contested her maiden Rolex Sydney Hobart last year, led by Scott Robinson, who with partners, purchased How Bizarre in 2015. They compete in both inshore and offshore races out of Victoria, notching up notable results in ORC races, including winning the famous 195 nautical mile Rudder Cup in 2024 (Melbourne to Devonport Race). Among the smaller boats in the fleet, this Seaquest RP36 packs a punch. Aboard with Robinson this year are old sailing mates from his 20's, Ralph White and James Russell, who did the 50th Sydney Hobart with him in 1994. Russell's two sons, Campbell (on bow) and Doug (trimming) join the crew for their first Hobarts, choosing the 80th race for this special occasion.

**EYE CANDY**

SAIL NO: FRA-9777
LOA: 11.8m
CLASS: IRC
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 2002
TYPE: Sydney 38
NUMBER OF HOBARTS: 2
OWNER: Thierry and Malo Leseigneur
CLUB: Bellerive Yacht Club / Royal Yacht Club of

Tasmania, TAS

CREW: Malo Leseigneur (3) - Skipper, Thierry Leseigneur (2) - Navigator, Tom Carr (2), Jeremy Ditcham (1), Nicholas Griggs (1), Vianney Guilbaud (0), Matthias Houvenagel (2), Angus Sprott (3), Timothy Vincent (3)

Eye Candy, one of the successful Sydney 38's from Aussie designers Murry Burns Dovell, last came to the race in 2023 and placed 29th overall after retiring from her maiden Sydney Hobart in 2022 when she broke her forestay. The yacht has been based in Tasmania the past two years where Malo Leseigneur lives these days. Malo says: "This will be a third attempt at winning the Sydney 38 division." The yacht returns with a mix of crew from New Caledonia and Tasmania. Thierry and Malo, a father and son, have raced in Sydney previously, chartering Faster Forward for the inaugural Sydney 38 OD International Championship at Middle Harbour Yacht Club in 2017. In June 2021, they won the the Groupama Around New Caledonia Race with Eye Candy, taking ORCi overall honours too.

ESPRIT

SAIL NO: 8455
LOA: 13.6m
CLASS: PHS
DESIGNER: Berret Racoupeau Yacht Design (FRA) Edward Dubois
YEAR BUILT: 2003
TYPE: Wauquiez C45
NUMBER OF HOBARTS: 1
OWNER: Rod West
CLUB: Southport Yacht Club, Qld/Cruising Yacht Club of Australia, NSW

CREW: Rod West (7) - Skipper, Graham Costello (4) - Navigator, Rohan Birch (2), Paul Larcher, Sheree Lavender, Christopher Leahy (1), Christopher Mazur (8), Bruce Pitt, Rob Wibaux (1), Brent Young (0), Simone Young (0)

This is a second Hobart for Esprit, which finished fifth in PHS in 2022 at her first attempt with this French Berret Racoupeau designed Wauquiez C45. The yacht's owner, Rod West, a former army colonel, has eight Sydney Hobarts behind him. The Queensland yachtsman contested the 2019 Rolex Sydney Hobart with a Beneteau First 44.7, Another Painkiller, which won him the 2019 Southport Yacht Club Offshore Club Champion title. Otherwise, West usually confines racing to his home club where the yachtsman is known as a consistently solid performer. He is most proud of "our loyal crew, a diverse band of scallywags who like nothing better than sailing together on long ocean passages." The 80th Sydney Hobart should help quench that thirst.

**FIRST LIGHT**

SAIL NO: USA54
LOA: 12.2m
CLASS: IRC
DESIGNER: Owen Clarke (UK)
YEAR BUILT: 2008
TYPE: Class 40
NUMBER OF HOBARTS: 0
OWNER: Elizabeth Tucker
CLUB: Middle Harbour Yacht Club, NSW
CREW: Elizabeth Tucker

(2) - Skipper, Annie Stevenson - Navigator, Malin Ludwig (1), Madeline Lyons (2), Bayley Taylor (1)

Elizabeth Tucker raced on Xanthus last year but comes to the race with her own boat for the 80th Hobart. First Light is a Class 40 yacht she bought in Europe and sailed back to Australia two-handed with the yacht's former owner, Cole Brauer, a most experienced yachtswoman. Tucker's main game is the 2027 Global Solo Challenge. In the meantime, her first offshore race with the boat was the Pittwater to Coffs Harbour race where she finished 10th overall. Tucker took on the 2025 Noakes Sydney Gold Coast race and placed 18th overall and second in Division 1. Both races were done with an all-female crew and the mandate for the ACSBWPS of which the Rolex Sydney Hobart is the final race, is the same.



BOAT NOTES



FLAT WHITE

SAIL NO: 1696

LOA: 12.2m

CLASS: PHS

DESIGNER: Graham Radford (AUS)

YEAR BUILT: 1995

TYPE: Radford 12.2

NUMBER OF HOBARTS: 4

OWNER: Jen Linkova

SKIPPER: Geoffrey Tomlins

CLUB: Queensland Cruising Yacht Club, QLD

CREW: Geoff Tomlins (9) - Skipper, Gabrielle Purchas (1) - Navigator, David Miller (2), Dustin Popp (3), Paul Schaffer (2), Stuart Watson (1), Peter Wright (11), Andrew Yarroll (0) In her owner, Jen Linkova's absence, Geoff Tomlins skippered Flat White to PHS sixth overall and fourth in PHS Division 2 last year, under the name 'Journeyman Flat White'. He says, "We are aiming to go better in 2025!" Formerly named Red Jacket, the Radford 12.2 was bought by Jen Linkova who renamed and sailed her to Double-Handed PHS eighth overall in the 2021 Rolex Sydney Hobart. The yacht did two Sydney Hobarts before Linkova bought it, retiring in 1998 and placing 10th and winning their division in 1999.

FLIGHT MODE

SAIL NO: G54

LOA: 17.1m

CLASS: PHS

DESIGNER: Dixon Yacht Design (UK)

YEAR BUILT: 2014

TYPE: Moody 54DS

NUMBER OF HOBARTS: 3

OWNER: Robert Gourlay, Timothy Gourlay and Rosemary Pilkington

CLUB: Royal Yacht Club of Tasmania, TAS

CREW: Matthew Pilkington (2) - Skipper, Rob Gourlay (2) - Navigator, Mathew Cubit (7), Nick Darlow (2), Timothy Gourlay (4), Jonathan Gourlay (0), Jeremy Grey (1), Daniel McCormick (0), Tim Nicholas (0), Richard Parker (4)

This comfortable and beautifully appointed Moody 54DS raced the last three Rolex Sydney Hobarts as Moody Buys, placing second overall in PHS and second in Division 2 in 2019, third overall in PHS in 2016 and 56th overall in ORCi in 2014 for her then Victorian owner. This year she will be sailed by Tasmanians, son and father, Rob and Tim Gourlay. Very experienced offshore yachtsmen, the Gourlay's and Pilkington previously sailed the Beneteau 45, Black Sheep to 25th and fourth in Division 3 in the 2018 Rolex Sydney Hobart and are among the pleasing dozen entries from the Apple Isle this year.



FLYING FISH ARCTOS

SAIL NO: 7551

LOA: 16.4m

CLASS: PHS

DESIGNER: Graham Radford (AUS)

YEAR BUILT: 2001

TYPE: Radford 50

NUMBER OF HOBARTS: 18

OWNER: Flying Fish Online

CLUB: Middle Harbour Yacht Club, NSW

CREW: Drew Hulton-smith (6) - Skipper, Mathew Ackroyd (4), Paul Harvell (1), Timo Kairi (0), Heidi King (0), Tristan Kusel, Ben Lam, Kam Foo Loke (0), Jenny O'Donoghue (1), James O'Neill, Sarah Jane Pell (1), Iain Wilcock (0) This yacht is the flagship in the Flying Fish international offshore training fleet. It was originally built for short-handed yachtsman, Don McIntyre, to race around the world and is so sturdily built she's just the vehicle for the Hobart. The yacht does very well and her results mentioned here are under PHS: 11th overall in 2023, 14th in 2022 and fifth overall, finishing second in Division 1 in 2021. The Radford 50 placed 12th in the 2019 race after finishing eighth in 2018. Best results include a victory, and winning Division 2, after beating all Division 1 yachts in 2017. The yacht also won PHS in 2010, scored second in 2009 and third in 2012.

FRANTIC

SAIL NO: GBR5211L

LOA: 15.9m

CLASS: IRC

DESIGNER: James Donovan (USA)

YEAR BUILT: 2004

TYPE: TP52

NUMBER OF HOBARTS: 10

OWNER: Michael Martin

CLUB: Newcastle Cruising Yacht Club, NSW

CREW: Michael Martin (11)

- Skipper, Robert Thew (1) - Navigator, David Blakemore (2), Stephen Chapman (19), Malcolm Dean (8), John Eve (2), Antony Gango (2), Zac Heggie (1), Anthony Jurd (5), Elizabeth Knorre (1), Greg Mackintosh (1), Jane Roberts (11), Ashley Rose (4), Trevor Smyth (2)

Frantic's last Hobart was 2023 where she finished 36th overall. Owned by former Wallaby player, Michael Martin, Frantic is one of the older TP52s and she loves a long ocean race, starting with a win in the 2013 Gosford-Lord Howe Island race. In 2018, Martin claimed Line Honours and smashed the record in the revived Sydney Noumea Race, in 4days 2hrs 23mins 34secs, (taking 1:19:12 off Brindabella's 1991 record) and won the RPAYC's inaugural Sydney to Auckland Ocean Race in 2023.

In 2016, Martin relinquished the helm so the first Korean team to sail the race could compete, renaming her Sonic and they enjoyed it so much, the yacht raced for Korea again in 2017. Geoff Hill, of Antipodes fame, was the yacht's (known as Stewth) first owner.

• 2025 Sydney to Auckland Ocean Race second overall after winning the race in 2023



FOR MORE INFORMATION, GO TO [ROLEXSYDNEYHOBART.COM](https://rolexsydneyhobart.com)**FREYJA****SAIL NO:** N10**LOA:** 10.7m**CLASS:** PHS**DESIGNER:** William Atkins (UK)**YEAR BUILT:** 1945**TYPE:** Atkins Ketch 35 ft.**NUMBER OF HOBARTS:** 2**OWNER:** Richard Lees**CLUB:** Newcastle Cruising Yacht Club, NSW**CREW:** Andrew Miller -

Skipper, John Burrows, Scott Leary (O), Kyle Liston, Michael Mcfayden

Freyja is the second oldest yacht in the race; an Atkins Ketch designed by William Atkins and built in 1945. Richard Lees has taken her in the Sydney Hobart twice. In 2016 she made it halfway up the Harbour and retired after blowing out a headsail at the back of the fleet. Dr Richard Lees was better prepared in 2017 and received the huge cheer and warm Hobart welcome reserved for the last finisher. Lees' daughter and son-in-law purchased Freyja, launched in San Francisco Bay. It needed major repairs, so Lees and his wife became partners to help. The two families otherwise use Freyja for family holidays and races out of Newcastle Cruising Yacht Club. She will be skippered by Andrew Miller this year, with Richard planning on travelling down to Hobart to welcome them at the dock.

FRUIT SALID 3**SAIL NO:** RQ334**LOA:** 12.2m**CLASS:** IRC**DESIGNER:** Farr Yacht Design (USA)**YEAR BUILT:** 2013**TYPE:** Beneteau First 40**NUMBER OF HOBARTS:** 3**OWNER:** Mark Drobitko**CLUB:** Royal Queensland Yacht Squadron, QLD**CREW:** Mark Drobitko (4)

- Skipper, Sam Johnson (3) - Navigator, Miles Ellery (5), Neil Everson (8), Thorsten Maertens (1), Clinton Pure (1), Tom Robinson (1), Michael Welsby (3)

Mark Drobitko sailed Fruit Salid 3 to 50th overall last year after last competing in 2022 when they placed 76th after finishing 22nd in the 2021 Rolex Sydney Hobart. Drobitko bought this Beneteau 40 in the UK in 2016 and sailed it to Australia, arriving in late 2017. Passage highlights included first place in the 2016 ARC+ Atlantic Crossing, Caribbean Sea cruising, Grenada Race Week, Panama Canal transit, Pacific Ocean, and time enjoying life at sea. The boat's intended name was 'Fruit Salad', but a few drinks later and the paint brush out, the spelling changed, but they have somehow lived it down... Fruit Salid also races out of home waters and takes on the northern circuit of races where the emphasis is on good team work and a happy crew.

**GINAN****SAIL NO:** M111**LOA:** 11.1m**CLASS:** IRC**DESIGNER:** Alan Johnstone (USA)**YEAR BUILT:** 2012**TYPE:** J/111**NUMBER OF HOBARTS:** 0**OWNER:** Nigel Jones & Cam McKenzie**CLUB:** Mornington Yacht Club, VIC

CREW: Nigel Jones (10) - Skipper, Cameron McKenzie (15) - Skipper, Greg Patten (3) - Navigator, Tim Bilham (5), Ruben Gustavsson (O), James Jackson (O), Marc Jukes, David Kneen (2), William McKenzie

New to the Hobart, Ginan has enjoyed a successful season sailing under ORC in ORCV events, placing first overall in the Apollo Bay and Devonport races and she has been ORCV's Coastal Champion for the last three years under Nigel Jones and Cam McKenzie. The pair were named 2024 Australian Sailing Victorian Team of the Year, 2023/24 ORCV Offshore Champions and placed second overall in the 50th and 51st Melbourne to Hobart races. The two have been friends since their twenties in 1990, They've sailed together for years, including 10 Sydney Hobarts, but this is the first yacht they've owned between them. Jones is the son of successful Australian yacht designer, Don Jones and the two have raced together and separately on Don's Cadibarra's in the past, with Nigel skippering both successfully, including being the sole finisher in the 1999 West Coaster.

GIZMO**SAIL NO:** 99**LOA:** 10.8m**CLASS:** IRC/Double Handed**DESIGNER:** Andrieu Yacht Design (FRA)**YEAR BUILT:** 2016**TYPE:** Jeanneau Sun Fast 3600**NUMBER OF HOBARTS:** 5**OWNER:** Rob Drury**CLUB:** Cruising Yacht Club of Australia, NSW**CREW:** Rob Drury (4) - Skipper, Marc Michel (10) - Skipper

Rob Drury returns to sail his Jeanneau Sun Fast 3600, Gizmo, teaming up withv Marc Michel. Drury contested the 2014, 2015 and 2016 Hobarts fully crewed with his former yacht, a Cookson 12 called Pazazz (racing this year as Kraken 42S). He has also done his share of short-handed racing. Michel was last here from New Zealand in 2023, sailing double handed in his Dehler 30 One-Design Niksen and finishing fifth overall in the Double-Handed division. He is a keen double handed yachtsman, having contested the Melbourne-Osaka double handed race in 1991 and placed third as well as being the first non-French crew to compete in the AG2R Trans-Atlantic race in 1994. Wendy Tuck and Meg Niblett raced Gizmo in the Hobart last year but retired. The boat was originally known as Mister Lucky.



BOAT NOTES



HAPPY WANDERER

SAIL NO: 43218
LOA: 14.9m
CLASS: IRC
DESIGNER: John Corby (UK)
YEAR BUILT: 2002
TYPE: Corby 49
NUMBER OF HOBARTS: 7
OWNER: Daniel Cannon
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Dan Cannon (2) -

Skipper, James Keane (1) - Navigator, Justin Bain (0), Josh Cook (2), Nathan Edwards, Hamish Johnston (0), Andrew Marr (3), Sean Russo, Michael Whitelaw (0)

Happy Wanderer, commonly known as Vamp, is the Corby 49 Dan Cannon and crew raced to Hobart last year in support of the Wandering Warriors, a charity that provides tertiary education and mentoring opportunities for Australian Defence Force veterans. Crew consists of amateur sailors from across the country. The team also did the 2019 Hobart, renaming Duende 'Happy Wanderer' for that race too. This yacht has contested seven Hobarts with different owners, charterers and boat names, including West Australians Paul Eldrid and Chris Higham, renaming it Abbotts Vamp for the 2019 Hobart after Peter Wrigley won Division 2 in 2011 and Roger Hickman scored second in Division 2 in 2010. Alan Brierty owned the yacht in 2007 and raced it as Limit, but it started life as Flirt for Chris Dare. This year's race will feature a great fleet of five contenders for the Oggin Cup.

- Second in both the IRC and PHS Corinthian divisions 2024
- Won the Oggin Cup for first Armed Services yacht on corrected time 2024



HIP-NAUTIC

SAIL NO: 7811
LOA: 10.0m
CLASS: IRC/Double Handed
DESIGNER: Andrieu Yacht Design (FRA)
YEAR BUILT: 2020
TYPE: Jeanneau Sun Fast 3300
NUMBER OF HOBARTS: 3
OWNER: Jean-Pierre Ravanat

CLUB: Derwent Sailing Squadron, TAS

CREW: Dylan Gore (1) - Skipper, Jean-Pierre Ravanat (4) - Skipper

Sailing his Jeanneau Sun Fast 3300, Hip-Nautic, fully crewed last year Jean-Pierre Ravanat managed 21st overall. In 2023, he and Drew Meincke sailed double handed and placed 43rd overall and sixth in Double Handed after retiring on the first night the previous year because of mainsail damage. Ravanat returns to sail double handed again, this time with Dylan Gore, who was on his crew last year. Hip-Nautic was launched by Ravanat in late 2020. She is one of the many Sun Fast designs in the race, tailor made by Jeanneau for short-handed sailing, making them a popular choice. Ravanat is a seasoned sailor from Tasmania.

HIGHLY SPRUNG

SAIL NO: 8108
LOA: 15.9m
CLASS: IRC
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2005
TYPE: TP52
NUMBER OF HOBARTS: 10
OWNER: Mark Spring
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Mark Spring (3) -

Skipper, Patrick St John (9) - Navigator, James Beck (10), Max Brennan (1), Innes Briscoe (2), Nicholas Drummond (2), Tanguy Fournier Leray (7), Campbell Gees (14), Mike Hurst (3), Matthew Mayall (1), Mark Murray (1), Phil Peterson (3), Scott Poole (3), James Turner (7), Hamish Vass (1) Mark Spring sailed Highly Sprung in the 2023 Sydney Hobart, her last race south. This year, he sailed the TP52 to fifth overall in September's Flinders Islet Race, one of six yachts to finish inside the old race record and placed fifth again in October's Tollgate Islands Race. Spring, co-founder and an Executive Director of Pallas Capital, bought the former Stay Calm/Calm/ M3/M3 Hungary in June 2022 and renamed her Highly Sprung and mentors younger sailors as part of his sailing program. This year 7 CYCA Youth Sailing Academy graduates will be on board. This TP52 arrived in Australia in 2009 and contested her first Hobart that year. She retired in 2010, was fifth in 2011 and 2012 - her best results so far - and raced as Stay Calm Hungary in 2019. Spring also raced his yacht in the 2022 Australian Yachting Championships and is a regular at TP52 events.



HOLLYWOOD BOULEVARD

SAIL NO: AUS8899
LOA: 16.8m
CLASS: IRC
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2008
TYPE: Farr 55
NUMBER OF HOBARTS: 10
OWNER: Ray Roberts
CHARTERER: Mike Miller
CLUB: Royal Ocean Racing Club, UK

CREW: Mike Miller (0) - Skipper, David Lancefield - Navigator, Alex Cass (1), Shaun Jones (0), Daniel Kellie (0), Sandra Marichal (0), Jessica Morgan (0), Andrew Moss (0), Meredith Rogers (0), Timothy Tim Thomas (0), Nick Trahair (0), Brian Wallace (0) An eclectic international crew from the UK, France, Canada, USA and one from Australia, led by Mike Miller, will race Ray Roberts' Farr 55 in the 80th Sydney Hobart. Miller describes himself as: "An offshore sailor, mentor and adventurer with a passion for the ocean and for developing people." He was a watch leader for Aussie, Wendy Tuck (the first woman to skipper a victorious circumnavigation), on Sanya Serenity Coast, when they won the 2017/18 Clipper Round the World Race. Mike grew up racing laser dinghies from the age of 7 in Singapore harbour, and cruising with his family in Malaysia and Thailand. Hollywood Boulevard is a successful yacht that last headed south in 2019 and carries a best place of 10th overall in 2018. Before then, she did the race as OneSails Racing and was originally Michael Hiatt's Living Doll, placing second overall in 2011.



FOR MORE INFORMATION, GO TO [ROLEXSYDNEYHOBART.COM](https://rolexsydneyhobart.com)**HUTCHIES YEAH BABY**

SAIL NO: A5
LOA: 15.2m
CLASS: PHS
DESIGNER: Hugh Welbourn (UK)
YEAR BUILT: 2000
TYPE: Welbourn 50
NUMBER OF HOBARTS: 7
OWNER: Andy Lamont
CLUB: Southport Yacht Club, QLD

CREW: Andy Lamont (2) - Skipper, Barry Schoonenberg (4) - Navigator, Matthew Andrews (1), Emma Baillie (3), Michael Blair (13), Murray Emmerson (14), Philip Gadd (2), Jessica Greenwood (2), Jake Gundry (7), Sebastian Gundry (1), Braeden Mchugh (3), Paul Murray

After completing a World Sailing Speed Record Council sanctioned solo around the world record attempt in 2016, Andy Lamont returned home and to fully crewed racing as the owner/skipper of Hutchies Yeah Baby. He says: "The crew are a lot more fun than the imaginary friends I had while spending 10 months alone at sea." Yeah Baby boasts a long and distinguished history in ocean racing, starting life as a Farr 50 in the 90s but had the deck cut off and a new Welbourn-designed hull put under it in 2000. Lamont sailed her to 46th overall in the 2023 Rolex Sydney Hobart and 67th the year before. The yacht did its first Hobart as Audi Sunshine Coast in 2013 but retired. Lamont and his crew are organised and raring to give the 80th a good go.

**INUKSHUK**

SAIL NO: SA982
LOA: 11.6m
CLASS: IRC/Double Handed
DESIGNER: Hank Kaufman (AUS)
YEAR BUILT: 1989
TYPE: Northshore 38
NUMBER OF HOBARTS: 3
OWNER: Robert Large
CLUB: Royal South Australian Yacht Squadron,

SA

CREW: Andrew Ebbott (9) - Skipper, Robert Large (6) - Skipper

With co-skipper Stuart Watson, Canadian born South Australian Robert Large, took Inukshuk to 11th in the Double Handed division last year. In 2022, with Cameron Boogaerdt co-skippering for him, Large placed 12th. The Northshore 38 finished fourth in Division 2 of the 2024 Adelaide to Port Lincoln race. Large retired Inukshuk (the former New Morning III) from the 2021 Rolex Sydney Hobart having suffered auto pilot issues in the inaugural Two-Handed division. The boat's name, 'Inukshuk', means 'a structure of rough stones stacked in the form of a human figure', traditionally used by Inuit people as a landmark that symbolises safety, hope and friendship. Large, who sailed across the Atlantic Ocean to the Caribbean in 2014, says, "I tend to favour cold weather sailing and the more challenging the conditions - the better," which is why he loves the Sydney Hobart.

