

# Yachting Tasmania Hall of Fame

## Alastair Douglas OAM



Alastair has been actively involved in sailing since 1961 and took on administrative and regulatory roles to advance and facilitate yachting in Tasmania. He has been involved in the running of the Australian Three Peaks race from day one in 1989, holding virtually all positions including Chairman and Race Director. Alastair has been actively involved in Yachting Tasmania and is an instructor in coastal navigation, coastal skipper, yachtmaster and radio courses. Alastair has managed the RYCT Tas Coast Radio since 2000. These are just a few highlights in a very long list of contributions Alastair has made to yachting in Tasmania. Alastairs' enormous contribution to yachting was recognised when he was awarded the Medal of the Order of Australia in 2006.

# Yachting Tasmania Hall of Fame

## Allan John “Mick” Purdon



Mick Purdon's informative years in sailing was in cadet dinghies where he both crewed and skippered yachts to top three placings in the Stonehaven Cup. After involvement in sharpies and Derwent class yachts he moved into dragons as a main sheet trimmer for Ediss Boyes securing third spot in the Prince Phillip Cup. In 1977 Mick helmed Chip in the Prince Phillip Cup to become the first Tasmanian to win the title.

Mick also won state titles in sharpies and dragons.

Mick has also been a national judge serving in over 50 national and international yachting events including 10 Sydney to Hobart panels as well as the Melbourne to Hobart , King of the Derwent and Launceston to Hobart since inception.

Mick has served as Commodore and Vice Commodore of the Derwent Sailing Squadron

He has been President of the sharpie and dragon association as well as serving with Yachting Tasmania on the rules committee.

Mick has been a great achiever and lifetime contributor to yachting in Tasmania

# Yachting Tasmania Hall of Fame

## Andrew Hunn



Andrew Hunn holds one of Australia's most impressive Sailing CVs and has been described as the best one-design helmsman in Australia. He started sailing at Sandy Bay Sailing Club in International Cadets at age 12 and subsequently graduated to Fireballs, and then 470's, Lasers and Sharpies. Andrew has sailed Olympic class boats, as well as one-design keelboats, relishing the technical aspects of boat tuning and set-up. His attention to detail in preparations has stood him in good stead and has been at least as valuable as his considerable helming skills.

He has won a number of National titles, missed out on others by the narrowest of margins and also has had many notable successes on the world stage. Classes he has won or placed second in nationally include Sharpies, J24s, Etchells, Fireballs, Flying Dutchman, stars and more recently he has won the national titles in the keelboat classes, MC38s, Melges 32s and Farr 40s.

He has also been part of many Australian representative teams, including the 1989 Admirals Cup team on True Blue when they came 4th and the pre-olympic team in the Flying Dutchman (1987), Soling (1999) and Star (2006).

He has also owned and campaigned offshore boats with notable success in the Launceston to Hobart, Maria Island, Brisbane to Gladstone and Sydney to Southport races.

# Yachting Tasmania Hall of Fame

## Chris Harmsen



Chris Harmsens sailing career, like so my Hobart boys, started at the Sandy Bay Sailing Club. His sailing highlights include:

- 1977 International Cadet dinghy club champion Sandy Bay Sailing Club
- 1978 470 State Champion
- 1978 Laser State Champion & Aust Youth Champion
- Prince Phillip Cup 1981 winner on Tahune as main sheet hand
- Melbourne to Hobart 1982 winner on Solandra with Esky
- Admirals Cup 1985 on Intrigue with Don Calvert
- 14 metre Worlds in Sweden on Kookaburra winner in 1988
- Since 2001 Chris has sailed with great distinction on Another Duchess and Wild Oats X & X1 with Mark Richards, winning line honours almost everywhere.

*These are a few highlights in Chris Harmsen's stellar sailing career.*

# Yachting Tasmania Hall of Fame

## Chris Symonds



Chris Symonds has dedicated a lifetime to the sport. After originally learning to sail at Wynyard Yacht Club he has had a string of successes in his personal sailing including, Tasmanian P-Class champion in 1972, Cherub state champion and 2<sup>nd</sup> in the nationals in 1980-1981, state 470 champion in 1989, state trailerable yacht champion in 1996 as well as his recent achievements in the Hansa class – National title holder for two-years running in the individual 303 and 2<sup>nd</sup> in the double handed in 2014 before winning the double handed in 2015.

Chris's achievements on the water are all the more notable given his outstanding contribution to the sport off the water. Chris has been a driving force behind Wynyard Yacht Club's renaissance from 2013 onwards. Despite having a very rare affliction in Kennedy's disease which is a very slow acting Motor Neurone Disease and has severely affected his mobility, he has become more and more involved in sailing administration at Wynyard Yacht Club and through Sailability.

Chris has long held administrative positions for various class associations, Yachting Tasmania and at Wynyard Yacht Club. His drive and dedication to adopting change has helped Wynyard Yacht Club turnaround from very lean times to becoming one of the fastest growing clubs in the state in 2014 and 2015 and it has been quoted that he is the main reason that Wynyard Yacht Club has been recognized as both the YA and YT Club of the year and the AIS Community Club of the Year.

Chris continues to be active in the sport of sailing and continues to excel in his chosen class - the Hansa 303 - both individually and in the 2-handed division, winning the national titles in both divisions in 2015. He embraces change to welcome people at all levels into the sport, both through training and competition at every level.

# Yachting Tasmania Hall of Fame

## Darren (Twirler) Jones



Darren “Twirler” Jones, like many of Tasmania’s Yachting champions learned his craft racing Sabots on the Derwent – after starting out in Northbridge Juniors at Kingston Beach Sailing Club in the 70s. In the following years he started working on what has become an impressive collection of national and world championship titles – including two Australian junior titles and one junior world championship in his Moth, back when scows were the fastest designs in the class and well before the current crop of foilers came onto the scene.

When he finished school he immediately took up a position as a sail maker and spent a number of years through the 80s and 90s working in sail lofts around the country while developing and fine-tuning his racing skills in a number of high profile events. Some of the events he raced in include the Americas Cup and IOR 50’ circuit. In 2000 he raced in his first one design Farr 40 world championship, before making the decision to start racing professionally in 2001.

Twirler quickly started to get a name for himself as being “pretty good at making a boat go fast”. This reputation earned him positions on some very successful yachts and in 1994 he started his impressive run in the Mumm 30 class, taking the first of 6 world titles in the class aboard the yacht Foreign Affair. He has continued succeeding in the Mumm 30s, and claimed his most recent world title last year aboard Ramrod.

Throughout his professional racing career he has collected an enormous number of Australian, European, North-American and World Championship titles in a range of one-design keelboat classes. Some of these results include:

- The aforementioned 6 world championships in the Mumm30s
- Australian and North American Championships in Mumm 30
- Farr 40 World, European and Australian championships
- Swan 45 World Championship
- Etchells Australian Championship

# Yachting Tasmania Hall of Fame

- Melges 32 Australian Championship

He has also had success in other grand prix events, winning regattas such as Hamilton Island Race Week, Sydney Harbour Regatta, the NOOD regattas in America and the San Francisco Big Boat Series.

These listed so far have just a list of the events he has won. He has achieved top 3 and top 5 finishes at countless other event and in countless yacht, from Etchells, through to TP 52s and has raced on the European Circuits and up and down the East and West Coasts of America in grand prix IRC and one-design yachts.

He continues to race at the highest level and is a highly sought after crew member at the very top of International grand-prix racing classes.

# Yachting Tasmania Hall of Fame

Dave Connor



Dave Connor has had an outstanding yachting career as a crew.

With Stuart Hamilton he won the Fireball worlds and the Aust & European titles.

In Flying Dutchmen with Gary Smith he won the Dutch and Aust titles before representing Australia in the Olympics in Korea.

In Sharpies with Stuart Hamilton he won 3 national titles.

Dave has also been a trimmer on Kookaburra 2 in the Americas Cup in Freo as well as on Drumbeat the 1989 line honours winner in the Sydney to Hobart Yacht race.



# Yachting Tasmania Hall of Fame

David Graney



David Graney has had a magnificent sailing career.

He was runner-up in the UK Mirror nationals and Mirror World in 1987.

He won the mirror nationals in 1985 & 1989. He won the dragon nationals in 1998 and was 3rd in the dragon worlds in 2003. He has won 6 dragon and 3 mirror state titles.

