



AZAB 2015

The Azores and Back Yacht Race

OFFICIAL RACE PROGRAMME 2015

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Welcome to the Red Ensign AZAB 2015

Dear Competitors,

Welcome to the 2015 Azores and Back Race, organised by RCYC Events Limited and hosted by the Royal Cornwall Yacht Club. Whether you are a first time entrant or a veteran of previous events I am sure you will find a warm welcome throughout the port.

The 2015 AZAB Race is the eleventh such event and this year is the fortieth anniversary of the first race in 1975. At the time of writing we have over seventy entrants, and whilst this is not a record, it does make the race one of the most significant such sailing events in the ocean racing calendar. Whilst you are in Falmouth, both before the start and after your return, you are welcome to use the facilities of the Royal Cornwall Yacht Club as temporary members. Please make yourself known to our excellent bar and catering team who will assist in meeting your requirements when you visit the Club.

As before, your friends and family will be able to watch your progress and that of the other competitors on the AZAB website via the tracker system. This event for the first time has a 24 hour "finish line welcome" in Falmouth, our aim being to send a RIB out to meet every returning competitor. This innovation involves an enormous additional commitment from volunteers and shows the value that we attach to making this race a great experience for all involved.

In addition to the welcome boat crews there is, as usual, a large team of volunteers organising all aspects of the race. The team is headed by race director Francis Shillitoe who, with his son, took part in the previous race winning his class. The race officer is John Pickup who has fulfilled this role many times before. The previous race director Colin Drummond, who was one of the founders of the race and a previous entrant, is still involved and brings his vast experience to the organising committee. Our thanks go to them and to all those who have given their time and energy to make the AZAB race what it is now.

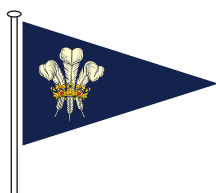
Finally I would like to thank our sponsors Red Ensign Yacht Brokers, Rustler Yachts, Charity and Taylor and Tilley Endurables. A special thank you to our hosts, the Clube Navale de Ponta Delgada in the Azores. Details of all sponsors and advertisers are included in this race programme. Please use their services if you can and mention that you are a competitor.

My wife Lynne and I hope to meet many of you whilst you are in Falmouth before the start and also look forward to greeting you in Ponta Delgada. As they say in Newfoundland, 'Long may your big jib draw'.

Keith Tullett

Commodore

Royal Cornwall Yacht Club



Dear Red Ensign AZAB Competitors,

Welcome to the Atlantic Ocean and welcome to Clube Naval de Ponta Delgada in the Azores Islands.

I should easily congratulate all of you participating on the 11th edition of this challenging and beautiful adventure. However, I must invite you to celebrate this event on another dimension: AZAB 1975 – 2015. So many people involved, from Colin Drummond to Francis Shillitoe, are all devoted to creating the best sailing experience on the Atlantic Ocean for all of those who have sailed the Azores and Back Race over these 40 years.

From our side, with the same enthusiasm, we also fully celebrate this massive Royal Cornwall Yacht Club sailing adventure and we feel honored to host once again all of you 'Heroes of the Sea' (in my case for the second time in a row) with great pleasure.

Therefore during your time on Ponta Delgada you will all be welcome as temporary Honorary Members of Clube Naval de Ponta Delgada and I sincerely hope that you will enjoy our facilities, which now include the bar that was sadly not available four years ago.

Special thanks go to the Royal Cornwall Yacht Club for organizing the 11th Azores and Back Race, giving us the pleasure once again of hosting this extraordinary race in this sanctuary in the middle of the Atlantic.

Yours Sincerely,

Carlos Rodrigues

Presidente

Clube Naval de Ponta Delgada

For more information on our sponsors and advertisers please visit page 36

The Royal Cornwall Yacht Club

The Club's origins go back much earlier to the Port of Falmouth Regattas, for yachting was already well established in the port, but in 1871 several local yachtsmen determined to found a club and from the outset were anxious that it should be a "Royal" yacht club. The Mayor of Falmouth W H Lean, a ship builder and a keen yachtsman, addressed a memorial to the Prince of Wales (the Duke of Cornwall and the future Edward VII) requesting him to become a Patron of the proposed club, and at the inaugural meeting in the Falmouth Town Hall on 20th December 1871 a letter was read signifying his consent.

The club should be called the Royal Cornwall Yacht Club, with Queen Victoria and the Duke of Cornwall as its Patrons, and ranked in precedence with the Royal Cinque Ports and the Royal Corinthian as the fifteenth "Royal" yacht club in England. The three Devon clubs – the Royal Western of England, Royal Torbay and Royal Dart – were the third, twelfth and fourteenth respectively; the Royal Thames (Cumberland Fleet) was first and the Royal Yacht Squadron second.

In May 1872 the Honorary Secretaries visited the Admiralty and obtained an Admiralty Warrant which granted permission for yachts of the club to wear the blue ensign of Her Majesty's Fleet defaced by the Prince of Wales's plume in white, and a similar blue burgee.

The Club has enjoyed Royal patronage throughout its history, currently from Prince Charles, who succeeded Prince Philip in 1977. The Duke of Cornwall twice made visits to the Club, in 1979 and 2010. Prince Philip was Guest of Honour at the Club's Centenary Dinner in 1971. King Edward VII and King George V, Patrons in their time, could well have visited the Club when sailing Britannia in the regattas, though there is no record.

The only other record is of the future King Edward VIII's visit to the Club in 1933 on his way back by flying

boat from the Isles of Scilly, when Members brought his party ashore in their motor boats. He was then Vice-Patron; he did eventually become Patron until his abdication in 1936, when he was succeeded by King George VI. Until then he continued to donate the Prince of Wales's then customary twenty-five guineas to the Regatta Fund, even during the war years when there was no regatta.

At first the Club took rooms in the Falmouth Hotel and then the Greenbank Hotel before moving into its present premises in 1883, first as under-lessee. In 1911 the Club had the opportunity of buying the head-lease, which brought with it a larger area, including the present Upper Deck, and outbuildings which would be demolished to create the car park. At the time the Club did not have the funds but six extraordinarily generous Members bought it and became the Club's landlord, enlarging the building and forming a company to be called Falmouth Syndicate Ltd. By gift or purchase the Club had acquired all the company's shares by 1936, and in 1945 it bought the freehold from the Basset Estate. Well Beach was acquired later in two stages, in 1936 and 1952.

Falmouth has long been a venue for international and national championship events and hosting them has been an important part of the Club's activities since before the Second World War.

More recently the Club has hosted the Dragons for the Edinburgh Cup in 1995, 2000 and 2009. Other events have included British National Championships for International Six Metres, J24s, J80s and SB3s, and the RYA/BT Match Racing Finals. In 1997 the Atlantic Challenge Cup, a race for very large



yachts from New York to Falmouth, was hosted in association with the New York Yacht Club.

In 2012 the Club hosted over a fortnight the Finn British National Championships followed by the Gold Cup, which several nations used as a qualifier for Olympic selection later in the year. This was followed by the J-Class Regatta, the first such regatta held in British waters since the Second World War. We now look forward to the return of the J-Class later this season.

The Club has organised AZAB every fourth year since 1975. On the fortieth anniversary we welcome the 2015 competitors in what is arguably the last of the truly Corinthian long-distance short-handed events.

Other highlights include Sir Ben Ainslie's Olympic silver medal in 1996 and four gold medals in 2000, 2004, 2008 and 2012, and Sir Robin Knox-Johnston's landing on the Club slipway in 1969 on completing the first non-stop circumnavigation in a yacht.

The Royal Cornwall Yacht Club, whilst proud of the traditions on which it was founded, has evolved and adapted to the changing needs of its Members, and looks forward to the future with energy and confidence.

Contact Royal Cornwall YC:

Tel: 01326 312126

www.royalcornwallyachtclub.org

How and why did the AZAB Begin?

The first British long-distance yacht race for solo sailors was the Single-handed Transatlantic Race which reputedly grew out of a half-crown wager and was first held in 1968. Just four yachts left Plymouth all of which reached New York safely. The winner was Sir Francis Chichester in *Gypsy Moth II*.

Sponsorship from the Observer and news from the Observer newspaper caused someone to coin the name Ostar a name that has stuck, much to the annoyance of subsequent sponsors. Since then the race has taken place every four years. In 1981 the first two-handed transatlantic race was held and again around 100 yachts left Plymouth this time for Newport Rhode Island. However, for many yachtsmen, taking part in a transatlantic race is an impossible dream. Costs are high and three months or so are needed to prepare the boat, compete and then bring

her home. In 1972 Chris Smith wrote a letter to Yachting World magazine suggesting that a shorter solo ocean race should be held. As a result Andrew Bray, Spud Spedding and Colin Drummond met with Chris to discuss setting up such a race. The Royal Cornwall Yacht Club agreed to host the British end. The Azores archipelago was picked as an ideal destination - distant enough to provide a real challenge within a four to six week time-limit and to be pleasantly "foreign" on arrival, with a course clear of major shipping lanes. The first AZORES AND BACK RACE took place in 1975 with 52 starters. With such a turnout, and so many competitors clamouring for a repeat event, it was decided to follow the lead of Ostar and hold AZAB at four yearly intervals. The second race in 1979 accepted two-handed as well as single-handed entries, an obviously popular decision, as in 1999 only about one yacht in

10 was sailed single-handed. The course covers just less than 2500 miles of ocean, approximately 1220 miles on each leg. The majority of yachts usually take between 7 and 10 days to reach the AZORES allowing a week or so to relax and restock for the return passage.



The Start

The best place to view the start of the race will be from Pendennis Castle. This coastal fortress, built by Henry VIII to protect the Carrick Roads offers far reaching views out to sea and is the perfect spot to enjoy the action as the yachts manoeuvre for the start and the race to the Azores. To help you enjoy the race day, you can enjoy two for one entry on admission to Pendennis Castle on Saturday 6 June with the voucher enclosed in this programme. Parking for visitors to the castle available and Tea Room offering light lunches, drinks and cakes.

Alternative viewing is available from St Anthony Head or Pendennis Point.

The first leg of the Azores and Back race leaves Falmouth at noon (BST) on Saturday 6th June. The start line is just below the Castle between two transit poles on Pendennis

Point and Black Rock. The race will be started by the historic 'Long Tom' gun at Pendennis Castle (dog owners please note) which will be fired on the instructions of Malcolm Bell, CEO, Visit Cornwall and a primary school child selected through an AZAB competition in local schools.

Many yachts will be recognisable from their photographs shown in

this programme; the rules require that all competitors display their sail numbers on both sides of the sail and on the deck.

Do come and help us wave the competitors on their way. You will enjoy a good day out and encourage the skippers and their crew who will not see another human being for well over a week!





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The Clube Naval de Ponta Delgada

Host club in the Azores has, since the first AZAB in 1975, been the friendly Clube Naval de Ponta Delgada on the island of São Miguel. The Clube was founded in June 1901 following several regattas over the previous decade. These would have included swimming, sailing and rowing races – the latter probably in the graceful whaling boats still to be seen throughout the Azores – almost certainly combined with a colourful fiesta ashore.

Only a month after its founding, the Clube Naval organised a procession to welcome the King and Queen of Portugal when they visited São Miguel in July 1901. However this enthusiasm was short-lived and by 1903 the newly formed Nautic League had largely eclipsed the older club. There was a burst of activity in the late 1920s under the leadership of Alfredo da Camara, but after his death interest again waned, to resurge some ten years later.

The Clube Naval has seen increasing activity since then, with the Azores and Back Race an important fixture on its regular calendar.

At the same time the Clube Naval was able to move from its old premises

near the head of the harbour into an impressive new clubhouse overlooking the marina. Not only does this house the usual sailing dinghy and sailboard storage, restaurant and bar, there is also a large gymnasium (which in 1995 doubled as the AZAB race office) and even a small swimming pool in the basement!

In spite of the language barrier, the welcome extended to AZAB participants is both genuine and very obvious, from the moment when the Clube's rigid inflatables meet arriving yachts to escort them into the marina. The younger members of the club usually manage to meet every yacht whatever time of day or night they finish.

While in Ponta Delgada the AZAB competitors are made welcome by the Clube Naval, enjoying drinks on the balcony and meals in its sociable restaurant.

A new 400 berth Marina was opened in 2010 and this will be the base for AZAB 2015 competitors.



The New Marina at The Clube Naval de Ponta Delgada

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The Destination - Saõ Miguel in the Azores

The nine islands of the Azores Archipelago lie in the Eastern Atlantic, approximately 750 nautical miles off the coast of Portugal and some 1220 miles from Falmouth. They have been popular with seafarers ever since their discovery by the Portuguese in the early 15th Century, and Columbus is known to have called at Saõ Miguel on his way back to Spain from the New World in 1493. However, Columbus would have visited not Ponta Delgada but Vila Francõ do Compõ, 11 miles further east. Less than thirty years later the town was destroyed by an earthquake, the government moved westwards, and Ponta Delgada became the islands' new capital.

Even more worrying to the islanders than the threat of earthquakes was that of pirates. In 1580 Spain overran mainland Portugal and its offshore possessions, and the Azores became a staging post for richly-laden treasure galleons returning from the Spanish Main. This made them a magnet for pirates and privateers of all nations, including such figures as Drake, Hawkins, Raleigh and Sir Richard Grenville of 'Flores in the Azores' fame.

Being the largest island by a considerable margin in terms of size and population may have given Saõ

Miguel some measure of defence. Forty miles long by only ten miles wide, it has an area of just under 300 square miles. Approaching from north or south it appears as a long island of several linked peaks to the east, a gap, and a single lower island to the west. This lower section is intensively cultivated. The rich volcanic soil and mild climate allow such unexpected crops as tea, tobacco, bananas and oranges to thrive.

All the Azorean islands are lovely, but Saõ Miguel and the spectacular Flores to the west are the most beautiful. In addition to its traditional white washed villages and patchwork of fields, Saõ Miguel boasts two striking natural features; the twin lakes of Lagoa Verde (Green Lake) and Lagoa Azul (Blue Lake), nestled in the massive crater of Caldeira das Sete Cidades in the west of the island, and the Vale das Furnas to the east. The latter includes a large lake near the road, fringed around its northern edge by pools of bubbling mud and holes belching unpleasant smelling steam. Nearby are the 'natural kitchens', where complete meals are sealed into pots and buried in the hot earth to produce the delicacy known as Cozido, strongly flavoured with sulphur and something of an acquired taste. A few miles further up the



valley lie the thermal springs, 22 in all and each supposed to have its own particular medicinal property. The area was developed into a spa by the health-conscious Victorians.

The town of Ponta Delgada itself is a mixture of old and new, with some fine churches and other buildings dating back to the 16th Century alongside the first high-rise buildings in the Azores – indeed, the only tower-block for nearly 800 miles makes an unmistakable landmark from offshore. There are many excellent restaurants, a wide range of shops, a produce market, and several supermarkets within walking distance, so competitors should have no difficulty in storing up for the return leg.

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Handicapping and Classes

The Azores and Back Race has always attracted a wide variety of types of boat. The variety of sizes, number of crew (one or two) and speeds contribute a lot to the fun of the event. Its a bit like having a race which includes small family saloons full of a family's holiday baggage, luxury cars with big engines and even the occasional F1 car.

This gives the Race Committee a problem: how do we decide who most deserves the prizes?

Luckily, this is a common problem throughout the sailing world and two methods are used together to create as fair a competition as possible.