INNER CIRCLE

SAIL NO: M762
LOA: 12.2m
CLASS: IRC
DESIGNER: Bruce Farr (USA)
YEAR BUILT: 1987
TYPE: Farr 40 IOR
NUMBER OF HOBARTS: 13
OWNER: Darren Cooney
CLUB: Royal Motor Yacht Club Toronto, NSW
CREW: Darren Cooney (6)

- Skipper, David Castleton (5) - Navigator, Aaron Beasley (3), Mitch Croak (3), Christopher Greenhalgh (4), David Hosken (1), Ken saladine (7), Courtney Street (0), Liam Tanner (1)

Built to the IOR rule that ruled supreme until the early 1990s, Inner Circle last headed south in 2014 and placed 23rd overall. She has a long ocean racing history and was known as Short Circuit, Ferris Audio and Hills Antennas before becoming Inner Circle in time for the 50th anniversary race in 1994 that produced a record 371 boats. In 2008, after the yacht retired to Eden with damage, Darren Cooney remembered his late father saying what a great boat she had been - and that inspired him to return the boat to racing condition, after she had spent five years on her Lake Macquarie mooring. The yacht's best Hobart result was 11th in 1988 when she was Ferris Audio. Cooney contested the 2025 Noakes Sydney Gold Coast race and finished 34th overall.

**JAFFA**

SAIL NO: R39
LOA: 12.0m
CLASS: IRC
DESIGNER: Malcolm Runnalls (GER)
YEAR BUILT: 2008
TYPE: Runnalls 39
NUMBER OF HOBARTS: 3
OWNER: Stuart & Michael Mellington
CLUB: Sandringham Yacht Club, VIC

CREW: Stuart Mellington (4) - Skipper, Tim Fowler (4) - Navigator, Allan Couceiro (0), Guy Hancock, Michael Mellington (7), Maximilian Meschers (3), Patrick Moore (1), Greg Plum (0), Nicholas Tisch (1), Melissa Warren (1)

Jaffa is now owned by Victorian, Stuart Mellington, who previously co-owned the Iain Murray Custom 37, Dark and Stormy, which he sailed to 58th overall in the 2018 Rolex Sydney Hobart and 92nd in 2019. This Runnalls 39 has changed hands since her three previous Sydney Hobarts. West Australian, Terry Posma, last sailed Jaffa to 42nd in ORCi in 2019 after retiring with engine problems in 2015. Her first Hobart was 2014 with a 39th overall. She competed in most major offshore races on the west coast and was specifically designed for those conditions. Jaffa is a great offshore racing boat given conditions suited to the smaller yachts - maybe this is the year - 2014 was the last time a smaller yacht, Wild Oats at 43 feet, won the Sydney Hobart for Roger Hickman and crew.



BOAT NOTES



JUPITER

SAIL NO: MYC99
LOA: 9.9m
CLASS: IRC/Double Handed
DESIGNER: Alan Johnstone (USA)
YEAR BUILT: 2021
TYPE: J/99
NUMBER OF HOBARTS: 1
OWNER: Ian Smith
CLUB: Manly Yacht Club/ Cruising Yacht Club of

Australia, NSW

CREW: Ian Smith (2) - Skipper, John Cross (3) - Skipper
 Jupiter is an optimised J/99 consistently delivering podium performances on the Australian offshore and short-handed racing circuits. Her inaugural major race achievement came when owner Ian Smith and Billy Sykes won the 2024 Pittwater to Coffs race overall after finishing second of just three finishers, leading to their also winning the double handed division. She placed fourth in the Double handed division of September's Flinders Islet Race co-skipped by regular double hander, John Cross who normally with his father Martin, but will do this Hobart with Smith, which they are in great form for.

- Third Division 5, third Double Handed in 2024 Rolex Sydney Hobart
- Third in each of the three IRC Divisions - Double Handed, Division 3 and Corinthian in 2025 Noakes Sydney Gold Coast race
- Third in Double Handed Division in 2025 Tollgate Islands Race



KANREKI

SAIL NO: 7709
LOA: 12.0m
CLASS: IRC
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2000
TYPE: Cookson 12
NUMBER OF HOBARTS: 4
OWNER: Michael Rowe/ Ben Martin
CLUB: Manly Yacht Club, NSW

CREW: Michael Rowe (4) - Skipper, Peta Rose (1) - Navigator, William Hough, Rhoslyn Humphreys (1), Ben Martin, Penelope Meakins, Kate Rowe, Catherine Thornton-rofe, David West, David Wright

Michael Rowe and Ben Martin have owned Kanreki since 2018 and took her to 32nd overall and third in Division 3 in last year's Rolex Sydney Hobart - her best Hobart result so far - and their first Hobart with the yacht. It was best known as About Time when owned by Julian Farren-Price and was almost unbeatable on the short ocean racing circuit. She then did three Sydney Hobarts as Sail Exchange for Carl Crafoord. Kanreki is sailing the CYCA's Audi Centre Sydney Blue Water Pointscore this year and finished the 2025 Noakes Sydney Gold Coast Race and Flinders Islet race with a fifth and sixth in division respectively. A Cookson 12 is yet to win the Sydney Hobart, but if the conditions are right for the smaller boats, this is the one that could.

JUST FARR LOVE

SAIL NO: R201
LOA: 15.5m
CLASS: PHS
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 1996
TYPE: Farr 51
NUMBER OF HOBARTS: 1
OWNER: Scott Lovell
CLUB: Tamar Yacht Club/ Port Dalrymple Yacht Club, TAS

CREW: Scott Lovell (1) - Skipper, Robert Brunning (1) - Navigator, Ross Smith (1) - Navigator, Mandy Barden (1), Brian Cottnam (1), Murat Djakic (0), Tim Freeman (1), Mitchell Ranson (1)

Scott Lovell and Just Farr Love's Sydney Hobart debut last year could not have gone better - they won PHS overall and PHS Division 2 - beating all the Division 1 PHS yachts into the bargain! Just Farr Love is a 51 foot Bruce Farr designed fast cruiser built by Binks Yachts in Adelaide, the first of five fast cruisers built on Farr design number 193. Her interior panelling and furniture is built from beautiful Tasmanian Huon pine, while her cabin sole was built from Tasmanian Blackwood. Lovell keeps Just Farr Love at Beauty Point on the Tamar River at Tamar Yacht Club (TYC) marina, where they are regulars in the fleet in TYC and Port Dalrymple Yacht Club races as they warm up for the Rolex Sydney Hobart.



KD1

SAIL NO: 5588
LOA: 12.4m
CLASS: IRC
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 1999
TYPE: Farr 40
NUMBER OF HOBARTS: 0
OWNER: Joe de Kock
CLUB: Newcastle Cruising Yacht Club, NSW
CREW: Joe De Kock (13)

- Skipper, Janease Graham (4) - Navigator, Will Armstrong (1), Kyle Hancock (3), Richard Hooper (5), Lucy Nissen (0), Tom Stearnes (2)

Joe de Kock gave KD1 a major refit when he bought the former Goodform 10 years ago, after she had competed on the Farr 40 circuit and done some IRC races. KD1 won Division 2 in the 2024 Australian Yachting Championships and is now ready for her first Sydney Hobart "We've made the change to offshore racing for the 2025/26 season," de Kock says. In the lead-up, KD1 contested the Noakes Sydney Gold Coast race but a torn main ended her race. The Flinders Islet Race proved better, with an eighth overall, followed by fourth in the Tollgate Islands Race. De Kock, who established Midcoast Boatyard and Marine facility in 2003 and has raced everything from skiffs to yachts, last raced to Hobart in 2022, with KD4, a Dehler 44 he sailed double handed with Richard Hooper, who is aboard again.



FOR MORE INFORMATION, GO TO [ROLEXSYDNEYHOBART.COM](https://rolexsydneyhobart.com)**KOA****SAIL NO:** 52152**LOA:** 15.9m**CLASS:** IRC**DESIGNER:** Farr Yacht Design (USA)**YEAR BUILT:** 2004**TYPE:** TP52**NUMBER OF HOBARTS:** 6**OWNER:** Peter Wrigley/Andy Kearnan**CLUB:** Cruising Yacht Club of Australia, NSW

CREW: Andy Kearnan (6) - Skipper, Peter Wrigley (7) - Skipper, Adam Cameron (2), Robert Carlile (17), Scott Clarkson (8), Max Fisher (0), Simon Hunter (10), Alex Jarvis, Bruce Mcrae (8), Warren Sare, Phillip Smith, Paul Williams (16)

Koa's last Sydney Hobart appearance was in 2022 when she retired due to rudder damage on the second morning, ending her race. She placed 10th in the 2025 Noakes Sydney Gold Coast race and sixth in September's Flinders Islet Race, one of six yachts to finish inside the old race record. Koa also contested the 2016, 2017, 2018 and 2019 Rolex Sydney Hobarts after Peter Wrigley and Andy Kearnan bought the former Sjabok/Lucky in 2015. They scored the treble in the 2017 Flinders Islet Race, breaking Loki's seven-year-old conventional yacht record and have produced some good results in between Hobart races. Now 21 years old, Koa still has what it takes on the race track.

- Line Honours and overall winner of 2025 Pittwater to Coffs race

**KRAKEN SAILS TOECUTTER****SAIL NO:** R1111**LOA:** 10.0m**CLASS:** IRC**DESIGNER:** Robert Hick (AUS)**YEAR BUILT:** 2023**TYPE:** Hick 10**NUMBER OF HOBARTS:** 2**OWNER:** Robert Hick**CLUB:** Royal Yacht Club of Victoria, VIC

CREW: Robert Hick (19) - Skipper, Christie Hamilton (0) - Navigator, Paul Cannon (5), Rhys Cantwell (2), John Dusting (4), Ryan Wong

As Toecutter, this Hick 10 placed 27th overall last year after coming to the 2023 Rolex Sydney Hobart brand new and placing 28th and fourth in Division 4, skippered by the yacht's respected Australian naval architect/builder, Robert Hick. Hick's designs have been newsworthy over the years, his most famous design/build was the 1998 Sydney Hobart winner, AFR Midnight Rambler, showing the integrity of Hick designs. This year, Hick's boat is racing as Kraken Sails Toecutter, with Kraken Sails Director, Christie Hamilton, navigating. This Hick 10, which follows on from Hick's other self-designed yachts, was launched in late October 2023 in time for her maiden race, the Melbourne to Devonport (Rudder Cup) in which she won PHS Division 2 as she awaited her IRC rating. Expect good things from this boat and her crew if it's a small boat race.

KRAKEN 42S**SAIL NO:** D099**LOA:** 12.0m**CLASS:** IRC**DESIGNER:** Farr Yacht Design (USA)**YEAR BUILT:** 2001**TYPE:** Cookson 12**NUMBER OF HOBARTS:** 6**OWNER:** Mark Bayles**CLUB:** Derwent Sailing Squadron, TAS**CREW:** Mark Bayles (4) -

Skipper, John Wearne (2) - Navigator, Matthew Denholm (3), Courtney Howard (1), Cam Lynch (5), Dave Macgill (1), Anthony Ozols (11), Robbie Tuck (2), Geoff Tuck (3)

Mark Bayles skippered Kraken 42S to 35th overall and fourth in Division 3 in the 2022 Rolex Sydney Hobart and returns for a tilt at the 80th edition. Bayles does possess the goods, winning all three handicap categories in the 180 nautical mile Maria Island Race in 2022, sailed off the rugged south-east coast of Tasmania. The Cookson 12, previously known as Pazazz and Grace O'Malley, has been racing in Tasmanian waters, competing in Launceston to Hobarts, Maria Islands and Bruny Island races. As Grace O'Malley for Zoe Taylor, the boat was 40th in the 2017 Hobart after winning the Cabbage Tree Island Race. She placed ninth and won Division 3 in 2018. Before that, Rob Drury bought the boat in 2012 when she known as Pazazz and contested the 2014, 2015 and 2016 Rolex Sydney Hobarts, winning Division 2 in 2016.

**LAWCONNECT****SAIL NO:** SYD1000**LOA:** 30.0m**CLASS:** IRC**DESIGNER:** Juan Kouyoumdjian (ARG)**YEAR BUILT:** 2008**TYPE:** Juan K 100**NUMBER OF HOBARTS:** 11**OWNER:** Christian Beck**CLUB:** Cruising Yacht Club of Australia, NSW**CREW:** Christian Beck

(7) - Skipper, Christopher Lewis (3) - Navigator, Rachel Beck (0), Indy Beck (2), Lucas Chapman (11), Dylan Clarke (4), Alexander Gough (6), Carlos Hernandez Robayna, Mustafa Ingham (5), Tony Mutter (11), Thomas Needham (0), Christopher Nicholson (11), Silas Nolan (22), Ty Oxley (14), Timothy Paternmann (0), Ryan Phillips (5), Simbad Quiroga (2), John Von Schwarz (0), Charlie Wyatt (5)

Indy Beck joins his dad in the race for the first time having turned 18 and Christian Beck's wife, Rachel, rejoins the crew after a two-year break. LawConnect answered her critics again last year, taking Line Honours for the second year running and placing second overall. In the light air (not to her liking) 2023 Hobart, she claimed Line Honours from Andoo Comanche by 51 seconds as a thriller played out on the Derwent River in front of the crowds. It was the second closest finish in the race's history and a third Line Honours victory for the Juan K design - her first was 2016 as Perpetual LOYAL, when owned by Anthony Bell, who also broke the race record after buying the former Speedboat/Rambler. In 2022, LawConnect was second over the line, 26 minutes behind Andoo Comanche and in 2019, known as InfoTrack, finished second again, 44mins astern of Comanche, after a five-way 100 footer battle to Hobart.

- Defending Line Honours champion



BOAT NOTES



LE TIROFLAN

SAIL NO: FRA85

LOA: 12.2m

CLASS: PHS

DESIGNER: Finot/Conq (FRA)

YEAR BUILT: 2010

TYPE: Pogo 40

NUMBER OF HOBARTS: 1

OWNER: Christoher Taylor

CLUB: Cruising Yacht Club of Australia, NSW

CREW: Christopher Taylor

(1) - Skipper, Marcus Jones (0) - Navigator, David Alais (3), Victor Arranz, Taylor Hodgkinson (0), David Walker (10) Chris Taylor's Le Tiroflan finished third in PHS and second in Division 2 in her maiden Rolex Sydney Hobart last year, much to her owner's pleasure. The Pogo 40 is a fast unforgiving racing yacht that has high expectations of her crew, the owner/skipper included! Chris Taylor says, "We are a fun loving crew who have a lot of fun living up to Le Tiroflan's expectations." The last Pogo design to grace the Sydney Hobart start line was Rod Skellet's Pogo 40, Krakatoa II, in 2010.

- Won PHS overall in the Double handed division of the 2025 Flinders Islet Race.

LOCH SLOIDH 3

SAIL NO: R9797

LOA: 11.9m

CLASS: IRC

DESIGNER: Murray Burns Dovell (AUS)

YEAR BUILT: 2002

TYPE: Sydney 38

NUMBER OF HOBARTS: 2

OWNER: Peter McFarlane

CLUB: Royal Yacht Club of Victoria, VIC

CREW: Peter Mc Farlane

(0) - Skipper, Scott Mcinerney (0) - Navigator, Kal Baker (0), Conor Brosnan (0), Zachary Edwards-simes, Ben Frecheville (4), Murray James, Fletcher Johnson (1), Joel Matthews

This Sydney 38 has come out of long offshore racing mothballs. Peter McFarlane bought the ex-*Hidden Agenda*, formerly owned by Graham Gibson, who took the sail number, 9797 from Ninety Seven, the 1993 Sydney Hobart Line Honours winner that he purchased from Andrew Strachan. Gibson then applied it to this yacht which he took to Hobart in 2004 and 2005. The name *Loch Sloidh* comes from Clan McFarlane, a highland Scottish clan - and Peter McFarlane's ancestors. Translated from Gaelic, it means 'The Loch of the Host'. McFarlane has been sailing most his life and bought his first boat, a high-performance Fireball dinghy, at 14 with his paper run savings. His most recent success was placing second under AMS and in Division 2 in the 2025 Adelaide to Port Lincoln Race. We'll see what the clan has to offer in the 80th Sydney Hobart.



LOVE & WAR

SAIL NO: 294

LOA: 14.2m

CLASS: IRC

DESIGNER: Sparkman & Stephens (USA)

YEAR BUILT: 1973

TYPE: S&S 47

NUMBER OF HOBARTS: 20

OWNER: Simon Kurts

CLUB: Cruising Yacht Club of Australia, NSW

CREW: Stephen McCullum

(28) - Skipper, Patrick Broughton (16) - Navigator, Ian Goldsworthy (7), Chris Harmsen (23), Michael Heenan (25), Aero Lepastrier (2), Timothy Manion (2), Alex McWilliam (7), Peter Sheldrick (31), Matt Tomaszewski (9), Grace Shipway

Last year, Simon Kurts' son Phil skippered *Love & War* to Hobart for the first time and won Division 5, having already done seven Hobarts with Simon on this famous S&S47. She is the second of only three boats to win the race three times in 1974, 1978 and 2006. Celebrating her 50th birthday in 2023, Simon sailed her to 30th overall. Before that, she placed third in 2021 to win Division 4 and in 2019, placed third in Division 7 and second in the Grand Veterans division. In 2016, she was third in Division 4 and second in the Corinthian division. In 2014, she placed seventh for second in Division 4, won the 30 year Veterans and placed second in the 20 year Veterans. Launched for Peter Kurts in 1973, *Love & War* was the favourite of all yachts he owned and raced - and the only one he kept. Peter represented Australia at the 1975 Admiral's Cup with her and she's at her best in a good blow.

LUCKY

SAIL NO: USA2872

LOA: 27.0m

CLASS: IRC

DESIGNER: Juan Kouyoumdjian (ARG)

YEAR BUILT: 2014

TYPE: Juan K 88

NUMBER OF HOBARTS: 1

OWNER: Bryon Ehrhart

CLUB: New York Yacht Club, USA

CREW: Bryon Ehrhart -

Skipper, Juan Vila (11) - Navigator, Scott Beavis, Brad Butterworth, Jono Clough, Antonio Cuervas Mons, Rodney Daniel, Brian Giorgio, Sam Mason, Will McCarthy, Dan Morris, Hamish Pepper, Dean Phipps, Jono Rankine, Joca Signorini, Peter Van Niekerk, Stu Wilson, Liam Woulfe

Lucky contested the Hobart as *Rambler 88* for George David in 2015, finishing third over the line after a match race with *Ragamuffin 100* for second place. American, Bryon Ehrhart, bought and renamed her in 2023. This year she took monohull Line Honours in the RORC Transatlantic Race, beating *Comanche's* 2022 record. She took monohull Line Honours in the Caribbean 600 and won the Barn Door Trophy as first monohull to finish the Transpac Race. While this is Ehrhart's first Sydney Hobart, 30 years ago he took a crew training course in Sydney. The experienced yachtsman has previously owned a TP52, a Reichel/Pugh 63 and a Maxi 72, all called Lucky. This latest Lucky, from Juan K, was designed to let rip off the breeze and downwind. When not sailing, Ehrhart, from Chicago, is the Global Head of Strategic Growth & Development at Aon, a leading global professional services firm.

- 2025 Line Honours, race record, won overall October's Sydney to Auckland Ocean Race
- 2025 Line Honours in the pic Coastal Classic, New Zealand



FOR MORE INFORMATION, GO TO [ROLEXSYDNEYHOBART.COM](https://rolexsydneyhobart.com)**LUNA BLUE****SAIL NO:** 7809**LOA:** 14.1m**CLASS:** PHS**DESIGNER:** Farr Yacht Design**YEAR BUILT:** 2008**TYPE:** Beneteau First 45**NUMBER OF HOBARTS:** 2**OWNER:** John Turnbull/
David Watson/Steve
Kellaway**CLUB:** Royal Prince Alfred

Yacht Club, NSW

CREW: John Turnbull (2) - Skipper, David Watson (3) - Navigator, Andrew Benefield, Kim Dix, Frederic Hemming (3), John Hodgkinson, Patrick James, Erin Middlehurst, Daniel O'Sullivan, Ged Poirier

John Turnbull and David Watson last pointed Luna Blue south in the 2023 Rolex Sydney Hobart, but retired on the second day with damaged equipment, much to her owners' disappointment, after placing sixth in PHS in 2021. In April this year, the Beneteau First 45 placed 18th in PHS in the Pittwater to Coffs Harbour race, hosted by her club. Launched in 2008, Luna Blue was purchased out of Adelaide in 2020 and her new owners, plus five friends, had an exciting time sailing Luna Blue to her new home on Pittwater in NSW, giving them and the yacht a good run in. Turnbull, Watson, Steve Kellaway and their loyal, longstanding crew have been having a great time on this First 45 after racing their previous yacht, the 40.7 Beneteau Reverie.

**MARGUERITE****SAIL NO:** M772**LOA:** 14.5m**CLASS:** PHS**DESIGNER:** Farr Yacht Design (USA)**YEAR BUILT:** 2004**TYPE:** Beneteau First 47.7**NUMBER OF HOBARTS:** 1**OWNER:** Eastsail Sydney**SKIPPER:** Aaron Zhou**CLUB:** Cruising Yacht Club of Australia, NSW

CREW: Aaron Zhou (0) - Skipper, Chen Hong (0), Zhenyu Hu (0), Wenwen Lin (0), Tim Liu (0), Xiao Liu (0), William Wei, Jieping Zhang (0), Xiding Zhao (0)

This Beneteau 47.7, Marguerite, will be sailed by a Chinese crew, skippered by Aaron Zhou - and they are all new to the Sydney Hobart. The Beneteau First 47.7 has done just one Hobart before, the 75th race in 2019. Significantly, it was sailed by the only indigenous team to ever contest the race. They named her Tribal Warrior and she was skippered by Wayne Jones to 28th on PHS and they received tumultuous applause as they sailed by the Taste of Tasmania after finishing. Now she is back for the 80th. Zhou has spent a lot of time sailing out of the CYCA and has been busy preparing Marguerite for the Rolex Sydney Hobart.

MAKO**SAIL NO:** N40**LOA:** 12.5m**CLASS:** PHS**DESIGNER:** Murray Burns
Dovell (AUS)**YEAR BUILT:** 1999**TYPE:** Sydney 40**NUMBER OF HOBARTS:** 5**OWNER:** Simon Macks**CLUB:** Newcastle Cruising
Yacht Club, NSW**CREW:** Tim Dodds (11) -

Skipper, Adrian Kiely (12) - Navigator, Andrew Burggraaff (4), Greg Busch (6), Marcus Busch (3), Hugh Dodds (3), Simon Glover (2), Ethan Ortlipp (2), Damien Parer (0), Emily Sellens (1), Samuel Wood (1)

Last year Mako finished second in Division 1, then placed sixth overall in the Teakle Adelaide to Port Lincoln race and seventh on PHS in the Noakes Sydney Gold Coast Yacht Race. In the 2023 Rolex Sydney Hobart, Mako was second on PHS and second in PHS Division 1, earlier winning PHS in the 2023 Noakes Sydney Gold Coast Race. The Sydney 40 also placed second in PHS in the 2022 Hobart. NCYC CEO, Paul O'Rourke, chose the 75th edition in 2019, for Mako's Sydney Hobart debut and brought her back in 2021. A large syndicate from NCYC bought the boat in 2018 and her owners take turns to skipper, and it somehow works. The boat was built for the 1999 Admiral's Cup and was in the winning Dutch Team as 'Trust Computer Products'. She then became Questionable Logic and Pride.

**MARITIMO 100****SAIL NO:** 0100**LOA:** 30.46m**CLASS:** IRC**DESIGNER:** Dubois Naval
Architects (UK)**YEAR BUILT:** 2013**TYPE:** Oyster 100**NUMBER OF HOBARTS:** 1**OWNER:** Bill Barry-Cotter**CLUB:** Southport Yacht
Club, QLD**CREW:** Bill Barry-Cotter (3)

- Skipper, Murray Spence (24) - Navigator, Phil Armstrong (4), Nicholas Barry-Cotter (0), Harley Cowlshaw (2), Jack Harris (0), Peter Jones (27), Anthony May (0), Douglas Miller (0), Neil Sherring (5), Ross Willaton (1), Paul Wrench (1)

Maritimo 100 contested her first Sydney Hobart last year and finished 12th on PHS. The last Oyster 100 built, she was purchased last year by Maritimo principal, Bill Barry-Cotter. Although a 100 footer, Maritimo 100 is not a grand prix racer, rather an elegant cruiser that enjoys creature comforts. Barry-Cotter added more luxury to her before the race last year, when his brother Kendall raced alongside him. This year, Kendal's son Nicholas, joins the crew for his first Hobart. Barry-Cotter had previously last raced to Hobart in 1975 and scored a divisional win with his self-built Carter 33 Ghost, which was then skippered by Kendal in the 1976 race. He has spent the last few years buying up and refreshing other yachts ahead of entering them in the race, including the likes of Maritimo Katwinchar, which is entered again this year.