A former President of Yachting Tasmania, he is a current national judge and teams racing umpire.

He is a former Commodore and Vice-Commodore of the Kingston Beach Sailing Club.

# Yachting Tasmania Hall of Fame

## David Rees



David Rees has long been a respected figure in Tasmanian Sailing. David's List of results reads as good as any other sailor to represent our State & Country. David was the 1st Tasmanian and only the 2nd Australian to win the International Cadet Class World Championship. This achievement also made him the first Tasmanian to win a world championship in any sport.

David has competed in:

16 Sydney to Hobart's

7 Australian 3 Peaks Races

2 British 3 Peaks Races

3 Melbourne to Hobart's (2x WC 1x EC)

1 Launceston to Hobart

David's Youth was spent sailing at the Sandy Bay Sailing Club racing International Cadet's with his brothers Nick & Jon before taking the helm of Red Barron with his crew Grant Maddock taking out the 1977 World Championships in Glenelg, South Australia.

David undertook an apprenticeship at North sails under the tutelage of John Bertrand and it was from this positions that he was asked to join the 1983 Australia II Americas cup team as a sail maker and followed up again in the 1987 defence with Kookaburra.

David was a sought after offshore crew member and spent many years racing offshore on Bruce Taylors Chutzpah's, he could always be seen stepping on board with his trusty "Tool Kit". He has also crewed on several other successful yacht, including Erotic Bear when it won Cowes Week and Comte de Flandre when they won the Quarter Tonner world championship in Denmark.

# Yachting Tasmania Hall of Fame

He has had numerous other successes in dinghy classes such as Sharpies and 49ers and other offshore events including the Fastnet Race.

Between 2005 & 2013 David successfully skippered Whistler in an extensive offshore campaign including 14 major offshore races ranging from 3 peaks, Sydney to Hobart, Melbourne to Hobart and Launceston to Hobart as well as several Maria Island, Bruny Island & Mewstone Rock races. This period saw Whistler as arguably the best performed Tasmanian offshore yacht for almost 10 years. The key to David's success was his willingness to nurture new talent and coach and mentor them into successful offshore sailors.

# Yachting Tasmania Hall of Fame

## Don Calvert



Don Calvert joined the Royal Yacht Club of Tasmania in 1952 as a junior member when he was 17 and as a senior member in 1961. Now over 70, his passion for sailing is just as strong and he shows no signs of slowing down.

Don first crewed in a cadet dinghy named *Viking* with his brother Hedley and then helmed the same boat with Picton Hay and Frank Ikin. The crew won the RYCT pennant and represented Tasmania in the Stonehaven Cup in 1953.

After Cadet Dinghies he bought the Rainboa *Fizz* in which he won the state championship in 1955. Don then crewed the Rainbow *Koolspa* owned and sailed by Ted Laing. They were successful in winning the 1956 and 1957 Australian Championships. Don said "One of the championships was held here in Hobart on the Derwent and sailing and winning a national title at home was a big highlight for me." The other championship was sailed in Adelaide.

Don then bought the Derwent class yacht *Peri*. It was at this time that Max Darcey started sailing with Don and the two are still racing together over 50 years later.

When Don married Jill in 1958 he sold *Peri* and he followed in the footsteps of his father and bought an apple orchard. This meant that he had a break from sailing for a few years until returning to the sport in the early 1960s when he became interested in racing Dragons. Max and Don sailed with Stan Brown in his Dragon *Katrina* before Don bought his own, *Sandra 11* from Max Creese. "Max and Bill Cooper were my crew for the next 17 years. We took *Sandra 11* to Adelaide for the Olympic Trials and we actually won one of the heats but that was as far as we got."

Don continued to sail Dragons *Cambria* and *Tahune*, competing in numerous Prince Phillip Cups. In 1978 Ben Brook joined Don and Max and they won the Prince Phillip Cup, which was sailed on the Derwent.

In 1980 Don bought the ocean racing yacht *Farr Fetched*. "In 1982 we competed in the Sydney to Hobart Yacht Race and finished at 11:55pm on New Years Eve, which was a little slow due to light weather, but was a great time to come into Hobart" he said.

# Yachting Tasmania Hall of Fame

In 1984 Don built a new yacht, *Intrigue*, hoping to take his ocean racing further. "*Intrigue* is the a 40 foot ocean racing yacht that I still sail today". She was designed by Tony Castro and built by Noel Wilson and Rodney Goode from Tasmanian timbers.

In 1985 Don and his crew werelucky enough to be selected to represent Australia in the Admiral's Cup, the unofficial world championship of ocean racing. "Due to the great efforts of my talented Tasmanian crew we finished 10th overall and Australia finished 4th and we were lucky enough to be the top Australian yacht" he said.

As a result of this, Don was awarded the title of Australian Ocean Racer of the Year in 1985.

"We would never have been able to go to England had it not been for the RYCT members and the then Commodore, Olaf Herdberg, who initiated a great fundraising committee made up of members from all the yacht clubs"

"we were very conservative on the trip and did not spend all of the money so, when we came home the *Intrigue* Fund was set up with the remaining money. That money, and the interest it accrued (18% then) was used to help send young Tasmanian yachtsmen and women to compete in world championships. This continued for many years" he said.

Don has sinc sailed in numerous Sydney to Hobart races in *Intrigue* with the best finish a 9th overall and a win in Division C.

Don was Vice-Commodore before being Commodore of the RYCT from 1992 to 1995, sitting on the RYCT board for 8 years.

# Yachting Tasmania Hall of Fame

## Earnest Jock Muir (Deceased)

Jock Muir has achieved so much in sailing, yacht design and wooden boatbuilding, that a book was written about him.

Jock won the Stonehaven Cup in Kittiwake. He sailed in 19 Sydney to Hobart Yacht Races. He designed and/or built many of the S2H yachts like Westward, Waltzing Matilda, Lahara, Wild Wave, Balandra and Patsy of Island Bay. He also built Salacia, Astrolabe, Lass o Luss, Van Dieman and Lady Nelson.

Jock is a legend of yachting and wooden boatbuilding, designing over 100 vessels and building more than 80 yachts/vessels.

One of Jocks enduring legacies was his contribution to keeping wooden boat building skills alive and the training of so many apprentices.

# Yachting Tasmania Hall of Fame

## Eddis A Boyes

1938: Stonehaven Cup Winner - Kittiwake

1951: Heavy Weight Sharpie Australian Champion (winning all heats)

1951: Tasmanian representative for the Forster Cup

1951: Winner Gold Albert Cup Invitation series (before Forster Cup)

1955: Olympic selections trials (Dragon)

1963: Tasmanian sportsman of the year

1969: 2nd Prince Phillip Cup (Brisbane)

1971: Competed in World Dragon Championships in Majorca, Spain

Eddis Boyes had three heavy weight sharpies, Kittiwake, Skimmer and Skull.

His Dragons were Streak, Corrina Ann Maj Britt, renamed Chip

He was the owner of many other boats and competed successfully for many years on the Derwent. In 1963 the English speaking union cup for Dragons was sailed in Hobart. Eddis sailed Ann to first place in the first heat, becoming the first Tasmanian to win an International yacht race.

Eddis is still respected by his international, interstate and local competitors for his willingness to share his knowledge.

He is a life-member and supporter of the Dragon Association

# Yachting Tasmania Hall of Fame

## Edward "Teddy" Webster

E.H. Webster (1863-1947) was a foundation member of the Derwent Yacht Club, which later became the Royal Yacht Club of Tasmania.

He was a very strong advocate for one-design racing and as early as 1900 had a plan prepared from which he built a yacht. Other yachtsmen did not follow and his venture failed.

In 1910 in conjunction with 4 other sailors he agreed upon a design for One Design racing. He launched *Spindrift* to this design in October 1910. This was followed by *Pandora* two weeks later. Other boats were built to this design.

*Spindrift* was sold and renamed *Weene*. These yachts were popular for many years but were eventually superseded.

Teddy Webster was associated with the Derwent Sailing Squadron from 1921 when he was elected President and later Patron.

Following his desire to promote One Design racing, in 1927, he offered a prize for the design of a one-design class yacht. This was to be an inexpensive craft that could be raced and used as a stepping stone from small dinghies to larger yachts. This was the birth of the D Class yacht in which many sailors learnt to race. The control of this class was vested with the squadron. Twenty-Six D Class yachts were built and provided training and competitive racing over my years. Some are still racing today and being used as originally intended.