First, we divide the entries into four groups (classes) based mainly on speed. And then we use a well-tried system of handicapping – the International Rating (IRC) system. Handicaps are calculated by the Royal Ocean Racing Club using a secret formula based on the measurements and weight of a boat and its sails together with other

factors such as its inherent stability and the number of crew. They are given to us as a “Time Correction Constant – the TCC”. This is a number roughly between 0.800 and 1.500. The faster the boat is thought to be, the higher the TCC. After the race, the time taken by a boat to complete the course – its Elapsed Time is multiplied by the TCC to give a Corrected Time.

Putting these times in order shows us who has won the race “on handicap”. We also give some trophies to boats who are first to arrive, regardless of handicap. These are the boats that win “line honours”.

In the past we have had entries from multihulls and they have had a class of their own as no system of handicapping works well if you mix monohulls and multihulls. Nowadays the race is just for monohull yachts. We have divided them into four classes as shown in the table.



The 2015 AZAB is divided into four classes:

Class 1 Yachts with IRC handicap TCC More than 1.040

Class 2 Yachts with IRC handicap TCC 1.006 – 1.040

Class 3 Yachts with IRC handicap TCC 0.951 – 1.005

Class 4 Yachts with IRC handicap TCC 0.950 and below

Red Ensign AZAB for Kids

A feature in the Red Ensign AZAB 2015 was the involvement of local primary schools who will track the fortunes of competitors through the Yellow Brick tracking system. Each participating school adopted a yacht and met the skippers before the race.

Participating schools were visited by John Head, a three times AZAB competitor, who introduced over 300 children to the excitement and challenges of sailing in the ocean.

An extension to the AZAB web-site entitled ‘AZAB for Kids’ was built to support the project work being undertaken in the schools.

Lucy Campbell, at 16 the youngest female competitor in the history of the race, made a number of video pieces which described different aspects of sailing such as navigation and steering. With

the generous support of Penny Wakeling at Red Ensign, who edited the material, it made an innovative introduction to the website educational section.

The website will provide an opportunity for children to talk with skippers and each other using a blog facility.

The education project was managed by Keith Hambly-Staite a member of the AZAB Organizing Committee. He worked with Falmouth Art Gallery on a ‘Design a Flag’ competition to select a child to start the race with Malcolm Bell, CEO Visit Cornwall. The children were invited to create a flag which represented the AZAB and would be carried to the Azores by a yacht in the race.

The overall aim of the work with local schools was to continue to build a good working relationship

between the Royal Cornwall Yacht Club and the local community, to engage as many children as possible in the race and to encourage a greater interest in their local maritime environment.



The Trophies and Awards

The Royal Cornwall Yacht Club is proud to be able to present the winners of each AZAB Class with some very exceptional silver trophies, several of which are of some antiquity. Although our insurance policy does not permit Class winners to take the trophies away to display in their own homes, we hope that knowing their names are engraved for perpetuity on these handsome cups and salvers will suffice.

The Best Aggregate Times Perpetual Challenge Trophies

Outward Leg Falmouth - Sao Miguel.
Return leg - Sao Miguel - Falmouth

Trophies for each Class are awarded to the yacht achieving the shortest corrected time for both legs.

CLASS 1: The Michael Allum Trophy **An etched Dartingham Glass Iceberg**

Presented by Mrs Michael Allum in 1999

CLASS 2: The RCYC Prince of Wales Cup

Presented by the Prince of Wales in 1872 to the RCYC

CLASS 3: The RCYC Borough Members Cup

Presented to the RCYC in 1874 by the local MPs

CLASS 4: The RCYC Warington Smyth Bowl

Presented to the RCYC in 1938 to be awarded annually for passage racing.

Trophies for each Class are awarded to the yacht Trophies for each Class are awarded to the yacht

CLASS 1: The Falmouth Hotels Association Trophy

Presented to the RCYC in 1995 by the Falmouth Hotels Association

CLASS 2: The Falmouth Town Salver

Presented to the RCYC in 1995 by Falmouth Town Council

CLASS 3: The Premier Marinas (Falmouth) Ltd Trophy

Presented to the RCYC in 1995 by Falmouth Yacht Marina

Class 4: The Chamber of Commerce Trophy

Presented to the RCYC in 1995 by Falmouth Chamber of Commerce

The Ben Pester Starfinder Globe (new trophy)

To be awarded to the yacht with the shortest corrected time on the outward leg. This will be a perpetual award.

The Pendennis Trophy

Presented to the RCYC by Pendennis Shipyard in 2011. To be awarded to the yacht in any Class with the shortest aggregate corrected time on both legs.

The Henri Lloyd Challenge Cup

To be awarded to the yacht in any Class taking the shortest aggregate elapsed time (ie. Line honours)

The Visick Perpetual Trophy

To be awarded to the yacht in any class, the skipper and crew of which are related, achieving the shortest aggregate corrected time.

The John and Sally May Trophy

To be awarded to the skipper and crew, or singlehanded skipper, judged to have contributed most to the Corinthian spirit of the event. The winner(s) to be decided by a ballot of participating yachtsmen.

In addition to the Perpetual Challenge Trophies, keeper prizes will be awarded.



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The Race Records

Like most established events the Azores and Back Race has quite a number of outstanding records for the individual legs. The following are all elapsed times - details of handicap placings can be found on additional pages.

OVER 40ft

Monohulls

Outward leg - Set 1987
05-23-11 - *Cherry Valley Super Duck* (Panic 60)
Robert Nickerson & Mark Fitzgerald

Monohulls

Return leg - Set 1991
05-10-08 - *Panic Major* (Panic 60)
Robert Nickerson & Martin Selles
(The same yacht racing under different names)

Multihulls

Outward and Return legs - Set 1987
06-14-50 & 07-07-20
Novanet Elite (75ft Catamaran)
Peter Phillips & Dickie Gomes

Monohulls - Water-ballasted

Outward leg & Return leg - Set 2003
08-02-52 & 05-19-14
Roaring Forty
Michael Kleinians

40ft AND UNDER

Monohulls - Single-handed fixed ballast

Outward leg - Set 2011
06-16-06 - *Hayai* (Open 40)
Nico Budel

Monohulls - Single handed fixed ballast

Return leg - Set 2011
07-01-42 - *Comedy of Errors* (HOD 35)
SamWhite

Monohulls - Two handed fixed ballast

Outward leg - Set 1995 06-23-24 -
Midnight Getaway (MG335)
Andrew & Jon Firebrace

Monohulls - Two handed fixed ballast

Return leg - Set 2011 06-04-12
Hayai (Open 40)

Nico Budel & Coen Meijer

Monohulls - Water ballasted

Outward leg - Set 2011
06-02-49 *La Promesse* (Open 40)
Jan Kees Lampe

Monohulls - Water ballasted

Return leg - Set 2003
05-13-36 *La Promesse*
Ronny Nollet

Multihulls

Outward leg - Set 1995
04-22-14 *Spirit of England* (40ft Ttri)
Peter Clutterbuck & Brian Thompson

Multihulls

Return leg - Set 1991
05-04-34 *Transient* (35ft tri)
Helena Darvelid & Brian Thompson



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Evolution of the AZAB 1975 - 2011

1975

The first AZAB was for single-handers only and was open to monohulls and multihulls of between 22ft (7.2m) and 38ft (11.6m), racing on handicap but not divided into classes. Either four or five countries were represented – depending whether you accept the winner's claim to Manx nationality! – with other placings going to French and Belgian yachts. The very fast outward leg took the organisers by surprise and the record set by the trimaran *Three Legs of Man* stood for twelve years.

1975 PLACINGS.....Elapsed Time... Corrected Time

MONOHULLS

1 – <i>Tyfoon V</i> (Ohlson 35)	Gustaf Versluys	19-05-02	440.19hrs
2 – <i>Port du Crouesty</i> (29ft mono)	Bernard Pallard	20-23-57	450.98hrs
3 – <i>Roussiane</i> (Chance 37)	Michel Malinovsky	18-09-00	453.47hrs

MULTIHULLS

1 – <i>Three Legs of Man</i> (Kelsall 37 tri)	Nick Keig	16-05-15	462.55hrs
2 – <i>Capitaine Cook</i> (Kraken 33 tri)	Eugene Riguidel	18-11-03	504.94hrs

1979

The most obvious innovation in the second race was the acceptance of two-handed as well as single-handed entries, a move which proved very popular. Over 100 yachts entered though only 89 actually started, but even so the strain on facilities at both ends of the course was intense. Handicapping was abandoned, and instead the fleet was divided into four single-handed classes and five two-handed classes on the basis of overall length, racing boat-for-boat inside them. Nine nationalities were represented with British, Dutch, Polish and Finnish yachts amongst the winners.

1979 PLACINGS.....Elapsed Time

SINGLE-HANDED YACHTS

Class 1 – <i>Whisperer</i> (Seal 26)	GD Tatton-Brown	20-09-24
Class 2 – <i>Achillea</i> (Achilles 840)	Chris Butler	20-23-36
Class 3 – <i>Lady Dona</i> (Rival 34)	Piet ter Laag	22-18-31
Class 4 – <i>Spaniel</i> (36ft mono)	Jerzy Rakowicz	19-09-34

TWO-HANDED YACHTS

Class 6 – <i>Olympus</i> (Advance 24)	K Granholm & U Grahm	22-07-34
Class 7 – <i>Blueprint</i> (Ballad 28)	B Simpson-Wells & AR Dunstan	20-03-48
Class 8 – <i>Malaprop</i> (Rival 34)	Ian Reynard & Tony Collingridge	20-06-27
Class 9 – <i>Stanford Mariner</i> (38ft mono)	Fred Dovaston & John Weatherup	17-08-31
Class 10 – <i>Whisky Jack</i> (34ft tri)	Nicholas Gray & Julian Mustoe	16-20-41

1983

The third AZAB saw 55 starters, with a three to one majority in favour of two-handed entrants but only one multihull taking part. The upper size limit was increased to 40ft (12.2m), in line with Single-Handed Transatlantic Race limits, and again the fleet was divided according to number on board and overall length, this time into eight divisions. The outward leg in particular was a fast one and several of the records set stood until 1995.

1983 PLACINGS.....Elapsed Time

SINGLE-HANDED YACHTS

Class 1 – <i>Alice's Mirror</i> (30ft mono)	Chris Smith(out) Jerzy Rakowicz (ret)	20-20-22
Class 2 – <i>Lady Dona</i> (Rival 34)	Piet ter Laag	25-07-29
Class 3 – <i>Assassin</i> (Contessa 38)	Brian Wells	21-01-26

TWO-HANDED YACHTS

Class 4 – <i>Rizla</i> + (30ft one-off tri)	Alain & Thomas Veyron	20-20-56
Class 5 – <i>Whisperer</i> (Passage Maker 30)	GD Tatton-Brown & J Baker	22-18-05
Class 6 – <i>Beefeater</i> (She 36)	M Copley & CJ Harris/A Liggins	21-09-17
Class 7 – <i>RJN Marine</i> (Panic 40)	Robert Nickerson & G Hannaford	17-12-42

1987

The mid 1980s saw the introduction of several other short-handed races and the AZAB field dropped to 39, though by now it was established as a firm favourite with many competitors entering for the second or third time. The lower size limit was raised to 25ft (7.62m) and the upper to 45ft (13.72m) for single-handers and 75ft (22.86m) for two-handers. As well as racing within classes, the Channel Handicap System was introduced for monohulls and MOCRA handicaps for multihulls, giving a two-tier system of prizes. Entries came from five European countries with British, Spanish and Dutch among the winners, and some remarkable times were set by the larger boats as the 60ft monohull *Cherry Valley Super Duck* and 75ft catamaran *Novanet Elite* battled for line honours over both legs.

1987 – PLACINGS.....Elapsed Time

SINGLE-HANDED MONOHULLS

Class A – <i>Shoki</i> (First 30)	John Elliott	22-00-41
Class B – <i>Orion Iru</i> (45ft S&S cutter)	Jose Ugarte	17-05-55

TWO-HANDED MONOHULLS

Class D – <i>Maris Otter</i> (Sadler 32)	George Debenham & Guy Nicholls	22-04-46
Class E – <i>Windthrift</i> (She 36)	John & Janet Trythall	22-05-37
Class F – <i>Sionan</i> (Sigma 41)	M Jackson & R Phipps/R Fuller	20-23-16
Class G – <i>Cherry Valley Super Duck</i> (Panic 60)	Robert Nickerson & M Fitzgerald	4-00-08

OVERALL LINE HONOURS

<i>Novanet Elite</i> (75ft cat)	Peter Phillips & Dickie Gomes	13-22-10
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MONOHULLS : CHANNEL HANDICAP

SINGLE-HANDED

1 – <i>Orion Iru</i> (45ft S&S cutter)	Jose Ugarte	446.61hrs
2 – <i>Shoki</i> (First 30)	John Elliott	509.12hrs
3 – <i>Quixote</i> (UFO 34)	Mary Falk	517.60hrs

TWO-HANDED

1 – <i>Cherry Valley Super Duck</i>	Robert Nickerson & M Fitzgerald	412.10hrs
2 – <i>Maris Otter</i>	George Debenham & Guy Nicholls	484.94hrs
3 – <i>Quilla</i> (Starlight 29)	Steve Thomas & Barrie Pennington	494.87hrs

MULTIHULLS : MOCRA HANDICAP

1 – <i>Banshee</i> (Banshee 35 cat)	Lillian & Richard Woods	488.17hrs
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1991

Again entry numbers were somewhat disappointing with only 35 yachts coming to the start. Four nationalities were represented and size limits were set at 25ft (7.62m) and 60ft (18.29m). Again it was a fast race, particularly on the return when several yachts broke the six-day barrier. However, disaster struck twice, once on the outward leg when the 30ft *Minitech* lost her keel and capsized, and again on the return when the 40ft catamaran *Queen Anne's Battery Marina* hit a whale, was holed and had to be abandoned. Thankfully the crews of both yachts were saved.

1991 PLACINGS.....Elapsed Time.....Corrected

Evolution of the AZAB 1975 - 2011

Time

CLASS A (SINGLE-HANDED MONOHULLS)

1 – <i>Corkscrew</i> (Twister 28)	Trevor Leek	23-22-22	469.25hrs
2 – <i>Largo</i> (Rival 32)	John Passmore	23-05-08	485.25hrs

CLASS B1 (TWO-HANDED MONOHULLS, CHS UNDER 0.960)

1 – <i>Castaway</i> (Freedom 35)	George Tinley & Charles Warren	18-08-01	393.42hrs
2 – <i>Katla</i> (J30)	Martin Pavey & Steve Garnham	18-11-45	425.55hrs

CLASS B2 (TWO-HANDED MONOHULLS, CHS 0.960 OR ABOVE)

1 – <i>Private Lives</i> (Beneteau First 35)	Sarah Jane Hall & David Alan-Williams	16-13-05	381.20hrs
2 – <i>Sail Troon</i> (MG RB34)	Iain Hunter & Sally Creaser	16-15-12	397.20hrs

CLASS C (MULTIHULLS)

1 – <i>Transient</i> (35ft tri)	Helena Darvelid & Brian Thompson	12-13-16	396.40hrs
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CLASS D (WATER-BALLASTED MONOHULLS)

1 – <i>Rucanor</i> (Beneteau 30)	Michel Kleinjans	15-22-14	384.55hrs
2 – <i>ROX</i> (40ft one-off)	Jenny Pocock (out) & Desmond Hampton (ret)	15-22-58	413.60hrs

OVERALL LINE HONOURS

<i>Panic Major</i> (Nickerson 60)	Robert Nickerson & Martin Selles	11-32-54	432.28hrs
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1995

The 20th Anniversary AZAB attracted the biggest field since 1979, with 61 yachts coming to the line in five classes. Size limits remained at 25ft (7.62m) and 60ft (18.29m) and eight nationalities were represented. Five multihulls took part, and though sadly *Severalles Challenge* capsized early in the outward leg, *Spirit of England* almost caught the Azores reception committee napping by shaving more than two days off the record set by *Three Legs of Man* 20 years earlier. However, the return leg was one of the slowest on record and many crews were forced to abandon the race and motor home.