BOAT NOTES



MARITIMO KATWINCHAR

SAIL NO: CYC8

LOA: 10.0m

CLASS: IRC

DESIGNER: Watney (UK)

YEAR BUILT: 1904

TYPE: Ketch

NUMBER OF HOBARTS: 3

OWNER: Bill Barry-Cotter

CLUB: Southport Yacht Club, QLD

CREW: Michael Spies (46)

- Skipper, Greg Johnston (28), Scott Kaufman (17), Jonah Levi (0), Peter Vaiciurgis (2)

Bill Barry-Cotter bought Katwinchar, built in the Watney Brewery in London for proprietor, W. Watney, restoring her from a dilapidated state over two years. The ketch is the oldest confirmed yacht to have done the Hobart. Her first was 1951 under E.J. Mossop, who sailed her to Australia from England, but she retired in Hobart before finishing. Michael Spies was aboard for her second race in 2019 and after some great two-handed results, last year, retired from his first Sydney Hobart double handed effort, co-skippered by Peter Vaiciurgis. 'Spiesy' is sailing fully crewed this time and will rack up his 47th Hobart. Vaiciurgis is aboard, along with Scott Kaufman, a renowned Australian boat designer and sailor who lives in New York. A hard blow is needed to win, but never underestimate 'Spiesy', the 1999 Line Honours champ and record breaker on Nokia. He has also won overall (First National Real Estate, 2003) and has two major titles - in both 18ft skiffs and 11 Metre One-Design Worlds.



MAZU DENALI'S LITTLE HELPER

SAIL NO: 6492

LOA: 11.8m

CLASS: IRC

DESIGNER: Murray Burns Dovell (AUS)

YEAR BUILT: 1999

TYPE: Sydney 38

NUMBER OF HOBARTS: 0

CHARTERER: Damien Parkes

CLUB: Cruising Yacht Club

of Australia, NSW

CREW: Damien Parkes (36) - Skipper, Rohan Wood (9) - Navigator, Matthew Cassidy (17), Dan Da Silva, Pierrick Delcroix (0), John Harrison, Annemarie Parkes (3), Eleonore Lorentzon, Lisa Vos

Damien Parkes has chartered this Sydney 38 known previously as Molon Labe and Wild One. Mazu Denali's Little Helper is so named because of Parkes' larger TP52, Denali. The 38 is being sailed to Hobart to run the yacht in - like cars, boats need long leg stretches to stay in shape and the 80th Sydney Hobart seemed the right opportunity to Parkes, whose illustrious Sydney Hobart career includes second overall on Gretel in 1980 and taking Line Honours on Vengeance in 1981. Parkes also skippered his own famous yacht, Freight Train, in seven races. The last four Hobarts have been done on his TP52, Denali.

MASTER LOCK COMANCHE

SAIL NO: CAY007

LOA: 30.0m

CLASS: IRC

DESIGNER: Verdier Yacht Design and VPLP (FRA)

YEAR BUILT: 2014

TYPE: MAXI VPLP/Verdier

NUMBER OF HOBARTS: 8

CHARTERER: Matt Allen/James Mayo

CLUB: Cruising Yacht Club

of Australia/Royal Prince Edward Yacht Club, NSW

CREW: Matt Allen (32) - Skipper, James Mayo (4) - Skipper, Andy Green (11) - Navigator, Pablo Arrate (4), Adam Beashel (3), Noel Drennan (36), Clinton Evans (10), Craig Garnett (20), Ryan Godfrey (18), Andrew Henderson (26), Philip Jameson (10), Campbell Knox (15), Iain Murray (30), Sam Newton (12), William Parker (11), Harry Smith (3), Oliver Smith (1), Graeme Taylor (28), Andre Vorster (2), Daryl Wislang (6)

Matt Allen and James Mayo return after retiring Master Lock Comanche early last year with mainsail damage. Allen is the newest owner of a trio to win the Sydney Hobart three times with the same boat (his TP52, Ichi Ban). Mayo won the 1999, 2024 and 2025 Etchells Worlds and did the 1986 and 1987 Hobarts on Sovereign, taking the double line and overall win in 1987. John Winning Jr sailed Comanche as Andoo Comanche in 2022, taking Line Honours and but lost to LawConnect by 51 seconds in 2023. First owned by American Jim Clark and wife Kristy, Comanche finished 49 mins behind Line Honours victor, Wild Oats XI in 2014, but took Line Honours in 2015. Jim Cooney/Samantha Grant bought the yacht and as LDV Comanche, took Line Honours and the race record in 2017, after a protest against the initial claimant, Wild Oats XI. Cooney last sailed her in the 2019 race and took Line Honours. Had ups and downs, but she is the yacht to beat.



MIDNIGHT RAMBLER

SAIL NO: ST36

LOA: 11.0m

CLASS: IRC

DESIGNER: Murray Burns Dovell (AUS)

YEAR BUILT: 2005

TYPE: Sydney 36

NUMBER OF HOBARTS: 6

OWNER: Ed Psaltis

CLUB: Royal Yacht Club of Tasmania, TAS

CREW: Edward Psaltis (42) - Skipper, Andrew Davison (13) - Navigator, Tony Ellis (54), Tim Hampton (4), Kenneth Ormandy (3), Adam Schlipalius (5), Rory Spinaze littlejohn (1), Glenn Stewart (5)

Ed Psaltis is a stalwart of the race and his Sydney 36 is the latest of his seven iterations of Midnight Ramblers. Originally from Sydney, Psaltis moved to Tasmania in 2019 where he continues to sail successfully. He comes from one of four three-generational families to compete in the famous race, of which he is second generation, and has the distinction of winning the fatal 1998 Sydney Hobart on AFR Midnight Rambler, a Hick 35 and one of the smallest boats in the fleet. With this Sydney 36, he placed second in Division 4 last year and third in Division 4 in 2023, after winning the division and the Corinthian trophy in 2022. He also scored third in Division 4 in 2021. Psaltis revels in this race and has won every major offshore race on the east coast of Australia.



FOR MORE INFORMATION, GO TO [ROLEXSYDNEYHOBART.COM](https://rolexsydneyhobart.com)**MILLENNIUM FALCON****SAIL NO:** M888**LOA:** 11.9m**CLASS:** IRC**DESIGNER:** Sparkman & Stephens (USA)**YEAR BUILT:** 1992**TYPE:** S&S 39**NUMBER OF HOBARTS:** 1**OWNER:** Robert Griffiths**CLUB:** Lake Macquarie Yacht Club/Cruising Yacht

Club of Australia, NSW

CREW: Robert Griffiths (1) - Skipper, Richard Agnew (1) - Navigator, David Cranney, Kenneth Macdonald (2), Keith Rixon (1), David Temperley (1), Michael Westaway (2)

Millennium Falcon, a lovely Sparkman & Stephens design, was built in 1975, but unusually, was not launched until 1992, following a meticulous shipwright fit out. She spent many years sailing on Port Phillip Bay in Victoria. Following a change of owner in 2020, to Robert Griffiths, she received extensive maintenance for an updated program prior to sailing north to a new home on Lake Macquarie, with stays on Sydney Harbour. Millennium Falcon started the 2023 Rolex Sydney Hobart, but retired on the first night with crew illness, so is back to try her luck in the 80th running of the race.

MIN RIVER**SAIL NO:** AUS888**LOA:** 10.3m**CLASS:** IRC/Double Handed**DESIGNER:** Jacques Valer (FRA)**YEAR BUILT:** 2023**TYPE:** JPK 10.30**NUMBER OF HOBARTS:** 2**OWNER:** Jiang Hui Lin**CLUB:** Cruising Yacht Club of Australia, NSW

CREW: Jiang Lin (4) - Skipper, Alexis Loison (5) - Skipper

Jiang Lin sailed Min River to 20th overall, fourth in Division 5 and fourth in the Double Handed division with Francois Guiffant as co-skipper last year. In 2023, co-skippered by Aymeric Belloir, she was 12th overall, second in Division 5 and third in the Double Handed Division. With Jan Scholten co-skippering, Min River was fourth in Division 3 and fourth in the Double Handed Division of the 2025 Noakes Sydney Gold Coast Race and was second in the Double Danded Division of the Flinders Islet Race. With Belloir, she contested the inaugural IRC Two- Handed European Championship in 2023 and finished fifth overall. Min River arrived in Sydney in October 2023 and Jiang Lin, a skilful double handed sailor who grew up in China, named her for the river in Fujian which flows through the province where her parents lived.

- CYCA Female Ocean Racer of the Year in 2024

**MINERVA****SAIL NO:** 9277**LOA:** 12.2m**CLASS:** IRC**DESIGNER:** Ker Yacht Design (UK)**YEAR BUILT:** 2011**TYPE:** Ker 40**NUMBER OF HOBARTS:** 0**OWNER:** Edward Cox**CLUB:** Royal Sydney Yacht Squadron/Cruising Yacht Club of Australia, NSW

CREW: Edward Cox (5) - Skipper, Mark Hewitt-Park (12) - Navigator, Katherine Bennett (1), William Cox (5), Michael Nolan, Nathan Stanaway (3), Megan Thomson

Minerva is a Ker 40 that was originally christened Icebreaker in New Zealand and sports an updated Ker keel with a 3 metre draft. In the lead-up to the 2025 Rolex Sydney Hobart, Edward Cox is contesting the CYCA's Audi Centre Sydney Blue Water Pointscore and took the boat to fourth in Division 1 of the Noakes Sydney Gold Coast Yacht Race. This Minerva replaced the Cox family's DK43, also named Minerva, which regularly competed in Sydney Hobarts and other races from 2010 until her last in 2021, with a best result of 16th in 2013.

MINNIE**SAIL NO:** 424**LOA:** 13.0m**CLASS:** IRC**DESIGNER:** Don Jones (AUS)**YEAR BUILT:** 2001**TYPE:** Jones 42**NUMBER OF HOBARTS:** 7**OWNER:** Michael Bell**CLUB:** Cruising Yacht Club of Australia, NSW**CREW:** Michael Bell (16) - Skipper

Michael 'Zappa' Bell returns with Minnie having placed 45th overall last year with both his sons, Matt and Ollie aboard. In 2022, he sailed Minnie two handed with his son Oliver and the Jones 42 design was the second fastest two-hander over the line while finishing 36th of the entire fleet to cross the line. Minnie is the ex Cadibarra 8, a Don Jones 42 originally owned and raced by Victorian, Jones, who retired her from the 2001 Hobart. Zappa, a former yacht rigger who will sail his 17th Hobart this year, renamed her Minnie in honour of his late mother, so this is very much a family affair. In 2021, Zappa raced two-handed with his other son Matt on Kayimai but retired with gear failure.



BOAT NOTES



MISTRAL

SAIL NO: 1
LOA: 10.5m
CLASS: IRC/Double Handed
DESIGNER: Marc Lombard (FRA)
YEAR BUILT: 2018
TYPE: Lombard 34
NUMBER OF HOBARTS: 4
OWNER: Rupert Henry
CLUB: Cruising Yacht Club of Australia, NSW

CREW: Rupert Henry (8) - Skipper, Pablo Santurde del Arco - Skipper

Mistral carries sail No. 1 and mostly finishes in that position. Co-skipped by Frenchman Corentin Douguet in 2024, Rupert Henry finished ninth overall, won Division 4 and the Double Handed division and was 18th over the line in the entire fleet. In 2023, he and Jack Boutell placed an amazing sixth overall, only beaten by yachts ranging from 66 to 100 feet, winning Division 4 and the two-handed division. In 2022, Henry and Greg O'Shea won the Two-Handed division and placed second in Division 4. Mistral is the double handed benchmark, but Henry's desire is to win the Sydney Hobart overall. In a history-making first, Henry/O'Shea won the 2022 Cabbage Tree Island Race. In 2018, they won the double handed 5500nm Melbourne Osaka race in record time (it still stands) on the JV62, Chinese Whisper (Henry's previous boat). Henry also has a Class 40 yacht, Eora, that he races single and double handed in Europe.



MONEYPENNY

SAIL NO: AUS10
LOA: 21.5m
CLASS: IRC
DESIGNER: Reichel/Pugh (USA)
YEAR BUILT: 2008
TYPE: Reichel Pugh 69
NUMBER OF HOBARTS: 5
OWNER: Robert Appleyard
CLUB: Royal Freshwater Bay Yacht Club, WA
CREW: Robert Appleyard

(1) - Skipper, Mark Wheeler (9) - Navigator, Joshua Alexander (19), James Appleyard (0), Ryan Binedell, Kieran Bucktin, Simon Cunningham, Brent Edwards, Jack Joyner, Vassilis Katsaitis, William Leonard, Niall Morrow (1), Caedric Reader (3), Alan Smith (1), Graeme Spence, Justin Wong (2) West Australian Rob Appleyard made a good decision buying Moneypenny from Sean Langman last year. Before, the yachtsman raced his Fast 40, Secret Weapon with success. He also competes in motor racing in both Formula Ford and Formula 1000 Championships. Langman's best results with Moneypenny, the boat he bought from the US in 2018 as a 65 footer, was third both overall and in Division 0 in the 2023 Rolex Sydney Hobart, and in 2022, eighth overall to win Division 0. He lengthened the RP design from 65 to 69ft in 2019 and won the 2022 Noakes Sydney Gold Coast Race, sponsored by his company, going on to win the Audi Centre Sydney BWPS. Watch this space...

- Won the 2025 Flinders Islet Race - inside the old race record
- Won the 2025 Tollgate Islands Race

MONDO

SAIL NO: 5656
LOA: 11.8m
CLASS: IRC
DESIGNER: Murray Burns Dovell (AUS)
YEAR BUILT: 2003
TYPE: Sydney 38
NUMBER OF HOBARTS: 7
OWNER: Lisa Callaghan/Stephen Teudt
CLUB: Manly Yacht Club, NSW

CREW: Lisa Callaghan (3) - Skipper, Timothy Bradford, Adam Davis, Robert Human (26), Belinda Parkes (1) Mondo is a competitive Sydney 38 that keeps getting better over time, both offshore and in one-design competition. Mondo is skippered by Lisa Callaghan, who sailed her to 25th overall in the 2023 Rolex Sydney Hobart, an impressive result in just her second attempt at the race, so was disappointed to be among the many retirements of last year's Hobart. Since purchasing Mondo in 2018 with two partners, Callaghan has led the team in numerous Sydney 38 Championship events up and down Australia's east coast, steadily climbing the leaderboard. In the lead-up to the Hobart, Mondo placed 29th overall and ninth in Division 2 of the 2025 Noakes Sydney Gold Coast race. Originally launched as Easy Tiger, Mondo gained her new name in 2009.



MRV

SAIL NO: SYD5
LOA: 18.5m
CLASS: IRC
DESIGNER: German Frers (ARG)
YEAR BUILT: 1996
TYPE: Frers 61
NUMBER OF HOBARTS: 2
OWNER: Damien King
CLUB: Sandringham Yacht Club, VIC
CREW: Damien King

(4) - Skipper, Mark Byrne (6) - Navigator, Grant Allen (4), Timothy Burnell (4), Simon Cunningham (22), Justin Mcgarvey (1), Alex Newman (1), Jonathan Orr (3), Eliza Solly (1), David Suda

Damien King's MRV (Margaret Rintoul V) finished eighth overall and won Division 2 in the 2023 Rolex Sydney Hobart. In May 2025, King took line and overall honours in the Apollo Bay Race, repeating his success in the 70th race in 2023, a great 50th birthday celebration for him. The Victorian sailor also contested the 2021 Hobart with this Frers 61 and placed 18th overall. King always collects an eclectic crew that includes male and female champion sailors on the last Margaret Rintoul built for Stan Edwards, a sailing figure of note during the 70's, 80's and 90's. Edwards competed for Australia internationally with previous Rintouls. This one has competed in most major races on the east coast of Australia with Edwards, and subsequent owner Graham Buckeridge and partners, who purchased her in 2007, but it's King who has done best with this yacht.



FOR MORE INFORMATION, GO TO [ROLEXSYDNEYHOBART.COM](https://rolexsydneyhobart.com)

MUDGEE CONCRETE

SAIL NO: 6363

LOA: 15.0m

CLASS: IRC

DESIGNER: Philippe Briand (FRA)

YEAR BUILT: 2007

TYPE: Beneteau First 50

NUMBER OF HOBARTS: 0

OWNER: Jared Macquart

SKIPPER: Michael Stuart

CLUB: Cronulla Sailing

Club, NSW

CREW: Michael Stuart (5) - Skipper, Jacob Broom (9) - Navigator, Jared Macquart - Navigator, Hayden Airey (2), Mitch Barber (5), Peter Britt (17), Haakon Britt (0), Stuart Ford (2), Jack Macgillivray (0), Tim Macgillivray (13), Jensen Penney (7), Todd Stuart (0)

Three father/son combinations will sail on Mudgee Concrete (formerly named Infinity IV), starting with the skipper, Michael Stuart and his son Todd. Peter Britt, who has sailed on SHK Scallywag in the past, is also here with is son Haakon along with Tim MacGillivray and his son Jack. All three sons are making their Hobart debuts under the guidance of their experienced dads. Owner, Jared Macquart is bringing this yacht to the start line for his and the Beneteau First 50's first Sydney Hobart. Macquart is best known for racing a J24 and being a strong supporter of class events at his home club. The owner of Macquart Marine, he has also been on the podium at events such as Hamilton Island Race Week, which he has contested a few times.



NAVY ONE

SAIL NO: 0404

LOA: 12.2m

CLASS: IRC

DESIGNER: Farr Yacht Design (USA)

YEAR BUILT: 2011

TYPE: Beneteau First 40

NUMBER OF HOBARTS: 7

OWNER: Royal Australian Navy

CLUB: RANSA, NSW

CREW: Nick Greenhill (4) -

Skipper, Grace Corboy-stevens (3), Olivia Hughes, Charlotte Mauviel (0), Nicholas Von Behr, Jessica Watson (0), Luran Whitford (0)

Navy One is owned and used by the RAN for Sail and Adventure training and sailed solely by serving Navy personnel. She regularly sails and races as part of the Navy's sporting program for recreation and building resilience. This will be a fourth Hobart for the Navy on this boat. They placed 32nd in 2021 and won the Oggin Cup (awarded to the first armed services yacht on corrected time) entr from Gun Runner for a second year running. Last year, Navy One placed 29th overall and won the PHS Corinthian York Trophy. In 2023, she won the Oggin Cup as the only Armed Forces entry. The Beneteau First 40 retired with a broken boom in 2022. The yacht is the former Lunchtime Legend when owned by Robbo Robertson and scored third in IRC Division 4 in the 2011 Rolex Sydney Hobart.

MWF KAYLE

SAIL NO: 7878

LOA: 16.3m

CLASS: PHS

DESIGNER: David Lyons (AUS)

YEAR BUILT: 2000

TYPE: Lyons 54

NUMBER OF HOBARTS: 16

OWNER: Making Waves Foundation

SKIPPER: John Whitfeld

CLUB: Cruising Yacht Club of Australia, NSW

CREW: John Whitfeld (30) - Skipper, Annie Lawrence (19) - Navigator, Scott Alle (19), Jens Als (0), Jordan Berryman (1), Bridget Canham (9), Jeff Davis (2), Steve Grellis (32), Brad Hoppen (0), James Hunter (2), Jeffery Lewis (0), Kirsten Pollock (0), Greg Pugh (2), David Rieser (1), Amandine Schaeffer (0), Dennis Ward (0)

John Whitfeld skippered MWF Kayle to 11th in PHS in the 2024 Rolex Sydney Hobart after steering the Lyons 54 to fourth in PHS and third in PHS Division 1 in 2023, and 11th in PHS in 2015 when named Kayle - Sailors With Disabilities. She sailed as Faceboat SWD in 2013, after David Pescud skippered the boat to PHS victory in 2007 and led a disabled crew to shatter the record for fastest monohull circumnavigation of Australia in 2003 that still holds today. MWF is focussed on giving disabled and disadvantaged people opportunities to sail via this yacht and others. Making Waves Foundation has won many accolades, including the Minister's Volunteer Management Award for a state sporting organisation 2015, for its dedication to improving the lives of millions of people from NSW through sport. It all started back in the early 1990's by David Pescud and has gone from strength to strength.



NO LIMIT

SAIL NO: 98888

LOA: 19.2m

CLASS: IRC

DESIGNER: Reichel/Pugh (USA)

YEAR BUILT: 2008

TYPE: Reichel Pugh 63

NUMBER OF HOBARTS: 9

OWNER: David Gotze

CLUB: Cruising Yacht Club of Australia, NSW

CREW: David Gotze (13)

- Skipper, Steve Kemp (24) - Navigator, Bruce Clark (30), Julian Freeman (35), Lucas Geddes (4), Charlie Goodfellow (3), Rowan Leaper (21), Duncan Macleod (27), Peter Merrington (27), Nicolas Partridge (25), James Paterson (13), William Sykes (15), Stefan Treurniet (11)

David Gotze skippered No Limit to seventh overall last year, a great result for him with this RP63. A regular in the race, Gotze has contested with the yacht since 2019, the year he bought it and placed seventh overall and second in Division 2. Gotze, an engineer, continually upgrades No Limit in efforts to win the race he has sailed in 13 times as the owner of various yachts. A carefully considered crew, including new addition, Peter Merrington, should hold Gotze in good stead. Launched as Limit by Alan Brierty three weeks before the 2008 Hobart, she finished seventh, but retired from the 2009 race, then placed 14th in 2010. She was then sold and renamed Aszhou and Voodoo. As Voodoo, it finished third in the 2018 Hobart and won Division 1, Hugh Ellis having bought the boat out of the US.



BOAT NOTES



NO PRESSURE
SAIL NO: 8877
LOA: 12.4m
CLASS: IRC
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2005
TYPE: Farr 40 Mod
NUMBER OF HOBARTS: 0
OWNER: Drew Meincke
CLUB: Bellerive Yacht Club, TAS
CREW: Drew Meincke (24)

- Skipper, Callum Cecil (10), Dan Followes (5), Troy Grafton (25), Keith Groves (7), Will Keyes (1), Aaron Mckibben, Malcolm Parker, Lucas Upton (3)

Drew Meincke is a Tasmanian shipmaster about to tackle his 25th Hobart which will see him will join others on the famous '25's' board at the CYCA. In the past, he has done the race on other people's yachts, including twice double handed on Hip-Nautic. This time, it is as an owner and skipper. Meincke has selected a solid offshore crew for the 80th Rolex Sydney Hobart. The likes of Troy Grafton, who sailed his 25th last year, Malcolm Parker and Callum Cecil will help the cause. Under her original name, Mascalzone Latino, the modified Farr 40 won the Farr 40 Worlds in 2006, 2007 and 2008 among other victories under the ownership of Vincenzo Onorato, so her new name, No Pressure, says it all. The Sydney Hobart is a very different kettle of fish to one-design racing, but we shall see...