E.H. Webster in his position as President and Patron attended meetings to advance his ideas on new handicapping systems, racing rules and One Design Class competition.

Teddy Webster was always involved in the advancement of junior sailing and promoted programs to this end.

In June 1921 he suggested a one-design dinghy for boys under 17 and in that year organised racing using a Launceston dinghy.

Other one-design boats followed and eventually junior sailing was established which was the forerunner to the DSS/RYCT Dinghy group that ran for many years.

Teddy Webster owned and raced many varied boats always giving emphasis to one-design and youth training.

EH Webster co-wrote the book *A Hundred Years of Yachting* in 1936. This book is now considered a collectors item.



# Yachting Tasmania Hall of Fame

## Frank Ikin

Honorary Secretary TYA from 1960 - 1985

Tasmanian delegate for AYF for much of this time

AYF President 1984-1988

AYF to IYRU 1985-1990

First Australian representative on world's peak body

First Australian to win the unions silver cross for significant contribution to International Yachting

Member of International Juries for the Sydney to Hobart race from the 1980s to the 1990s

# Yachting Tasmania Hall of Fame

Gary Smith



**Gary Smith** is a member of the Royal Yacht Club of Tasmania. Gary has had an outstanding sailing career in dinghies epitomized by his tremendous attention to detail. His boat building skills and his sailing ability went hand in hand. He was Australian Fireball Class Australian Champion in 1983 and then won the world championships in the class in San Francisco in 1984. He then moved to the Sharpie class winning the Australian championships in 1986, all these wins were in boats that he built. Gary then moved to the Flying Dutchman class winning the 1987 Australian Championships and then the Australian Olympic trials in 1987 followed by the Dutch national championships in the same year. With his crew of Dave Connor represented Australia in the Flying Dutchman at the 1988 Seoul Olympics. Gary has competed in a number of Sydney Hobart races and is now successfully campaigning his own yacht Marineline Fork in the Road.

# Yachting Tasmania Hall of Fame

## Gilbert Leitch



Gilbert Leitch has been a member of the Derwent Sailing Squadron since 1972 and was elected as a life member in 1989. He has played an active role in the DSS sailing program for most of his time at the club. He has been on the Sailing Committee on the Combined Clubs Working Group committee, he has served as a Race Officer for the DSS Twilight races, Combined Clubs Harbour and Long races, Sunset Series races, Hansa Class State Titles and of course the “Two Handed Worlds”, which he introduced to the DSS and stood by when there was only a small fleet of 5 boats. Through his support and persistence it has now grown to be one of the most popular series run by the DSS averaging 50 to 60 competitors each series over the last five years. Gilbert was the officer of the day for the very first King of the Derwent race in 1978. For many years he would also start the Friday night race of the Pipe Opener before driving down to Gordon to sit on the jetty taking finish times for most of the night. It would be safe to say that any race that the DSS has put on Gilbert has played a part in it. He is always thinking about how he can improve our racing whether it be new courses or races, regularly providing the Derwent Sailing Squadron’s Sailing Manager and committee novel ideas, that most of the time result in improved racing for all sailors.

Gilbert has long been a driving force for innovation in sailing in Hobart, not only for those things already mentioned but in a range of other activities. For example he was involved in the organisation of the earliest East Coast Classics. He was the driving force behind the popular Fun Run that involved both the sailing fraternity with local athletic clubs in a Three Peaks-type event that started in Hobart and finished at Kettering. The permanent buoys on the western side of the river are a result of Gilbert's forward thinking (he also regularly maintains the marks and coordinates with Tasports and MAST in their placement). He is constantly refining race courses and position of new marks in addition to exploring new events that will benefit Hobart's yachtsmen.

He is also an advocate for our sport more generally across the state, and has chaired the selection panel for the annual Tasmanian Yachting Awards and Hall of Fame since its inception. His input and

# Yachting Tasmania Hall of Fame

information is key to ensuring that the Hall of Fame is representative of the highest level of contribution and achievement in sailing within Tasmania.

# Yachting Tasmania Hall of Fame

## Graham Blackwood (dec)

**Graham Blackwood (dec)** was a member and life member of the Derwent Sailing Squadron. He competed very successfully in his yachts winning 3 Maria Island races. Graham was president of the Tasmanian Yachting Association from 1974-80 and president of the Australian yachting Federation from 1978-81 and Australia's delegate to the International Yacht Racing Union from 1979 -81. Graham was awarded an Order of Australia for services to Yachting in 1981.

# Yachting Tasmania Hall of Fame

## Greg (Enzo) Prescott



Enzo has had a long and successful yacht career. Starting in Sabots in his youth it didn't take long for him to step-up into ocean racing yachts. His offshore career started in the 1980 Sydney to Hobart aboard his father's half-tonner, Hotshot. At the time, he was the youngest skipper to have ever completed the race at only 18 years old. Indeed, to this day he still the second-youngest skipper to have raced in the Sydney to Hobart and with the age-restrictions limiting participation in the race to those aged 18 years old, his record is likely to stand for some time. The year after his first race he had his first taste of success in the same yacht race, aboard the same yacht. In 1981 he skippered Hotshot to 7<sup>th</sup> place overall out of 160 competitors.

His yacht racing success didn't go unnoticed and he then spent a number of years racing for other owners aboard different yachts in a number of top-level regattas around the world, including the Noumea Race, Admirals Cup and One-Ton Cup. Then, in 1994 he returned to the top level of Australian yachting, finishing the 1994 50<sup>th</sup> Anniversary of the Sydney to Hobart in 5<sup>th</sup> overall and winning Division F in IMS aboard his J35 named after the sponsors, Southern Cross TV. That year there were 371 competitors in the race.

He has competed in 27 Sydney to Hobarts in boats ranging in size and performance from his half-tonner and J35 to more recent races competed aboard grand prix yachts such as the Victorian TP52, Shogun and the West Australian Reichel Pugh 63, Limit.

More recently he has been known for his successes in his Melges 32, 2Unlimited. In 2010 he entered his lightweight, grand-prix sportsboat in the Maria Island and Launceston Hobart Yacht Races, winning the latter overall and crossing the line in second, against many bigger, more ocean-oriented yachts. He then backed this up the next year, winning the Maria Island race on AMS. After these offshore campaigns he pulled together a mostly-Tasmanian crew to go and contest the Melges 32 regattas on the mainland.

He had considerable success in these regattas, winning the NSW States, the Australian East Coasts Champs, the Melges 32 division at Hamilton Island Race Week and finishing 2<sup>nd</sup> at the Melges 32 Nationals in 2012. The next year he came back, and continued to notch up a number of regatta wins, including the Australian National title.

While the races he has competed in and the number of successes he has had are far too numerous to list out in their entirety, Greg's contribution to the sport goes beyond results alone. In the Melges 32 campaigns he chose not to hire seasoned professionals as many of his competitors did. Instead, he opted to give some young Tasmanian sailors an opportunity to experience grand prix racing at the highest level, and gave them opportunities to develop the skills and knowledge of how to crew racing

# Yachting Tasmania Hall of Fame

yachts successfully. As part of this campaign he also won the 2013 Tasmanian Yachting Personality award.

Greg continues to sail, now choosing to do it in style and comfort aboard his luxury Buizen 52, Infinity.

# Yachting Tasmania Hall of Fame

## Harry Neall Batt



At 15 years of age H N Batt won the 1928 Stonehaven Cup in Sydney and again in Melbourne in 1930. He progressed to 16ft skiffs and keelboats Weene and Ninie. He was selected as skipper of the 21ft Tassie Too winning the prestigious Foster Cup (Aust Championship) and the Albert Cup. Later he won the Sayonara Cup a most coveted match racing trophy in the eight metre Erica J in Melbourne in 1953.

HN dominated the Foster and Albert Cups from 1947 to 1950. In the twilight of his sailing career he was the sailing master on the 8 metre Sandra when it won line honours in the Westcoaster Yacht Race. He built a Diamond class yacht called Lahloo in which his son Rae won both state and national titles.

HN was inducted into the Tas Sporting Hall of Fame in 1989 and was awarded a "service to sport" award in 1973. He served the RYCT as Commodore and Vice commodore and was rewarded with Life Membership. HN Batt was admired by his crew and opponents alike for his sportsmanship.