1995 PLACINGS.....Elapsed Time.....Corrected Time

CLASS 1 (SINGLE-HANDED MONOHULLS)

1 – <i>Luneborg</i> (Contessa 32)	Ronny Nollet	22-05-37	475.45hrs
2 – <i>Haigri</i> (Rival 38)	Mervyn Wheatley	22-16-48	497.40hrs

CLASS 2 (TWO-HANDED MONOHULLS, CHS UNDER 0.960)

1 – <i>Carte Blanche</i> (Swan 36)	Jem & Maureen Tetley	22-06-46	492.52hrs
2 – <i>Pyewacket</i> (Jaguar 27)	Jeremy Anning & Ainsley Harrison	6-18-06	501.48hrs
3 – <i>Cantata</i> (Westerly Fulmar 32)	Mike Bradley & David Temple	23-04-48	501.68hrs

CLASS 3 (TWO-HANDED MONOHULLS, CHS 0.960 OR ABOVE)

1 – <i>Zaphod</i> (X-Boat 412)	Eric Broadley & Carl Phillips (out) Simon Reid (ret)	18-00-30	462.35hrs
2 – <i>Midnight Getaway</i> (MG 335)	Andrew & Jon Firebrace	20-04-18	470.73hrs
3 – <i>Chantue of Emsworth</i> (Sigma 41)	Chris Hornsey & Bill Tremlett	19-20-51	472.08hrs
4 – <i>Sunday</i> (J 35)	Peter Ploeg & Patty Schmidt	18-20-10	472.97hrs

(Sunday's first placing in Class 3, lost due to a time penalty imposed for non-compliance with the Rules, was subsequently reinstated after the skipper's protest to the RYA was upheld)

CLASS 4 (WATER-BALLASTED MONOHULLS)

1 – <i>Panic Major</i> (Nickerson 60)	Robert Nickerson & David Sawdon	15-04-43	491.63hrs
2 – <i>Sea Talk</i> (40ft one-off)	Simon van Hagen & Kitty Hampton	17-20-38	500.65hrs

CLASS 5 (MULTIHULLS)

1 – <i>Shockwave</i> (34ft tri)	John Fowler & Mark Orr	15-22-47	524.42hrs
2 – <i>Fiery Cross</i> (40ft tri)	Rupert Kidd & Alan Mitchell	17-14-14	594.40hrs

OVERALL LINE HONOURS

<i>Queen Anne's Battery</i> (60ft mono)	Mark Gatehouse & Chrissie Metheroll (ret)	15-03-34	528.98hrs
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1999

Forty three yachts were entered with eight nationalities represented among them. Once again there were two boats from the Azores whose crews of course have to complete the voyage four times by the time they get here for the start and sail home again afterwards. Two new prizes were introduced. The John and Sally May Trophy goes to the skipper and crew or single-handed skipper who is judged to have contributed most to the Corinthian spirit of the event (Voted for by the participating yachtsmen and women). The Michael Allum Trophy was given by Mrs Marion Allum in memory of her late husband, Michael.

1999 PLACINGS.....Elapsed Time.....Corrected Time

CLASS 1 (SINGLE-HANDED or TWO-HANDED MONOHULLS)

1 – <i>Hakuna Matata</i> (Mustang 30)	Charles Allen 1	7-23-00	16-18-59
2 – <i>Bucks Eagle</i> (Sadler 34)	Colin/Jeremy Wharton	18-08-31	16-23-55
3 – <i>Tyrant</i> (Hustler 35)	Mike Jaques/Bill Wright	19-17-22	17-09-58

CLASS 2 (TWO HANDED MONOHULLS)

1 – <i>Imperador</i> (Sigma 36)	Patrick Dekeyser/Philippe Bernaert Paul Alenus	17-21-00	16-23-53
2 – <i>Red Ruth</i> (Rustler 42)	Chris Coles/Duncan McMillan	17-20-41	17-17-40
3 – <i>Firanjo 111</i> (Impala 40)	Philippe de Troy/L. de Neuville H. Kesteloot	18-04-01	17-22-21

CLASS 3 (TWO-HANDED MONOHULLS)

1 – <i>Just Another Cunning Plan</i> (J-110)	Robert Davis/ Rachel Hibberd	17-17-23	17-23-46
2 – <i>Cork Malt</i> (Beneteau First 50)	Rod Jenkins/Allan Barwell	16-12-31	18-12-54

CLASS 4 (WATER-BALLASTED MONOHULLS)

1 – <i>Mannequin</i> (Open 40)	Ronny Nollet/ Xavier Wyckmans	13-17-05	16-21-2
2 – <i>Alice's Mirror</i> (32' one-off)	Jerry Freeman/ Laurent Noel	16-21-47	17-00-37

CLASS 5 (MULTIHULLS)

1 – <i>Multihull Centre Backlash</i> (Banshee Catamaran)	Tony Purser/Pip Patterson	17-04-26	19-21-35
2 – <i>Pegasus</i> (Outremer 38 Catamaran)	Peter/Ralph/Diana Kinch	14-21-20	17-16-52

OVERALL LINE HONOURS

<i>Mannequin</i> (Open 40)	Ronny Nollett	13-17-05	16-21-25
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2003

Forty eight yachts were entered with 6 nationalities represented. The size was set at 29 to 61 feet. After an eventful and stormy start a few competitors retired, with *Tamar Swallow* returning for a replacement crew.

2003 PLACINGS.....Elapsed Time.....Corrected Time

CLASS 1 SINGLE OR TWO HANDED MONOHULLS

1st <i>Coryphaena</i> (Southerly 100)	Gary Clements/ Chris Knowlton	601.19	509.80
2nd <i>Ayesha</i> (Biscay 36)	Paul & Libby Heiney	587.60	521.87

CLASS 2 TWO HANDED MONOHULLS, CHS UNDER 0.960

1st <i>Sleuth Hound</i> (Sigma 362)	Colin Drummond/ Finbarr O'Halloran	478.69	467.30
2nd <i>Suroma</i> (Starlight 35)	Bill & Marti Graham	501.25	470.67
3rd <i>Tamarind</i> (Formosa 42)	Mervyn Wheatley	523.60	479.62

CLASS 3 TWO HANDED MONOHULLS, CHS 0.960 OR ABOVE

1st <i>Torbellino</i> (Sigma 38)	Rob Craigie/ Karen Dolling	455.85	453.57
2nd <i>Equilibrium</i> (Sweden 38)	Graham Whitehouse/ Michael McGee	480.20	471.56
3rd <i>Nutcracker</i> (Halberg-Rassy 39)	Simon Timm, Steve Butters & Neil Thackray, Nick Whitehead	534.78	516.60

CLASS 4 WATER BALLASTED MONOHULLS

1st <i>Jalfrezi</i> (J120)	Gareth Thomas/ Ras Turner	375.23	405.25
2nd <i>Roaring Forty</i> (Open 40)	Michael Kleinjas/ Ian Wittevrangel	334.10	410.94
3rd <i>Matjas</i> (J130)	Pieter de Kort/ Frits Tackenberg/ Douwe Brick	377.12	416.71

OVERALL LINE HONOURS: *Jalfrezi*
SINGLE HANDED 1ST OVERALL: *Tamarind*
FAMILY CREW: *Suroma*
CORINTHIAN SPIRIT: *Tamarind*

2007

60 boats took part with sailors of six nationalities. In this race, for the first time, boats were required to carry satellite phones or other means to communicate with the club and were required to report their position each day. As a result there were incidents of competitors being asked to stand by fellow competitors in difficulties and/or to provide assistance.

2007 PLACINGS.....ELAPSED TIME.....CORRECTED TIME**CLASS 1 SINGLE OR TWO HANDED MONOHULLS**

1st <i>Illusion of Lorne</i> (Red Admiral)	Peter Sharp/Bob Hudson	15.23.29.00	14.7.36.04
2nd <i>Araminta of Hythe</i> (Nicholson 32 MRX)	James Walker/ Henry Walker	18.17.09.00	15.10.05.59

CLASS 2 SINGLE OR TWO HANDED MONOHULLS

1st <i>Cavatina</i> (Granada 38)	David Hennessy/Eric Lisson	15.07.04.00	14.04.16.15
	Sean Hanley		
2nd <i>Tamarind</i> (Formosa 42)	Mervyn Wheatley (SH)	16.17.31.00	15.10.36.00

CLASS 3 SINGLE OR TWO HANDED MONOHULLS

1st <i>Star Dancer</i> (Southerly 110)	Rob Packham/ John Crabtree/ Robert Hooykass	16.17.10.00	15.16.41.44
2nd <i>Ruffian</i> (Sigma 36)	Peter McIntyre/Emma Nutt	16.21.26.00	50.20.17.47

CLASS 4 SINGLE OR TWO HANDED MONOHULLS

1st <i>Musk Ox</i> (X362 Sport)	Neville Devonport/Steve Robinson	14.18.27.00	14.21.17.08
2nd <i>Jellina</i> (J133)	Rob Craigie/Karen Dolling	13.12.01.00	14.23.20.04

BEST AGGREGATE CORRECTED TIME: *Cavatina*
SINGLEHANDED BEST AGGREGATE CORRECTED TIME: *Tamarind*
FAMILY CREWED YACHT: *Araminta of Hythe*
SKIPPER/CREW SHOWING BEST CORINTHIAN SPIRIT: *Tamarind*

2011

This, the tenth AZAB Race saw for the first time the introduction of a rule requiring each boat to carry a tracker. Every hour these reported the position, speed and course of every competitor and this information was placed on a race website enabling the world to keep up to date on the progress of the race. It was a great success and added a new dimension to the event as far as all the friends and relatives of the sailors were concerned. Several new records were set, notably two by Nico Budel in *Hayai* who broke the record for Single-

handed Monohulls under 40 ft on the first leg and then the two handed record on the return leg with *Coen Meijer*.

2011 PLACINGS.....ELAPSED TIME.....CORRECTED TIME**CLASS 1 SINGLE OR TWO HANDED MONOHULLS**

1st <i>Franglais</i> (Moody 336)	Francis Schillitoe/ Thomas Schillitoe	19.2.07.34	16.8.09.21
2nd <i>Stratagem</i> (Stratagem)	Mike Sturrock/ Tim Taylor		20.4.36.42

CLASS 2 SINGLE OR TWO HANDED MONOHULLS

1st <i>Vela Fresca</i> (Dutour 34)	Neil Matson/ Sam Matson (return leg only)	17.15.55.10	17.4.53.51
2nd <i>Tamarind</i> (Formosa 42)	Mervyn Wheatley	18.13.49.49	17.12.51.50

CLASS 3 SINGLE OR TWO HANDED MONOHULLS

1st <i>Taika</i> (J105)	Chris Tibbs/ Don Wright	14.9.23.19	14.12.09.06
2nd <i>Elixir</i> (Elan 380)	Flic Gabbay/ Roger Barber	14.19.11.57	15.7.59.11

CLASS 4 SINGLE OR TWO HANDED MONOHULLS

1st <i>La Promesse</i> (Open 40)	Jan Kees Lampe	12.5.40.40	14.19.21.00
2nd <i>Jbellino</i> (J122 40')	Rob Craigie/Charles Allen	13.20.45.11	14.22.22.30

OVERALL LINE HONOURS: *Taika*



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List of Competitors

BOAT NAME	TYPE	CLASS	SAIL NO	HULL COLOUR	SKIPPER / CREW	YACHT NATIONALITY
ALIANA	Rustler 42	Class 3	GBR 3294L	Royal Blue	Mark Smith William Smith (outward) Mark Smith Thomas Smith (return)	UK
ANDRILLOT II	Rustler 37	Class 4	GBR 3701N	Dark Blue	Tim Stevenson Nick Offord (outward) Tim Stevenson Tim McEwan (return)	UK
ARC	Arcona 400	Class 1	GBR 2035L	White	Bob Trimble	UK
ARCTIC TERN	Malö 36	Class 4	GBR 3738L	Off-White	Stephen Williams Michael Wright	UK
BEEJOLLY	Bavaria 38	Class 3	GBR 3753L	White	John Lake Thomas Lake	UK
BELLINO	Jeanneau Sunfast 3600	Class 1	GBR 3657 L	White	Rob Craigie	UK
BRITISH BEAGLE	Sigma 36	Class 4	GBR 3936	Cream	Charles Emmett	UK
CARIBERIA	Class 40	Class 1	GBR 19	White	Stephen Card Peter Card	UK
CHANGE OF COURSE	C&C 115	Class 2	GBR 9070R	Blue	Keith Gibbs Janet Sainsbury	UK
CHEVALIER	She 36	Class 4	4567	White + Green Stripe	Peter Macgill Susan Terry	UK
CORYPHAENA	Rival 38	Class 4	GBR 6826T	Peppermint Green	Stuart Bradley Roger Gabriel	UK
CRAZY D	Breehorn 41	Class 2	NED 7898	Red	Pieter Parie Madelon Kuiper	NL
CROIX DU SUD	Class 40	Class 1	GER 64	White	Henrik Masekowitz	D
DENEBOLA	MG30	Class 2	BEL1265	Blue	Alain Poncelet Yann Windey (outward) Alain Poncelet Luc Martens (return)	B
DRAGON OF HAMBLE	Beneteau First 44.7	Class 1	GBR 8797T	White	Martyn Riley Jamie Rodgers	UK
DREAMCATCHER	Jeanneau SO37	Class 4	GBR1399R	Blue	James Mansell Eric Willem Zon (outward) Eric Willem Zon James Mansell (return)	UK
EMBLA 3	Van de Stadt 40	Class 2	NOR 8292	Blue	Helge Ivarsoy Andre Farstad	N
FAR FETCHED	Dufour 40	Class 2	GBR 8267 T	White	Alan Richards Claire Le Pelley	Guernsey
FASTRAX X	Jeanneau Sunfast 3600	Class 1	GBR 8250R	White + Red	Nigel Colley Bow Flash	UK
FLUKE III	Jeanneau Sunfast 3200	Class 2	GBR 725L	White	James Hardiman	UK
GREYHOUND	Dehler 39SQ	Class 1	NED 7311	Grey	Gerard Schalkwijk Pieter van Drunen (outward) Gerard Schalkwijk Laura Engel (return)	NL
HALCYON OF HEBE	Hylas 44	Class 3	729417	White	Robert Withers James Edward Heath (outward) Robert Withers James Joseph Withers (return)	UK
HAPPY	Jeanneau Sun Fast 37	Class 3	NED 6848	White	Wytse Bouma Hans Fleurbaaij (outward) Wytse Bouma Jaap Barendregt (return)	NL
HELIGAN HONEY	Grand Soleil 43	Class 2	GBR 6672T	White	Ken Burley Nick Booth	UK
INSOMNIX	Bongo 9.60	Class 1	SUI 18	White	Alfred Zahn Martin Zeyer	CH
JAGER	TBA	TBA	TBA	TBA	Dick Koopmans	NL
JAMEERAH	J120	Class 1	GBR 3438L	White	Richard Fawcett Matt Glossop	UK
JANGADA TOO	J109	Class 2	GBR 8537R	White	Richard Palmer Trevor Drew	UK
JULIETTE	J105	Class 2	GBR9405R	White	Jerry Freeman Rob Nelson (outward) Jerry Freeman Harry Vogel (return)	UK
JUST PLAIN KRAZY	JPk 1010	Class 2	GBR 3789L	White	Ian Knight Stephen Hills Stephen Hills Ian Knight	UK
KILVA	Beneteau First 42	Class 2	7825Y	Off White	Steve Robinson Lawrence Lingard	UK
LA PROMESSE	Open 40	Class 1	NED 7576	White	JanKees Lampe Ernst Jan van der Wal (outward) JanKees Lampe (single-handed return)	NL
LEOPARD CLIPPER	Reflex 38	Class 1	GBR 7388R	White	Mark Osborn Paul Want (outward) Mark Osborn Mark Robinson (return)	UK
MAD HATTER	Moody 376	Class 4	GBR9851T	White	Andy Dent Keith Mundell	UK
MISS AVRIL	Rival 36	Class 4	GBR 3441L	Blue	John Sheridan John Putt (outward) John Sheridan Jeremy Small (return)	UK
MORE MADNESS	Westerley Storm oD	Class 4	GBR 2518R	White + red	Paul Foulkes Mervyn Russell	UK
NEFERTARI	Westerley Renown	Class 4	GBR 3530L	Blue	Christopher Wright Jeremy Hutchinson	UK
NINJOD	Jeanneau Sunfast 3600	Class 1	GBR 795R	White	Paul Brant	UK
OLBIA	S&S 34	Class 4	FRA 4497	Navy Blue	Christian Chalandre	F
OUTRAGEOUS	Swan S&S 47	Class 2	GBR 4712R	White	Mark Stevenson Helena Stevenson	UK
QII	Pocock Open 35	Class 1	90	Red	Andrew Mills	UK
RARE	Beneteau Figaro	Class 1	GBR 5236R	Pink	Ian Hoddle	UK
RED ROCK IV	Two Tonner	Class 1	ARG 1555	Red	Robert Newman	UK
REDEYE	JOD 35	Class 2	GBR 6788T	White	Jeremy Moore	UK