OCEAN CRUSADERS J-BIRD
SAIL NO: OC52
LOA: 15.8m
CLASS: IRC
DESIGNER: Alan Andrews (USA)
YEAR BUILT: 2001
TYPE: TP52
NUMBER OF HOBARTS: 5
OWNER: Ian and Annika Thomson
CLUB: Whitsunday Sailing

Club, QLD

CREW: Annika Thomson (5) - Skipper, Ian Thomson (7) - Navigator, Ben Archer (0), Bradley Ashcroft (0), Charles Baker (3), Michael Cocks (7), Amberley Middleton (2), Jackie Oconnell (0), Matthew Pilecki (1), Leo Rodriguez (6), Charlie Ryan-kane (2), Laura Thomson (1), Jason Thorne (5), Sam Woodward (0)

Ocean Crusaders J-Bird finished third in Division 1 last year, with Annika Thomson winning the Jane Tate Memorial Trophy (first female skipper to finish) for an unprecedented third time - and three in a row. In 2022, she and husband, Ian, raced two-handed and finished fastest two-hander over the line and 12th overall - an incredible result on a TP52. Ian Thomson spent three years restoring the yacht, converting it to an electric drive, powered purely off renewable energy. Their mission is to see electric engines become the norm, while having a vessel capable of sailing the world and racing competitively. The founders of Ocean Crusaders in 2010, the Thomsons won the Sustainability Award at the 2023 Australian Sailing Awards for their endeavours. Before they owned her, the yacht contested the 2011 and 2013 Hobarts as FfreeFire 52 and Dodo respectively.

NOAHS II
SAIL NO: AUS03
LOA: 21.5m
CLASS: IRC
DESIGNER: Don Jones (AUS)
YEAR BUILT: 2005
NUMBER OF HOBARTS: 10
TYPE: Jones 70
OWNER: Przemyslaw Tarnacki
CLUB: Royal Ocean Racing Club, UK

CREW: Przemyslaw Tarnacki - Skipper, Andrzej Berger (0), Katarzyna Bigos (0), Wojciech Dargiewicz (0), Adam Kiciski (0), Robert Kijack (0), Marek Korobacz (0), Marek Lej (0), Andrzej Lenartowicz (0), Cathal Mahon (0), Artur Manista (0), Marcin Mazur (0), Szymon Muszyski (0), Grzegorz Nowakowski (0), Bartomiej Olczak (0), Marcin Opg: (0), Logan Radford (0), Johnnes Schwarz (0)

This is the former Ichi Ban/Southern Excellence, being sailed in the race by Polish yachtsman, Przemyslaw Tarnacki and a mostly Polish crew. Tarnacki skippered a Polish crew on Weddell, to 76th overall in 2017. He is a multiple world and Polish sailing champion and four-time winner of the Sopot Match Race World Cup. The boat was built for the 2005-2006 VOR, and owned by Matt Allen and Grant Wharington, who skippered her. She did every Sydney Hobart from 2006 to 2014; the first seven as Ichi Ban, the next two as Southern Excellence. She was second across the line in her first Hobart in 2006, then third over the line in 2007 and 2008. Ting Lee, the Chinese owner of Noahs Yacht Club, bought and upgraded Noahs II with a new mast and rigging and raced her to Hobart in 2018.



OROTON DRUMFIRE
SAIL NO: CAY6536
LOA: 24.0m
CLASS: IRC
DESIGNER: Hoek Design (NED)
YEAR BUILT: 2007
TYPE: Hoek TC78
NUMBER OF HOBARTS: 5
OWNER: Will Vicars
SKIPPER: Phillip Neil
CLUB: Cruising Yacht Club of Australia, NSW

CREW: Phillip Neil (5) - Skipper, Lachie Paramor (6) - Navigator, Matt Bridge (2), Brandon Buyink (4), Nicholas Crabtree (4), Adam Hickey (4), Vincent Kennedy (2), Katy Macdonald (3), Will Vicars (5), Jane Vicars (5), James Whelan (7)

The eye-catching Orotan Drumfire, skippered by Phillip Neil, normally sails the race under PHS, but is going IRC for the 80th. She placed second on PHS and won Division 1 last year and won PHS and Division 1 in 2023. Before that, she did the race in 2021, the 75th race in 2019 and in 2018, with updated rigging, sails and other modifications. A Hoek design, the 24-metre Drumfire is named for the long-distance desert race horse of the same name. 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 and was brought to Australia in 2015. For the Hobart, Neil has quite a job removing the added luxuries - so she can sail well to her rating - restoring her to splendour afterwards.



FOR MORE INFORMATION, GO TO [ROLEXSYDNEYHOBART.COM](https://rolexsydneyhobart.com)**PACIFIC ROAD XANTHUS****SAIL NO:** 2527**LOA:** 16.8m**CLASS:** IRC**DESIGNER:** Niels Jeppesen (DEN)**YEAR BUILT:** 2010**TYPE:** X-55**NUMBER OF HOBARTS:** 1**OWNER:** Matthew Fifield**CLUB:** Royal Sydney Yacht Squadron, NSW

CREW: Matthew Fifield (2) - Skipper, David Hamilton (0) - Navigator, Ali Braden (0), Justin Brownbill, Oscar Brownbill (0), James Fifield (0), Emma Glasser, Noah Hastings, Christopher Mapp (0), Andrew Sinclair (1), Tom Spithill (6), Kate Troup (3), Mitch White (23), Peter Winter (2)

Pacific Road Xanthus, a luxury performance cruiser, is back as a contender in their division, having placed 33rd in PHS last year. Matt Fifield, alongside a steady veteran crew led by Mitch White, will compete for the hardware across the 2025-26 Audi Centre Sydney BWPS series that culminates in the 80th Sydney Hobart. Expect strong teamwork and experience to help push Xanthus through the elements and towards the podium in this classic test of seamanship. She raced under PHS last year, but has made the switch to IRC, making her eligible for the famous Tattersall Cup. Sixth overall in October's Tollgate Islands Race is a good start to the end goal. Fifield is a regular in club and local races on Sydney Harbour, including with a former X yacht, Makara. He also contested the 2014 Rolex Sydney Hobart on Flying Fish Arctos.

**PALM BEACH XI****LOA:** 30.48m**CLASS:** IRC**DESIGNER:** Reichel/Pugh (USA)**YEAR BUILT:** 2005**TYPE:** Reichel Pugh 30**NUMBER OF HOBARTS:** 16**OWNER:** Mark Richards**SKIPPER:** Mark Richards**CLUB:** Cruising Yacht Club of Australia/Royal Prince Alfred Yacht Club, NSW/

New York Yacht Club, USA

CREW: Mark Richards (19) - Skipper, Alice Tarnawski Parker (5) - Navigator, Stan Honey (8) - Navigator, Nathan Ellis, Phil Harmer (13), John Hildebrand (12), Chris Links (9), Ian MacKillop, Paul Magee (10), Matthew Mason (13), Anthony Merrington (20), Daniel Oatley (4), Stu Pollard (9), Matthew Shillington (26), Grant Simmer (22), Harley Spreadbury-Key (1), Paul Westlake (10), Josh Whitaker (19), Tim Wiseman (15)

Mark "Ricko" Richards now owns Wild Oats XI, the yacht 'he skippered to a record nine Sydney Hobart Line Honours victories for Bob Oatley, inclusive of two triple wins - line, race record and overall - in 2005, the year she was launched and 2012. Ricko and Wild Oats XI last did the race in 2022 before the yacht was mothballed for two years. She is renamed for the company Ricko founded in 1995 and is undergoing major modifications, led by Richards, including a new deeper keel fin and bulb, advanced upwind daggerboards and radical C-foils. This will be an interesting race for Line Honours.

PACMAN**SAIL NO:** 110**LOA:** 11.2m**CLASS:** IRC/Double Handed**DESIGNER:** Jim Young (NZL)**YEAR BUILT:** 1988**TYPE:** Young 11**NUMBER OF HOBARTS:** 3**OWNER:** Peter Elkington**CLUB:** Royal Queensland Yacht Squadron, QLD

CREW: Peter Elkington (16) - Skipper, Scott Cavanough (9) - Skipper

Peter Elkington and Scott Cavanough took Pacman to second in Division 3 and third in double handed in 2022, then retired from the 2023 Rolex Sydney Hobart with runner damage. In 2024, they finished seventh in the double handed division. These two talented yachties are capable of winning, as both have proved separately in the past. Before sailing the Hobart two-handed with Cavanough, Elkington, an engineer and respected navigator, did his previous three Hobarts on Envy Scooters from 2017 to 2019, with a best result of sixth overall, after racing in Peter Harburg's successful Black Jack team. Cavanough has solid shorthanded sailing credibility, including winning the 2014 Two Handed Class 40 Global Ocean Race. Added to that, Pacman, a Young 11, is a good all-round performer.

**PERPLEXITY****SAIL NO:** 41729**LOA:** 11.3m**CLASS:** IRC**DESIGNER:** Carl Schumacher (USA)**YEAR BUILT:** 1986**TYPE:** Express 37**NUMBER OF HOBARTS:** 0**OWNER:** John Wilkerson**CLUB:** Pacific Mariners Yacht Club, USA / Middle Harbour Yacht Club, NSW

CREW: John Wilkerson (0) - Skipper, David Garman (0) - Navigator, Jim Quanci (0) - Navigator, Valerie Bucholtz (0), Greg Otoole (0), Andrew Schwenk (0), Chad Stenwick (0)

New to the race, Perplexity and owner, John Wilkerson, come from Bainbridge Island in Washington. Perplexity is an Express 37 offshore one-design by the legendary Carl Schumacher and built in Santa Cruz, California. She has done three Singlehanded Transpacific Yacht Races, one Pacific Cup and three Canadian Swiftures. Wilkerson sailed her solo from Port Madison, Seattle for the Swiftsure, doing a Singlehanded Transpac along the way. The crew, three each from San Francisco and Seattle, plus one from Idaho, are thrilled to compete in the Rolex Sydney Hobart, Wilkerson says. Among them is Jim Quanci, whom Wilkerson normally competes against - and they are very competitive - both have wins on the board. Perplexity is registered to Pacific Mariners Yacht Club in Southern California, but the distance to get to Sydney to compete in the 80th Race was nothing to this boat and her owner.



BOAT NOTES



PHILOSOPHER

SAIL NO: 020

LOA: 11.3m

CLASS: IRC

DESIGNER: Murray Burns
Dovell (AUS)

YEAR BUILT: 2008

TYPE: Sydney 36CR Mod

NUMBER OF HOBARTS: 6

OWNER: Michael Tilden

CLUB: Cruising Yacht Club
of Australia, NSW

CREW: Michael Tilden (13)

- Skipper, Peter Gothard (4) - Navigator, Peter Amos (1), Andrew Byrne (7), Jonathan Low (4), Matthew McKenzie (3), Grant Parkhurst (5), Duncan Sim (4), Alec Snyder (6) Michael Tilden purchased Philosopher in May 2024 and set sail in the Rolex Sydney Hobart that year, retiring after dismasting near Jervis Bay. Preparation this year includes the Noakes Sydney Gold Coast Race, in which she finished 24th overall. Her previous owner, David Henry, raced the yacht fully crewed in 2021, but switched to double handed with Stephen Prince in 2022 and 2023, finishing fourth overall in the 2023 Sydney Gold Coast Race, winning Division 3 and taking the double handed crown. Before that, the yacht was named The Philosopher's Club/Philosopher/Willie Smith's Philosopher, under which she won and podiumed numerous times. This yacht has the goods, so it's in the hands of the owner and crew to propel her to a favourable result in the 80th race.

POULPITO MLS

SAIL NO: FRA6900

LOA: 11.8m

CLASS: IRC

DESIGNER: Murray Burns
Dovell (AUS)

YEAR BUILT: 2002

TYPE: Sydney 38

NUMBER OF HOBARTS: 2

OWNER: David Treguier

CLUB: Cercle Nautique
Calédonien, New Caledonia

CREW: David Treguier

(2) - Skipper, Mathieu Landrieu (1) - Navigator, Thomas Boussiron, Aymeric Desurmont (1), Basile Galais (1), Arthur Letournelx (1), Clement Muller (1), Tristan Sachetti

Doing her second Rolex Sydney Hobart in 2024, Poulpito MLS placed fourth in Division 3 and second in the Sydney 38 Division. In her first Hobart in 2022, the New Caledonian boat placed third in the Sydney 38 Division of five boats. This will be Sydney Hobart number three for Poulpito and owner, David Treguier, who finished eighth overall in the 2025 Groupama Race after finishing third overall in the 2022 Groupama Around New Caledonia race. He won the latter from sistership, Eye Candy, also entered for the 80th Hobart. Poulpito will have solid competition with the other Sydney 38s in the fleet and other yachts of similar size and capability. She is the former X Cubed and arrived in New Caledonia in 2011, winning the Groupama Race. In 2019, Treguier bought the yacht, renaming and refitting her.



PRETTY WOMAN

SAIL NO: 545

LOA: 13.8m

CLASS: IRC

DESIGNER: Farr Yacht
Design (USA)

YEAR BUILT: 1996

TYPE: Farr 45

NUMBER OF HOBARTS: 6

OWNER: Richard Hudson

CLUB: Royal Prince Alfred
Yacht Club, NSW

CREW: Richard Hudson

(17) - Skipper, Liam Bennett (5), David Bowie (0), Rob Buchanan (14), Juliet Costanzo (3), Matthew Gerethy (5), Isabella Holdsworth (0), Darcy Kemp (2), Daniel Kemp, Kate Kenny (3), Sarah Parker (3), Lachlan Wallace Richard Hudson was devastated after retiring Pretty Woman from last year's race, as they were on the way to winning the IRC Corinthian trophy, they won in 2023. Regrouping, he finished second in the 2025 Pittwater to Coffs Harbour race. Pretty Woman, whose crew always includes young graduate sailors from RPYC's Youth Development program, scored second in Division 2 in the 2023 Hobart. In the 2022 race, the Farr 45 finished 28th and second in Corinthian IRC. In 2021 she posted third in Division 2. Hudson blends experience with younger sailors on this yacht, allowing them to experience offshore racing at its toughest - and they got a good dose of that last year. This year they undertook another vigorous campaign in the lead-up, including the 2025 Noakes Sydney Gold Coast.

PRIME EXAMPLE

SAIL NO: 214

LOA: 15.9m

CLASS: PHS

DESIGNER: Davidson
Yacht Design (NZL)

YEAR BUILT: 1991

TYPE: Davidson 52

NUMBER OF HOBARTS: 2

OWNER: Rob Fisher

CLUB: Cruising Yacht Club
of Australia, NSW

CREW: Rob Fisher (23)

- Skipper, Bruce Perry (12) - Navigator, Ian Campbell (11), Jenna Cook (1), John Davis (11), William Davison (0), Brandon Fisher (1), Danny Johnson (2), Ramandeep Kaur (4), Morgan Prince (1), Grant Skingle, Charlie Webb (0) Robbie Fisher bought Prime Example, which has twice done the Hobart. As Indec Prime Example for David Gotze, she finished third overall in the 50th anniversary Sydney Hobart in the record fleet of 371 boats and took Line Honours in the 1993 Melbourne to Hobart. Her second Hobart was as Prime Example in 1996, when owned by Graham Williams. Fisher last headed south in 2023 on Helsal 3, with his wife, two children and his father's ashes. Mainsail and other damage meant they retired off the Tassie coast. Tony, Fisher's father, took Line Honours and broke the 1973 Hobart race record with Helsal, dubbed 'The Flying Footpath', as she was built from ferro cement. Fisher spent a good part of his life in Sydney where he sailed on some of his father's famous Helsals, a couple of which he later bought.



FOR MORE INFORMATION, GO TO [ROLEXSYDNEYHOBART.COM](https://rolexsydneyhobart.com)**RAGNAR****SAIL NO:** 10082**LOA:** 10.0m**CLASS:** IRC/Double Handed**DESIGNER:** Andrieu Yacht Design (FRA)**YEAR BUILT:** 2021**TYPE:** Jeanneau Sun Fast 3300**NUMBER OF HOBARTS:** 0**OWNER:** Derek Kerr**CLUB:** Royal New Zealand

Yacht Squadron, NZL

CREW: Derek Kerr - Skipper, Brett Elliott - Skipper

Derek Kerr and Ragnar are regulars on the race course in New Zealand, contesting races such as the 500 nautical mile Helly Hansen Three Kings Offshore Race, which he did double handed with this Jeanneau Sun Fast 3300 in 2024, beset by 30 plus knot squalls that ripped across the start line, abetted by torrential rain. Ragnar got through it and finished when half the fleet did not. This year, Ragnar contested the Evolution Sail Northern Triangle on home waters and posted 10th place overall. There are three other Sun Fast 3300s in this Hobart: Borderline, Hip-Nautic and Toucan. All are sailing double handed, so the fleet will provide some great inhouse competition for each other. Kiwis are notably great sailors so expect good things from Ragnar in her first Rolex Sydney Hobart.

**RISING SUN****SAIL NO:** ASC1**LOA:** 12.2m**CLASS:** PHS**DESIGNER:** Farr Yacht Design (USA)**YEAR BUILT:** 2011**TYPE:** Beneteau First 40**NUMBER OF HOBARTS:** 0**OWNER:** Kevin O'Rourke**CLUB:** Army Sailing Club Association, NSW**CREW:** Kevin O'Rourke -

Skipper, Lachlan Adams, Aiden Boyd (0), Richard Priestly, John Richardson (0)

RISING SUN joined the Army fleet in 2025, replacing the trusty GUN RUNNER. Its Sydney Hobart Race entry is part of a unique training program, with around 60 soldiers taking turns across five offshore passages between Sydney and Melbourne. For most, it's their first taste of life at sea.

The mission is to build amphibious skills, develop leadership and teamwork among junior leaders, support recruitment and retention, and strengthen ties with the Veterans Community along the Eastern Seaboard.

RAGTIME**SAIL NO:** RQ130**LOA:** 13.0m**CLASS:** IRC**DESIGNER:** Rod Johnstone (USA)**YEAR BUILT:** 1994**TYPE:** J/130**NUMBER OF HOBARTS:** 2**OWNER:** Steve Watson**CLUB:** Cruising Yacht Club of Australia, NSW**CREW:** Steve Watson (2) -

Skipper, Christian Holle (1) - Navigator, Jamie Conlon, Matt Harrison, Lance Maizey (7), Tamara Orjola (0), Sam Posetti (0), Sophia Ugarte

Last year Steve Watson sailed Ragtime to 31st overall and second in Division 3 after placing 31st in 2023 and winning PHS Corinthian in the Rolex Sydney Hobart. Watson says, "This will be her third Sydney Hobart and we're looking to improve on our 2024 result." This J/130 was first owned by her designer, Rod Johnstone, who christened her 'Ragtime'. Steve and Cindy Everett owned her next and scored good results, including third IMS overall in the 1991 Sydney Gold Coast. Chris and Bernadette Morgan bought her and won IRC in the 2014 Brisbane to Keppel race. Now owner, Watson, recalls, "In 1994 she was refused entry to the Hobart because at the time her carbon fibre mast was considered too radical and potentially unsafe." Ragtime will be a strong contender in the Wild Rose Pointscore, where to qualify a boat's crew shall consist of at minimum 10% female crew.

**ROARING FORTY****SAIL NO:** 7204**LOA:** 12.2m**CLASS:** IRC/Double Handed**DESIGNER:** Lutra Yacht Design (NED)**YEAR BUILT:** 1997**TYPE:** Lutra Boc Open 40**NUMBER OF HOBARTS:** 1**OWNER:** Kevin Le Poidevin**CLUB:** Port Stephens Yacht Club, NSW**CREW:** Kevin Le Poidevin (3) - Skipper, Brian Pattinson (1) - Skipper

Roaring Forty is a one-off 1997 Lutra BOC Open 40 bought by Kevin Le Poidevin in 2017. He sailed her to 10th in the Double Handed Division last year. The race was used as a test for the 2025 double handed Melbourne to Osaka race, which he finished 12th in with crew Darrell Greig. He also finished third over the line and second overall in the 2007 Rolex Middle Sea Race plus first in the Solo division of the 2008-09 Global Ocean Race. Le Poidevin spent 31 years in the military, which has given him a great many skills needed for short-handed sailing, including efficiency and a vast knowledge of sailing.



BOAT NOTES



RUM BUCKET

SAIL NO: NZL9674
LOA: 16.0m
CLASS: IRC
DESIGNER: Maurizio Cossutti (ITA)
YEAR BUILT: 2018
TYPE: More 55
NUMBER OF HOBARTS: 0
OWNER: Quintin Fowler
CLUB: Royal New Zealand Yacht Squadron, NZL
CREW: Quintin Fowler

(1) - Skipper, Andrew Hall (1) - Navigator, Andrew Aitken (0), Jo Clarke (0), Scott Dickson (0), Jared Haslemore (0), Tim Jeffery (0), Gary Kirkland-Smith (0), Carl Marshall (0), Adam Thompson (0), Nicholas Wells (1)

Rum Bucket, a cruiser, was built in Croatia and with her New Zealand crew, was sailed through the Mediterranean and down to Las Palmas de Gran Canaria. From there, the More 55 entered her first race across the Atlantic west bound to Saint Lucia in the Caribbean. In 2020, she sailed to the Panama Canal and was stranded with the global COVID lockdown, and then she was trapped on a boat carrier where drugs had been found, before finally arriving in New Zealand in August 2021. Rum Bucket is the first of her design in the Southern Hemisphere. Since 2021 she has been racing on the Hauraki Gulf, New Zealand, including competing in the Three Kings Race and the pic Coastal Classic. Her crew are looking forward to competing in the Rolex Sydney Hobart, a bucket list race.

RUM REBELLION

SAIL NO: 1808
LOA: 9.9m
CLASS: IRC/Double Handed
DESIGNER: Alan Johnstone (USA)
YEAR BUILT: 2021
TYPE: J/99
NUMBER OF HOBARTS: 4
OWNER: Shane Connelly
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Shane Connelly (7) - Skipper, Tony Sutton (7) - Skipper

Rum Rebellion is a J/99 campaigned double handed with success out of Sydney by her owner/skipper-Shane Connelly and co-skipper Tony Sutton. Unfortunately, she was one of many retirements last year after suffering equipment damage. Her campaign follows on from the successful double handed campaign of Connelly's previous boat, Local Hero (co-skipper Graeme Dunlop) in the inaugural CYCA Two-Handed series. Before discovering the joy of double handing, Connelly and Sutton both contested Hobarts fully crewed. For the historians, Rum Rebellion's name and sail number reflect the infamous Rum Rebellion of 1808, Australia's first and only Military coup. Appropriately, her Motto is 'New South Wales don't hide under the bed!' Connelly and Sutton are looking to make their mark in the double handed division for the 80th Sydney Hobart.



SANTANA

SAIL NO: M236
LOA: 13.0m
CLASS: IRC
DESIGNER: Ron Holland (NZL)
YEAR BUILT: 1986
TYPE: Swan 43
NUMBER OF HOBARTS: 6
OWNER: Michael Graham
CLUB: Lake Macquarie Yacht Club/Lake Keepit Sailing Club, NSW
CREW: Michael Graham (8) - Skipper, Michael McDonald (5) - Navigator, Tod Cherry (0), Brett Date (0), Scott Ferguson (0), David Hill (8), Kathryn Johnson (0), Dwayne Minch (0), Jesse Morrow (1), Chris Scanlon (1), Jeffrey Shute (7), Peter Watkins (1)

Santana is back after last contesting the 2019 Rolex Sydney Hobart where she represented Lake Macquarie Yacht Club and Newcastle Cruising Yacht Club. "We have repaired the spinnakers and restocked the fridge. The lamb shanks are on order and the red wine laid in the cellar," a ready to rumble owner, Michael Graham, says. Previously, Mike Kelaher skippered Santana in the 2004 Rolex Sydney Hobart. She has also done the race as Santana Baby Lock in 1991 and as Leda in 1995. Built in Norway, Graham had this beautiful Swan 43 refurbished before contesting the 2018 Sydney Noumea Race. Santana is one of three Swan designs in the 80th race this year and if the weather gets rough, they will handle it - elegantly, of course!