# Yachting Tasmania Hall of Fame

## Hedley Calvert



**Hedley Calvert** is a member of the Royal Yacht Club of Tasmania and the Huon Yacht Club. Hedley began racing on the Huon River with his first race as a skipper in a Cadet Dinghy in 1947. He went on to great success in the Rainbow Class dinghy “Fizz” winning the state championship at Port Huon in 1953. Hedley moved to keel boats and his winning record flourished with the D Class Sabrina, then the Turua (the first yacht in Tasmania with an aluminium mast) building a great crew of talented local sailors who continued with him through the rest of sailing career. Hedley was sixth over the line in his first Sydney to Hobart in the Huon Lass in 1966 and went on to compete with distinction in another 15 races in the Huon Chief, Huon Quest, Huon Spirit and many other of the iconic Australian ocean races. In 1974 Hedley won the Australian One Ton Cup Championship in Huon Chief and went on to compete in the world championships in Newport Rhode Island in the USA. Hedley was awarded the Tasmanian Star or Sport Award in 1974. Following his racing career Hedley cruised extensively including a voyage to New Zealand, Fiji, New Caledonia and Vanuatu. At the peak of his career Hedley was the face of Tasmanian yachting.

# Yachting Tasmania Hall of Fame

## Ian Johnston and Cathy Hawkins



**Ian Johnston and Cathy Hawkins** are members of the Kingston Beach Sailing Club. Ian and Cathy began their shorthanded ocean-racing career in the 1980 Sydney to Hobart yacht race as unofficial entry in the 31' trimaran "Twiggy", there were 6th to Hobart. They then headed to England via the Cape of Good Hope to compete in the international short-handed ocean racing circuit. A capsize in the round Britain and Ireland race and then a second capsize in the Atlantic whilst Ian was competing in the singlehanded trans Atlantic race led to the loss of the yacht. From these events came their second trimaran the Bullfrog Sunblock/Verbatim that they built in northern NSW. On this yacht they clocked up 70,000 nautical miles winning 32 consecutive races. Including a number of events where either Cathy or Ian competed solo. They set records for the solo Trans Tasman (record remains unbroken) and the Trans Pac (San Francisco to Hawaii) along the way in winning the class 2 of the 1988 Bicentennial Around Australia race they finished 5 days ahead of the next competitor. In 1989 they were winners of the Ocean Navigators of the year, nominated for Australian Yachtsman of the year, Awarded Outstanding Achievement – Sport Australia Award and Most Outstanding Performance within Australia – Sport Australia Awards. Collectively they have completed 250,000 nautical miles in all the oceans of the world. They are now both involved in coaching young sailors

# Yachting Tasmania Hall of Fame

## Jenny Graney



With the exception of two years to have children Jenny has been on the Kingston Beach Sailing Club committee since 1976. During that time Jenny served as Commodore, Vice Commodore, Rear Commodore and Secretary. Jenny was awarded club Person of the Year twice and was rewarded with life membership in 1999. Jenny has been the key administrator for the Kingston Beach Sail School every year since 1999.

Jenny has also been the secretary of Mirror Association since 1999 and was secretary of the organizing committee for the Mirror Worlds held in Hobart in 2003. She was awarded the Bill Jaffrey trophy in 2009 for her outstanding contribution to the International Mirror class.

Jenny has also excelled in sailing being the National mirror ladies champion in 2002, 2006, and 2008 as well as Masters champion in 2009.

Crewing for Hall of Famer Norm Deane she won World Masters title in Canada and defended that title in South Africa two years later

# Yachting Tasmania Hall of Fame

## Jeremy Firth

Jeremy raced OK dinghies from 1969 to 1983 winning an Australian Championship and competing in five world championships. During the period 1998 to 2001 Jeremy circumnavigated the world.

Jeremy has also contributed considerably in the administration of yachting. This includes performing race officer duties at Kingston Beach Sailing Club including two National titles, the Swansea Worlds, at the RYCT races and Port Esperence.

He has been a Tas Coast Radio operator since 1998 and established Dover Radio in 2009.

Jeremy was Chairman of the International OK Assoc Technical committee during 1972/78 redrafting measurement rules before the OK dinghies became an IRYU international class. Jeremy has coached extensively for TYA and was involved with the TYA training committee. He has coached world and Olympic class sailors

# Yachting Tasmania Hall of Fame

## John Bennetto



John Bennetto, in the headlines announcing his passing in December 2005 was described as a "legend in Australian yachting".

John first sailed in the Sydney to Hobart in 1947 aboard Kintail, the next year aboard Westward, the Tasmanbina yacht that won that year on corrected time.

In all, John sailed 44 Sydney to Hobarts and had entered his yacht Quest in the 45th race , but it was not to be and the boat sailed without its famous skipper.

# Yachting Tasmania Hall of Fame

## John Joe Cannon



Joe came into sailing late in life after being invited to a sailing cruise by a former patient, Toby Cheverton.

Two years later Joe bought his first yacht, *Katherine*.

Joe is an "ideas man", having many of his proposals promoted and developed for the advancement of sailing, particularly in the Hobart area.

The Spring Bay-Orford to Port Albert Race suggested by Joe in 1969 was the genesis of the Melbourne to Hobart Race. This race was conducted over two years.

Joe along with Stan Gibson from the Ocean Racing Club of Victoria agreed to race from Melbourne to Hobart in 1972.

Joe proposed a course down the east coast of Tasmania via the islands of Bass Strait - a distance of 640 miles, after much debate with the ORCV The Westcoaster was first run in 1972. The present East COaster has similarities with the original proposal. Joe worked with the Huon Yacht Club to establish the DSS/HYC Pipe-Opener series, first raced in 1969.

The initial winter racing series on the Derwent is another of his ideas. The single-handed cup first raced in 1966 off Nutgrove Beach is yet another "Joe promotion".

In addition to cruising and racing in Tasmanian waters, Joe has completed in 9 Sydney to Hobart races, One Sydney to Noumea, one Sydney to Vanuatu, cruised three 1,000 mile passages from Hobart to Lord Howe Island, four Trans-Tasman Sea passages, over 40 cruising passages between Sydney and Hobart, a Southern Ocean circumnavigation through the Roaring 40s via New Zealand, Chile, Cape Horn, Cape Town and Fremantle, and the only known 6000mile circumnavigation of the Tasman Sea.

In 2000-01 the DSS's Seamanship Trophy was awarded to (Avalon of Tasman) Joe Cannon.

# Yachting Tasmania Hall of Fame

The Bi-annual circumnavigation of Tasmania cruise is a Joe Cannon idea.

Joe was Commodore of the DSS 1967-1969 and made a life-member in 1981.

He was President of the Bellerive Regatta Association for 30 years and President of the Maritime Museum for two years.

He has successfully published books on his sailing exploits.

# Yachting Tasmania Hall of Fame

## Julian Freeman



Julian Freeman's sailing resume reads like a who's who of international offshore races. After starting in Sabots at the Derwent Sailing Squadron he won the 1980 International Cadet Nationals in Geelong.

He was involved in the completion of the construction of the Americas Cup yacht Challenge 12 sailing on board in trials in Australia and Rhode Island. He has sailed in Asia, America, Japan, England as well as extensively throughout Australia. Julian has sailed on maxis Kialoa, Windward Passage, Condor, Ondine, Congere and Tasmania. Julian's highlight was the three years on Kialoa sailing with Jim Kilroy and Dennis Connor and serving as 2IC on the boat.

In 1993 Julian was awarded the "Australian yachting crewman of the year" which was recognition of his enormous talent and achievements on the local and international yachting scene.