BOAT NAME	TYPE	CLASS	SAIL NO	HULL COLOUR	SKIPPER / CREW	YACHT NATIONALITY
ROSY PELICAN	Swan 44	Class 3	GBR 4881	Grey/ Green	Nicholas Millard	UK
RUFFIAN	Sigma 36	Class 4	GBR 3898	White	Pete McIntyre Emma Nutt	UK
SABOO	Holman Yawl	Class 4	266C	Green	James McIlraith Angus Scott	UK
SANDSTORM	Dufour 445GL	Class 2	GBR 2168L	White	Mike Sands	UK
SARABANDE	Swan 47	Class 2	GBR 1238	White	Rob Mably George Fairhurst	UK
SCHERZO	Bowman 42	Class 3	GBR 3422L	Dark Blue	Eddy Collier Harriet Collier	UK
SEC HAYAI	Akilaria	Class 1	NED 44	White	Nico Budel	NL
SKYWAVE	Elan 333	Class 3	GBR 6687T	White	Mike Griffiths Nick Borrill	UK
SOLENT 1	Yamaha	Class 4	GBR 3894L	Grey/White	Neil Payter	UK
SOUMI KUDU	Swan 38	Class 4	GBR 8758T	White	Peter Crowther David Perkins	UK
SUMMERBIRD	Warrior 40	Class 4	GBR 7689T	White	David Southwood	UK
SURPRISE	Sweden 390	Class 3	GBR 1215	White	Simon Janion Robert Mackintosh	UK
SWIFT	ScanYacht 391	Class 3	GBR 3118L	White	John Bidwell Barry Brixey	UK
TAI TAI OF LONDON	Malö 38	Class 4	GBR 8948T	Cream + Blue Stripe	James Morrow Charles Macmillan	UK
TAMARIND	Formosa 42	Class 4	GBR 6049T	White + Blue Stripe	Mervyn Wheatley	UK
TAMARISK	Jeanneau SO 40	Class 3	GBR 8093T	White	Fred McArthur Michael Prosser	UK
TANGAROA	Swan 38	Class 4	GBR 2485L	White	Christopher Vickery Malcolm Bird (Leg 1 Only)	UK
VELA FRESCA	Dufour 34	Class 3	GBR 1013L	White	Neil Matson	UK
VIJAYA	Ridder one off 40	Class 2	NED 4877	Grey	Huib Swets	NL
WHINCHAT OF PENRYN	Rustler 42	Class 3	GBR 3459L	Blue	Peter Harvey Simon Carter (outward) Peter Harvey Tom Harvey (return)	UK
WHISPER OF WEIR	Rustler 36	Class 4	68	White	Marcus Rampley John Andrew Wilkin	UK
XANADU	X-50	Class 1	GBR 905R	White	Simon Costain Paul Hooker	UK
YENDA	J109	Class 2	NED 7276	White	Bertram van Linge	NL
ZEST	Humphreys 36 (custom)	Class 3	GBR 536	Blue	Katherine Schmitt Rupert Holmes (outward) Kertherine Schmitt (single-handed return)	UK
ZULU WARRIOR	Warrior 40	Class 4	GBR 7577R	White + Blue Stripe	Colin Campbell Lucy Campbell	UK

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The Competitors

ALIANA

Sail No. GBR 3294L

Handicap: TTC 0.975

Design: Rustler 42

Skipper: Mark Smith

Co-Skipper Out: William Smith

Co-Skipper Rtn: Thomas Smith



Aliana a standard Rustler 42 was commissioned in August 2013 as the natural successor of a Rival 38. She was bought for blue water cruising in the forthcoming years. AZAB 2015 will be her first major voyage. Skipper Mark was taught to sail in dinghies by his father. He bought his first yacht, a Contessa 28, in 1981 competing in various races, then a Rival 38 and duly did the Atlantic circuit in 1990-91 with William, then 12 weeks old. He has since cruised the UK, France and the Channel Islands as well as chartering in various foreign climes. Leg 1 Crew William's sailing has been an integral part of life having completed the ARC as the youngest participant of 1990 at the tender age of 5 months. He developed his love of sailing at age 13 during a Three Peaks challenge. At 18 he cruised three voyages including Brittany and the Channel Islands as skipper of the family Rival. He spent summer last year crewing in J boats, racing locally and doing the qualification voyage for the AZAB. Leg 2 Crew Tommy was brought up in the sailing family and has crewed on all family holiday cruises. In 2004 the family completed the three peaks race sailing from Fort William, Conway. He is currently studying Theoretical Physics at Manchester University.

ANDRILLOT II

Sail No. GBR 3701N

Handicap: TCC 0.941

Design: Rustler 37

Designer: Stephen Jones

Skipper: Tim Stevenson

Co-Skipper Out: Nick Offord

Co-Skipper Rtn: Tim McEwen



Andrillot II is the first Rustler 37 to be built, and was completed end of August 2014. She has no racing history but



shows all the qualities of being a fast, secure, seaworthy cruising boat. The crew has extensive sailing experience but mainly local racing experience. Tim has sailed all his life, learning to sail in an optimist and crewing for his late father on an X-boat in Lymington. He raced extensively at school and crewed on X-boats, Etchells and Folkboats for many years. Tim crossed the Atlantic as part of a crew of 4 from Bermuda to Azores in 2000, did one Fastnet (2001) and is keen to do some longer passages. In 2019 he intends to enter the AZAB with his son who is currently in Germany and unavailable. Nick has sailed all his life and done many long distance passages. He therefore brings huge experience to the crew. He races *Cerinte* successfully from Falmouth, the boat owned and sailed by Nick's father David Offord for many years. He is co-Managing Director of Rustler Yachts. Tim has sailed extensively with the army and has previously crossed the Atlantic on a Nicholson 55.

ARC

Sail No. GBR 2035L

Handicap: TCC 1.041

Design: Arcona 39

Skipper: Bob Trimble

Single-Handed



Arc was built in the summer of 2007 by Arcona in Sweden and Bob bought her in 2009. She is a sound and solidly built boat and came well equipped. Apart from trying to keep her in good shape they have not had to do much to her. In 2011 he got her up to Cat 2 for a Biscay race and in 2014 to Cat 1 for the 2015 AZAB. Bob has raced her double-handed since

2009 and had some modest success in the annual Royal Southampton series where it is the longer races he enjoys most. He won the Offshore Series in 2014. Bob sailed dinghies at school and after. He then got into sail boarding in its early days, followed by sailing and racing bigger boats almost always short-handed. Bob mainly races double-handed from Southampton with his wife where the boat is currently based, but he tries to get in some longer passages when he can.

ARCTIC TERN

Sail No. GBR 3738L

Handicap: TCC 0.932

Design: Malö 36

Designer: Leif Angermark Marin

Skipper: Stephen Williams

Co-Skipper: Michael Wright



Arctic Tern was launched in 1998 and following a relatively quiet life on the South Coast, came into Stephen's ownership just a couple of years ago and is now berthed at Suffolk Yacht Harbour on the River Orwell. To Steven's knowledge she has never been raced, so the AZAB will be a totally new experience for her! Stephen, his wife Jane and the family have been sailing out of Suffolk Yacht Harbour for over 25 years and recently with *Arctic Tern*. Interspersed with yacht charters to more exotic locations they have tended to cruise the Thames Estuary and the Channel down to Brittany. With his racing experience limited to a few 'Round the Island' races, and no true 'ocean' experience, he sees the AZAB as being the ideal opportunity to address both these deficiencies! Michael's interest in sailing began with over 20 years of family holidays as skipper sailing the Hunter Fleet boats on the Norfolk Broads. Then in 2000/01 he crewed in the Times Clipper 2000 Race from Cuba westwards, through the Panama Canal, to the UK. On the 2007 Fastnet Race, he was watch leader on board *Sidney* and won line honours in Class. In 2010, he became a member of the RCYC and also co-owner of the

Nicholson 31, *Liberty Jane*. Based in Falmouth, he has sailed her extensively around the UK.

BEEJOLLY

Sail No. GBR 3753L
Handicap: TCC: 0.976
Design: Bavaria 38
Designed by: J & J Design
Skipper: John Lake
Co-Skipper: Tom Lake



Beejolly, was bought as a coastal cruiser for the South West English Channel and North coast of Brittany. For several years she was raced in local regattas in Falmouth and Fowey under PY handicap and usually placed midfield. It was decided to give this potential a chance by entering her into the AZAB 2015. Kitted out with new performance sails, upgraded electrics and rigging she is probably in the best shape ever and really up for the challenge. Now it's up to the crew. John has been sailing locally in the South West of England mostly cruising and no serious racing for nearly 30 years. John has made two ocean passages of 2000 miles each and a non-stop trip to Spain as crew. In recent years he has been providing *Beejolly* as a committee boat for various local regattas and has now become more interested in racing his own boat. Tom has been around sailing boats most of his life but only took up sailing seriously six years ago when he decided to take his yachtmaster ticket during a gap year. He quickly discovered that he was drawn to competitive sailing and started crewing on race boats in the Hamble and then locally. He now sails his own Hunter 707.

BELLINO

Sail No. GBR 3657L
Handicap: TCC 1.039
Design: Jeanneau Sunfast 3600
Skipper: Rob Craigie
Single-Handed



Rob has been racing off shore for over 25 years. His emphasis now is on



double handed having have raced OSTAR 2009 (1st Class 1) and Round UK and Ireland 2010 (double handed). This will be his 4th AZAB. 2003 was in a Sigma 38, 2007 and 2011 was in a J-122 *Jbellino*. All the previous races were two handed. This time will be in his Sun Fast 3600 *Bellino* and solo. The boat is pretty much as standard from the factory with an added a Watt and Sea water generator to ensure sufficient electrons. Navigation will be using Expedition and down loading weather grids via sat phone. Instruments and pilot are B and G H5000. So far he is very pleased with the data comprehensiveness and accuracy. Sails are by One Sails using 4T Forte material for the fore and aft sails. The spinnakers are all asymmetric. Rob says he is looking forward to the mind-set and relaxation that this length of race will bring.

BRITISH BEAGLE

Sail No. GBR 3936
Handicap: TCC 0.934
Design: Sigma 36
Skipper: Charles Emmett
Single-Handed



British Beagle is no stranger to Falmouth having won IRC class and top yacht in Falmouth week 2014. Previous successes are in 2 handed Fastnet, SORC Offshore series and Jester class in OSTAR 2013, Fastnet 2011 (2-Handed) 2nd overall, SORC Offshore Series 2012 – Winner IRC overall, OSTAR 2013 – 2nd in Jester Class, Falmouth Week 2014 – Winner IRC class1.

CARIBERIA

Sail No. GBR 19
Handicap: TCC 1.234
Design: Class 40
Skipper: Stephen Card
Co-Skipper: Peter Card



Cariberia is a custom-built, first generation Class 40, designed by Francois Lucas and built near Nantes in France. These days *Cariberia* is no longer competitive against the latest 3rd and 4th generation Class 40s so has been retired from Class racing. However, she is a supreme ocean going race boat and will be great fun to sail down to the Azores and back. It'll be a very fast trip but these Class 40s are heavily penalized under IRC so we're just doing it for the experience and not expecting a placing. Stephen did the AZAB way back in 2003 in his Dufour 40. Since 2006 he has owned and campaigned *Cariberia*, and has done quite a number of double handed offshore races, including the 2009 Solidaire du Chocolat (St Nazaire to Mexico). Peter has always been a small boat sailor and this will be his first taste of offshore racing.

CHANGE OF COURSE

Sail No. GBR 9070R
Handicap: TCC 1.031
Design: C & C 115
Skipper: Keith Gibbs
Co-Skipper: Janet Sainsbury



Change of Course was built in Ohio as a fully fitted out fast cruiser. Keith has owned her since 2008 having sailed some 30,000 miles and finding her to be a good heavy weather boat quite easy to handle. She has completed

The Competitors

a number of RORC and JOG races, finishing the 2007 Fastnet Race, but placed only in the Madeira / Cowes race, the only small boat to finish and 3rd overall.

Keith came to sailing during a Broads sailing holiday in his early 30s. He has owned boats for the past 45 years, cruising extensively around UK, Atlantic Europe, including two long Atlantic trips. He started racing in 2001 as crew for Janet and took it up as a way of having a day out with a purpose. He now sails with the local club but he prefers passage races as he claims to be too old and slow for quick sail changes and kite hoists.

Janet has been sailing for about 20 years and has owned a boat for over 10 years.

She has sailed about 40,000 miles and started racing in order to improve her sailing ability, taking part in Club races, a few JOG and RORC races including 7 Fastnets, several RIOW and two 2-handed RB&I and one AZAB. Quote "Two handed sailing is just single-handed sailing with back-up".

CHEVALIER



Sail No. GBR 4567
Handicap: TCC 0.875
Design: She 36
Skipper: Peter Macgill
Co-Skipper: Susan Terry



Chevalier was built in 1978 came into Peter's possession in 2009 when she was extensively rebuilt. She now has a specially commissioned interior and teak decks. Since then *Chevalier* has been raced and cruised in the Channel Islands, France and the UK.