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SCARLET RUNNER

SAIL NO: SM13
LOA: 13.1m
CLASS: IRC
DESIGNER: Carkeek Design Partners (RSA)
YEAR BUILT: 2022
TYPE: Carkeek 43
NUMBER OF HOBARTS: 0
OWNER: Robert Date
CLUB: Sandringham Yacht Club, Vic
CREW: Rob Date (5)

- Skipper, Jessica Sweeney (5) - Navigator, Samantha Chandler (3), Andrew Freese (3), Matt Fuller (0), Alex Gilbert (2), Matt Lindsay (0), Mats Maertens (0), James Sly (0), Tim Smith (3), David Sturge (6)

This is the 11th Scarlet Runner for Robert Date, or "Another rampant Scarlet Runner climbing bean," Date says. This latest is a Carkeek 43 offshore racing yacht. Scarlet Runner has been on the podium in all races she has contested, culminating in making her the 2024 SYC Club Champion. Date last raced to Hobart in 2014 with the eighth Scarlett Runner, a Reichel/Pugh 52, which finished 28th overall, however she scored eighth in 2011, won three Adelaide to Port Lincoln races and three Melbourne to King Island races. Based on this and that the fact this new boat now boat appears to be a real goer, the Victorian yachtsman should do well with her.

- Double of line and overall honours in the 2024 Melbourne to Hobart
- Won the 2025 Melbourne to Port Fairy race



FOR MORE INFORMATION, GO TO [ROLEXSYDNEYHOBART.COM](https://rolexsydneyhobart.com)**SHE****SAIL NO:** 4924**LOA:** 12.0m**CLASS:** PHS**DESIGNER:** Gary Mull (USA)**YEAR BUILT:** 1981**TYPE:** Olsen 40 Mod**NUMBER OF HOBARTS:** 22**OWNER:** Philip Bell**CLUB:** Southport Yacht Club, Qld**CREW:** Philip Bell (5) -

Skipper, Chad Grafton (6) - Navigator, Rob Longstaff (2), Derek Morrison (1), Mark ODea (18), Adam Phillips (4), Dale Sims (4), Anthony Sly (3)

The resilient 'She' is coming up for Hobart no. 23 - only six others have done more, including record holder Bacardi, which this year clocks up 32 Hobarts. Philip Bell last raced She to Hobart in 2023 but retired. She was eighth in PHS in 2022, her fourth Hobart with Philip Bell, who mainly races in local waters and strays further north to Airlie Beach and Hamilton Island race weeks on occasions. Apart from her first three Hobarts, the modified Olsen 40's other Sydney Hobarts were sailed under PHS. Peter Rodgers owned her through 17 Hobarts and a few updates, last racing her to Hobart in 2013, winning PHS overall and PHS Division 2. She also won in 2009 and 2012 and was fourth in the tough 2004 Hobart.

SHE'S THE CULPRIT**SAIL NO:** 6837**LOA:** 13.2m**CLASS:** IRC**DESIGNER:** Reichel/Pugh (USA)**YEAR BUILT:** 2002**TYPE:** DK43**NUMBER OF HOBARTS:** 7**OWNER:** Glen Picasso/ Glenn Bulmer**CLUB:** Lake Macquarie YC/ Newcastle Cruising YC, NSW

CREW: Glen Picasso (14) - Skipper, Trent Butler (6) - Navigator, Glenn Brown (1), Glenn Bulmer (9), Glen Coulam (2), Paul Dover (2), David Edwards (3), Clyde Freeman (18), Matthew Hill (1), Sarah Howard, Patrick Tanner (4), Mark Virtue (2)

The latest 'She's the Culprit' was recently purchased by Glen 'Cyril' Picasso and Glenn 'Tac' Bulmer, who are setting out with their regular friends to do it all over again. This DK42 was last known as Minerva, but was originally Rob Reynolds' Pla Loma IV. It will be a new experience for Cyril and Tac, who have great expectations, given the success of her last owner, Timothy Cox and his son Edward and nephew William, who last raced her to Hobart in 2021. Picasso and Bulmer are well known as members of a syndicate of a former She's The Culprit, an Inglis/Jones design that contested 10 Hobarts under PHS and scored many podium finishes, including winning the York Corinthian Trophy in 2014.

• 2025 Noakes Sydney Gold Coast race, third in Division 1

**SHIMBIRI****SAIL NO:** RQ7771**LOA:** 17.2m**CLASS:** PHS**DESIGNER:** Judel/Vrolijk (GER)**YEAR BUILT:** 2016**TYPE:** Hanse 575**NUMBER OF HOBARTS:** 0**OWNER:** Ben Shipley**CLUB:** Royal Queensland Yacht Squadron, QLD**CREW:** Ben Shipley -

Skipper, Pamela Hunwick, Brian Jackson, Russell Miller, Stuart Myerscough, Christopher O'Shannessy, John Paech, Andrew Wells

This is a Performance Cruiser from Queensland that is embracing ocean racing, according to her owner, Ben Shipley. He shares: "The boat is named after my daughters Sky, Hudson, Blake and Madilyn and the word 'Biri' draws its heritage from the Worimi. Our crew's commitment to seamanship is balanced with mateship, humility and fun. We are ready to prove that a smart family cruiser can successfully compete in Australia's toughest ocean race." Shimbiri will certainly withstand tough conditions, she is a beamy, comfortable Hanse 575 from the Judel and Vrolijk stable about to contest her first Sydney Hobart. Apart from racing in home waters, Shimbiri has been seen racing at Hamilton Island Race Week, including this year.

SHK SCALLYWAG 100**SAIL NO:** HKG2276**LOA:** 30.5m**CLASS:** IRC**DESIGNER:** Andy Dovell (AUS)**YEAR BUILT:** 2014**TYPE:** Dovell 100?**NUMBER OF HOBARTS:** 7**OWNER:** Seng Huang Lee**SKIPPER:** David Witt**CLUB:** Royal Hong Kong Yacht Club, Hong Kong

CREW: David Witt (26) - Skipper, Christopher Wild (10) - Navigator, Will Oxley (20) - Navigator, Mark Bradford (16), Nick Crones (3), Pete Cumming (5), Ryan Ewings (1), Andrew Hay (8), Seng Huang Lee (3), Nick Meyer (4), Ben Piggott (8), Scott Salter (6), Trystan Seal (4), Matt Stenta (2)

A major blow for SHK Scallywag, a broken bowsprit (as happened in 2018) early in the 2023 Hobart ended the race for her. She then left for Europe and took 2024 Middle Sea Race Line Honours. In 2019 she took Line Honours in the Antigua Bermuda and Transatlantic races. In 2016, Scallywag was one of a trio to break Wild Oats XI's standing 2012 Hobart record. She scorched FfreeFire's 2001 San Fernando record and won overall. Seng Huang Lee bought the former Ragamuffin from Syd Fischer in 2016 and broke the Groupama Race monohull record that year, then smashed Beau Geste's (TP52) Hong Kong to Hainan record. As Ragamuffin, she took Line Honours and broke the 2015 Hong Kong Vietnam Race record that Fischer had set with Ragamuffin 90. The yacht's hull was designed by Andy Dovell, but her modified deck is that of Investec LOYAL.



BOAT NOTES



SILVER FERN

SAIL NO: NZL6702

LOA: 21.3m Stability says 20.8m

CLASS: PHS

DESIGNER: Beau Birdsall/
Brett Bakewell-White
(NZL)

YEAR BUILT: 1981

TYPE: Birdsall 72

NUMBER OF HOBARTS: 3

OWNER: David Hows

CLUB: Southport Yacht

Club, QLD

CREW: Iain Wright - Skipper, Josh Boyd (0), Daniel Calou (0), Sonia Castelli (0), Claude Debetaz (0), Paul Marsh (0), Andrew McCallum (0), Darren Simkin (0), Andrew Thom (0), Michael Tiffin (0), Emily Warner (0), Carla Zanon (0)

This will be a fourth Sydney Hobart for the comfortable Silver Fern, which finished 15th on PHS last year. In the 2023 race she was 14th on PHS after placing 16th in her maiden Hobart in 2022. David Hows contested two Sydney Hobarts with his former yacht, Ocean Gem, before buying Silver Fern, a 30-ton steel yacht. She was originally built as a Birdsall 60 in 1981, before being redesigned by Brett Bakewell-White, extended to 72ft and relaunched in 2004. She circumnavigated the globe in 2005-2016 before Hows bought the yacht in 2020. Similar to Salt Lines (racing as Wind Shift this year) in many respects, Silver Fern beat her adversary over the line by four and a half hours last year.



SOLACE

SAIL NO: RQ447

LOA: 13.4m

CLASS: IRC

DESIGNER: Farr Yacht
Design (USA)

YEAR BUILT: 2006

TYPE: Beneteau First 44.7

NUMBER OF HOBARTS: 1

OWNER: Paul Pincus

CLUB: Royal Queensland
Yacht Squadron, QLD

CREW: Paul Pincus (1) -

Skipper, Timothy Sullivan (2) - Navigator, William Donnelly (1), Tom Keeley (1), Lucas Maclean (0), Iain Milne (0), David Pincus (0), Patrick Smith (0)

Last year the Rolex Sydney Hobart was a first for Solace and Paul Pincus and they finished 40th overall after doing the 2024 Brisbane Gladstone Race and finishing 28th overall - with Pincus's four siblings and a friend on board. Pincus said at the time, "There are five in my family, four boys and a girl, ranging in age from 57 to 63 years and we have only done the Brisbane to Gladstone race together!" Just one brother, David, is aboard for the 80th Sydney Hobart. This Beneteau First 44.7 was built for the American market and spent 10 years in the British Virgin Islands in a sailing school. It was then sailed to Western Australia and raced there for three years as French Kiss V before Pincus spied and bought her.

SMUGGLER

SAIL NO: 6952

LOA: 15.9m

CLASS: IRC

DESIGNER: Judel/Vrolijk
(GER)

YEAR BUILT: 2007

TYPE: TP52

NUMBER OF HOBARTS: 14

OWNER: Sebastian Bohm

CLUB: Cruising Yacht Club
of Australia, NSW

CREW: Sebastian Bohm (11)

- Skipper, David Van der Wende (11) - Navigator, Nicholas Armstrong (10), Jordan Commins (4), Timothy Davis (18), Brad Dodds (5), Steve McConaghy (25), Don McPhee (16), Tony Mcrae (13), Harry Miller (3), Ben Morrison-Jack (14), Jake Newman (16), Robert Palazzi (6), Tom Wormald (5) Sebastian Bohm, CYCA 2024 Ocean Racer of the Year, is poised and ready to pounce. 2024 saw her best Sydney Hobart result of fifth overall and second in Division 1 after winning the division in 2023 and placing second in 2021. When he's not racing, Bohm and his father are at the helm of 'Bohm Presents', promoting international comedy, concert tours and theatre productions in Australia and New Zealand. CYCA Commodore Sam Haynes scored great results with this yacht, then known as Celestial, before Bohm bought her. As Wot Yot, when owned by Graeme Wood, she finished the 2008 Hobart third overall. After that, she raced as Shogun for four years.

- 2025 Noakes Sydney Gold Coast race - won
- 2025 Flinders Islet Race, inside the old record - third
- 2025 Tollgate Islands Race - third



STICKY

SAIL NO: A164

LOA: 15.2m

CLASS: IRC

DESIGNER: Farr Yacht
Design (USA)

YEAR BUILT: 2005

TYPE: Cookson 50

NUMBER OF HOBARTS: 10

OWNER: Richard Harris

CLUB: Royal Prince Alfred
Yacht Club, NSW

CREW: Richard Harris (4) -
Skipper, Michael Selbie - Navigator

A promising boat, Sticky retired early with electrical damage in 2023. Richard Harris and his yacht contested the 2025 Pittwater to Coffs Harbour race and finished 12th overall after maintaining second overall until the last 12 hours. Harris bought this well-credentialled Cookson 50 from Julian Farren-Price three years ago, a big step up from his Salona 38, Sticky. Under her former name, About Time, she did the 2019 Rolex Sydney Hobart. Before that, she raced as Living Doll, Shogun and Terra Firma out of Melbourne, contesting the 2016 Sydney Hobart as Terra Firma. Harris raced his previous Sticky to Hobart in 2019 and placed 79th. He lives in Sydney, but is originally from Hobart and enjoys racing 'back home', he says. In the lead-up, Sticky placed eighth overall in the 2025 Noakes Sydney Gold Coast Race.



FOR MORE INFORMATION, GO TO [ROLEXSYDNEYHOBART.COM](https://rolexsydneyhobart.com)**SUMATRA****SAIL NO:** 53444**LOA:** 15.1m**CLASS:** IRC**DESIGNER:** German Frers (ARG)**YEAR BUILT:** 1999**TYPE:** Nautor Swan 48**NUMBER OF HOBARTS:** 0**OWNER:** Peter Vanderwal/ Shane Diethelm**CLUB:** Cruising Yacht Club of Australia, NSW

CREW: Shane Diethelm - Skipper, Malcolm Roe (5) - Navigator, Max Henderson (1), Ian Krakouer (7), Samuel McCarthy (7), Martin Porges (0), Nicole Sawick (3), Daniel Smith (1), Llovett Taylorsmith (0), Pete Vanderwal (0), Chris Warren (9)

A first Hobart for Sumatra, Shane Diethelm and Peter Vanderwal. Diethelm has sailed since childhood, courtesy of his dad, Basil, a CYCA 64-year member. He is a heart transplant and childhood lymphoma survivor and says "This is more than a race - it's a mission. We want to inspire others - especially those facing health challenges - to believe in second chances, adventure, and the healing power of the sea." A year ago he and Vanderwal decided to do the Hobart and raise funds for charities that have meaning for them: the Charles Curran Institute at St Vincents, Breast Cancer Foundation and Parkinson's Foundation. Delivering Toucan back from Hobart last year was Vanderwal's first offshore experience. Sumatra is a Swan 48, used by the Diethelm family to cruise in the USA, Mediterranean and the Caribbean, with some racing thrown in before sailing back to Sydney in 2014.

**TEAM WHITEWAVE****SAIL NO:** 8338**LOA:** 14.1m**CLASS:** IRC**DESIGNER:** Mark Mills (IRE)**YEAR BUILT:** 2004**TYPE:** DK46**NUMBER OF HOBARTS:** 8**OWNER:** Mark Griffith**SKIPPER:** Mark Griffith**CLUB:** Whitewave Sailing Centre, China**CREW:** Mark Griffith (4) -

Skipper, Liang Wu

A name change from LCE Old School Racing reflects sponsorship from WhiteWave Sailing Centre in Shenzhen, China, an RYA accredited school. All of the Chinese crew for Hobart did the 2025 Rolex Fastnet Race, often compared to the Rolex Sydney Hobart. Griffith, who packs in a lot of sea miles, says they are connected to the school via Aftershock, the Davidson 60 he part owns with Steve McConaghy in Phuket. David Elliott and Griffith last took this yacht to Hobart in 2021 and placed fourth in Division 2. The DK46 was born Dekadence, her then owner, Phil Coombs, raced her in the 2007 Melbourne Osaka double handed race. She has had a few owners since: David Creese, Ken Simpson, Stephanie Kerin and Drew Carruthers.

SUPERNOVA**SAIL NO:** 6499**LOA:** 11.0m**CLASS:** IRC**DESIGNER:** Murray Burns Dovell (AUS)**YEAR BUILT:** 2005**TYPE:** Sydney 36**NUMBER OF HOBARTS:** 4**OWNER:** Felicity Nelson/ Alex Seja**CLUB:** Cruising Yacht Club of Australia, NSW

CREW: Alex Seja (21) - Skipper, Felicity Nelson (28), Duncan Mcrae (22) - Navigator, Simon Baker (0), Michael Doherty (22), Ben Gray (5), Sunny Singh (4)

Supernova placed 23rd overall and third in Division 4 last year, a best result for Felicity Nelson and Alex Seja with the Sydney 36, after they contested the 2022 and 2023 Rolex Sydney Hobarts. Buying the yacht prior to the 2021 Hobart, Seja and Nelson competed that year, and Nelson won the Jane Tate Memorial Trophy (first female skipper to finish). It was the perfect way to mark her milestone 25th Hobart - she was only the second female in race's history to make the '25 Hobarts' board behind Adrienne Cahalan. Nelson was joined there in 2022 by Vanessa Dudley. Prior to buying Supernova, Seja and Nelson sailed the race on other peoples' yachts; Nelson doing a dozen of her 28 on John Walker's Impeccable. The couple spend a lot of time competing in other races and regattas and cruising.

**TENACITY****SAIL NO:** 2208**LOA:** 12.5m**CLASS:** IRC**DESIGNER:** Mark Mills (IRE)**YEAR BUILT:** 2008**TYPE:** Mills 41**NUMBER OF HOBARTS:** 2**OWNER:** John Lawrie**CLUB:** Bellerive Yacht Club, TAS**CREW:** Vaughan Lynch (2)

- Skipper, Roisin Ohalloran (0) - Navigator, Brent Dowton (2), Michael Faure, Adam Goode (16), Tony Kirby (39), John Lawrie (3), Victoria Logan (2), Alvaro Maz (5), Scott Steedman (2)

Tasmania's John Lawrie took Tenacity in her second Rolex Sydney Hobart last year after debuting in 2023. Along the way, he raises money for the Kids Cancer Project in Sydney and in Hobart, courtesy of crew and friend, Tony Kirby, who celebrates 16 years supporting his favourite charity. Look for the bears at Tenacity and other supporting competitors at the Sydney and Hobart marinas and drop donations in the bears' money tins. Kirby is also celebrating a milestone 40th race this year. Lawrie purchased this Mills 41 yacht from Malaysia where she achieved great results as Ambush. He bought it because it's a great offshore boat and specifically with the Rolex Sydney Hobart Yacht Race in mind.



BOAT NOTES



THE GAFFER

SAIL NO: 1435

LOA: 9.9m

CLASS: IRC/Double Handed

DESIGNER: Alan Johnstone (USA)

YEAR BUILT: 2024

TYPE: J/99

NUMBER OF HOBARTS: 0

OWNER: Robert Frayne

CLUB: Cruising Yacht Club of Australia, NSW

CREW: Richard Dumas (2) - Skipper, Robert Frayne (2) - Skipper

Based at Pittwater, The Gaffer is racing out of the CYCA in the 2025 Audi Centre Sydney Blue Water Pointscore to ramp up their chances in the final race - the Rolex Sydney Hobart. Owner, Robert Frayne, previously owned the Sydney 38, Mille Sabords, with which he placed third in Sydney 38 Division in the 2019 Rolex Sydney Hobart - the 75th race. Double handed partner, Richard Dumas, was aboard with him for that race. The J/99s, the smallest boats in the fleet this year, are doing well competition wise. New to offshore racing, The Gaffer placed sixth overall in the Double Handed Division of September's Flinders Islet Race. There are five J/99's in the race, all sailing double handed and all have what it takes. This will be a great race within the race.

- Second in the Double Handed division in October's Tollgate Islands Race

THE XX FACTOR

SAIL NO: 4100

LOA: 12.5m

CLASS: IRC

DESIGNER: Murray Burns Dovell (AUS)

YEAR BUILT: 1995

TYPE: MBD 41

NUMBER OF HOBARTS: 11

OWNER: Janet Thornley

CLUB: Royal South Australian Yacht Squadron, SA

CREW: Janet Thornley (0) - Skipper, Samantha Mcgrath - Navigator, Brenda Cassidy (0), Candice Cushway (1), Alan Dowler (0), Belinda Duivenvoorden, Mary Foster (1), Jenny Geytenbeek (1), Tracy Mcinerney (0), Jodie-anne Roberts (1) Janet Thornley will do her maiden Sydney Hobart with an all except one female crew. Her husband Alan Dowler "is aboard to do some helming and fix things that break," Thornley says. The enduring Australian Women's Keelboat Regatta (AWKR) competitor purchased the MBD41 design to provide a platform for women in sailing and to increase participation of women in offshore racing. The Sydney Hobart was the end goal and the 80th running was irresistible. Some of the South Australian's crew are also exponents of the AWKR, including Belinda Duivenvoorden. This yacht is the 1995 winner, Terra Firma, built for Scott Carlisle and Dean Wilson the year she won. Still bearing the same sail number, she then became The Banshee and did a couple of Hobarts before Thornley bought her.



TITOKI

SAIL NO: 4023

LOA: 12.3m

CLASS: IRC/Double Handed

DESIGNER: Farr Yacht Design (USA)

YEAR BUILT: 1981

TYPE: Farr 11.6m

NUMBER OF HOBARTS: 0

OWNER: Tim Binns

CLUB: RANSA, NSW

CREW: Frances Beaumont

(0) - Skipper, Tim Binns (1) - Skipper

Tim Binns entered Titoki in the 80th Sydney Hobart as part of an ongoing program of double handed offshore racing and cruising. His co-skipper and partner, Frances Beaumont, has skippered Titoki in 'She Sails' events, held at various venues across NSW. Titoki was built in Auckland, relocating to Australia in 1985 and raced out of MHYC in the 1990s. She moved to Lake Macquarie and was purchased by Binns in 2018, undergoing an extensive refit. During Titoki's life, she has been modified by the addition of a sugar scoop to her transom, a bowsprit and a Farr 40 keel and rudder and won her division in the 2025 Australia Day Regatta. Titoki's name comes from the native NZ flowering tree in the Mangakahia Valley on the North Island and speaks to her heritage as a NZ made boat. Both Binns and Beaumont are retired from service in the Navy.

TOUCAN

SAIL NO: 3322

LOA: 10.0m

CLASS: IRC/Double Handed

DESIGNER: Andrieu Yacht Design (FRA)

YEAR BUILT: 2023

TYPE: Jeanneau Sun Fast 3300

NUMBER OF HOBARTS: 1

OWNER: Edward Curry-Hyde

CLUB: Royal Prince Alfred Yacht Club, NSW / Cruising Yacht Club of Australia, NSW

CREW: Edward Curry-Hyde (1) - Skipper, Lincoln Dews (4) - Skipper

Edward Curry-Hyde and Toucan did their first Sydney Hobart last year, co-skipped by Scott Robinson, also on his first. They placed fifth in the Double Handed Division and third in IRC Corinthian. With Billy Sykes co-skipping, Curry-Hyde scored fourth overall to win Division 3 and the Double Handed division in the 2025 Noakes Sydney Gold Coast Yacht Race. Toucan was purposefully set up for double handed racing by her owner, who last year returned to offshore racing after sailing skiffs and Lasers. Curry-Hyde admitted he was thrown in the deep end in his first Sydney Hobart - but he's back for more! The scientist and academic has been wise in his choice of co-skipper, Lincoln Dews, a fit 30-year-old from a family of water fanatics, who has grown up through sailing, surf life-saving and stand up paddle boarding.



FOR MORE INFORMATION, GO TO [ROLEXSYDNEYHOBART.COM](https://rolexsydneyhobart.com)**TRADITION****SAIL NO:**D777**LOA:** 12.0m**CLASS:** IRC**DESIGNER:** Max Creese (AUS)**YEAR BUILT:** 1984**TYPE:** Max Creese 40**NUMBER OF HOBARTS:** 2**OWNER:** Rob Gough**CLUB:** Derwent Sailing Squadron, TAS**CREW:** Rob Gough (4) -

Skipper, Ric Buchanan (6) - Navigator, Richard Goodfellow (5), James Gough (0), Sam Ibbott (6), John Saul (11)

Built to the old IOR rule, Tradition was designed and built by Hobart's Max Creese for Rob Gough's father, David, who did the 1984 and 1988 Hobarts with her, but retired from both. Gough Jr bought the yacht from local, Tim Gourlay, three years ago, "Because it's a beautiful boat, has a beautiful feel to it and I want to keep it in the family," Gough says. John Saul, who double handed with Gough in the 2021 race (Sidewinder - they took two-handed Line Honours) and '22 and '23 Hobarts on Kraken III (winning the 2023 Tollgate Islands Race from Andoo Comanche), is aboard. "My 19-year-old son, James, is doing his first Hobart with us. The rest of the crew are local good friends." Gough has spent the last three years refurbishing Tradition. Their ambition? "To finish the race."