Julian has sailed in 27 Sydney to Hobart yacht races being first home twice in Condor and Tasmania and winning on handicap twice on Yendys and Secret Mens Business

It is very difficult to convey the extent of Julian's achievements in this presentation for he has a remarkable sailing CV



# Yachting Tasmania Hall of Fame

## Justin Clougher



Justin is one of the most successful Tasmanian yachties who has made a big impression in the international yacht racing world. A small number of Justin's highlights from a large list are as follows;

- Sydney to Hobart line honours 1997 Sayonara and Loyal 2011, with handicap honours in 2007 on Rosebud
- Whitbread Round the World winner 97-98 on EF Language
- Americas Cup Louis Vuitton finalist in 2000 and 2003 on America one and One World Challenge
- Fastnet Race line honours 2005 on Stealth
- Transpac Yacht Race winner 2003 Pegasus and 2007 Rosebud
- Transatlantic Race winner 2005 on Mari Cha
- Volvo Round the World Race 2006 2<sup>nd</sup> Pirates of the Caribbean
- Cape Town to Rio Race winner 2007 on Rambler
- Maxi World Championships 3 times in 1997, 2000, 2009
- TP 52 World Championships 2009

Justin has had a 'boys own' career sailing throughout the world in races we can only dream about and is a Hobart boy turned international legend.

# Yachting Tasmania Hall of Fame

## Ken Gourlay



On November 6 2006, Ken Gourlay set out to undertake a solo unassisted, non-stop circumnavigation of the planet. Ken became, both the oldest and fastest Australian to circumnavigate the globe solo and unassisted when he crossed his outgoing track in Bass Strait on May 5 2007, in less than 180 days, beating the previous best time set in 2001.

He is the only Tasmanian who has accomplished this feat and only the 6th Australian to make the journey under the stringent rules that apply to these achievements of courage and perseverance.

During his circumnavigation Ken also raised over \$127,000 for the Tasmanian-based Clifford Craig Medical Research Trust for eyesight disorders and diseases in children.

Ken was involved heavily in the construction of his 12.5m yacht *Spirit Silver Edition*, and said the boat proved itself all the way through the voyage.

Ken has spoken of his trip to many groups of people since his return and continues to assist the community with his training of junior sailors as well as introducing the Optimist dinghies and a fleet of Elliot 5.9 keelboats to the Tamar Yacht Club, both of which have increased participation in sailing in Northern Tasmania.

In recognition of his feat, Ken was honoured as the Tasmanian winner of the Australian of the Year award in 2008. He was also handed the keys to the City of Launceston by the Mayor soon after his return; the first time the honour had been bestowed upon a citizen of Launceston.

Prior to his circumnavigation Ken had sailed many cruising and racing miles including the following highlights:

- Ken crewed in both the 1982 and 1985 Sydney to Hobart Yacht Races;
- in 1994 Ken skippered his yacht *Family Express* to win the main racing division of the Three Peaks Race;

# Yachting Tasmania Hall of Fame

- In 1998 Ken, his wife Wendy, and their family sailed around the pacific from Tasmania to New Zaland, Tonga, Fiji, New Calendonia and return. A distance of over 3600 miles;
- In 2000 Ken and Wendy joined another couple and ailed from Darwin to South Africa via the Cocos Keeling Islands, Mauritius and Reunion Island to Durban;
- Ken skippered his yacht *Twilight Express* to the Whitsundays and return in 2001;
- Ken sailed *Spirit Silver Edition* to a Line-Honours win in the ORCV Melbourne to Launceston Race in 2005;
- In 2006 Ken and Wendy competed 2-handed in the ORCV Melbourne to Vanuatu Race;
- Ken has over 70,000 nautical miles to his credit

Ken was also Commodore of the Tamar Yacht Club from July 2004 to July 2006 and has served for many years on the small boat sailing squadron for TYC. Ken continues to be involved with junior sail training at TYC.

# Yachting Tasmania Hall of Fame

## Leigh Behrens

Leigh was born into a sailing family and followed a traditional path through centreboarders and on to keel boats including offshore racing. He moved into Dragons in 1986 which was the start of an exceptional run of achievement as a crewmember with Nick Rogers and Stephen Boyes. This included

1st World Dragon Championship

2<sup>nd</sup> World Dragon Championship

5times winner of the Sayonara Cup match racing

6 time winner of the Prince Phillip Cup

Winner Etchell nationals

Numerous times as runner up in Dragon, Etchell and SB20 nationals

Leigh has been the engine room for many great teams that have reached the top and remained at the top for many years.

# Yachting Tasmania Hall of Fame

## Malcolm Parker



Malcolm Parker is typical of a new breed of sailor who travels around the world in pursuit of their ambition to sail at the highest level possible. Mal has reached great heights in his sailing attaining the following achievements.

1/ Part of Team GAC Pinder winning back to back World match racing. This was conducted over 8 championship events held over three continents.

2/ Mal was part of the Victory Challenge team that competed to be the challenger at the 2007 America's Cup in Valencia.

3/ Competed in two further America's Cup challenges

Mal has competed at the very top participating in forty grade one international match racing events. To give an indication of his sailing depth in 2013 sailed for Team Pinder match racing, racing Melges 32 in Japan leading to the worlds, trimming on a Mini Maxi in the Maxi Worlds, trimmer on Voodoo Chile in the Nationals in Hobart and trimmer on TP52 Calm in the Southern Cross cup.

Malcolm is a highly respected and sought after athlete who competes on the world stage.

# Yachting Tasmania Hall of Fame

## Matthew Bugg



Matt unknowingly began sailing in his father's Half-Tonner at the age of six weeks (Spent most of the time in a bassinet in the forepeak). As he got older he spent most of his time getting to know the ropes, regularly sailing on "Humbug" then "Buggbear" and in dinghies; Early on in sabots, a short time as forward hand in a 470, then spent several years in Cadet Dinghies, representing Tasmania several times in "Narranda" in the Stonehaven Cup.

As "you do", if you've sailed in Cadets', Matt moved into Sharpies and competed in a couple of National Titles.

Matt moved to Europe and found employment in the superyacht industry; first sailing on "Piropo IV" a 256 feet ketch, then spent several years on "Gael" a 79 ft Rhodes Ketch.

While on vacation from "Gael" Matt had his devastating accident snowboarding at St Moritz.

When he eventually made it back to Tasmania and through the trauma associated with his accident Matt looked to see what to do next and the "sea salt in his veins" led him back to sailing and to the International 2.4 that caters beautifully for the disabled.

A wonderful (nee-memorable) fund raising night held at the RYCT and other fund raising activities allowed Matt to purchase two older 2.4mR's from Melbourne and the rest is history:

Matt spent considerable time and effort restoring the boats and the two would often be seen pacing it on the "river". Interest grew and more 2.4's joined the fleet and with assistance from the National 2.4 association the first Australian titles to be held in Hobart took place. Matt finished 14th., but the "seed was sown" and from there, over the next few years, his placings improved to the point where he was recognised as a rising talent and Yachting Australia provided him with a coach, Richard Scarr, who has bought him through to the successes he has had now.

Matt has sailed internationally in all the important regattas and the knowledge and experience gained has seen his World ranking move upwards to move up and down in the top three. He is currently ranked second in the ISAF Rankings.

His well-documented results are topped with him achieving Silver at the Rio Paralympics, but at the same time receiving acclaim for his fine performance and demeanour leading in to and during the last race of that series, where he won convincingly and moved from Bronze to Silver.

His last effort in the 2017 Para Worlds in Kiel, Germany had a similar result, with Matt losing Gold on a countback (lost gold by one place).

Matt is also a fine ambassador for the sport of sailing as his numerous media appearances would attest. He shows the face of success over adversity and sailing has been the vehicle to achieve that

# Yachting Tasmania Hall of Fame

success.

# Yachting Tasmania Hall of Fame

## Mike Darby



Mike started sailing when 8 years old on the D'entrecasteaux Channel crewing in a Tamar class at the 1956 state championships with Richard Blundell as his skipper.

Mike joined the WYC in 1970.

Mike has owned skippered or crewed the following dingy classes Tamar, Sailfish, Arafura cat, Cherubs, Moth, Javelin, 470's and the Hartley TS 16 and Hansa 303.

Mike has built many timber yachts he has raced over the years and featured his Hartley TS16 in the Wooden Boat Festival on two occasions

Mike has competed successfully in state, national and a world championship over those 61 years winning four national championships and second place in a world championship

Mike has won the Wynyard Club Championship on a record 19 occasions.

During the 1970's Mike has sailed offshore in the Queenscliff to Devonport and the Sydney to Hobart yacht races.

Mike has held administrative positions at WYC being Commodore for 4 years and on either Sailing or Management committees for all his time at WYC.

Mikes strengths are in his teaching skills with a practical safety based communication skill set gained by his 61 years of boating knowledge and senior workplace roles.

Mike was head youth coach at Wynyard from 1980 till 1995 with his afternoon racing it called for long days at WYC.