Peter has sailed extensively from 1982 mostly on yachts around the West Coasts of Scotland and Ireland. He has skippered a yacht across the Atlantic in 2002. In 2003 at the request of the Grenadian Coastguard he skippered, a 50 foot wooden sailing yacht *Moonshine* from St George Harbour where it was in danger of sinking, to a haul out facility in another bay 10 miles

upwind in a force seven. The yacht was later restored only to be completely destroyed in Hurricane Ivan in 2004. In 2011 Peter skippered a yacht crew of three from Grenada to Cuba and continued to sail around the Cuban coast single handed much of the time and onward to Florida

Sue initially started racing dinghies in the Seaford/Brighton area winning a number of prizes as a crew and progressed to sailing on larger cruiser/racers and also became heavily involved in boatbuilding. She has spent several years extensively racing ½ ton yachts in the Solent while working as an editorial secretary on Yachting World magazine. Sue is now based in the Channel Islands. Peter and Sue started sailing together on *Chevalier* in 2014.

CORYPHAENA



Sail No. GBR 6826T
Handicap: TCC 0.883
Design: Rival 38
Designer: Peter Brett
Skipper: Stuart Bradley
Co-Skipper: Roger Gabriel



Coryphaena came under current ownership in 2010 moving to Swale Marina, Conyer on the North Kent coast where she has cruised the East Coast of the UK, Holland and the continent, down to the Channel Isles and Brittany, and has been raced locally. Stuart began offshore sailing in 1978 and has mostly cruised the East and South coasts of England, near continent, Channel Islands and Brittany with a foray down to Spain. For many years he taught Yachtmaster courses and took students sailing for mileage building at the completion of their courses. He has been heavily committed to Conyer Cruising Club serving in many roles, including Commodore for four years. Since retirement he has become a Director of Queensborough Harbour Trust and Chairman of the Medway and Swale Boating Association as well as concentrating on cruising and racing.

Roger has sailed from the age of 11, originally racing in dinghies where he became an RYA Racing Instructor. He began sailing in yachts 20 years ago, has an RYA Yachtmaster qualification and currently owns *Pas de Chat*, a Feeling 1040, in which he came first in his division in the 2014 Round the Island Race.

CRAZY D



Sail No. NED 7898
Handicap: TCC 1.021
Design: Breehorn 41
Skipper: Pieter Parie
Co-Skipper: Madelon Kuiper



Crazy D is a real diamond - a Breehorn 41 launched in 2008, strong and comfortable for longer trips at sea. She has competed twice in the 1000 Miles DH, 500 miles DH and two Colin Archer Memorial Races. They had a great time in the last RB & I. They are looking forward to taking part in their first AZAB both for the sailing adventure and to meet friends again as well as all the others in the unique short-handed community.

Pieter has been sailing from his early teens starting on small dinghies up to *Crazy D*. Two years ago his friendship with Madelon grew into an affectionate relationship including their shared passion for sailing. Madelon was almost raised on board sailing boats. Today she sails her own Winner 950 *Bliss* and was a formidable opponent in the last two 200 Mile solo races.

CROIX DU SUD



Sail No. GER 64
Handicap: TCC 1.276
Design: Class 40
Designed by: Lombard
Skipper: Henrik Masekowitz
Single-Handed

Croix du Sud successfully campaigned as CG MER under skipper Wilfried Clerton in 2008 racing in the north Atlantic and has always been a hot boat. Corinthians Michelle Zwagerman



and Pat Conway from Holland and Australia rechristened her *Croix Du Sud* and raced her in the Transat Jacques-Vabre.

Henrik bought the well-kept yacht in 2014 and delivered her to Germany and sailed her a lot especially in the Baltic, including a long family cruise. He has been to the Azores before in a Minitransat in 2007 and participated twice in the Minitransat, but was forced to abandon in 2013 when his mini-prototype *Caribou* was wrecked following a collision in Biscay. His enthusiasm to sail single-handed regattas became even stronger and after recovering from this tragedy, he prepared for the next step, sailing a class 40. Henrik had planned to join the now cancelled Global Ocean Race (GOR) using AZAB 2015 as the qualifying passage for the GOR. His future plans for long term sailing are to sail the Transat J.V. (once sponsor finding is successful), or as a private challenge to sail single-handed around the world.

DENEbola



Sail No. BEL 1265

Handicap: TCC 1.019

Design: Mount Gay 30

Skipper: Alain Poncelet

Co-Skipper Out: Yann Windey

Co-Skipper Rtn: Luc Martens



Denebola is home built and has been sailing since 2008 with a preference for offshore races. Last year she sailed in the Three Peaks Yacht Race. The 2015 AZAB will be the first race in a Southerly direction.

Alain started sailing in dinghies at the age of 12, then switched to surfing and windsurfing. After a career at sea

in the merchant navy he picked up sailing again and started to build his own boat (*Denebola*) single-handedly in the garage at home. Currently he is employed as a Sea Pilot based in Zeebrugge. He has some experience with offshore racing such as the Nieuwpoort Channel Race, the 1000 Miles Double-Handed Race, RORC races and the Three Peaks.

Yann began sailing at a young age in an Optimist followed by three years of regatta sailing in the Spirou class. Sailing took a backseat for a couple of years during which he focused on athletics competition. Since then he has sailed in a Whitbread racer in the Tall Ships Race including some racing and deliveries on board the *Denebola*.

Luc began dinghy sailing at the age of 18 and this was followed by some dinghy and catamaran courses. He then turned to wind surfing, spent some summer holidays cruising and picked up more intensive sailing again with skipper Alain Poncelet on *Denebola* shortly after she was built.

DRAGON OF HAMBLE



Sail No. GBR 8797T

Handicap: TCC 1.095

Design: Beneteau First 44.7

Skipper: Martyn Riley

Co-Skipper: Jamie Rodgers



Dragon of Hamble was purchased in 2008 and was sailed to the west coast of Scotland where she has been based at Oban. She has been cruised extensively with friends on the west coast of Scotland, Orkney, the Outer Hebrides and Ireland then was sailed to Norway in 2013 returning via Shetland. In 2014 Martyn and Jamie sailed from Scotland to the Faeroe Islands and back as a qualifying passage for the AZAB race.

Martyn learnt to sail on keel boats in 2007. He then purchased a Beneteau First 30E and sailed her mainly in the Moray Firth on the east coast of Scotland.

Jamie started sailing in 2009 and has since spent as much time as possible on and around boats. He lives on a

small sailing boat whilst studying for a degree in Marine Science at the Scottish Association for Marine Science. He also works as a Dinghy Instructor for Aberdeenshire Sailing Trust. His first offshore trip as crew was on-board *Dragon* to Norway when 16 yrs old, and last summer he sailed to the Faeroe islands as qualifier for AZAB 2015; consequently he has never actually sailed south of Northern Ireland, so it will be a totally new experience to be heading for the warm waters of the Azores.

DREAMCATCHER



Sail No. GBR 1399R

Handicap: TCC 0.934

Design: Sun Odyssey 37

Skipper: James Mansell

Co-Skipper: Eric Willem Zon



Following success in the Three Peaks Yacht race, Eric and James decided to sign up for the 2015 AZAB. For a qualifying passage for the 2015 AZAB, they have just completed the Round Ireland Yacht Race in *Dreamcatcher*, sailing nonstop around Ireland in weather ranging from flat calm to gale force. With new sails and a freshly faired hull on order, the crew is really looking forward to AZAB 2015.

James has been involved in water sports from an early age, learning to sail in dinghies. He owned and raced a Merlin Rocket before purchasing a yacht some eight years ago. He then cruised the Irish Sea as a family with his young children. *Dreamcatcher* was purchased 10 years ago and the family enjoyed the luxury of hot running water.

Eric was born into a sailing family near Alkmaardermeer in Holland. He made his first crossing to England when just 14, Ijmuiden to Great Yarmouth. In 1994 he joined a sailing trip from Zeeland to Greenland via the Azores double-handed. On the way back he joined a Gaff cutter in Wales and sailed to Gibraltar where he bought a Seal 27 and sailed her to New Zealand. Soon with a wife and child he returned to work in January 1997. Eric has four children now and the family sail dinghies

The Competitors

off Winchelsea Beach and on weekday evenings a Norfolk Punt on the Broads.

EMBLA 3

Sail No. NOR 8292

Handicap: TCC 1.019

Design: Van de Stadt 40

Designer: Van de Stadt

Skipper: Helge Ivarsøy

Co-Skipper: Andre Farstad



Embla 3 is a Van de Stadt design built in aluminium in 1992. She has done some ocean racing but is mainly used for family cruises to Scotland, Orkney, Ireland, France, the Channel Islands, the Lofoten Islands and the Baltic Sea. Helge has participated in local regattas around Bergen, raced short-handed in the Bergen Shetland Race several times and took part in the first 1000 mile race in 2007 and also took part in the AZAB 2011.

Andre started sailing in small wooden boats in the mid seventies and sailed **Knarr**, a 31ft wooden classic boat, for more than 10 years. Andre has been the Commodore for the Shetland Race, between Bergen and Lerwick, for the last eight years and has sailed the regatta 16 times, the first time in 1988. He also sails an Albin Express in local, national and Nordic regattas. When not sailing a regatta, Andre cruises the Norwegian coast with his family in his Benetau Oceanis Clipper. Two-handed to the Azores will be his next Challenge.

FAR FETCHED

Sail No. GBR 8267T

Handicap: TCC 1.019

Design: Dufour 40

Skipper: Alan Richards

Co-Skipper: Claire Le Pelley



Far Fetched was launched in 2003 and has logged 23,000nm mostly in double-handed racing and cruising, achieving successes in several offshore races. She crossed to the Caribbean in 2013 ARC and returned via the Azores in 2014. **Far Fetched** has proved to be an excellent long distance boat, fast and comfortable off the wind but very bumpy upwind. IRC handicap is not very kind around the cans.

Alan has been sailing for 53 years, 33 in offshore yachts ranging from Quarter Tonne to Dufour 40 logging 50,000 nm plus. He has logged 14 Biscay crossings, eight Irish Sea, and two Transatlantics. Alan was club racing until four years ago, but now finds deep sea sailing much more appealing. He is a Past Commodore of Guernsey Yacht Club.

Claire has been sailing for 49 years. Between 1980-1995, Claire owned a classic wooden double-ender Scarborough Sloop cruising Channel Islands and France then a motor cruiser. Since 2007, she has been racing and cruising on **Far Fetched** on its above mentioned voyages. She is currently owner/skipper of 31ft **Equinox** cruising the Channel Islands and the French coast.

FASTRAK X

Sail No: GBR 8250R

Handicap: TCC 1.043

Design: Jeanneau Sunfast 3600

Skipper: Nigel Colley

Single-Handed



Fastrak X is one of the first Jeanneau Sun Fast 3600 and was launched in March 2014 in La Rochelle. She is raced either solo with Solo Offshore Racing Club, or double-handed with Junior Offshore Group. In her debut 2014 season with skipper, Nigel Colley, Fastrak X raced in the UK, Normandie and in Ireland, achieving some respectable results. Nigel is Director of Racing of SORC (Solo Offshore Racing Club) but the AZAB will be his longest solo race to date. Short-handed successes have included: first in the

Yachting Monthly Triangle and North Sea 1000 mile races, seconds in Round Britain and Ireland, and JOG offshore double-handed.

FLUKE III

Sail No. GBR 725L

Handicap: TCC 1.000

Design Jeanneau Sun Fast 3200

Skipper: James Hardiman

Single-Handed



Fluke III is James' second Sun Fast 3200 and his second AZAB, but this time he is going solo. He has been cruising and racing solo for about six years and clocked many miles as a member of the Solo Offshore Racing Club (SORC). James is learning solo tips from very knowledgeable club members. His qualifier was a three-day solo race from Ireland with SORC which is his longest passage to date. Therefore this makes the AZAB solo out and back a pretty big thing. When not sailing, **Fluke III** James' four children keep him pretty busy at home in Devon where he also does a lot of dinghy racing in an RS Aero and RS100 at North Devon Yacht Club. For his work he runs a sailing holiday company with RYA training centres under the brand Ocean Elements and two ski holiday companies called iGO Ski and Alpine Elements - whose logos you may see on his boat as key sponsors of his own campaign! Finding time to prepare and do the AZAB is a challenge in itself, but thanks to a very understanding family and an excellent team at work, he is able to look forward to the race.

GREYHOUND

Sail No. NED 7311

Handicap: TCC 1.051

Design: Dehler 39SQ

Skipper: Gerard Schalkwijk

Co-skipper Out: Pieter van Drunen

Co-skipper Rtn: Laura Engel



Gerard has preferred to sail shorthanded, long-distance races with



Greyhound since 2008. In the past years he has participated in the 1000-mile race four times and in the Round Britain and Ireland race twice. Competing in the AZAB is a new challenge. On the way to the Azores he will be sailing with Pieter van Drunen. Together they have been taking part in the Round Britain and Ireland Race of 2014 with a good result, the second prize.

Returning he will be sailing with Laura Engel. Together they are an experienced team. Since 2005 they have been sailing together on **Greyhound** taking part in the Round Britain and Ireland Race 2010 and the 1000 mile Race in 2008 and 2013.

HALCYON OF HEBE

Sail No. 729417

Handicap: TCC 0.990

Design: Hyllass 44

Skipper: Robert Withers

Co-Skipper Out: James Heath

Co-Skipper Rtn: James Withers



Halcyon of Hebe started life in the Far East, before being sailed back from Hong Kong by the skipper's in-laws. She participated in the ARC 2011, winning her division on corrected time. She is normally moored in Salcombe. Rob was introduced to sailing by his in-laws and early adventures included doing the Three Peaks yacht race as a family holiday. He has one Atlantic crossing under his belt. James Heath has limited offshore sailing experience, but plenty of experience of doing long, tiring events with limited sleep. James Withers has been sailing since he was very young in a variety of boats.

He sailed the Atlantic in 2011 and is missing the end of the school summer term to do this race.

HAPPY

Sail No. NED 6848

Handicap: TCC 0.974

Design: Sun Fast 37

Skipper: Wytse Bouma

Co-Skipper Out: Hans Fleurbaaij

Co-Skipper Rtn: Jaap

Barendregt



Wytse started sailing at the age of nine and then worked as a sailing instructor during his studies. He started sea-sailing when age 24 and bought a 27ft Waarschip, in 1990, then a 30ft Jeanneau and in 2007 **Happy**. He has sailed and skippered regattas and long haul sea races since 1997. For the last 15 years, he has participated in the winter offshore regattas in Scheveningen. Wytse skippered Vuurscheperenrace (NL-UK) in 2014 (double-handed) and 2012 (full crew), and sailed Challenge Cup (UK-NL, double-handed) in 2012, 2013, 2014. Hans started with a sailing canoe at the age of 10 and following a gap began sailing again in 2002 with sea sailing on several occasions. He sailed the Yspegel for about six years, Goofies and Grevelingen cup and also sailed the North Sea regatta (2014) double-handed and CAMR 2014 (365 Nm) double-handed as qualification for the AZAB.

Jaap started dinghy sailing at the age of seven and sailed competitively in 470s, Tarpons and Hobiecats in various countries. He bought a Jeanneau 30ft and started sea-sailing in Norway in 1993, including several single-handed sailing trips along the coast. Jaap's next boat was a 40ft Dehler he skippered on trips from The Netherlands to Norway, Scotland, Channel Islands and countless North Sea crossings to England and as qualification for the 2015 AZAB, double-handed **Happy** from Norway to the Netherlands summer 2014.

HELIGAN HONEY

Sail No. GBR 6672T

Handicap: TCC 1.019

Design: Grand Soleil 43

Designed by: J&J

Skipper: Kenneth Burley

Co-Skipper: Nick Booth



Heligan Honey was first commissioned in 1999. Ken bought her in November 2011 where she was brought to her present mooring in Falmouth marina and used for cruising two-handed, mainly in home waters and the west coast of France.