**TROUBLE & STRIFE****SAIL NO:** 8009**LOA:** 12.0m**CLASS:** IRC**DESIGNER:** Farr Yacht Design (USA)**YEAR BUILT:** 2000**TYPE:** Cookson 12**NUMBER OF HOBARTS:** 2**OWNER:** Matthew Williams**CLUB:** Royal Queensland Yacht Squadron, QLD**CREW:** Matthew Williams

(13) - Skipper, Annie Eastgate (2) - Navigator, David Austin (5), Callum Bonaci (0), Erin Cowley (1), Philip De Gannes (1), Ben Green (10), Simon Griffiths (2), Duane Smith (11)

Trouble & Strife was built in New Zealand and is the sistership to the yacht now known as Kanreki, which is also entered for the 80th Rolex Sydney Hobart, so the two should be good rivals for each other. According to her owner, Matt Williams, Trouble & Strife is crewed by an enthusiastic mix of youth and experience and has competed in a range of inshore and offshore events including Brisbane to Gladstone, Brisbane to Keppel and Brisbane to Hamilton Island races. Williams has contested two Sydney Hobarts with this Cookson 12 - in 2022 and last year. Trouble & Strife's best offshore result so far was first in IRC and ORCI in the 2022 Brisbane to Hamilton Island Yacht Race.

TROUBADOUR**SAIL NO:**50095**LOA:** 14.4m**CLASS:** PHS**DESIGNER:** German Frers (ARG)**YEAR BUILT:** 1983**TYPE:** Nautor Swan 46**NUMBER OF HOBARTS:** 0**OWNER:** Lincoln McHenry**CLUB:** Royal Queensland Yacht Squadron, QLD**CREW:** Lincoln McHenry

(0) - Skipper, Marley Shaw-McHenry (0) - Navigator, Nick Hauritz (0), Carl Hinton (0), Samantha Shaw-McHenry (0), Andrew Velez (0), Patrick Williams (0)

Lincoln "Todd" McHenry owns Troubadour, hull no 1 design by German Frers and has entered her in the 628 nautical mile Rolex Sydney Hobart Yacht Race. Prior to McHenry owning the yacht, she had been delivered to San Francisco in 1983 and won a few races on the west coast, including the SORC in 1985, before her next US owners bought and cruised halfway around the world. They finished in Sydney where she was sold to McHenry who resides in Queensland. She is a safe and reliable yacht, beautifully fitted out in the typical Swan way and will be sailed by a crew that includes McHenry family members.

**UNICOIN****SAIL NO:** 99999**LOA:** 12.2m**CLASS:** IRC**DESIGNER:** Bruce Farr & Associates (USA)**YEAR BUILT:** 1992**TYPE:** IMS 40**NUMBER OF HOBARTS:** 6**OWNER:** Peter Bremner**CLUB:** Manly 16ft Skiff Sailing Club, NSW**CREW:** Peter Bremner (16)

- Skipper, Andrew Buckland (26) - Navigator, Carl Crafoord (38), Ben Crafoord (1), Adrian Dunphy (23), Warren Miller (15), Aaron Polkinghorne (0), Charlie Watts (2)

Unicoi, is named for the cryptocurrency company, but was originally Assassin, when launched as an IMS Farr 40 One-Off for Robin Crawford in time for the 1992 Sydney Hobart which she co-won with IOR winner, Ragamuffin (winners were declared under IMS and IOR rules at the time) Now owner, Peter Bremner and his Sailing Master, Andrew Buckland, were aboard for the yacht's Hobart win. "She's back to her former glory," Bremner says. Unicoi is contesting the CYCA's Audi Centre Sydney BWPS, of which the Hobart is the climax. Bremner took possession of Unicoi in February 2024 and commenced a full refurbishment for IRC racing, including a new layout, carbon fibre mast and a dark grey paint job, as opposed to the old bluey green. Unfortunately, the clock beat Bremner, so Unicoi just missed out on last year's race.



BOAT NOTES



URM GROUP

SAIL NO: AUS72
LOA: 21.8m
CLASS: IRC
DESIGNER: Reichel/Pugh (USA)
YEAR BUILT: 2008
TYPE: Maxi 72 RP
NUMBER OF HOBARTS: 4
OWNER: Anthony and David Johnston
SKIPPER: Marcus Ashley-Jones

CLUB: Cruising Yacht Club of Australia, NSW

CREW: Marcus Ashley-Jones (20) - Skipper, Davin Conigrave (13), James Corrie (12), Peter Harris (8), Anthony Johnston (6), Nick Johnston (5), Nigel Johnston (1), David Johnston (5), Andrew Johnston (3), Josh McKnight (3), Shaun Moran (5), Dick Parker (8), Timothy Sellars (17), Jason Waterhouse (3), Stewart Wells (9)
 Devastation for the Johnston brothers, as URM Group, one of the race favourites, was the fourth boat to retire last year after dismasting near Montague Island. The year before that, in a thrilling finish, URM finished third behind LawConnect and Andoo Comanche in Line Honours but was narrowly beaten by Alive for the Overall title. That second place overall helped her claim the CYCA's Audi Centre Sydney Blue Water Pointscore, a series she had finished second in the previous year. URM Group also claimed Line Honours and broke her own record in both the 2024 and 2025 Flinders Islet Race. This R/P 72 was originally Neville Crichton's Shockwave and prior to the Johnstons buying and racing her in 2019, she only raced overseas where she won many races. The Johnstons aren't done and she is a race favourite again this year.

- 2025 Tollgate Islands Race Line Honours and second overall



VELOCE

SAIL NO: 198
LOA: 13m
CLASS: IRC
DESIGNER: Cossutti Yacht Design (ITA)
YEAR BUILT: 2025
TYPE: Italia 12.98
NUMBER OF HOBARTS: 0
OWNER: Matt Hayes
CLUB: Middle Harbour Yacht Club, NSW
CREW: Matthew Hayes

(15) - Skipper, Rhys Cameron (0), Jameson Coombes, Ian Douglas, Josh Hayes (0), Dara Herlihy, Lars Henrik Hjeltestad (0), Tony Powell (23)

A new yacht for Matt Hayes, and the only new boat in the fleet. Veloce was built and designed in Italy, hence the name. Hayes first Hobart was at 18 on Sir James Hardy's Police Car and he has raced on Syd Fischer's Ragamuffin. He represented Australia in the Soling at the 1996 Olympics, campaigning again for the 2000 Games. Hayes also represented Australia at the Admiral's and Kenwood Cups and circumnavigated the world from 2018 to 2020. He established his first sailing school at 19 and founded Sydney by Sail in 1995. Hayes' crew will include a mix of older experienced and young sailors, including 30-year-old son Josh and 2000 Olympic 470 gold medallist for Australia, Jenny Armstrong. Hayes, now 61, reckons there are too many older people in yachting and he is trying to get more young people involved.

V5

SAIL NO: NZL55555
LOA: 15.9m
CLASS: IRC
DESIGNER: Alan Andrews (USA)
YEAR BUILT: 2001
TYPE: Andrews 52
NUMBER OF HOBARTS: 0
OWNER: Brian Petersen
CLUB: Royal New Zealand Yacht Squadron/Royal Akarana YC, NZL

CREW: Brian Petersen (5) - Skipper, Sally Garrett (2) - Navigator, Julia Hamilton, Keith Hogan (1), Tom Peyton (1), Kosta Popov (1), Hamish Revell (1), Ella Sagnol (0), Richard Watson (0), Jacob Willis

Brian Petersen returns with V5 having sailed his former yacht, Ran Tan II to 24th overall in 2017. V5 was the first interpretation by Alan Andrews for the newly developed Box Rule and was named Victoria 5 for her USA owner, but is now simply V5. She was modified, with a canting keel and canard fitted and in 2006 was shipped to Auckland, and raced extensively. V5 was subsequently bought and raced by David Nathan. In October 2020 she was acquired by Brian Petersen some 18 months after the loss of Ran Tan II on a delivery to Los Angeles for the 2019 Transpac Race. Globe-trotting Petersen has covered a lot of ocean miles over the years.

- Line Honours, 2025 Groupama Race around New Caledonia
- Third Division 0 of 2025 Noakes Sydney Gold Coast Yacht Race



VERITE

SAIL NO: 4411
LOA: 9.9m
CLASS: IRC/Double Handed
DESIGNER: Alan Johnstone (USA)
YEAR BUILT: 2021
TYPE: J/99
NUMBER OF HOBARTS: 2
OWNER: Paul Beath
CLUB: Newcastle Cruising Yacht Club, NSW

CREW: Paul Beath (2) - Skipper, Massimiliano Fonzo (5) - Skipper

Paul Beath has contested two Sydney Hobarts double handed on Verite, the first with Richard Hooper co-skippering and last year with Teresa Michell, when they were among the many retirees. Verite is a French word meaning 'the quality or state of being true or real' and is from the same design board as the 2021 Two-Handed winner, Disko Trooper. Contender Sail Cloth. Verite will join other four other J/99s, including Jupiter, Rum Rebellion and The Gaffer, in the race, so expect some spirited racing between them. Beath is a retired dentist from the Central Coast.

- Third Division 2 Pittwater to Coffs race, second in Two-Handed Division
- Won double handed division in October's Tollgate Islands Race



FOR MORE INFORMATION, GO TO [ROLEXSYDNEYHOBART.COM](https://rolexsydneyhobart.com)**VIXEN RACING****SAIL NO:** NZL076**LOA:** 12.2m**CLASS:** IRC**DESIGNER:** Guillaume Verdier (FRA)**YEAR BUILT:** 2008**TYPE:** Class 40 Mod.**NUMBER OF HOBARTS:** 0**OWNER:** Vixen Racing**SKIPPER:** Sharon Ferris-Choat**CLUB:** Bay of Islands Yacht

Club, NZL

CREW: Sharon Ferris-choat (2) - Skipper, Carla Bennett (1), Evan Davies, Taylor Edwards, Jinglin Huang (0), Craig Moffat (0), Deb Steele (2)

Vixen Racing is a modified Class 40 from the design board of Guillaume Verdier and the 80th is her first Rolex Sydney Hobart. She was launched in 2008 as Desafio Cabo de Horno and won the Global Ocean Race. Vixen Racing is a new team led by double Olympian, Sharon Ferris-Choat, a Canadian-born New Zealander who has raced around the world three-times and is a world speed record holder. Ferris-Choat, who skippered the Open 60 Awen to Hobart last year, says Vixen Racing will be a dynamic and competitive team in the 80th Rolex Sydney Hobart Yacht Race. Her crew is a blend of females and males. There are so many fast yachts of around 40 feet in the fleet this year, including Elizabeth Tucker's Class 40, First Light, so the rivalry will be rife.

**WESTERN MORNING****SAIL NO:** R298**LOA:** 10.1m**CLASS:** IRC**DESIGNER:** Sparkman & Stephens (USA)**YEAR BUILT:** 1969**TYPE:** S&S 34**NUMBER OF HOBARTS:** 1**OWNER:** Mark Ayto**CLUB:** Cruising Yacht Club of Australia, NSW

CREW: Mark Ayto (10) - Skipper, Oscar Ayto (0), Nick Rock (4), Anto Sweetapple (15), Adam Wilson (0)

Mark Ayto will be joined by his son Oscar for the 80th Rolex Sydney Hobart. Ayto purchased this S&S 34, Western Morning, the first S&S 34 built, retaining her name and sail number. This reliable design contested her only Sydney Hobart in 1978 and finished 18th overall for her then Victorian owners, following some good performances in ocean races. She was first overall in the 1977 Bass Strait circuit, including second overall in the Queenscliff-Devonport. Ayto's first major race with Western Morning was the 2025 Pittwater to Coffs Harbour race and he finished 22nd overall in unsuitable light winds. Ayto is best known for sailing the Hobart on Quetzalcoatl, along with Anto Sweetapple, who is on the crew this year. Ayto is hoping for a bit of a blow, as that will get the best out of his yacht.

VOLTSTAR YEAH BABY**SAIL NO:** 112**LOA:** 12.2m**CLASS:** IRC**DESIGNER:** Marc Lombard (FRA)**YEAR BUILT:** 2011**TYPE:** Akilaria RC2**NUMBER OF HOBARTS:** 4**OWNER:** Louis and Marc Ryckmans**CLUB:** Cruising Yacht Club of Australia, NSW

CREW: Marc Ryckmans (12) - Skipper, Louis Ryckmans (12) - Skipper, Luca Antonini (8) - Navigator, Finn Kribbe, Stan Schouten (2)

Twins Louis and Marc Ryckmans were thrilled to win the 2024 Noakes Sydney Gold Coast Yacht Race before placing 17th overall and third in Division 2 in the 2024 Sydney Hobart. In 2022, the Ryckmans bought this Akilaria RC2 and renamed her Yeah Baby, but retired from the race, going on to finish in 2023. She was previously known as Sidewinder when sailed by Tasmanians Rob Gough and John Saul in the 2021 Hobart, where they took two-handed Line Honours. The lawyer brothers work together and sail together - they even take the same watches together - and wouldn't have it any other way.

**WHITE NOISE****SAIL NO:** SM1245**LOA:** 12.5m**CLASS:** IRC**DESIGNER:** Mark Mills (IRE)**YEAR BUILT:** 2019**TYPE:** M.A.T. 1245**NUMBER OF HOBARTS:** 5**OWNER:** Daniel Edwards**CLUB:** Sandringham Yacht Club, VIC

CREW: Daniel Edwards (4) - Skipper, John Neville (4) - Navigator, Blake Anderson (11), Daniel Conacher, Ian Davis (29), Tom Hogan (4), David Richards (7), Madeleine Scambary-speller (0), Stuart Stirling (4)

Daniel Edwards is back for the 80th Rolex Sydney Hobart after steering White Noise to 28th overall last year and finishing 16th overall and third in Division 3 in 2023. This was a happy ending for Edwards and the crew, as they were forced to retire after suffering damage in the previous two races. Edwards has enjoyed success with this M.A.T. 1245 since launching in 2019, including blitzing the field in the Ocean Racing Club of Victoria's (ORCV) 49th King Island Race in 2021. With his previous White Noise, a Beneteau, Edwards was crowned ORCV's Offshore Champion for 2016-2017 and continues to race in the Club's offshore season in the lead up to the big event.



BOAT NOTES



WHITE SPIRIT
SAIL NO: R500
LOA: 15 m
CLASS: IRC
DESIGNER: Farr Yacht Design (USA)
YEAR BUILT: 2008
TYPE: Beneteau First 50
NUMBER OF HOBARTS: 0
OWNER: Cyrus Allen
CLUB: Ocean Racing Club of Victoria, VIC
CREW: Cyrus Allen -

Skipper, Christian Kenfield, Agata Kobus, Ian Mcgrath, Courtney Meade, Lucio Pezzimenti, Zac Watson (O), Peter Wilson

White Spirit, a comfortable but competitive and fast Beneteau First 50, is a Rolex Sydney Hobart novice. Cyrus Allen, the Commodore of Ocean Racing Club of Victoria, competes in the Club's offshore events, while he races inshore races with the Royal Yacht Club of Victoria in Williamstown. White Spirit should enjoy racing against the other larger cruiser/racers in the fleet. In March this year, Allen and his co-skipper, Lillian Stewart, competed in the 5500 nautical mile Melbourne Osaka Cup. They finished third over the line, sixth overall under AMS (the main scoring category used for Victorian offshore races) and fifth in both ORCi and PHS. Boat and owner are revved up and ready for the 80th Sydney Hobart.

WILD OATS
SAIL NO: 4343
LOA: 13.1m
CLASS: PHS
DESIGNER: Bruce Farr & Associates (USA)
YEAR BUILT: 1985
TYPE: Farr 43
NUMBER OF HOBARTS: 21
OWNER: Gordon Smith
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Gordon Smith

(8) - Skipper, Stuart Byrne - Navigator, Kate Lynch (2), Dj Mccready (2), Nick Potter (1), James Watson, Muir Watson (3), Gianni Watson (O)

Gordon Smith retired Wild Oats from the 2024 race after suffering rig damage. This Farr 43 was bought by a syndicate in 2020 who reverted to her original name. She placed second in PHS Division 2 in 2023, after 26th overall in 2021 and fourth in PHS in 2019. When owned by Roger Hickman as Wild Rose, she won the 2014 Hobart, with division wins the previous three years. With partners Bruce Foye and Lance Peckman, Hickman skippered the Farr 43 to co-win the extreme 1993 race under IOR with IMS winner, Cookoos Nest. Hickman was a forerunner in bringing women into ocean racing before his untimely death in 2016. The 'Wild Rose Pointscore' in the CYCA's Audi Centre Sydney BWPS is named in his honour to promote women in sailing. Wild Oats was first owned by Bob Oatley.



WILD THING 100
SAIL NO: AUS1001
LOA: 30.5m
CLASS: IRC
DESIGNER: Botin (ESP)/ Brett Ellis (AUS)
YEAR BUILT: 2023
TYPE: Botin 100 Custom
NUMBER OF HOBARTS: 2
OWNER: Grant Wharington
CLUB: Cruising Yacht Club of Australia, NSW
CREW: Grant Wharington (32) - Skipper, David

Turton (12) - Navigator, Jack Abbott (O), Nigel Abbott (O), Todd Anderson (9), Peter Cosman (19), Brian Donovan (13), Rodney Keenan (20), Patrick Lambourne (2), Joe O'keeffe (5), Matthew Pearce (24), Curtis Skinner (13), Theodore Somssich (3), Georgia Wharington (2), Xavier Winston Smith (O), Andrew Woodforth (O), Christo Worchurst (5), Keagan York (2)

Wild Thing 100 scored a trio of thirds last year - over the line, overall and in Division O, with the short rig still in the boat. In May, Wild Oats XI's second rig was stepped and new sails from Kiwi Rodney Keenan added. This year the competition will step up, with LawConnect, SHK Scallywag, Master Lock Comanche, Palm Beach XI (ex-Wild Oats XI), not to mention 88ft Lucky looking for Line Honours. Before the new rig went in, Wild Thing took Line Honours in the 2024 Brisbane to Gladstone Yacht Race and the inaugural Gold Coast Mackay Yacht Race, setting the record. The yacht did five Rolex Sydney Hobarts as an 80 footer, in 2022 as Stefan Racing and before that as Beau Geste. 'Wharo's colourful boat is co-owned by Adrian Seiffert.

- Line Honours in 2025 Noakes Sydney Gold Coast Yacht Race

WIND SHIFT
SAIL NO: GBR5672L
LOA: 20.6 m
CLASS: PHS
DESIGNER: Laurent Giles (UK)
YEAR BUILT: 1990
TYPE: Shipwright 70
NUMBER OF HOBARTS: 3
OWNER: Matthew Harvey
CLUB: Royal Motor Yacht Club, NSW
CREW: Matthew Harvey (2) -

Skipper, Rick Stern (4) - Navigator, Denise Cochrane (O), Jason Haigh (O), David Horne (O)

Wind Shift, previously known as Salt Lines, returns for a fourth shot at the race having finished last over the line last year on 1 January just after 10am. She was given the warmest welcome to Hobart, which the locals reserve for the last boat home. It is special. In 2023, she retired with sail damage. In her first tilt at the 628 nautical mile Rolex Sydney Hobart in 2022, Matthew Harvey's Shipwright 70 finished 11th in PHS. The crew will likely have a slow but comfortable ride again on this attractive steel-hulled, 30-ton, ketch-rigged yacht that was launched as 'John Laing' in Poole, UK for the Ocean Youth Trust. Harvey bought and renamed the yacht, relocating her to Australia to join the Ocean Sailing Expeditions fleet.



FOR MORE INFORMATION, GO TO [ROLEXSYDNEYHOBART.COM](https://rolexsydneyhobart.com)**WINDROSE****SAIL NO:** 660**LOA:** 14.6m**CLASS:** IRC**DESIGNER:** Sparkman & Stephens (USA)**YEAR BUILT:** 1959**TYPE:** S&S 48**NUMBER OF HOBARTS:** 1**OWNER:** Ashok Mani**CLUB:** Tamar Yacht Club, TAS**CREW:** Samuel McCracken

(1) - Skipper, Richard Grimes (31) - Navigator, Claire Ann Canning (0), Brett Dixon (3), Christopher Hennessey (0), Ashok Mani (1), Brett Smith (25), Saskia vanRijt (1)

Ashok Mani, owner of the Iron Pot Bay Vineyard in the Tamar Valley, purchased this S&S 48, Windrose and made their Sydney Hobart debut in 2019. She will be skippered again this year by 25-year-old Sam McCracken. Two years after her launch, Windrose represented the US in the winning 1961 Admiral's Cup, skippered by Jakob Isbrandtsen. She represented again in 1963 and 1965, the US team finishing second and fourth respectively. Windrose then made the transition to a cruising yacht, sailing around the Pacific from the late 1970's. She is built of mahogany on oak frames, double planked above the turn of the bilge and with the classic hourglass hull shape. This beautiful yacht will be right at home with the other S&S boats, such as Love & War and Western Morning.

WINE-DARK SEA**SAIL NO:** 6188**LOA:** 15.0m**CLASS:** IRC**DESIGNER:** David Lyons (AUS)**YEAR BUILT:** 2002**TYPE:** Lyons 49 - ORCi says MKL 49**NUMBER OF HOBARTS:** 4**OWNER:** Peter Lowndes and Courtney Murphy**CLUB:** Royal Sydney Yacht Squadron, NSW

CREW: Peter Lowndes - Skipper, Tony Wulff - Navigator, Nicholas Bedgood (2), Larissa Chase (0), Lindy Hardcastle, Courtney Murphy (0), Doug Rayment, Rachael Scott, Emma Thomas, Jeff Welstead (0), Richard Wulff

Wine-Dark Sea is gearing up for what Lowndes calls their first "Hamo-to-Hobart" campaign, marking a new chapter in her 15-year history with Peter Lowndes. In addition to the Hobart, she is also contesting the Audi Centre Sydney Blue Water Pointscore. Lowndes even pointed out that "we might even shed our solar panels to give the race a red-hot go." Launched as Stewth, the Australian-designed yacht has a rich offshore pedigree, including multiple classic races in Asia and the UK. Locally, she has been a regular in CYCA offshore events and has recently been upgraded with a new carbon fibre rig, ensuring she is ready to take on the 80th Rolex Sydney Hobart.

**WOTS NEXT****SAIL NO:** 6559**LOA:** 14.3m**CLASS:** IRC**DESIGNER:** Murray Burns Dovell (AUS)**YEAR BUILT:** 2005**TYPE:** Sydney 47**NUMBER OF HOBARTS:** 7**OWNER:** Charles Cupit**CLUB:** Cruising Yacht Club of Australia, NSW**CREW:** Charles Cupit (4)

- Skipper, Peter Seary (15) - Navigator, Lincoln Brown (1), Hamish Campbell (2), Ben Hackett (0), Shaun James (6), Adrian Jones (3), Simon Lomas (0), Stacey McMasters (3), Stephen Prince (10), Glenn Wallace (7), Daniel Wood (1)

Charles Cupit skippered Wot's Next to 49th overall last year and returns for the 80th race. Prior to 2024, his last races to Hobart were in 2018 and 2019. Cupit bought the Sydney 47 in 2016, returning to Sydney from Tasmania, and retired from the 2016 Hobart with damage. In the past, he has also contested the CYCA Trophy Series with Wot's Next and did the 2024 Pittwater to Coffs and 2025 Noakes Sydney Gold Coast Yacht Race. The boat also raced in the Rolex Sydney 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 the previous year, placing 37th.