Mike is a qualified Race Officer being the PRO for the National Sabot Championships held in 2011. This regatta had 130 entrants and held in coastal waters of Bass Strait.

Mike is a Senior Dingy Instructor volunteering his time at many Start Sailing, Tackers, and Start Racing Programs at WYC.

Mike is also a Marine and Safety Tasmania Powerboat Instructor and gained his Restricted Coxswains certificate with Surf Lifesaving Tasmania participating in a number of Search and Rescues off Wynyard of boats in distress.

Mike attends each Sailability program at WYC taking participants sailing who would not otherwise have the opportunity to do so.

Mike has given his time to umpire at teams racing regattas.

Mike's enthusiasm for sailing education continues to expand with his recent enrolment in Australian Sailings newly established Coaching Program.

Mike has travelled overseas coaching and supporting Chris Symonds in his successful World Championship in the Hansa 303 class and as this is written about to depart with Chris to attend the Para Sailing World Championships in Germany.

From the above you can see that sailing is in Mike's blood but must add that his wife Sue is a key part of why it has all being so successful.

There is no doubt that without Mikes input the WYC would not have being so successful in winning many national awards.

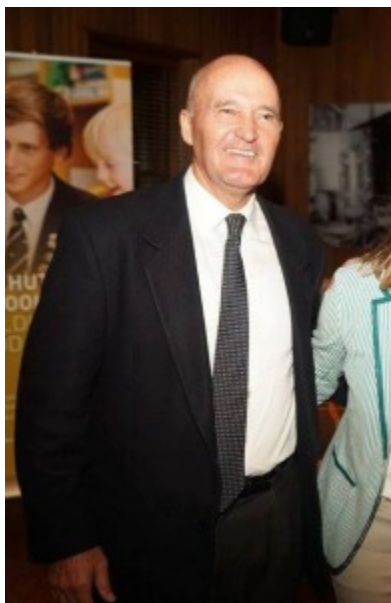
Mike has given outstanding service to the NW Community, members of the Wynyard Yacht Club and Sailing in Tasmania and a deserving nomination into Yachting Tasmania's Hall of Fame and we look forward to many more years of Mike being a part of WYC



# Yachting Tasmania Hall of Fame

# Yachting Tasmania Hall of Fame

## Murray Jones



Murray Jones has made an outstanding contribution to the sport of sailing through officiating, coaching, administration and competition.

He has been the stalwart of teams racing in Tasmania since its inception in early 1990. He has coached Tasmanian and National teams at national and international championships. This has included success at numerous school and open teams racing events.

Murray is an International judge and has chaired jury panels at events like the 2013 Aust Youth Championship and the Farr 40 Nationals

Murray has conducted training for judges and many club and class rules sessions.

Murray has held a range of roles with Yachting Tasmania including events manager for 12 years.

Murray remains a competitive yachtie sailing in the exciting SB20 fleet

# Yachting Tasmania Hall of Fame

Nick Connor



Nick has contributed at the highest level of our sport in both competition and sports administration. As Immediate Past Commodore of Sandy Bay Sailing Club, Nick has been the driving force behind the revitalization of the club, transitioning it into a more professionally run club without losing sight of the importance of volunteers. As a committee member for the last 7 years Nick's vision and business acumen has allowed Sandy Bay Sailing Club to grow and prosper at a time when many clubs are struggling.

Nick has demonstrated commitment to our sport, not just the clubs he has been involved with. Notable of the many roles he has done over 30 years include committee member at Sandy Bay Sailing Club for 6 years, board member at the Royal Yacht Club of Tasmania whilst in his mid 20s and is currently a board member at Yachting Tasmania. Nick's commitment to yachting is also demonstrated by his willingness to give his time and knowledge to other clubs, as he is currently assisting two other clubs with strategic advice and assistance.

As one of Tasmania's World Champions, Nick's successful sailing background covers both Off the Beach classes and Blue Water classics, including the Sydney-Hobart, Melbourne to Hobart West-Coaster and the Admirals Cup on Intrigue. Nick Achieved what few have in sailing with Gary Smith in the Fireball class, winning the Australian Championship in 1983, followed by the North American and World Championships in 1984.

He has competed in 6 Sydney to Hobarts, including on board Solandra when they came second overall in 1981 and Nick won the coveted Navigators award at just 21 years of age. Nick was also navigator on Solandra when they won the Melbourne to Hobart the following year.

As one of Tasmania's few world champions and someone who gives back to the sport so freely, it is with honour that I would like to admit Nick Connor into the Tasmanian Yachting Hall of Fame.

# Yachting Tasmania Hall of Fame

Nick Edmunds



**Nick Edmunds** is a member and past flag officer of the Port Dalrymple Yacht Club. Nick has been a regular offshore competitor over many years with 10+ West Coasters along with several Melbourne Devonport races in his boats Hazardatas and Haphazard. Nick has been involved in all 21 Australian Three Peaks Races as both an administrator and competitor with overall wins in 1991, 2000 and 2008.

# Yachting Tasmania Hall of Fame

Nick Hutton



Nick Hutton commenced sailing in the 1960's sailing sabots, cadets, rainbows and NS14's.

In 1996 & 1998 Nick and daughter Louise won the NS14 titles

Nicks forte has been in race management and sailing administration. His combined efforts in both areas may be unparalleled in Tasmania.

At the Sandy Bay Sailing Club, Nick has been on committee for 20 continuous years, holding positions of secretary and Commodore and has been awarded life membership.

Nick has been President of Yachting Tasmania from 2002 to 2005 and was elected a Director of Yachting Australia from 2006 to 2012. He was the Oceanic Group representative to the International Sailing Federation for the Youth Sailing Worlds and the Team Racing Worlds from 2009 to 2012.

Nick is probably best known amongst yachting for his work as a race officer which commenced in the early 2000. He was appointed a National race officer in 2007 and an International race officer in 2009.

Nick was appointed as race officer to the Singapore Youth Championships in 2009.

He was part of the Race management team at the 470 worlds in 2008, World team racing in 2009, the Perth International regatta in 2010 and the ISAF worlds in 2011.

Nick was the race officer in the B14 worlds in 2009 and the International Cadet worlds in 2012 as well as conducting numerous national titles

# Yachting Tasmania Hall of Fame

Nick Rogers



Nick has achieved outstanding results across a lifetime of racing. Here is a summary of his achievements:

Overall he has won:

25 Australian Championships

7 International Championships

1980 - Mirror Australian Championships (Montrose Bay, TAS) - 2nd

1981 - Mirror Australian Championships (Pittwater, NSW) - 2nd

1982 - Mirror Australian Championships (Manly, QLD) - 1st

1983 - Mirror Australian Championships (Grange, SA) - 5th

1984 - Mirror Australian Championships (Melbourne, VIC) - 2nd

1985 - Mirror Australian Championships (Canberra, ACT) - 1st

1986 - Mirror Australian Championships (Perth, WA) - 1st

1987 - Mirror Australian Championships (Kingston Beach, TAS) - 1st

1989 - Dragon Australian Championship (Sandy Bay, TAS) - 1st

# Yachting Tasmania Hall of Fame

- 1989 - Dragon Sayonara Cup (Sandy Bay, TAS) - 1st
- 1989 - Dragon Seawanhaka International Cup (Cowes, UK) - 1st
- 1990 - Dragon Sayonara Cup (Sandy Bay, TAS) - 1st
- 1991 - Dragon Australian Championship (Brighton, VIC) - 1st
- 1991 - Dragon Sayonara Cup (Sandy Bay, TAS) - 1st
- 1992 - Dragon Australian Championship (Sydney, NSW) - 1st
- 1992 - Dragon Sayonara Cup (Sandy Bay, TAS) - 1st
- 1993 - Dragon Australian Championship (Sandy Bay, TAS) - 1st
- 1993 - Dragon Seawanhaka International Cup (Sandy Bay, TAS) - 1st
- 1993 - Dragon Sayonara Cup (Sandy Bay, TAS) - 2nd
- 1994 - Dragon Australian Championship (Geelong, VIC) - 1st
- 1994 - Dragon Sayonara Cup (Sydney, NSW) - 1st
- 1995 - Dragon Australian Championship (Fremantle, WA) - 4th
- 1995 - Dragon World Championship (Fremantle, WA) - 1st
- 1995 - Yngling Australia Hardy Shield (Sydney, NSW) - 1st
- 1995 - International O'Neill Champions Trophy (Amsterdam, NED) - 3rd
- 1996 - Dragon Australian Championship (Sydney, NSW) - 1st
- 1996 - Yngling Australian Hardy Shield (Sydney, NSW) - 2nd
- 1996 - International O'Neill Champions Trophy (Amsterdam, NED) - 1st
- 1996 - Etchells Seawanhaka International Cup (New York, USA) - 2nd
- 1996 - Foundation 36 Aus Lexcen Cup Fleet racing (Perth, WA) - 2nd
- 1996 - Foundation 36 Aus Lexcen Cup Match racing (Perth, WA) - 2nd
- 1997 - Etchells Australian CHampionship (Adelaide, SA) - 2nd
- 1997 - Magic 25 Australian CHampionship (Pittwater, NSW) - 3rd
- 1997 - Etchells NZ National CHampionship (Aukland, NZL) - 6th