Ken was born and raised in Plymouth and sailed with his father from the age of nine until leaving for university at age 17. Ken returned to sailing 12 years ago, starting in voyages with the Ocean Youth Trust and the Trinity organisation, and flotilla sailing in the Mediterranean. On retirement from veterinary surgery he bought his first and present boat, **Heligan Honey**. Since then he has cruised for long periods with his wife, mainly in the Channel and the West Coast of France. Ken has never raced, and has no desire to race 'round the cans', but thinks he has the perfect boat for the AZAB.

Nick Booth has sailed since the age of four, starting in Plymouth then the Exe for teenage years and north Somerset racing dinghies at Chew Valley Lake whilst at school. From 1997 to 2001 he was Logistics Manager for Team Philips and managed the classic yacht **British Steel**. In 2013 he was appointed a Cruising Instructor Trainer by the RYA. Nick has sailed many different types of craft from an Optimist Dinghy to Team Philips. He has completed four Trans-Atlantic Crossings.

INSOMNIX

Sail No. SUI 18

Handicap: TCC 1.041

Design: Bongo 9.60

Skipper: Alfred Zahn

Co-Skipper: Martin Zeyer



Insomnix has completed several shorthanded races, Helgoland-Edinburgh 2013, and 1000 miles-Race

The Competitors

in 2013 finishing 3rd in IRC1. In 2014 also 3rd in Round Britain & Ireland Race.



Alfred has been a Dragon sailor for more than 20 years as foredeck man, national and international races. Since 2012 as a boat owner, he has completed different double-hand-races, otherwise a single-handed sailor.

Martin has been sailing more than 20 years on yachts in several races. His favourite areas are colder rather than warm either the northern part of the North Atlantic or the southern part of the South Atlantic.

JAMEERAH

Sail No. GBR 3438L

Handicap: TCC 1.078

Design: J120

Skipper: Richard Fawcett

Co-Skipper: Matt Glossop



Richard took up sailing when he moved to Suffolk in 1999. He has owned a few boats since then, on which he has done some RORC and EAORA racing. Matt started sailing as a teenager before running away to sea from a job in the city. He spent the next 13 years sailing full time including some maxi boat racing before ending up skippering a 100 foot superyacht. Together Richard and Matt have competed in The Three Peaks Yacht Race and several Scottish Islands Peaks Races, with some moderate success on the water and minimum success on the hills - but they always manage an impressive performance in the bar.

JANGADA TOO

Sail No. GBR 8537R

Handicap: TCC 1.009



Class: J109

Designer: Rod Johnstone

Skipper: Richard Palmer

Co-Skipper: Trevor Drew



Built in France, launched in 2006 **Jangada Too** has been owned by Richard from new with a few modifications along the way to make her suitable for ocean racing. Currently she sails out of Cowes and is primarily used for racing.

She regularly competes in JOG and RORC races, mainly double-handed and has shown her mettle in a number of prestigious long distance races. The yacht takes her name from Brazilian fishing rafts – (a nice example of this craft is displayed in the Falmouth Maritime Museum).

Richard born in Brazil, has strong Cornish links his parents having lived there for over 30 years. He has a varied early sailing pedigree with an immersion in dinghies and finally maturing to larger craft. He has logged over 30,000 racing miles the majority as owner/skipper on **Jangada Too**. Among numerous other achievements Richard competed in the Southern Ocean leg of the Clipper Race in 2011.

Trevor grew up in Cornwall on the River Fal which provided opportunities to sail in early life and progressed quickly to finding the racing much to his liking. He continues to compete in numerous JOG and RORC races. Has competed in five Fastnet races, skippering three of these fully crewed entries on Sigmas and Beneteaus.

In partnership both Richard and Trevor have developed a keen interest in long distance double-handed racing. Both are members of RORC, RWYC and both hold office in the Civil Service Sailing Association.

JULIETTE

Sail No. GBR 9405R

Handicap: TCC 1.004

Design: J105

Skipper: Jerry Freeman

Co-Skipper Out: Rob Nelson

Co-Skipper Rtn: Harry Vogel



Juliette is a bog standard J105 from



2003. Key to shorthanded racing is the autopilot, a Raymarine type one ram with gyro control head which gets a lot of use. The accommodation of a J105 is spartan -. So stand well clear when they hit the dock in Ponte Delgarda.

Juliette has raced double handed with Royal Southampton YC since 2012 with some success. She won the RSYC double handed main series in 2013 and the inshore series in 2014, coming second in the main series to Big Foot, also a J105, skippered by this race Co Skipper Rob Nelson

Jerry has enjoyed the AZAB on four previous occasions going back to 1979 in a Contessa 26 and managed fourteen days outbound. In 1987 it was a Sadler 34. Returning in 1999, with water ballasted thirty footer **Alice's Mirror**, to win class on the outward leg, saving time on the open forty **La Promesse**. Jerry's last AZAB was in 2003 again in **Alice's Mirror**, sailing outbound with Co- skipper Laurent Noel and racing back solo.

Rob raced on **Juliette** in the Royal Torquay YC Yachting Monthly Triangle race in June 2014. He owns a J105 **Big Foot** based at Hamble and won the RSYC double handed series in 2014 at his first attempt. Rob is looking forward to completing another Fastnet Race in his own boat on his return from the Azores.

JUST PLAIN KRAZY

Sail No. GBR 3789L

Handicap: TCC 1.003

Design: JPK 1010

Skipper: Stephen Hills

Co-Skipper: Ian Knight



Stephen started messing around in boats when he was about 5 years old, sailing with his brother and father,

and progressing to local club racing in the Solent. After University and the associated team racing he started racing in bigger boats and has crewed offshore in RORC and Fastnet races as well as campaigning inshore and offshore his own boats again at local, national and international level. The AZAB is his first real offshore adventure and is a race which has been on Stephen's bucket list for many years. If he is still friends with Ian when it's over then it will have all worked out perfectly!!

Ian started sailing with his brother and father when about 5 years old progressing to local club racing in the Solent. Interests changed and he went away from sailing for some time before returning to crew in local keel boat regattas. This developed and he ended up teaching for a sailing school in Southampton, where he was fortunate to compete in a few seasons of offshore racing. The racing developed into long distance yacht delivery work which in turn took him into the large yacht industry where he worked as Captain on both sail and motor yachts for over 20 years. The AZAB is the start of a busy season of racing, continuing through Cowes week and the Fastnet.

KILVA

Sail No. 7825Y

Handicap: TCC 1.002

Design: Beneteau First 42

Skipper: Steve Robinson

Co-Skipper: Lawrence Lingard



Kilva completed the ARC with her previous owners and the Three-Peaks Yacht Race in 2007, 2008 and 2009. She also competed in the AZAB 2011. Steve holds a Yachtmaster Ocean with commercial endorsement. He participated in two legs of the Clipper 98/99 Round the World race as watch leader and the Southern Ocean leg of the Clipper 2005/2006 RTW race. He has skippered five Three-Peaks Yacht race entries and Co-Skippered in the last AZAB 2011. Co-skipper Lawrence has completed

the 2013/2014 Clipper Round the World Yacht race as a crew member on *Quingdao*.

LA PROMESSE

Sail No. NED 7576

Handicap: TCC 1.206

Design: Open 40

Skipper: Jankees Lampe

Co-skipper Out: Ernst Jan van der Wal

Single-Handed Return



JanKees is an entrepreneur and owner of a business intelligence and data company. He has been sailing for 35 years and has owned **La Promesse** for ten. At weekends he spends time coaching his three children Floris (13), Wouter (10) and Alou (7), in their Optimists.

JanKees has a formidable record in the AZAB having won the event overall in 2007 and 2011 and won many other events in the non AZAB years. Ernst Jan is Co skipper for the outbound leg.

LEOPARD CLIPPER

Sail No. GBR 7388R

Handicap: TCC 1.049

Design: Reflex 38

Skipper: Mark Osborn

Co-Skipper Out: Paul Want

Co-Skipper Rtn: Mark Robinson



Leopard Clipper was designed and built in the Isle of Wight by Harley Race Boats in 1999, one of ten Reflex 38s commissioned by Clipper Ventures plc, for corporate hospitality, training and regatta events. The boats were sold off in 2002 and have been very successful in offshore racing ever since.

Leopard Clipper has been in private ownership since 2005 and has been raced extensively; notable races entered include Three Peaks Race (winner 2006), Fastnet Race and Round Ireland Race.

Mark learned to sail in dinghies on the Norfolk Broads during family holidays in the sixties and has continued sailing ever since. Highlights have included dinghy sailing in Antarctica whilst serving in the Royal Navy, offshore racing in Australia, Cowes week, skippering **Leopard** in the Fastnet & Round Ireland Races.

Paul has raced since 1998 including several Cork Weeks & Cowes weeks, 8 years in Royal Escape Race, several Round the Island Races and regular round the cans racing off Eastbourne. He has raced a variety of boats from Cork 1720s up to 50 footers.

Mark is ex-Royal Navy, a part-time plumber, lifeboat coxswain, and delivery skipper for local Beneteau dealer. Many years of racing has included Cowes, Cork and Lymington.

MAD HATTER

Sail No. GBR 9851T

Handicap: TCC 0.917

Design: Moody 376

Skipper: Andrew Dent

Co-Skipper: Keith Mundell



Andrew has owned **Mad Hatter** for nearly 10 years and in that time has mainly cruised around the UK, Northern France and Channellislands. He has also done some club racing in the Humber area as part of the Humber Cruising Association programmes. Andrew, like many, started sailing and racing dinghies and was the commodore of North Lincs Sailing Club for two years, moving to yachts when he did the ARC in 1998, before purchasing **Mad Hatter** in 2005. Andrew is looking forward to using his boat for the first time in a long distance event. Keith was originally a windsurfer when he joined the British Steel Challenge Round the World yacht race in 1989 during which he won Chef of the Fleet in Capetown. **British Steel II** won the first leg to Rio but sadly lost the mast in

The Competitors

the Pacific. He returned home hooked. Following that he was first mate on the ARC race to St Lucia. Later he crewed *Corwynt*, which came third in the Round Ireland race, and sailed thousands of miles around the UK and Mediterranean. He is looking forward to another racing challenge.

MISS AVRIL

Sail No. GBR 3441L

Handicap: TCC 0.901

Design: Rival 36

Skipper: John Sheridan

Co-Skipper Out: John Putt

Co-Skipper Rtn: Jeremy Small



John has been sailing since 1986. He has mainly cruised around the South Coast, the Channel Islands and Ireland and has bareboat chartered in the Mediterranean. He has also crewed on a passage from Falmouth to Gibraltar. *Miss Avril* is John's third boat.

John Putt – Co-Skipper outward leg - has primarily raced dinghies and small cruisers with bareboat sailing in the Caribbean and Mediterranean, and cruising in the Channel. He has participated in RTI several times. Jeremy Small – Co-Skipper return leg - has mainly cruised on the South Coast. He has sailed as crew in the Round Britain and Ireland race in 2005 and crewed in Clipper race Durban to Freemantle in 2007.

MORE MADNESS

Sail No. GBR 2518R

Handicap: TCC 0.891

Design: Westerly Storm

Skipper: Paul Foulks

Co-Skipper: Mervyn Russell



Paul has had some good results during 2014. During the Conway River Festival he claimed victory in the Trojan class and also took home the Telford Rose Bowl for best performance of the day. He was lucky that there was plenty of wind as *More Madness*, a Westerly Storm, needs a good breeze to perform to her full potential.

Paul races with the Conway Yacht Club based in Deganwy North Wales.

NEFERTARI

Sail No. GBR 3530L

Handicap: TCC 0.841

Design: Westerly Renown

Designer: Laurent Giles

Skipper: Christopher Wright

Co-Skipper: Jeremy Hutchinson



Nefertari was first registered in 1972. Her longest cruise has been to South Brittany as far as Concarneau with various crew changes until undertaking the qualifying passage for AZAB 2015 to the Fastnet Rock and back. She has done very little racing except a club race from Spitsand Fort to the Nab Tower and back, which she won in 2013. Christopher has always had an interest in boats. As a boy at school he rowed in fours and eights. This was followed by a period with small motor boats, but becoming bored, Christopher bought a Mirror dinghy kit and learnt to sail by trial and error. There followed a long period of crewing on various sailing boats, including an Atlantic crossing from west to east via the Azores. In 2007 he bought sole ownership of *Nefertari*. Jeremy has been sailing for over 50 years, initially in dinghies, and represented GB in the World championships. He then raced a Laser for many years before buying a 26ft Offshore 8m, which he cruised in the Western Isles. Later he bought a 38ft Buchanan Queen class and competed in 7 Round the Island Races, and he also cruised the south coast and Channel Islands.

NINJOD

Sail No. GBR 795R

Handicap: TCC 1.040

Design: Sun Fast 3600

Skipper: Paul Brant

Single-Handed



Ninjod is a new boat having been delivered in 2014. She has not been raced yet and 2015 will be her first competitive season.

Paul Brant has participated in many offshore and ocean yacht races, both solo and double-handed, including: Solent-Santander, SORC races, Triangle Race, Fastnet, AZAB and others.

OLBIA

Sail No. FRA 4497

Handicap: TCC 0.894

Design: S & S 34

Designer: Olin Stephens

Skipper: Christian Chalandre

Single-Handed



Olbia was purchased by Christian in 1992, a sister ship to Sir Edward Heath's *Morning Cloud*. Built by Aquafibre in 1973, she finished second in the Fastnet race and was champion of the RORC in class IV. Christian's 40 years of cruising experience includes journeys around the Atlantic coasts; from Iceland, Scotland and the Faeroes and to the Canaries, West Indies and Nova Scotia. In 1975, he met his wife when they took part in RORC Fastnet, Channel, Cowes-Dinard events alternating regattas and cruising. In 1999 and 2002, Christian took part in the "Transquadra solo", a French single-handed race between Nantes and "La Martinique" via Madeira. In 2005 he entered the OSTAR, 2009 finished

second in Class IV, a real dream come true. In 2013 he was on the starting line again, but abandoned after three days with technical problems. He is now thinking of 2017. Christian has sailed to the Azores six times, the first time, in 2001, he sailed there with a crew, and won the "Route des Hortensias" from south Brittany to Horta and back. In 2011 he raced double-handed. Now he will race single-handed.

OUTRAGEOUS

Sail No. GBR 4712R

Handicap: TCC 1.035

Design: Swan S & S 47

Skipper: Mark Stevenson

Co-Skipper: Helena Stevenson



Outrageous is a 1979 S&S Swan. Mark sailed the 2011 AZAB with his son, but they had to retire due to equipment failure so have unfinished business to attend to! This time Mark will be sailing with his 19-year-old daughter Helly. **Outrageous** is a big heavy boat and hardly designed for double-handed sailing, particularly with a 19-year old young lady as half of the crew, but Helly is a tough nut and will take some beating!

Mark has been sailing dinghies built by his father since childhood, progressing on to Day Sailers before purchasing **Outrageous** in 2006. He uses **Outrageous** for family sailing, introducing teenagers from his old school, Christ's Hospital, to sailing, as well as for offshore racing including racing in the English Channel, numerous Round the Island and the Fastnet both fully crewed and double-handed. Helena has been sailing on **Outrageous** with the family since the age of 12. In her gap year she completed her Yachtmaster Qualification, which included a Biscay crossing in November! Do not be misled by Helena's tender age and gender – she can hold her own against anyone and is ferociously determined and tough!