WYUNA**SAIL NO:** R3600**LOA:** 10.8m**CLASS:** IRC**DESIGNER:** Daniel Andrieu (FRA)**YEAR BUILT:** 2014**TYPE:** Jeanneau Sun Fast 3600**NUMBER OF HOBARTS:** 2**OWNER:** Hilary Arthure**CLUB:** Royal Perth Yacht Club, WA

CREW: Hilary Arthure (3) - Skipper, Stephen Humphries (10) - Navigator, Todd Back, Murray Buchan, Andrea Davey (1), Joseph Kilcullen, Matt Rose, Mark Williams (1)

Hilary Arthure brought Wyuna for their first Rolex Sydney Hobart together in 2023 and finished 59th overall. Like others, the lure of competing in the 80th race proved irresistible, despite the long travel to and from Perth to compete. In fact the yacht was transported across the Nullabor to Sydney by truck. This Jeanneau Sun Fast 3600 is the former Kraken and was launched at the 2014 Sydney International Boat Show. She was purchased by West Australian, Todd Giraudo, who was aboard with Arthure in the 2023 Hobart. After she bought the yacht, Arthure won her division in the 2023 Fremantle to Exmouth Race. Her Sydney Hobart experience includes 2015 on Jaffa and in 2013 on Gordon Ketelbey's Zen. As Kraken, this yacht completed a 17,000 nautical mile world tour, including races to Bali, the Melbourne to Hobart, the Sydney Hobart and the Melbourne to Osaka Cup.



BOAT NOTES



YENDYS

SAIL NO: AUS11888

LOA: 16.8m

CLASS: IRC

DESIGNER: Reichel/Pugh
(USA)

YEAR BUILT: 2006

TYPE: RP 55

NUMBER OF HOBARTS: 7

OWNER: Bruce Tardrew

CLUB: Royal Queensland
Yacht Squadron, QLD

CREW: Hans Woldring (O)

- Skipper, Andrew Locke (O) - Navigator, Matt Cardinaels (4), Lauren Louise Diano (O), Nick Isaac (O), Lachlan Mclean (7), Ben Osborne (O), Richard Roberts (9), Luke Robins (2), David Rose, Jeronimo Santos (O), Steven Wallace (4)

Bruce Tardrew is an Australian who lived in Papua New Guinea for a period and was its leading yachtsman in the seventies. Early in life, Tardrew won in a variety of classes from Lasers to VJ's and Lightweight Sharpies. He left Victoria for PNG in 1973 and organised the charter of three Victorian yachts in 1975 for PNG Southern Cross Cup team, including racing in the Hobart and skippering Apollo II. Tardrew returned in 1976 with Obsession. This time, it's with Yendys, launched for Geoff Ross in 2006. She has since been known as Rodd & Gunn Wedgetail and Wedgetail. She last went to Hobart in 2014 as Wedgetail, owned then by Bill Wild. This RP55 is a great yacht that scored her best Hobart results during the Ross years, with sixth, seventh and fifth overall in 2006, '07 and '08 respectively. Wild also scored sixth in 2010.

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Race Records

Open Record

2017

LDV Comanche | James Cooney & Samantha Grant

1 Day 9 Hours 15 Minutes 24 Seconds



Conventionally Ballasted Record

2022

URM Group | Anthony Johnston & David Johnston

1 Day 19 Hours 06 Minutes 48 Seconds



Photos: ROLEX | Carlo Borlenghi.



Race Facts

Number of Sydney Hobart races conducted by the Cruising Yacht Club of Australia: 79

Rolex has been Title Sponsor of the Sydney Hobart since 2002

Race Record: 1 day 9 hours 15 minutes 24 seconds, set in 2017 by *LDV Comanche* after *Wild Oats XI* was penalised one hour in a port/starboard incident

LOA Restriction: Entered yachts must be no smaller than 9.00 metres (30 ft) and no greater than 30.48 metres (100 ft) in length.

DUAL LINE HONOURS AND OVERALL WINNERS:

1945 - *Rani* (GBR)
 1972 - *American Eagle* (USA)
 1977 - *Kialoa* (USA)
 1980 - *New Zealand* (NZ)
 1987 - *Sovereign* (NSW)
 2005, 2012 - *Wild Oats XI* (NSW/QLD)

Largest Fleet since 2002: In 2019, the 75th edition, there were 157 starters and 154 finishers

Most International Entries since 2002: The 2015 and 2017 races produced 27 international entries.

Tasmanian Photographer Richard Bennett has been capturing the race for over 50 years

Total number of yachts to have completed the Sydney Hobart: 6,596 yachts

Total number of yachts to have entered the Sydney Hobart (includes Retired or Disqualified competitors): 7,727 yachts

Cancelled races: The only race cancelled to-date was 2020, due to COVID-19

Record for most races by an individual: Tony Ellis holds the record of 54 races sailed by a single individual after he competed in the 2022 race on board *No Limit*.

Record for oldest sailor to compete: In 2015, legendary sailor Syd Fischer skippered *Ragamuffin 100* at 88 years of age.

Record for youngest sailor to compete in 25 consecutive races: In 2016, at 40 years of age, Bradshaw Kellett sailed his 25th consecutive Sydney Hobart. His record is unlikely to be beaten due to the age restriction rule implemented in 1999.

Record for most consecutive Sydney Hobarts: Lindsay May competed his 50th consecutive Sydney Hobart in 2023.

Record number of races competed by a yachswoman: Adrienne Cahalan was the first female sailor to reach the 25 Hobarts milestone and in 2023 sailed her 31st race aboard overall winner, *Alive*.

Record number of Line Honours wins by a yachswoman: Adrienne Cahalan with six Line Honours victories.

Record number of Overall wins by a yachswoman: Adrienne Cahalan with three Overall victories.

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

Record number of races by a yacht: In 2024, *Bacardi*, a Peterson 44, set a new record of 31 races. She will sail her 32nd race this year.

2024 ROLEX SYDNEY HOBART YACHT RACE BY NUMBERS

Starting Yachts: 104

Finishing Yachts: 74

Total Crew: 973

Fastest Time: 1day 13 hours 35 minutes 13 seconds by *LawConnect*

Slowest Time: 5 days 21 hours 4 minutes 13 seconds by *Salt Lines*

25x Sydney Hobart Sailors

1975

- Stan Darling
- Peter Green
- Magnus Halvorsen

1979

- Richard Norman

1980

- Richard Hammond
- Max Crafoord

1982

- Alby Burgin
- Alby Mitchell

1984

- Colin Betts
- Alan Butler

1985

- Russ Evans
- John Bennetto
- Don Lang
- Bill Thompson

1987

- Bernie Case
- David Lawson

1988

- Lou Abrahams
- Don Mickleborough
- Bill Ratcliff

1989

- Bruce Gould
- Peter Kurts
- Tony Cable

1990

- Josko Grubic

1991

- Tony Ellis
- Geoff Rouvray

1992

- Colin Wildman

1993

- Syd Fischer
- Des O'Connell
- Fraser Johnston
- Bruce Jackson
- Rolf Mische

1994

- Lester Nibbs

1995

- Peter Shipway
- Richard Bearman

1996

- Peter Joubert
- Roger Howlett

1997

- John Mooney
- Lindsay May
- John Solomon

1998

- Graeme Freeman
- Warren Anderson
- David Kellett
- Simon Firth
- Lou Carter
- Richard Hammond

1999

- Maurie Cameron
- Hugh Treharne
- Peter Duffield

2000

- Geoff Barter
- Rod Jackman

2001

- Roger Hickman
- Toby Richardson
- Michael Spies
- Ian Treharne

2002

- Colin Anderson
- Bill Watson
- Jim Dunstan
- John Harris
- Bob Fraser
- Ian Potter

2003

- Michael Green
- Phil Eadie
- Kim Jagger

2004

- Robbie Burns
- Ralph Carlier
- Graeme Fraser
- Jack Goluzd
- Michael Hesse
- Tony Poole

2005

- Tony Hearder
- Hugh O'Neill
- Ed Psaltis
- Bruce Taylor

2006

- Bill Riley
- David Ellis

2007

- Kingsley Piesse
- George Snow
- John Williams
- Colin Tipney

2008

- Graeme Ainley
- Robert Green
- John Walker

2009

- Robert Case
- Peter Hopkins
- Anthony Kirby
- Greg Prescott

2010

- Carl Crafoord
- Hugh Brodie
- Larry Jamieson

2011

- Peter Fletcher
- Gavin Gourley
- David Hodgson (incl RRV)
- Peter Inchbold
- Greg Johnston
- Julian Freeman
- Robert Moore
- Damien Parkes
- Ian Walker
- John Woodford

2012

- Jim Holley
- Steve Jarvin
- Bob Thomas

2013

- Erik Adriaanse
- Michael Coxon
- Noel Drennan
- Richard Grimes
- Peter Messenger
- Darren Senogles
- Bill Skyes
- Grant Wharington

2014

- Matt Allen
- Adam Brown
- Steve Grellis
- Colin O'Connor
- Phil Molony
- Sean Langman
- Hugo Van Kretschmar

2015

- Sven Runow

2016

- Michael Bellingham
- Adrienne Cahalan
- Bruce Clark
- Bradshaw Kellett
- Peter Sheldrick
- Andrew Taylor

**2017**

- David Blanchfield
- Ian Davis
- James Permezel
- Jeremy Rae

2018

- Michael Formosa
- Sam Hunt
- Iain Murray
- Jim Nixon
- John Whitfeld

2019

- Robbie Naismith
- Matt Shillington

2021

- Stephen McCullum
- Felicity Nelson
- David Witt
- Andrew Buckland
- Graeme Taylor
- Gordon Maguire

2022

- Sean Kirkjian
- Michael Bencsik
- Tom Braidwood
- Duncan Macleod
- Peter Merrington
- Andrew Henderson
- Brett Smith

2023

- Alby Pratt
- Geoff Bauchop
- Vanessa Dudley
- Robert Human
- David Watson

2024

- Chris Rockell
- Michael Heenan
- Stephen McConaghy
- Troy Grafton

50x Sydney Hobart Sailors

2015

- Tony Cable

2017

- Tony Ellis

2018

- Bill Ratcliff
- Colin Wildman (incl RRV)

2023

- Lindsay May
- Bruce Gould (incl RRV)

10x Women Sydney Hobart Sailors

1995

- Jan Howard

1997

- Audrey Brown

1998

- Amanda Wilmot

1999

- Kerry Gouge
- Vanessa Dudley

2000

- Adrienne Cahalan

2001

- Gail Hardland
- Lea Meyer

2003

- Felicity Nelson
- Sally Gordon

2006

- Mary Holley

2007

- Julie Hodder
- Sue Crafer

2010

- Cathy Josling

2014

- Anne Lawrence

2015

- Louise Stevenson
- Stacey Jackson

2016

- Wendy Tuck

2017

- Dinah Eagle

2019

- Jane Roberts

2021

- Jade Cole
- Jackie White

2022

- Julia Owens



Line Honours Winners

YEAR	YACHT	OWNER/SKIPPER	YEAR	YACHT	OWNER/SKIPPER
1945	<i>Rani</i>	Capt. John Illingworth R.N.	1988	<i>Ragamuffin</i>	Syd Fischer
1946	<i>Morna</i>	Claude Plowman	1989	<i>Drumbeat</i>	Alan Bond
1947	<i>Morna</i>	Claude Plowman	1990	<i>Ragamuffin</i>	Syd Fischer
1948	<i>Morna</i>	Claude Plowman	1991	<i>Brindabella</i>	George Snow
1949	<i>Waltzing Matilda</i>	Phil Davenport	1992	<i>New Zealand Endeavour</i>	Grant Dalton
1950	<i>Margaret Rintoul</i>	Austin W. Edwards	1993	<i>Ninety Seven</i>	Andrew Strachan
1951	<i>Margaret Rintoul</i>	Austin W. Edwards	1994	<i>Tasmania</i>	Robert Clifford
1952	<i>Nocturne</i>	J. Robert Bull	1995	<i>Sayonara</i>	Larry Ellison
1953	<i>#Solveig</i>	Trygve & Magnus Halvorsen	1996	<i>Morning Glory</i>	Hasso Plattner
1954	<i>Kurrewa IV</i>	Frank & John Livingston	1997	<i>Brindabella</i>	George Snow
1955	<i>Even</i>	Frederick J. Palmer	1998	<i>Sayonara</i>	Larry Ellison
1956	<i>Kurrewa IV</i>	Frank & John Livingston	1999	<i>Nokia</i>	Stefan Myralf/ Michael Spies
1957	<i>Kurrewa IV</i>	Frank & John Livingston	2000	<i>Nicorette II</i>	Ludde Ingvall
1958	<i>Solo</i>	Vic Meyer	2001	<i>Assa Abloy</i>	Neal McDonald
1959	<i>Solo</i>	Vic Meyer	2002	<i>Alfa Romeo I</i>	Neville Crichton
1960	<i>Kurrewa IV</i>	Frank & John Livingston	2003	<i>Skandia</i>	Grant Wharington
1961	<i>Astor</i>	Peter Warner	2004	<i>Nicorette III</i>	Ludde Ingvall
1962	<i>Ondine</i>	Samer A. Long	2005	<i>Wild Oats XI</i>	Bob Oatley & Mark Richards
1963	<i>Astor</i>	Peter Warner	2006	<i>Wild Oats XI</i>	Bob Oatley & Mark Richards
1964	<i>Astor</i>	Peter Warner	2007	<i>Wild Oats XI</i>	Bob Oatley & Mark Richard
1965	<i>Stormvogel</i>	Cornelius Bruynzeel	2008	<i>Wild Oats XI</i>	Bob Oatley & Mark Richards
1966	<i>Fidelis</i>	Jim V. Davern	2009	<i>Alfa Romeo II</i>	Neville Crichton
1967	<i>Pen Duick III</i>	Éric Tabarly	2010	<i>Wild Oats XI</i>	Bob Oatley & Mark Richards
1968	<i>Ondine II</i>	Samer A. Long	2011	<i>Investec LOYAL</i>	Anthony Bell
1969	<i>Crusade</i>	Sir Max Aitken	2012	<i>Wild Oats XI</i>	Bob Oatley & Mark Richards
1970	<i>Buccaneer</i>	Tom Clark	2013	<i>Wild Oats XI</i>	Bob Oatley & Mark Richards
1971	<i>Kialoa II</i>	Jim Kilroy	2014	<i>Wild Oats XI</i>	Bob Oatley & Mark Richards
1972	<i>American Eagle</i>	Ted Turner	2015	<i>Comanche</i>	Ken Read
1973	<i>Helsal</i>	Tony Fisher	2016	<i>Perpetual LOYAL</i>	Anthony Bell
1974	<i>Ondine III</i>	Samer A. Long	2017	<i>LDV Comanche</i>	Jim Cooney & Samantha Grant
1975	<i>Kialoa III</i>	Jim Kilroy	2018	<i>Wild Oats XI</i>	The Oatley family & Mark Richards
1976	<i>Ballyhoo</i>	Jack Rooklyn	2019	<i>Comanche</i>	Jim Cooney & Samantha Grant
1977	<i>Kialoa III</i>	Jim Kilroy	2020	<i>Not conducted</i>	
1978	<i>Apollo</i>	Jack Rooklyn	2021	<i>Black Jack</i>	Peter Harburg & Mark Bradford
1979	<i>Bumblebee 4</i>	John Kahlbetzer	2022	<i>Andoo Comanche</i>	John Winning, Jr.
1980	<i>New Zealand</i>	Peter Blake	2023	<i>LawConnect</i>	Christian Beck
1981	<i>Vengeance</i>	Bernard Lewis	2024	<i>LawConnect</i>	Christian Beck
1982	<i>Condor of Bermuda</i>	Bob Bell			
1983	<i>Condor</i>	Bob Bell			
1984	<i>New Zealand</i>	Peter Blake			
1985	<i>Apollo</i>	Warwick Rooklyn			
1986	<i>Condor II</i>	Bob Bell			
1987	<i>Sovereign</i>	Bernard Lewis			



Overall Winners

YEAR	YACHT	OWNER/SKIPPER	YEAR	YACHT	OWNER/SKIPPER
1945	<i>Rani</i>	Capt. John Illingworth R.N.	1992	<i>Ragamuffin (IOR)</i>	Syd Fischer
1946	<i>Christina</i>	Bob Bull	1992	<i>Assassin (IMS)</i>	Robin Crawford
1947	<i>Westward</i>	George Gibson	1993	<i>Wild Oats (IOR)</i>	Bruce Foye/Roger Hickman/ Lance Peckman
1948	<i>Westward</i>	George Gibson	1993	<i>Cuckoos Nest (IMS)</i>	Nigel Holman
1949	<i>Trade Winds</i>	Mervyn Davey	1994	<i>Raptor</i>	Andreas Eichenauer
1950	<i>Nerida</i>	Colin Haselgrove	1995	<i>Terra Firma</i>	Dean Wilson & Scott Carlile
1951	<i>Struen Marie</i>	Tom Williamson	1996	<i>Ausmaid</i>	Georgio Gjergja
1952	<i>Ingrid</i>	James Taylor	1997	<i>Beau Geste</i>	Karl Kwok
1953	<i>Ripple</i>	Ron Hobson	1998	<i>AFR Midnight Rambler</i>	Ed Psaltis & Bob Thomas
1954	<i>Solveig</i>	Trygve & Magnus Halvorsen	1999	<i>Yendys</i>	Geoff Ross
1955	<i>Moonbi</i>	Hal Evans	2000	<i>SAP Ausmaid</i>	Kevan Pearce
1956	<i>Solo</i>	Vic Meyer	2001	<i>Bumblebee 5</i>	John Kahlbetzer & Iain Murray
1957	<i>Anitra V</i>	Trygve & Magnus Halvorsen	2002	<i>Quest</i>	Bob Steel
1958	<i>Siandra</i>	Graham Newland	2003	<i>First National</i>	Michael Spies & Peter Johnston
1959	<i>Cherana</i>	Russ Williams	2004	<i>Aera</i>	Nicholas Lykiadopulo
1960	<i>Siandra</i>	Graham Newland	2005	<i>Wild Oats XI</i>	Bob Oatley & Mark Richards
1961	<i>Rival</i>	Alby Burgin & N. Rundle	2006	<i>Love & War</i>	Simon Kurts & Lindsay May
1962	<i>Solo</i>	Vic Meyer	2007	<i>Rosebud</i>	Roger Sturgeon
1963	<i>Freya</i>	Trygve & Magnus Halvorsen	2008	<i>Quest</i>	Bob Steel
1964	<i>Freya</i>	Trygve & Magnus Halvorsen	2009	<i>Two True</i>	Andrew Saies
1965	<i>Freya</i>	Trygve & Magnus Halvorsen	2010	<i>Secret Mens Business 3.5</i>	Geoff Boettcher
1966	<i>Cadence</i>	Jim Mason	2011	<i>Loki</i>	Stephen Ainsworth
1967	<i>Rainbow II</i>	Chris Bouzaid	2012	<i>Wild Oats XI</i>	Bob Oatley & Mark Richards
1968	<i>Koomooloo</i>	Denis O'Neil	2013	<i>Victoire</i>	Darryl Hodgkinson
1969	<i>Morning Cloud</i>	Edward Heath	2014	<i>Wild Rose</i>	Roger Hickman
1970	<i>Pacha</i>	Robert Crichton-Brown	2015	<i>Balance</i>	Paul Clitheroe
1971	<i>Pathfinder</i>	Brin Wilson	2016	<i>Giacomo</i>	Jim Delegat
1972	<i>American Eagle</i>	Ted Turner	2017	<i>Ichi Ban</i>	Matt Allen
1973	<i>Ceil III</i>	Bill Turnbull	2018	<i>Alive</i>	Phillip Turner & Duncan Hine
1974	<i>Love & War</i>	Peter Kurts	2019	<i>Ichi Ban</i>	Matt Allen
1975	<i>Rampage</i>	Peter Packer	2020	<i>Not conducted</i>	
1976	<i>Piccolo</i>	John Pickles	2021	<i>Ichi Ban</i>	Matt Allen
1977	<i>Kialoa III</i>	Jim Kilroy	2022	<i>Celestial</i>	Sam Haynes
1978	<i>Love & War</i>	Peter Kurts	2023	<i>Alive</i>	Phillip Turner & Duncan Hine
1979	<i>Screw Loose</i>	Bob Cumming	2024	<i>Celestial V70</i>	Sam Haynes
1980	<i>New Zealand</i>	NZ Round The World Committee			
1981	<i>Zeus II</i>	Jim Dunstan			
1982	<i>Scallywag</i>	Ray Johnston			
1983	<i>Challenge</i>	Lou Abrahams			
1984	<i>Indian Pacific</i>	John Eyles & Gunter Heuchmer			
1985	<i>#Sagacious</i>	Gary Appleby			
1986	<i>Extension</i>	Tony Dunn			
1987	<i>Sovereign</i>	Bernard Lewis			
1988	<i>Illusion</i>	Gino Knezic			
1989	<i>Ultimate Challenge</i>	Lou Abrahams			
1990	<i>Sagacious V</i>	Gary Appleby			
1991	<i>Atara (IOR)</i>	John Storey & Harold Cudmore			
1991	<i>She's Apples (IMS)</i>	David Strong			

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.