# Yachting Tasmania Hall of Fame

- 1997 - Soling Dutch National Championship (NED) - 1st
- 1997 - Soling Olympic Spa Regatta (Medemblik, NED) - 14th
- 1997 - Soling Danish National Championship (Kalonevig, DAN) - 1st
- 1997 - Soling Danish Match Racing Championship (Kalonevig, DAN) - 3rd)
- 1997 - Soling World Championship \*Unofficial (Kongelig, DAN) - 1st
- 1997 - International O'Neill Champions Trophy (Amsterdam, NED) - 3rd
- 1997 - Soling Eurpoean Championship (Troon, SCO) - 6th
- 1997 - Soling Blue Water Regatta (Jervis Bay, NSW) - 3rd
- 1997 - Soling Blue Water Match Racing Regatta (Jervis Bay, NSW) - 1st
- 1997 - Soling International Fleet Racing Regatta (Sydney, NSW) - 2nd
- 1997 - Soling International Match Racing Regatta (Sydney, NSW) - 1st
- 1998 - Soling Olympic Match Racing Regatta(Sydney, NSW) - 1st
- 1998 - Soling Olympic Spa Regatta (Medemblik, NED) - 4th
- 1998 - Soling Olympic Kiel Week (Kiel, GER) - 13th
- 1998 - Soling Danish Olympic Spring Regatta (Vallensbaek, DEN) - 4th
- 1998 - Soling Eurpoean Championship (Izola, SLO) - ?
- 1999 - Soling 1st Olympic Nomination Regatta (Sydney, NSW) - 4th
- 1999 - Soling 2nd Olympic Nomination Regatta (Sydney, NSW) - 4th
- 1999 - Soling Final Olympic Section Regatta (Sydney, NSW) - 4th
- 2001 - Etchells Australian Championship (Sandy Bay, TAS) - 1st
- 2002 - Etchelles NZ National Championship (Auckland NZ) - ?
- 2002 - Etchells World Champioshup (Auckland, NZ) - 10th
- 2003 - Dragon Australian Championship (Sandy Bay, TAS) - 1st
- 2003 - Dragon World Championship (Sandy Bay, TAS) - 2nd
- 2004 - Dragon Sayonara Cup (Sydney, NSW) - 2nd



# Yachting Tasmania Hall of Fame

- 2004 - Dragon Australian CHampionship (Sydney, NSW) - 1st
- 2005 - Dragon Australian Championship (Brighton, VIC) - 2nd
- 2008 - Dragon Australian Championship (Hobart, TAS) - 1st
- 2009 - Martin Graney Match Racing (Sydney, NSW) - 1st
- 2009 - Dragon Australian CHampionship (Sydney, NSW) - 1st
- 2009 - Sayonara Match Racing Cup (Sydney, NSW) - 1st

## Norman Deane OAM



Norm started sailing mirror dinghies at the age of 45 with his two sons. He has sailed in over 20 National titles and has won two World Masters titles in Canada and South Africa with Jenny Graney as crew. Norm Deane was the inaugural International Mirror President from 1987 -95. During that time he oversaw the change to an international class and the upgrading of the rules of measurement to ISAF requirement. Norm has also been involved through his membership of Rotary from day one of the Charity Sail Day in 1992. His energy has increased the number of participating yachts/boats from 12 to 67. The sail day has raised over \$650,000 for charity. Norm Deane has already been recognised with an OAM for services to yachting and the community.

# Yachting Tasmania Hall of Fame

Paul Burnell



Paul started sailing in international cadets at the age of eight.

In 1985 he was runner-up in the icc worlds in Victoria. A year later he won the worlds in Spain and the following year defended his title in Wales.

For 20 years he has coached at club, state and national level including at several world championships.

He has been Commodore & Vice-Commodore at the Sandy Bay Sailing Club.

He is involved in the learn to sail programs at the SBSC but more importantly has been a fantastic role model to young yachties.

# Yachting Tasmania Hall of Fame

## Peter Atrill



**Peter Atrill** is a member of the Bellerive Yacht Club. His boating background came from his grandfather who was shipwrecked on King Island and settled there. Peter began his sailing career at Austins Ferry sailing the family gaff rigger. In 1950 the Tasmania Yachting Association invited a number of sailors to appear before a selection committee to select a competitor for the Finn class trials for the 1952 Helsinki Olympics. Peter's offer to pay his own way carried the day with the committee. Peter went on to win 4 of the 7 selection races in a 14-foot gaff rigged dinghy, as there were no Finn class dinghies in Australia. When he arrived in Helsinki Peter became just the 5th person to represent Tasmania at the Olympics and the first Tasmanian sailor. Although never having sailed the class prior to the Olympics he finished a creditable 22nd in the event where the legendary Paul Elvstrom won the Gold Medal. Peter then sailed Sharpies for many years prior to launching his Carmen class yacht Cherry Cheer in 1978. Peter finished in the top 15 in the 1979 and 1981 Sydney to Hobart yacht races in fleets of 150 boats.

# Yachting Tasmania Hall of Fame

## Peter Campbell OAM



Peter grew up in Launceston where he commenced sailing as a bailer boy on a heavy weight sharpie. He then moved to a Tamar class and later to a snipe built by his famous Uncle Alec.

Peter started his journalist career as a cadet with the Mercury and then to the ABC. Peter moved to Sydney working for the Daily Telegraph where he wrote a regular column on boating and sailing. Peter went on to edit the Modern Boating magazine for 12 years, before taking on and revamping the Offshore magazine.

Peter has covered 40 Sydney to Hobart races as well as America's Cups, Admiral's Cups and Kenwood Cups regattas.

Peter continued to competitively sail his yacht Hornblower in twilight and weekend races on Sydney harbour.

Since moving to Hobart in 2009 Peter has provided endless yachting stories to the Mercury lifting the profile of yachting in southern Tasmania. He also edits the RYCT magazine Yachtsman

Peters work in covering sailing has been recognised by being awarded the following accolades

2000 Aust Sports Medal

Sports Promotion Award 19999 & 2005

2012 Sydney to Hobart Meritorious Service Award

2014 Order of Australia Medal

Peter Campbell OAM has given a lifetime of service to sailing and thoroughly deserves to be admitted to the Tasmanian Yachting Hall of Fame

# Yachting Tasmania Hall of Fame

# Yachting Tasmania Hall of Fame

## Peter Fletcher



Peter Fletcher has travelled all over the world in pursuit of top level yachting. He has raced over 100,000 offshore miles in Australia, South East Asia, the USA and the Caribbean and the United Kingdom.

Peters winning highlights include

Caribbean 600 in Antigua

Fort Lauderdale to Montego Bay Jamaica

Newport to Bermuda

Sydney to Noumea

Brisbane to Gizo Solomon Is

Three Peaks race 7 overall wins

Competed in 27 Sydney to Hobart Races

Competed 2 Cowes Race weeks

Peter has had an extensive and outstanding yacht racing career around the world.

# Yachting Tasmania Hall of Fame

## Robert Badenach



Robert "Biddy" Badenach has had a long sailing career in lightweight sharpies with his mate the late Bruce Darcey and on his keelboat Epoxy Warrior. Biddy has had an extensive career in yachting administration. He has been on the Sydney to Hobart Race committee since 1991, Chairman since 1997 and Race Director from 1997 to 2005.