QII

Sail No. 90

Handicap: TCC 1.071

Design: Pocock Open 35

Skipper: Andrew Mills

Single-Handed



QII was launched in 1990 and, after a solo AZAB race, her then owner, Mary Falk, came 2nd in class in the 1992 OSTAR. After winning her class in the double-handed round Britain Race in 1993, she went on to win her class in the 1996 OSTAR, setting a class record of 19 days 22 hours, which stands to this day. Mary sold **QII** last year to Andrew Mills, who finds that there is much to learn about his new yacht and is very much looking forward to competing in the AZAB 2015.

Andrew has recently retired from the Army, having participated in a large number of forces sailing events. An ex-Army Team Captain and Commodore of The Royal Engineer Yacht Club, he has skippered seven Fastnet races in a variety of craft, and in 2007, skippered the Army Antarctic Expedition. He is a member of the Solo Offshore Racing Club where he participated in the 2014 offshore series. He has the greatest of respect for all solo sailors. Andrew wishes the competitors a happy and successful race.



RARE

Sail No. GBR 5236R

Handicap: TCC 1.092

Design: Beneteau Figaro

Skipper: Ian Huddle

Single-Handed



Rare is a modified Beneteau Figaro 2, previously raced on the French class circuit, including Solitaire Du



Figaro with Andy Greenwood. She was purchased by Ian in 2010 following a major refit with an eye catching pink colour scheme and IRC optimization modifications. **Rare** has been raced extensively over the past four years, competing in the full RORC offshore series double-handed SORC, RYSC and JOG races. Double-handed line honours were secured in the 2014 Sevenstar RB&I race and in the 2014 RORC Series – Double handed -Third Overall. Ian grew up sailing with his father in dinghies at the local reservoir sailing club. After 20 years of mainly corporate sailing events, he signed up to do the Fastnet aboard a Farr 65. Following a great season of racing the sailing bug was back and **Rare** was purchased with a shorthanded and solo racing focus. Over the past four years Ian has competed in the majority of RORC offshore races including two further Fastnet races. In 2014 he undertook the 1800 mile Sevenstar Round Britain and Ireland race, achieving line-honours for double-handed class and raised over £7K for charity. Ian's 2015 sailing objective is focused on completing the AZAB single-handed.

RED ROCK IV

Sail No: ARG 1555

Handicap: TCC: 1.063

Design: Two Tonner

Designer: German Frers

Skipper: Robert Newman

Single-Handed



Red Rock IV is a 43 foot ex-Admirals Cup boat. She sailed in the 1979 series alongside team-mates **Acadia** and **Sur II**. The series was windy throughout, and after placings of 31/25/38/17 in the inshore and Channel races, **Red Rock IV** went on to finish 6th in the storm lashed 1979 Fastnet Race of that year (to finish 15th yacht overall, and top yacht in the fifth placed Argentinian team).

Red Rock IV is now owned by the Skipper and sailed from her new home port of Portishead, in the Bristol Channel. Rob has extensively modified

The Competitors

this big heavy yacht for single-handed sailing, and has recently competed in the Solo Offshore Racing Club's 2014 Celtic Challenge as an AZAB 2015 qualifier. Rob started sailing in Poole in 1986 having just emigrated from South Africa. He qualified as Competent Crew to Yachtmaster, including racing with British Performance Sailing. Rob raced on Sigma 33 *Lovante* in the Solent for several Seasons. Cruising, chartering and any other opportunity was taken until Rob bought *Red Rock IV* in Jan 2005, mainly cruising short-handed or solo in the Bristol Channel with some club racing on *Red Rock IV* and other club yachts.

REDEYE

Sail No. GBR 6788T

Handicap: TCC 1.020

Design: JOD 35

Skipper: Jeremy Moore

Single-Handed



Jeremy bought *Redeye*, a JOD 35, specifically for the 2015 AZAB race. She has yet to be raced with any seriousness although she has spent the 2014 season being put through her paces in local club racing. At the end of July 2014 Jeremy completed his solo qualifier in *Redeye*, joining SORC racers as they started their Celtic Sea Challenge, but leaving them to sail their first leg to their stopover in Kinsale while he sailed on to the Fastnet Rock. Jeremy has been sailing since the age of seven and spent a large part of his teens and early twenties delivering yachts and sailing in the Solent. He has spent eight years running his own boat building and repair business and crewing extensively on other people's yachts, including competing in the 2009 Fastnet. After many years sailing with crew, Jeremy has recently become more interested in solo sailing. *Redeye* is his third yacht and second racer.

ROSY PELICAN

Sail No. GBR 4881

Handicap: TCC 0.999

Design: Swan 44

Designer Sparkman and

Stephens

Skipper: Nicholas Millard

Single-Handed



Rosy Pelican, the name of an Indian beer, was originally built as *Assiduous* and raced for the Irish Admiral's cup team. Nicholas purchased her in 1992 and has mostly used her for cruising with some racing, particularly the Swan series. She has done one Fastnet with Nicholas, a transatlantic and cruised Ireland, Spain and the Med (twice). She has undergone a complete 40 year refit this winter.

Nicholas started sailing on his father's Hillyard, and then did many years in various dinghies. He took up cruiser/racing in 1975 when he bought a Contessa 32 until 1992 when *Rosy Pelican* was purchased and has since cruised her extensively, including an ARC.

RUFFIAN

Sail No. GBR 3898

Handicap: TCC 0.954

Design: Sigma 36

Skipper: Pete McIntyre

Co-Skipper: Emma Knutt



Ruffian is a Sigma 36 and, for Pete and Emma, offers a reasonable amount of comfort and also a fair turn of speed that is needed for this type of endurance event.

Pete and Emma are looking forward to their third AZAB; their first AZAB was in 2007, where they took 1st place on the outward leg and 2nd place overall in class, and they competed again in 2011, where they took 2nd place on the return leg and 4th overall in class. Other notable achievements are: Two

Round Britain & Ireland Races, The Dutch 1000 mile Race, The Norwegian Bergen, Shetland, Bergen Race, The Yachting Monthly Triangle Race, The Round Ireland Race, The Fastnet Race and more North Sea Races than they care to remember!

They say: "To us, as well as the challenge that double-handed racing presents, it is equally about the camaraderie and the friends that you make, friendships that are born from shared experiences, friendships that will last a lifetime and once again we will look forward to meeting up with old friends and also making new ones."

SABOO

Sail No. 266C

Handicap: TCC 0.912

Design: Holman Yawl

Skipper: James McIlraith

Co-Skipper: Angus Scott



Saboo was built by Sandy Walker as the ultimate fast cruiser from a 1960 design. Due to ill health she was used for only one season before being laid up for 15 years and then sold to the South ending up in Estepona where in 1993 Jim bought her and brought her back to the Clyde. She has won a handful of local races, including 2 Blue Water Trophies with the CCC.

Jim has a life time of experience in designing, cruising, building and racing small boats UK and abroad from dinghies to ocean racers with moderate success nationally and internationally. He has personally owned 17 yachts or motor vessels. Work ensures that he sees about 300 plus vessels each year, but that's for business and the Azores and back is for fun.

Angus has been on and off boats all his life but is definitely happiest in a crew role trimming sails. He has not competed in extended offshore racing since the early eighties (1981 CCC Blue Water Troon - La Trinité 1982) and not been involved in racing for twenty years but he used to crew regularly in the Scottish Series and Cork Week. Today he cruises a little with his wife and young son on the west coast of

Scotland. Competing in AZAB 2015 is definitely a one off, (fairly) uncontentious midlife crises trip!

SANDSTORM

Sail No. GBR 2168L

Handicap: TCC 1.019

Design: Dufour 455GL

Designer: Umberto Felci

Skipper: Mike Sands

Single-Handed



Sandstorm, a Dufour 455GL, launched in 2007 and is a family boat cruising along the English coast and across the channel to France to St Malo. The boat is used mainly at weekends for short hops around the Solent and she normally has a couple of weeks cruising in the summer. **Sandstorm** has all the creature comforts needed for family cruising, including davits and a 3.1m rib. Despite the weight disadvantage she still manages to perform well, making the journey pleasurable whilst covering the miles at a reasonable pace. Mike did a reasonable amount of dinghy sailing as a child and was into surfing through teenage years. Work then put all water sports on hold for many years until getting back on the water sailing Sunsail yachts in the early nineties. He became a Yachtmaster and purchased a 36 foot yacht some 13 years ago. Apart from the daily Sunsail races he has not raced before. But the challenge of long distance sailing does have an attraction and enjoyment of sailing and 'journey'! The AZAB challenge is exciting and he is looking forward to meeting other crews with the same 'journey' mentality.

SARABANDE

Sail No. GBR 1238

Handicap: TCC: 1.034

Design: Swan 47

Designer: Sparkman & Stephens

Skipper: Rob Mably

Co-Skipper: George Fairhurst



Sarabande is a 1977 Swan 47 built in Finland by Nautor Swan. Previously was based in the Med and the Caribbean.



Rob has owned **Sarabande** for 15 years as a family cruising boat and has been based in Mylor from 2004 when Rob brought her back from the Caribbean. He stopped off at the Azores on the hairy homeward run! The Scilly Isles, Brittany, Channel Islands and more recently Spain and Portugal have been her latest cruising grounds. Rob won the L'AberWrach race and Plymouth St Malo race in the early years and in the last three years has entered local coastal and offshore races with the RCYC, to sharpen focus using racing sails.

Sarabande is heavy with all domestic comforts. Light winds are difficult so the Azores race is approached with fingers crossed for good winds.

George, regular crew when inshore and offshore racing, has several hundred thousand sea miles under his belt, having crewed racing yachts and done his first of five Transats in the 1980s.

SCHERZO

Sail No. GBR 3422L

Handicap: TCC 0.967

Design: Bowman 42

Skipper: Eddy Collier

Co-Skipper: Harriet Collier



Eddy began sailing as a child in an old Mirror dinghy and has continued in a series of boats, mostly based in Mylor. His first AZAB was on **Villager** (a Rival 34) with his brother James. He then crewed on the return leg for James in the 2007 race as well as taking part in the 3 Peaks race in 2009. Mostly his sailing has been cruising in the West Country and France with his family. Having been taken on sailing trips before she could walk meant a keen interest in sailing was inevitable for Harriet. She has always had her role on board for trips to the Isles of Scilly

and across the channel to France, but it is in the past two years that she has started to learn to take responsibility for navigation and develop skills for skipper rather than just crew. Recent trips have included bringing **Scherzo** from Athens to Falmouth where knowledge of "rules of the road" during night watches was transferred from textbook to practice, successfully!

SEC HAYAI

Sail No. NED 44

Handicap: TCC 1.241

Design: Akilaria

Skipper: Nico Budel

Single-Handed



Sec Hayai was previously called **Beluga**, a Round the World competitor. Nico has sailed for about 35 years and has been short-handed sailing for the last 20. He competed in AZAB 2007 and AZAB 2011, and has had success in several North Sea races. He is a member of Jachtclub Scheveningen and the RORC. He has five grown up children. Sailing has been Nico's passion for a lifetime. In the very beginning. Nico, married to Myrna and a proud father, sailed with his sons on the lakes of Holland and went with them to Denmark, Norway, Belgium and England. He sailed with young students for many years, including entries in the Fastnet, IJmuiden-Lagos, Dutch IJspiegel races and others. He has taken part several times in the classic short-handed races such as the AZAB, Round Britain & Ireland, Fastnet and Petit Bateau. In OSTAR 2005 Nico won his IRC class. He did the Global Ocean Race Round the World in 2008 solo and 2011 double-handed. At the age of 75 years, and still going strong, Nico is a true veteran of the short-handed offshore racing scene.

SKYWAVE

Sail No. GBR 6687T

Handicap: TCC 0.964

Design: Elan 333

Skipper: Nick Borrill

Co-Skipper: Mike Griffiths



The Competitors



Skywave, an Elan 333, was built in 1999. She has been owned by the Royal Signals Yacht Club for over 12 years and has introduced many Royal Signals soldiers to sailing. **Skywave** has a racing history and experience which far outstrips her crew; she is well suited to guide her current crew to the Azores and back.

Nick made the move from dinghies to yachts in 2007 following a family sailing holiday on the Caledonian Canal. With the bit firmly beneath his teeth he was soon sailing regularly out of Gosport with an old friend and colleague, predominantly on **Skywave**. His cruising experience has been based predominantly around the south coast although has included the odd warmer weather excursion to the Mediterranean. Participation in various channel events makes up Nick's racing portfolio. AZAB 2015 therefore presents a step change in sailing adventure for Nick.

Mike first started sailing as a child with his grandfather in South Wales, but stopped for a while due to work and having too many children. Despite these distractions he has sailed extensively over the past 15 years. He races in a gentlemanly manner and aims to enter a large event every year having competed in areas as diverse as the Channel Islands in the Tour des Portes de la Manche, Deauville Week and Cork Week. He sails in a number of different yachts and mainly cruises with a tried and trusted crew.

SOLENT 1
Sail No. GBR 3894L
Handicap: TCC 0.901
Design: Yamaha
Skipper: Neil Payter
Single-Handed



Solent 1 was built by Yamaha in 1981 and has always been a training vessel, first at The Solent School of Yachting, then at Southern Sailing. Neil bought **Solent 1** from Southern Sailing about 3 years ago and has been renovating her. Neil lives on **Solent** with his partner Matia where they own and run The Lightship in Haslar marina. Neil is a full time Yacht master instructor, having worked for many years at Southern Sailing and is now Chief Instructor at Team Sailing. He also works as a delivery skipper and has crossed the Atlantic several times. He has previous experience in commercial fishing and off shore powerboat racing - British champion 2011.

SUMMERBIRD
Sail No. GBR 7689T
Handicap: TCC: 0.918
Design: Warrior 40
Designer: Bill Dixon
Skipper: David Southwood
Single Handed



David completed the AZAB 1999 in his Rival 34. Since **Summerbird** was acquired in 2001, she has cruised extensively offshore from Shetland to Morocco and the Baltic. In 2010 David competed in the Round Britain & Ireland Race with his eldest son Sebastian. He has done quite a lot of single-handed offshore cruising and has been on the RWYC Race Committee for the RB&I in both 2006 and 2010, and Race Director for OSTAR 2009. He thinks it appropriate to enter the AZAB 2015 in which he hopes to enjoy being a competitor.

SUOMI KUDU
Sail No. GBR 8758T
Handicap: TCC 0.943
Class: Swan 38
Skipper: David Perkins
Co-Skipper: Peter Crowther

In the last 20 years **Suomi Kudu** has cruised widely from Brazil to the Arctic Circle. Some 80,000 miles have been

covered including 10 Atlantic crossings (four solo).



Suomi Kudu has developed a habit of developing a problem approximately every 15,000miles such as hitting a Whale broadside on at dawn, losing an inner shroud and an inner forestay, breaking the self-steering rudder, having an engine battery explode about 3000 miles ago, so they should have another 12,000miles in hand before the next problem!!

David Perkins and Peter Crowther first sailed together about 52 years ago on the La Rochelle race, oddly enough on **Pas Seul** (another entrant). Peter bought along a cook, his sister, who shortly afterwards became David's wife! **Suomi Kudu**, Peter and David have a total age of 192 years which somewhat reduces their competitiveness but not their enthusiasm. Why, they ask, when boats get an age allowance people don't?