2025 FLEET

SAIL NO	BOAT NAME	OWNER/SKIPPER	REP	STATE	DESIGN	LOA	BEAM	DRAFT	YEAR	CLASS
PD147	ADVANTEDGE	Andrew Jones	PDYC/RYCT	TAS	Inglis 47	14.3	4.5	3.3	1994	IRC
SYD7	ALITHIA	Jost Stollman	DYC	GERMANY	Solaris 80rs	23.98	6.4	4	2020	PHS
1701	AMBITION	Chris Dare & Lachlan Dare	DSS/SYC	TAS	Botin Carkeek Gp 42	12.8	3.9	3	2009	IRC
GBR2888L	ANTIPODES	Geoff & Natasha Hill	RPAYC	HKG	Santa Cruz 72	22	4.9	3.4	1997	IRC
NED8313	ARAGON	Andries Verder	RYCM	NED	Rp/Marten 72	22.1	5	4.2	2006	IRC
S17	ARCADIA	Peter Davison	RMYS	VIC	Archambault 40 R C	11.98	3.8	2.6	2008	IRC
A140	ARIEL	Ronald Forster & Phil Damp	CYCA/SASC	NSW	Beneteau First 40	12.6	3.9	2.5	2010	IRC
2400	AVALANCHE (DH)	James Murchison/James Francis	RSYS	NSW	Hick 40	12.3	4.1	2.5	2015	IRC
NZL10750	AWEN	David Howes	SYC	QLD	Open 60	18.3	5.7	4.5	2002	PHS
SM377	BACARDI	Brett Averay	SYC	VIC	Peterson 44	13.3	4.2	2.4	1978	IRC
USA1180	BACCHANAL	Ronald Epstein	CYC,CYCA	USA	Jpk 11.80	11.8	3.9	2.3	2024	IRC
AUS1	BACK 2 BLACK	Sean Langman	CYCA	NSW	Reichel / Pugh Gp42	12.8	3.9	3.2	2007	IRC
1545	BEAUTEMPS (DH)	Rod Smallman/Alex Toomey	SYC	VIC	Sun Fast 3600	11.7	3.6	2.3	2021	IRC
B40	BLINK	Mark Gorbатов & Mark Siebert	CYCA	NSW	Beneteau First 40	12.2	3.9	2.4	2012	IRC
AUS110	BLUE PLANET (DH)	Chris O'Neill/Michael Tom Johnston	CYCA	NSW	J99	9.9	3.4	2	2022	IRC
FRA39337	BNC - MY::NET / LEON (DH)	Michel Quintin/Yann Rigal	CNC	New Cal	Jpk 10.80	10.8	3.7	2.2	2014	IRC
33001	BORDERLINE (DH)	Andy Offord/Ian Hoddle	CYCA	NSW	Sunfast 3300	9.99	3.4	2	2021	IRC
SM615	CADIBARRA	Paul Roberts	SYC	VIC	Sydney 41	12.5	3.7	2.6	1995	IRC
USA5202	CALLISTO	James Murray	RNZYS	NZL	Pac 52	15.85	4.3	3.6	2016	IRC
ITA70	CELESTIAL V70	Sam Haynes	CYCA	NSW	Volvo Open 70	21.5	5.7	5.2	2007	IRC
6834	CHANCELLOR	Edward Tooher	CYCA	NSW	Beneteau First 40	12.2	3.9	2.4	2010	PHS
R33	CHUTZPAH	Bruce Taylor	RYCV	VIC	Reichel/Pugh 40	12	3.2	3	2007	IRC
5038	CINQUANTE	Kim Jagger	CYCA	NSW	Sydney 38	11.8	3.7	2.6	2002	IRC
3838	CLOCKWORK	Andrew Lloyd & Mary Ann Harvey	CYCSA	SA	Sydney 38	11.8	3.7	2.7	2001	IRC
2404	COASTWATCHER	Craig Coulsen	RYCT	TAS	Beneteau First 40	12.24	3.9	2.5	2012	IRC
AUS7771	COOL C4TS	Scott Mutton	RSAYS	SA	Beneteau First 45	13.67	4.2	2.7	2007	IRC
177	CRUX (DH)	Carlos Aydos/Peter Grayson	MHYC	NSW	S&S 34	10	3.1	1.9	2008	IRC
B47	CYAN MOON	Wayne Arnold Seaward	SYC	VIC	Beneteau Oceanis 473	14.3	4.3	2.1	2003	PHS
S13	DASHER+FISHER HOW BIZARRE	Scott Robinson	RMYS	VIC	Seaquest Rp36	10.93	3.3	2.3	2008	IRC
8455	ESPRIT	Roderick West	SYC/CYCA	QLD	Wauquiez C45	13	4.2	2.5	2004	PHS
FRA-9777	EYE CANDY	Malo Leseigneur	BYC/RYCT	TAS	Sydney 38	11.8	3.7	2.7	2002	IRC
USA54	FIRST LIGHT	Elizabeth Tucker	MHYC	NSW	Class 40	12.19	4	3.1	2008	IRC
1696	FLAT WHITE	Geoff Tomlins	MHYC	QLD	Radford 12.2m	12.2	123.4	123.4	1995	PHS
G54	FLIGHT MODE	Robert & Timothy Gourlay	RYCT	TAS	Moody 54 Ds	17.1	5.2	2.7	2014	PHS
7551	FLYING FISH ARCTOS	Flying Fish Academy	MHYC	NSW	Radford 55	15.2	3.7	2.7	2001	PHS
GBR5211L	FRANTIC	Michael Martin	NCYC	NSW	Tp52	15.9	4.2	3.3	2004	IRC



SAIL NO	BOAT NAME	OWNER/SKIPPER	REP	STATE	DESIGN	LOA	BEAM	DRAFT	YEAR	CLASS
N10	FREYJA	Andrew Miller	NCYC	NSW	Atkins Ketch 35 Ft	10.7	3.4	1.6	1945	PHS
RQ334	FRUIT SALID 3	Mark Drobitko	RQYS	QLD	Beneteau First 40	12.6	3.9	2.5	2013	IRC
M111	GINAN	Nigel Jones & Cam Mckenzie	MYC	VIC	J111	11.1	3.3	2.2	2012	IRC
99	GIZMO (DH)	Rob Drury/Mark Michel	CYCA	NSW	Jeanneau Sf3600	10.8	3.6	2.2	2016	IRC
43218	HAPPY WANDERER	Dan Cannon	CYC	WA	Corby 49	14.9	4.4	3.1	2002	IRC
8108	HIGHLY SPRUNG	Mark Spring	CYCA	NSW	Tp52 Farr	15.9	4.4	3.2	2005	IRC
7811	HIP-NAUTIC (DH)	Jean-Pierre Ravanat/Dylan Gore	DSS	TAS	Jeanneau Sunfast 3300	9.9	3.4	2	2020	IRC
AUS8899	HOLLYWOOD BOULEVARD	Mike Miller	RORC	UK	Farr 55	16.76	4.6	4.1	2007	IRC
A5	HUTCHIES YEAH BABY	Andy Lamont	SYC	QLD	Welbourn 50	15.1	4	3	2000	PHS
M762	INNER CIRCLE	Darren Cooney	RMVCT	NSW	Farr 40 lor	12.2	4	2.2	1987	IRC
SA982	INUKSHUK (DH)	Robert Large/Andrew Ebbott	RSAYS	SA	Northshore 38	11.6	3.4	2	1989	IRC
R39	JAFFA	Stuart Mellington	SYC	VIC	Runnalls 39	12	3.5	2.6	2008	IRC
MYC99	JUPITER (DH)	Ian Smith/John Cross	CYCA&MYC	NSW	J99	9.9	3.4	2	2021	IRC
R201	JUST FARR LOVE	Scott Lovell	TYC/PDYC	TAS	Farr 51	15.5	4.5	2	1996	PHS
7709	KANREKI	Michael Rowe/Ben Martin	MYC	NSW	Cookson 12	12	4	2.7	2000	IRC
5588	KD1	Joe De Kock	NCYC/DSS	NSW	Farr 40	12.41	4	2.6	1999	IRC
52152	KOA	Andrew Kearnan/Peter Wrigley	CYCA	NSW	Tp52	15.8	4.3	3.1	2004	IRC
D099	KRAKEN 42S	Mark Bayles	DSS	TAS	Cookson 12	11.94	3.9	2.8	2001	IRC
R1111	KRAKEN SAILS TOECUTTER	Christie Hamilton	RYCV	VIC	Hick 10	10	3.4	1.9	2023	IRC
SYD1000	LAWCONNECT	Christian Beck	CYCA	NSW	Juan K 100 Custom	30.5	7.4	6.2	2008	IRC
FRA85	LE TIROFLAN	Christopher Taylor	CYCA	NSW	Pogo 40	12.18	4.5	3	2010	PHS
R9797	LOCH SLOIDH 3	Peter McFarlane	RYCV	VIC	Sydney 38	11.9	3.6	2.6	2002	IRC
294	LOVE & WAR	Simon Kurts	CYCA	NSW	S&S	14.2	4.1	2.3	1973	IRC
USA2872	LUCKY	Bryon Ehrhart	NYYC	USA	Juan Kouyoumdjian	27	7.1	7	2014	IRC
7809	LUNA BLUE	John Turnbull, David Watson & Steve Kellaway	RPAYC	NSW	Beneteau First 45	14.1	4.2	2.4	2008	PHS
N40	MAKO	Tim Dodds	NCYC	NSW	Sydney 40	12	3.7	2.6	1999	PHS
M772	MARGUERITE	Aaron Zhou	CYCA	NSW	Beneteau First 47.7	14.5	4.5	2.3	2002	IRC
O100	MARITIMO 100	Bill Barry-Cotter	SYC	QLD	Oyster100	30.1	7.6	4	2013	PHS
CYC8	MARITIMO KATWINCHAR	Michael Spies	SOUTHPORT YACHTCLUB	QLD	Watney Circa 1904	10	2.5	1.6	1904	IRC
CAY007	MASTER LOCK COMANCHE	Matt Allen & James Mayo	CYCA/RPEYC	NSW	Vplp Verdier 100	30.5	7.9	7	2014	IRC
6492	MAZU DENALIS LITTLE HELPER	Damien Parkes	CYCA	NSW	Sydney 38	10.5	4.4	3.2	1999	IRC
ST36	MIDNIGHT RAMBLER	Edward Psaltis	RYCT	TAS	Sydney 36	10.8	3.4	2.3	2005	IRC
M888	MILLENNIUM FALCON	Robert Griffiths	LMYC/CYC	NSW	Sparkman And Stephens 39	11.9	3.6	2.2	1992	IRC
AUS888	MIN RIVER (DH)	Jiang Lin/Alexis Loison	CYCA	NSW	Jpk10.30	10.3	3.2	2	2023	IRC



2025 FLEET

SAIL NO	BOAT NAME	OWNER/SKIPPER	REP	STATE	DESIGN	LOA	BEAM	DRAFT	YEAR	CLASS
9277	MINERVA	Edward Cox	RSYS/CYCA	NSW	Ker 40	12.2	4.2	3	2011	IRC
424	MINNIE	Michael Bell	CYCA	NSW	Jones 42	12.9	4.3	2.9	2001	IRC
1	MISTRAL (DH)	Rupert Henry/ Pablo Santurde del Arco	CYCA	NSW	Lombard 34	10.5	3.5	2	2019	IRC
5656	MONDO	Lisa Callaghan & Stephen Teudt	MYC	NSW	Sydney 38	11.7	3.7	2.6	2003	IRC
AUS10	MONEYPENNY	Robert Appleyard	RFBYC	WA	Reichel/Pugh 69	21.5	4.8	4.9	2008	IRC
SYD5	MRV	Damien King	SYC	VIC	Frers 61	18.5	5	3	1996	IRC
6363	MUDGEES CONCRETE	Jared Macquart	CSC	NSW	Beneteau First 50	15.24	4.4	2.8	2007	IRC
7878	MWF KAYLE	Making Waves Foundation	CYCA	NSW	Lyons 54	16.31	4.3	3.2	2000	PHS
0404	NAVY ONE	Nicholas Greenhill	RANSA	NSW	Beneteau First 40	12.2	3.9	2.5	2011	IRC
AUS98888	NO LIMIT	David Gotze	CYCA	NSW	Reichel/Pugh 63	19.2	4.9	4.6	2008	IRC
AUS8877	NO PRESSURE	Drew Meincke	BYC	TAS	Farr 40 Mod	12.45	4	2.5	2005	IRC
AUS03	NOAHSII	Przemyslaw Tarnacki	-	POL	Jones 70	21.5	5.7	4.6	2005	IRC
OC52	OCEAN CRUSADERS J-BIRD	Annika & Ian Thomson	WSC	QLD	Andrews 52	15.8	4.3	3.2	2001	IRC
CAY6536	OROTON DRUMFIRE	Will Vicars	CYCA	NSW	Hoek Tc78	24	5.6	3.2	2007	IRC
2527	PACIFIC ROAD XANTHUS	Matthew Fifield	RSYS	NSW	X-55	16.76	4.6	3.2	2010	IRC
110	PACMAN (DH)	Peter Elkington/ Scott Cavanough	RQYS	QLD	Young 11	11.2	3.7	2.6	1986	IRC
AUS10001	PALM BEACH XI	Mark Richards	RPAYC/NYYC	NSW	Reichel Pugh 30	30.48	5.1	6	2005	PHS
USA41729	PERPLEXITY	John Wilkerson	PMYC,MHYC	USA	Express 37	11.27	3.5	2.3	1986	IRC
020	PHILOSOPHER	Michael Tilden	CYCA	NSW	Sydney 36 Cr	11.3	3.4	2.4	2007	IRC
FRA6900	POULPITO MLS	David Treguier	CNC	New Cal	Sydney 38	11.8	3.8	2.7	2002	IRC
AUS545	PRETTY WOMAN	Richard Hudson	RPAYC	NSW	Farr 45	13.8	4.2	2.9	1996	IRC
214	PRIME EXAMPLE	Rob Fisher	CYCA	TAS	Davidson 52	15.9	4.3	2.9	1991	PHS
10082	RAGNAR (DH)	Derek Kerr/Brett Elliott	RNZYS	NZL	Sunfast 3300	10	3.4	2	2021	IRC
RQ130	RAGTIME	Steve Watson	CYCA	NSW	J130	13	3.8	2.6	1994	IRC
ASC1	RISING SUN	Kevin O'Rourke	RANSA	NSW	Beneteau First 40	12.24	3.9	2.5	2011	PHS
7204	ROARING FORTY (DH)	Kevin Le Poidevin/ Brian Pattinson	PSYC	NSW	Lutra Boc Open 40	12.2	3.9	3	1997	IRC
NZL9674	RUM BUCKET	Quintin Fowler	RNZYS	NZL	More 55	16.8	5	3	2018	IRC
1808	RUM REBELLION (DH)	Shane Connelly/ Tony Sutton	CYCA	NSW	J99	9.9	3.4	2	2021	IRC
M236	SANTANA	Michael Graham	LMYC/LKSC	NSW	Swan 43	13	4	2.5	1986	IRC
SM13	SCARLET RUNNER	Rob Date	SYC	VIC	Carkeek 43	13.1	4.3	3.1	2022	IRC
4924	SHE	Philip Bell	SYC	QLD	Olson 40	12	3.9	2.4	1982	PHS
6837	SHE'S THE CULPRIT	The Culprit Syndicate	LMYC/NCYC	NSW	Dk 43	13	4	2.7	2002	IRC
RQ7771	SHIMBIRI	Ben Shipley	RQYS	QLD	Hanse 575	17.15	5.3	2.9	2016	PHS
HKG2276	SHK SCALLYWAG 100	Sen Huang Lee	RHKYC	HKG	Dovell 100	30.48	5.8	6.5	2014	IRC
NZL6702	SILVER FERN	David Howes	SYC	QLD	Birdsall 72	21.8	4.5	2.2	1981	PHS



SAIL NO	BOAT NAME	OWNER/SKIPPER	REP	STATE	DESIGN	LOA	BEAM	DRAFT	YEAR	CLASS
6952	SMUGGLER	Sebastian Bohm	CYCA	NSW	Tp52	15.9	4.4	3.8	2006	IRC
RQ447	SOLACE	Paul Pincus	RQYS	QLD	Beneteau First 44.7	13.3	4	2.6	2006	IRC
A164	STICKY	Richard Harris	RPAYC, CYCA, SASC	NSW	Cookson 50	15.4	4.3	3.5	2005	IRC
53444	SUMATRA	Peter Vanderwal & Shane Diethelm	CYCA	NSW	Swan 48 Cr	14.8	4.3	2.4	1999	IRC
6499	SUPERNOVA	Felicity Nelson & Alex Seja	CYCA	NSW	Sydney 36	11	3.4	2.4	2005	IRC
8338	TEAM WHITE WAVE	Mark Griffith	WHITE WAVE SAILING CENTRE	China	Dk 46	14	4	3	2004	IRC
2208	TENACITY	John Lawrie	BYC	TAS	Mills 41	12.5	3.8	2.7	2008	IRC
1435	THE GAFFER (DH)	Robert Frayne/ Richard Dumas	CYCA	NSW	J99	9.9	3.4	2.1	2024	IRC
4100	THE XX FACTOR	Janet Thornley	RSAYS	SA	Mbd 41	12.5	3.8	2.5	1995	IRC
4023	TITOKI (DH)	Tim Binns/Frances Beaumont	RANSA	NSW	Farr 11.6	12.31	3.6	2.5	1981	IRC
3322	TOUCAN (DH)	Edward Curry-Hyde/Lincoln Dews	RPAYC/CYCA	NSW	Sun Fast 3300	9.99	3.4	2	2023	IRC
D777	TRADITION	Rob Gough	DSS	TAS	Max Creese	12	4	2.1	1984	IRC
50095	TROUBADOUR	Todd McHenry	RQYS	QLD	Nautor Swan 46	14.36	4.4	2.5	1983	PHS
8009	TROUBLE & STRIFE	Matt Williams	RQYS	QLD	Cookson12	11.99	3.8	2.6	2000	IRC
99999	UNICOIN	Peter Bremner	M16FTSC	NSW	Farr 277	12	3.8	2.5	1992	IRC
AUS72	URM GROUP	Anthony & David Johnston	CYCA	NSW	Reichel/Pugh 72 Maxi	21.8	5.4	5.5	2009	IRC
NZL55555	V5	Brian Petersen	RNZYS, RAYC, CYCA	NZL	Alan Andrews Tp52	15.9	4.5	3.5	2001	IRC
198	VELOCE	Matt Hayes	MHYC	NSW	Italia 1298	13.16	3.9	2.5	2025	IRC
4411	VERITE (DH)	Paul Beath/ Massimiliano Fonzo	NCYC	NSW	J99	9.9	3.4	2	2021	IRC
NZL076	VIXEN RACING	Sharon Ferris-Choat	BOIYC	NZL	Verdier 40	12	4.5	3.2	2008	IRC
112	VOLTSTAR YEAH BABY	Marc & Louis Ryckmans	CYCA	NSW	Akilaria Rc2	12	4.5	3.1	2011	IRC
R298	WESTERN MORNING	Mark Ayto	CYCA	NSW	S&S 34	10.1	3.1	1.9	1969	IRC
SM1245	WHITE NOISE	Daniel Edwards	SYC	VIC	M.A.T 1245	12.5	3.8	2.5	2019	IRC
R500	WHITE SPIRIT	Cyrus Allen	ORCV	VIC	Beneteau First 50	15.24	4.4	2.8	2008	PHS
4343	WILD OATS	Gordon Smith	CYCA	NSW	Farr 43	13.1	4.2	2.5	1985	PHS
AUS1001	WILD THING 100	Grant Wharington	CYCA	QLD	Super Maxi	30.48	6.2	5.5	2023	IRC
GBR5672L	WIND SHIFT	Matt Harvey	RMYC	NSW	Shipwright 70	21	5.5	2.8	1990	PHS
660	WINDROSE	Ashok Mani	TYC	TAS	S&S 48	14.6	3.5	2.6	1959	IRC
6188	WINE-DARK SEA	Peter Lowndes & Courtney Murphy	RSYS	NSW	Lyons 49	15	4.3	2.9	2002	IRC
6559	WOTS NEXT	Charles Cupit	CYCA	NSW	Sydney 47	14.3	4	3	2005	IRC
R3600	WYUNA	Hilary Arthure	RPYC	WA	Jeanneau Sun Fast 3600	10.8	3.6	2.1	2014	IRC
AUS11888	YENDYS	Hans Woldring	RQYS	QLD	R/P 55	16.8	4.5	4	2005	IRC



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Major Changes to the 2025 Rolex Sydney Hobart Notice of Race



Photo: ROLEX | Carlo Borlenghi

Clause 2.3 | Official Notice Board

The Official Notice Board is now located on the RSHYR race website – rolexsydneyhobart.com/competitors/official-notice-board/

Clause 3.3(b) | Handicap Categories/Class

The additional IRC Divisions for Veterans and Grand Veterans will again be conducted for the anniversary edition of the RSHYR. The IRC Grand Veterans Division will be open to boats with a launch date prior to 1976. IRC Veterans will be open to boats with a launch date between 1976 and 1995.

An IRC Cruiser/Racer Division will also be conducted for those boats fully fitted out for comfortable cruising with an LH not less than 13.90m and an IRC hull factor not larger than 10.

Clause 3.4 | Qualifying Race

Qualifying race requirements have been updated to include a number of international yacht races. For boats that may have competed in major races overseas between 1 January 2025 and 26 June 2025, these may be accepted as qualifying races with verification that the boat has completed other additional offshore passages after 26 June 2025.

While, it is preferred a qualifying race is undertaken, the Race Committee may accept a request to complete an alternate method of qualification in the event it was not reasonably possible to have undertaken a race. This method must be submitted to and approved by the race committee prior to commencement.

Clause 3.4(c) | Qualifying Race

For a fully crewed boat, a minimum of 50% of the

crew who are nominated on the crew list for the Rolex Sydney Hobart, including the nominated Person In Charge (PIC), shall complete the qualifying race or passage in the boat entered.

Clause 3.5 | Crew

Category 1 Crew Experience – Fully Crewed and Double Handed: For fully crewed boats (minimum 50% of crew) and for Double Handed boats (both crew members), the Category 1 race or passage that the Race Committee deems equivalent, shall be completed within 10 years prior to the race start.

Category 2 Crew Experience – Fully Crewed: All crew shall have completed a Category 2 or higher race (or a race, a passage, or offshore experience that the Race Committee deems equivalent) - within 5 years prior to the race start.

Sea Safety and Survival Course – Fully Crewed: At least 60% of the crew (including the Skipper or the nominated PIC and the 2IC) shall hold a current SSSC Certificate. A boat will need to nominate a PIC on their entry form.

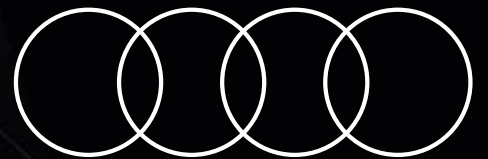
Clause 7.3 | Additions to AS Special Regulations (Personal AIS Beacons)

All crew will be required to carry a Personal AIS Beacon (AIS MOB) in addition to a Personal Location Beacon (PLB). The AIS MOB MMSI and PLB HEX IDs will be recorded on the crew list through the online entry system.

Clause 7.3 | Additions to AS Special Regulations

Double Handed boats will now be required to carry a minimum of two 'three clip' tethers.





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WHAT'S ON

AT THE CYCA

**5
DEC**

ACSBWPS | CABBAGE TREE ISLAND

The 172 nautical mile race is a popular qualifier for the Sydney Hobart and offers competitors a great opportunity to improve their night-time racing.

**7
DEC**

BLUE WATER SUNDAY SESSION

The Best Part of Sailing? Celebrating it Together. Following the Cabbage Tree Island Race, keep the energy going with this get together for the whole Club! All Members and guests are welcome.

**7
DEC**

CYCA CHILDREN'S CHRISTMAS PARTY 2025

Bring the magic of Christmas to life at CYCA's annual Children's Christmas Party! Members are invited to share the joy with their children, grandchildren and great-grandchildren (under 10 years old) for an afternoon full of festive fun.

**5-9
DEC**

2025 AUSTRALIAN MAXI CHAMPIONSHIP

The Cruising Yacht Club of Australia will host the Australian Maxi Championship from 5-9 December 2025. Starting with the Cabbage Tree Race and ending in the SOLAS Big Boat Challenge.

**12-14
DEC**

SYDNEY HOBART CLASSIC YACHT REGATTA

This is a unique regatta that recognises the contribution of classic yachts to the traditions and history of the bluewater classic.

**17
DEC**

SYDNEY VILLAGE EVENT | WOMEN IN SAILING

Let's celebrate women in all areas of the sport at Women in Sailing. Olympian and Rolex Sydney Hobart commentator Lisa Darmanin will moderate a panel of accomplished local and international women sailors, sharing their stories, insights, and experiences.

**19
DEC**

SYDNEY HOBART TRIVIA NAUTICAL FUN NIGHT

Join us at the CYCA for the inaugural Sydney Hobart Trivia Nautical Fun Night. It's set to be a fun-filled evening of laughter, camaraderie, and friendly competition — with plenty of prizes up for grabs.

**22
DEC**

80TH CLUBHOUSE CREW PARTY

Celebrate the 80th RSHYR with friends and family at sailing's best crew party! When the crew uniforms are ironed and the race prep is (mostly) done, there's only one place to be: the CYCA 80th Clubhouse Crew Party.

**25
DEC**

CYCA CHRISTMAS LUNCH

Celebrate the festive season with us at the CYCA. Bring your family and friends, soak up the holiday cheer, and enjoy the perfect blend of great company, delicious food, and a stunning harbour backdrop.

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