He has been Chairman of the organising committee for three National championships held in Hobart. He has been Principal Race Officer for the RYCT and run national titles for Etchells, Dragons and International cadets.

Biddy was Chairman of the 1998 Tall Ships organising committee between 1996 and 1998.

At the RYCT he has been Commodore for 8 years, Vice Commodore for 4 years and Rear Commodore for 3 years. He is a life member of both the RYCT and the DSS.

Robert has been a magnificent servant of yachting and has contributed at the highest level.

# Yachting Tasmania Hall of Fame

Robbie Gough



Robbie has been and is, a fabulously successful sailor achieving the following highlights:

- 1984 Stonehaven Cup winner
- 1985 Stonehaven Cup winner
- 1987 World Youth Sailboards second place
- 1989 World Freestyle Sailboard Champion
- 1989 Australian Freestyle Sailboard Champion
- 1989 Australian Open course Sailboard Champion
- 2011 Australian Moth Champion
- 2012 Moth Worlds third



# Yachting Tasmania Hall of Fame

## Roger Hickman



Roger started his sailing at Sandy Bay Sailing Club the Tasmanian nursery for National and World champions Crewing for David Behrens in an international cadet they finished runner up in the Nationals. In his own cadet Jerboa, Roger was runner up in the Worlds in Hobart and fifth in the United Kingdom. Roger also sailed fireballs and 470 dinghies.

His first offshore race was the Bruny Island Race in Nell Gwyn with his dad Jim and uncle Frank Hickman at the age of three. His first five Sydney to Hobart Races were with Frank Hickman on Antagonist. Currently Roger has competed in 36 Sydney to Hobart races being on the winning yachts Wild Oats in 1993 and Ausmaid in 2000. He was on the winning Southern Cross Team in 1993 and 1995 and has won numerous divisional trophies and Rolex trophies.

Roger has sailed throughout the world having competed in 4 Farr 40 Worlds, 3 Dragon Worlds and the Fastnet Race.

Roger has been awarded:

- The WD & HO Wills Star of Sport Award in Tasmania
- The Queen's Scout Award in 1972 by Prince Phillip for sailing Bronzewing to the Schouten Passage and return although he was a land scout not a sea scout
- CYCA Ocean Racer of the year in 2000

Roger has been a Board member and flag officer for the CYCA for a total of 9 years. He has also been a Board member and President of Yachting NSW for a total of 8 years.

Roger has remained a friend of Tasmanian Yachting supporting the RYCT Sailing South Regatta, giving the event a national perspective.

# Yachting Tasmania Hall of Fame

## Roger Howlett

Roger started sailing over 50 years ago in rainbows before moving to Gwen 12's in which he won a state championship and competing in two nationals. He moved to lightweight sharpies and competed in two nationals.

Roger moved to Sydney where he developed a passion for offshore racing.

This led to Roger compete in 33 Sydney to Hobart yacht races as well as competing in most offshore races conducted on the east coast of Australia.

In Tasmania he has competed in 20 Maria Island races, 15 Bruny Island races and a Mewstone.

An accompanying testimony spoke of Roger's excellent organizing skills, great boat handling skills and composed leadership skills in adverse conditions making him a standout yachting

# Yachting Tasmania Hall of Fame

## Rowan Johnston



Rowan sailed in cadet dinghies and sharpies before moving to dragons where he represented Australia in Spain with Ediss Boyes.

Rowan was the Hobart race director of the Sydney to Hobart yacht race for 26 years and a volunteer for the same race for 30 years.

He was the honorary sailing manager at the RYCT for 13 years and Principal Race Officer for 25 years.

He was awarded the Sports Medal by the Australian Government in 1999 for his services to yachting.

Rowan has served as Commodore and Vice Commodore of the Royal Yacht Club of Tasmania.

Congratulations to Rowan for his lifetime involvement and service to yachting.

# Yachting Tasmania Hall of Fame

## Stephen Boyes



Stephen has achieved at the highest level of our sport, performing at a consistently high level in the Dragon class, Farr 40's and other keel classes over a number of years.

The highlights of his career include winning the Prince Phillip Cup in 1986

He won the Sayonara Cup for match racing in 1987 and 1988

In 1991 he won the North American Dragon Championships in Krystal and followed that up by winning the Dragon Worlds in Toronto in 1991.

Stephen has been in the top echelon of keelboat skippers in Tasmania over the past thirty years many of them are already Hall of Famers. I believe that the late Ediss and Stephen Boyes are the first father/son inductees in to the Yachting Hall of Fame

# Yachting Tasmania Hall of Fame

Steve Walker



**Steve Walker** has been a member of the Wynyard Yacht Club for 43 years. Steve trained as sail maker with Miller & Whitworth in Sydney returning to Tasmania in 1974 to establish his own sail loft at Boat Harbour before moving this to Wynyard in 1980.

Steve has competed in a range of classes and was selected in the Australian pre Olympic squad in the 470 class for the Seoul Olympics. His offshore experience is extensive and he has competed in numerous offshore events including six West Coasters, eight Sydney to Hobart races and twelve Three Peaks races including five wins in the event. Steve is a nationally accredited coach being head coach of the Australian team at four world championships. Steve has translated this experience into his sail making with his sails winning numerous Australian and world championships. In 2003 Steve Walker Sails was awarded the Tasmanian Sport and Recreation Industry Award for Excellence "Business Initiative of the Year".

# Yachting Tasmania Hall of Fame

Stuart Hamilton



Stuart won the World titles in fireballs in Bedrock Fundamentals in 1983.

He has won the national and European fireball championships

Stuart won 3 sharpie nationals in Impact in 1991, 92 & 94

Stuart also won the 49ers Nationals in ROK in 1998

# Yachting Tasmania Hall of Fame

## Walter Knoop



**Walter Knoop** is a member of the Bellerive yacht Club. In 1969 Walter crystallized his long held interest in yacht hull shapes and how this relates to performance completing his design for what became known as the Knoop 27. The design called for a fiberglass construction, which even at this time was relatively new and its use largely limited to professional boat manufacturers. Walter approached the Bruce Roberts Group which had been established to promote amateur boat building and in exchange for fiberglass construction details allowed the design to be included in the Roberts catalogue where it still appears today. Walter has used his self-taught talents to design, build and race a number of yachts with many more built to his designs. Walter has been able to continue to adapt his skills to changes in the rating rules over time. Probably the peak of his achievement was in the 1979 Sydney to Hobart yacht race boats of his design (Knoop 30's) finished 3rd and 5th overall.

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## William Percy Skipper Batt



In 1924 William "Skipper" Batt was commissioned to design the Royal Yacht Club of Tasmania's challenger for the Forster Cup. Presented in 1922 to stimulate interstate competition between one-design, 21-foot, restricted class yachts, the cup was one of Australia's premier yachting trophies. The *Tassie*'s keel was laid on 18 December and construction completed in four weeks. Described as a 'rough Huon Pine yacht' and given little chance against the opposition, on 7 February 1925 she won an intense tacking duel to take the first heat by 50 seconds; the 5-man crew with Skipper as Helmsman and Harry as for'ard hand increased that margin in the remaining two heats.

Having again won in Perth (1926) and Adelaide (1927), Skipper was defeated in 1928 by a yacht of his design, *Tassie Too*, sailed by his brother, Harry. A third yacht designed by Skipper, *Tassie III*, was launched late in 1929 and, with Harry as helmsman, won in Hobart in 1931. As helmsmen, Percy and Harry Batt dominated the competition until 1938. Skipper's yachts won the Forster Cup 17 times, the Albert Cup 7 times, and were victorious in the associated Mosman and Griffith cups. Only 169cms tall, with fair hair and blue eyes, Percy closely resembled his brother. They behaved like twins and each seemed to be able to read the other's mind. Both men thoroughly understood the theory of hull and rig design, and had the uncanny knack of sensing wind shifts and were highly respected by their crews.

Following his retirement from active competition in the late 1930s, Percy spent his time encouraging young sailors, and designing and building boats for his family and friends. Survived by his wife and daughter, he died of heart disease on 7 April 1947 at his Battery Point home and was buried in the Corbelian Bay cemetery. The Royal Yacht Club of Tasmania named a trophy in his memory.

The names of both William Percy "Skipper" Batt and his brother Harry are commemorated in the Tasmanian Sporting Hall of Fame.