SURPRISE
Sail No. GBR 1215
Handicap: TCC 0.959
Design: Sweden 390
Skipper: Simon Janion
Co-Skipper: Rob Mackintosh



Surprise, built in 1992, was originally named **Azantes**. The previous owners had her for 20 years and renamed her **Surprise** after the ship Jack Aubrey commanded in Patrick O'Brien's novel of that name.

Simon started sailing dinghies at school – 420s, Lasers and Larks – and then lost touch with sailing until about 15 years ago. He now races an Osprey dinghy out of Poole Yacht Club. Four years ago, bought a Westerly Konsort

in which he made numerous trips along the South Coast. In the Sweden Yachts 390 in which they are participating in this race their longest journey to date has been to the Channel Islands. Rob started sailing at school three times a week in Plymouth Sound. Being a navy cadet he has spent a lot of time on tall ships. In the last two summers he has made two channel crossings on a gaff rig Westerly 35. In August 2014 he sailed two thirds of the South Coast and found time to day race in the West Indies.

SWIFT

Sail No. GBR 3118L

Handicap: TCC 0.978

Design: ScanYacht 391

Skipper: John Bidwell

Co-Skipper: Barry Brixey



John Bidwell decided to enter **Swift** for the 2015 AZAB as a fundraiser for Breast Cancer and also Prostate Cancer, as they both lost friends and family to these illnesses. John and Barry are both involved in yacht delivery work and felt they would like to use their skills to raise funds and awareness and complete a sailing challenge for themselves. The boat is involved in Skipper Charter Work, so they are almost fully equipped. John's passion for sailing started in the early 80's with Windsurfing and dinghy sailing later moving onto yachts. John has cruised and delivered yachts in most of Northern Europe, Mediterranean, Atlantic and Baltic waters and have worked as a delivery skipper for one of the largest UK delivery companies. Now doing a small amount of skippered charter work on the east coast on **Swift**. Taking part in the AZAB for awareness and fund raiser for Prostate Cancer. Barry joined the Royal Navy at the age of 18, so has a passion for sailing and the sea. The AZAB 2015 is not just a personal sailing challenge, but one which he hopes to raise awareness and hopefully some money for the Breast Cancer Charity, which supported his wife Frances in her brave fight against the condition that she sadly lost in Nov 2011. Barry works as a freelance

Yachtmaster and Cruising Instructor (Commercially endorsed) and also undertakes Yacht deliveries.

TAI TAI OF LONDON

Sail No. GBR 8948T

Handicap: TCC 0.916

Design: Malö 38

Skipper: James Morrow

Co-Skipper: Charles Macmillan



Tai Tai of London was, launched in 1991. She has been in the Morrow family ownership for the past decade and has cruised extensively including Holland, France, Portugal, Spain, Canaries and an ARC where she proved to be both capable and reliable. Following two seasons in the Caribbean she was returned to the UK and is now mostly used for family cruising along the UK's East Coast and the near continent. **Tai Tai** has never been raced, so this is a novel event for her. James started sailing in a Mirror dinghy on the waters of Lough Erne. After some dinghy racing at University, he moved on to cruising yachts and since then he has spent much time sailing. He has twice crossed the Atlantic, including an ARC on this current boat, **Tai Tai**, and finished 2nd in class and 12th overall. Most sailing is now gentle cruising with family. James is a member of the Royal Cruising Club and Ocean Cruising Club. Charles first sailed dinghies on school trips to Grafham water and only really got the bug when he tried cruising yachts some years later. He is a member of the Ocean Cruising Club.

TAMARIND

Sail No. GBR 6049T

Handicap: TCC 0.941

Design: Formosa 42

Skipper: Mervyn Wheatley

Single-Handed



Tamarind was bought by Mervyn in 1998. She is a heavy, slow and comfortable American cruising boat with a mass of solid teak below. She is cutter rigged and has a canoe stern.



He has sailed 130,000 nm in her including 6 AZABs, 2 RB&Is, 4 OSTARS and two cruises to the Caribbean and back. She has won handicap prizes in one of all three races. They have twice been caught in a Violent Storm force 11 and she caused Mervyn no anxiety at all.

Mervyn spent 33 years as a Royal Marines' officer and, after retiring, became a Clipper Skipper for the first RTW race in 1996. He is married, with two adult children and lives near Plymouth at Newton Ferrers where he keeps Tamarind on a mooring.

TAMARISK

Sail No. GBR 8093T

Handicap: TCC 0.984

Design: Jeanneau SO 40

Skipper: Fred McArthur

Co-Skipper: Michael Prosser



Tamarisk has been and continues to be sailed as a family cruiser with some offshore racing - both crewed and single-handed - comfortable and now set up for ease of operation for short-handed sailing. In present ownership since 2009 she has managed over 7,000 Nm of cruising and club racing in the Channel & Western Approaches. She has just made 'the podium' as it were on a few occasions. Fred first sailed dinghies at school camps and later a family-owned Mirror dinghy on Rudyard Lake and the Sound of Fleet. A decade of windsurfing and then yachting began in the 80s by crewing on a J24 in Plymouth and cruising with friends and colleagues. Together Fred and wife Jan started to fulfil their sailing ambitions, and along with their two daughters make the most of the Westcountry and Channel coasts from their homeport of Plymouth. Fred took

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part in the 70th Sydney-Hobart Race in December 2014 as a crewmember. Mike started sailing when he was two-years-old with his Grandfather on a Westerly Centaur. However, he really learnt to sail in dinghies, competing in the Abersoch Dinghy week for a number of years as a youth. In the 80s his father bought a share in a Sadler 34 through which, at 17-years-old, Mike enjoyed his first ocean experience by crossing the Bay of Biscay in a gale. This is Mike's first AZAB and true ocean race.

TANGAROA

Sail No. GBR 2485L

Handicap: TCC 0.927

Design: Swan 38

Skipper: Christopher Vikery

Co-Skipper: Malcolm Bird



Tangaroa, a Swan 38 (build no. 45) from 1975, was previously kept abroad, returning to UK waters approximately 10 years ago, making her way south-west back to Chris's old home port of Mylor in Cornwall some four years ago. *Tangaroa* has been cruised with family and friends, south coast, Scillies, Channel and occasional racing in Swan regattas. Generally a sea-kindly yacht and hopefully drier than the old Swan 36 sailed in Chris's last AZAB!

Chris grew up in Cornwall sailing various craft of Dinghy and yacht racing whilst at university, then Caribbean and Mediterranean cruising with friends. Chris has had a long association with Swan 003 *Carte Blanche* and the late Jeremy (Jem) Tetley with whom he raced and cruised extensively for 34 years, including completing the 2007 AZAB race.

Malcolm purchased a Hornet sailing dingy in 1995 at auction because he thought it was cheap. After 20 years he knows little about sailing, but does know it is not cheap! He sailed dinghies for about 10 years before being converted by his skipper to big boats because he maintained "Gin and Tonic in one hand and helm in the other is the way forward." His big boat sailing is largely limited to day cruising between Plymouth and Falmouth and holiday charters in the Med so an Ocean race

will be quite a challenge but one he is looking forward to.

VELA FRESCA

Sail No. GBR 1013L

Handicap: TCC 0.964

Design: Dufour 34

Performance

Skipper: Neil Matson

Single-Handed



Neil has been sailing his Dufour 34 Performance, *Vela Fresca*, for 7 years now and he enjoys solo or short-handed offshore races. Races with *Vela Fresca* have included SORC's 1000nm Solo in 2008, Fastnet Race 2-handed (2009), Triangle Races (2010, 2012, 2014), and the AZAB (2011). He has also cruised her to Spain, Madeira, the Canary Isles and the Azores in 2012/2013. In the AZAB 2011, he completed the outward leg solo and the return leg with Sam, his youngest son. For the AZAB 2015 he will be aiming to complete both legs solo.

VIJAYA

Sail No. NED 4877

Handicap: TCC 1.022

Design: De Ridder 40

Skipper: Huib Swets

Single-Handed



Huib, an adventurous boy, first sailed, at the age of nine, amongst the tall reeds of a Dutch countryside canal - his first taste of a future obsessed with yachting. Single-handed sailing has fascinated him ever since. Sailing and the open seas are the perfect counterweight to his shore-side responsibilities as the owner of an Internet publishing company.

As skipper, he has made many long-

distance trips and participated in the occasional race. In the nineties he delivered yachts from The Netherlands to the Biscay area, Gibraltar and Mediterranean. Huib's first solo North Sea crossing in 1997 was the inspiration for many single-handed voyages and races like 2 OSTARs, 1.5 RB&Is, 1000-Mile DH Races.

WHINCHAT OF PENRYN

Sail No. GBR 3459L

Handicap: TCC 0.970

Design: Rustler 42

Skipper: Peter Harvey

Co-Skipper Out: Simon Carter

Co-Skipper Rtn: Tom Harvey



Whinchat was launched in July 2010.

The AZAB will be the first race that she has entered, and Peter's first as skipper. Crossing Biscay summer 2014 *Whinchat* encountered force nine winds and big seas where she coped much better than her human crew. The crew are hoping for much calmer weather on the AZAB.

Peter learned to sail at an early age on the Carrick Roads in anything that his Dad could beg, borrow or steal. He later sailed a Laser for several years with a spectacular lack of success. He and his wife decided not to buy a boat until retired when they had time to really enjoy it, so before that chartered in many places.

Simon began sailing Mirror Dinghies at 6-years-old and his adolescent years racing various keel boats campaigning a J24 successfully with his brothers, winning at national championships. He has skippered charter yachts in the Caribbean and delivered all types of yacht. He is now working as a yacht broker for Red-Ensign, the AZAB title sponsor.

Tom's first real introduction to sailing was when he took part in a leg of the Clipper Round the World Yacht Race, after a couple of training courses he joined the crew in the Bahamas for the arduous leg that took in Cuba, the Panama Canal and the Galapagos before ending in Hawaii

WHISPER OF WEIR**Sail No. GBR 68****Handicap: TCC 0.877****Design: Rustler 36****Skipper: Marcus Rampley****Co-Skipper: John Wilkin**

Whisper of Weir has only recently been purchased by Marcus. Marcus learned to sail on the Helford River in his early teens. Since then he has regularly raced in club events and other regattas on the south coast, including Cowes, Dartmouth, Torquay, and Falmouth. He has competed regularly in the Helford to L'Aberwrack Race. He occasionally crews on the superyacht *Mariette* and has owned and raced various boats from 100 year old classic (*Magpie* Falmouth Restricted 18) to ½ Tonner (*Demolition*) and more recently was a founder member and boat owner of the *Helford Hunter* 707 One Design Fleet.

John has been sailing for 40 plus years, owning sailing dinghies and now a Halcyon 27 Long Keel Offshore Cruiser. He has extensively cruised in the North Atlantic, North Sea and the English Channel as Master of the Cornish Maritime Trust Lugger *Barnibas*. He has completed several delivery trips (2 handed) from the Azores to Falmouth Cruising Faro, Portugal to Falmouth and also many solo trips to and from the Scillies.

XANADU**Sail No. GBR 905R****Handicap: TCC 1.150****Design: X Yachts X50****Skipper: Simon Costain****Co Skipper: Paul Hooker**

Xanadu is a cruising X-50 built in 2008 by X-Yachts in Denmark, so will not be

as fast as some of the racing entries. She has been taking part in some JOG and Royal Southampton double-handed racing over the past three years including the Yachting Monthly Triangle race from Torquay to Kinsale; Kinsale to Treguier, and Treguier to Torquay. Simon entered the 2011 AZAB but sadly retired 600nm into the race, after the bobstay broke. He is enjoying preparing for the race and hopes everything on the boat (including himself) holds together. He has in the past taken part in racing dinghies and many different offshore racing and cruising boats which have included two transatlantic trips in two wooden Gaff cutters, and raced a Class 40 then more recently the X 50. Paul has sailed all his life and has been in the industry for over 20 years, including racing in many different boats with full crews and double-handed. He has been sailing with Simon on the X50 helping to sort out the sail plan for performance and sail handling so they could sail *Xanadu* double-handed. He enjoys the challenge of sailing a big powerful 50 double-handed and is looking forward to the challenging event to test the boat and crew.

YENDA**Sail No. NED 7276****Handicap: TCC 1.020****Class: J 109****Skipper: Bertram van Linge****Single-Handed**

In 2010 Bertram purchased his J 109, renamed *Yenda*.

He looked for a 'simple' but fast and sturdy boat to sail by solo. The J was not the first boat that came to mind but once met, Bertram was sold.

Since then he has sailed the North Sea triangle race twice, the first shorthanded (a two man crew) and the second time solo. In 2013 he sailed single handed to Bergen and back from the Netherlands. The AZAB is his next step.

As for racing, he doesn't have a great deal of experience. In 2002 he sailed the Colin Archer Memorial, from the Netherlands to Larvik, Norway in his Bavaria 34.

ZEST**Sail No. GBR 536****Handicap: TCC 0.995****Design: Humphreys 36****Skipper: Kathryn Schmitt****Co-Skipper (leg 1 only): Rupert Holmes**

Zest is a custom built 36ft Rob Humphreys design, built of strip cedar and epoxy, and launched in 1992. She was refitted in early 2013 for long distance short-handed and solo racing. In the past two seasons *Zest* has sailed close to 10,000 miles, including a cruise to the Azores in 2013 and Round Britain and Ireland Race.

Kathryn didn't take up sailing until she was a student at the University of Wisconsin-Madison. She graduated from pottering in dinghies on Lake Mendota to racing keelboats on Lake Michigan Chicago, only to give up sailing upon moving to the UK. In 2007 she crewed a 40ft yawl from the Canaries to Brazil. She returned with a dream to sail her own boat trans-Atlantic. She bought *Zest* in 2013, intending to take part in the OSTAR. She has since sailed *Zest* nearly 10,000 miles, including solo from the Azores to the UK, and double-handed in the Round Britain and Ireland Race finishing first in class and second overall.

Rupert, a freelance yachting journalist, has more than 70,000 miles of offshore cruising and racing experience, in waters ranging from the North Sea to the Southern Ocean. He has raced a wide variety of yachts, from the smallest of keelboats to TP52s, but he now prefers the challenge of long-distance short-handed racing. He sailed with Kass in the 2014 RBI race.

ZULU WARRIOR**Sail No. GBR 7577R****Handicap: TCC 0.921****Class: Warrior 40****Skipper: Colin Campbell****Co-Skipper: Lucy Campbell**

Zulu Warrior, a production Warrior 40, was bought by Colin around 18 months ago during which time she

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has undergone an extensive refit. In her previous life she was sailed to New Zealand under her original name *Fanai* before being shipped back to the UK in 2003. Colin has cruised the south west waters for a number of years venturing to the south coast of Ireland and Brittany before attempting the last AZAB in 2011, completing the outward leg single handed and the return leg double handed in a steel Ebbtide 33

Lucy has completed a number of channel crossings from an early age and in recent years has been dinghy racing at national level in her Laser 4.7 and Radial rigs. On completion of A levels next year, she plans to attend the UKSA academy at Cowes to obtain her deck officer qualifications



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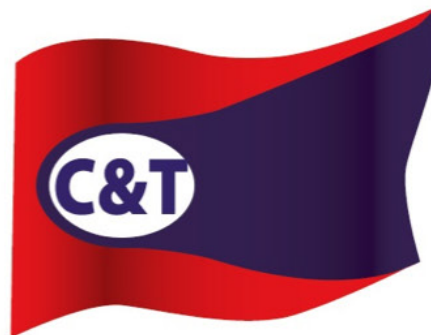
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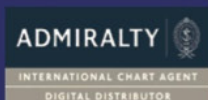
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