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2026 IACH Cape Horn Hall of Fame Shortlist

Index

Name	Nat	Page
Rich Wilson	USA	2
Thomas Colville	Fr	3
Commodore George Anson	UK	4
Brian Thompson	UK	7
Guirec Soudee	Fr	9
Edward Danby	NZ	10
Boris Hermann	Ger	11
Alexia Barrier	Fr	14
Paul Cayard	USA	17
Stuart Bannatyne	NZ	19
Bill Hatfield	AUS	20
Charles Caudrelier	Fr	21

Name of Candidate - Rich Wilson

Nominated By Brian Hancock

Date born April 19 1950

Nationality

American

Sailing Activities

1980: Newport-Bermuda, *Holger Danske,* Overall Winner.
1988: C-STAR, *Curtana* – Class V Multihulls – 1st.
1990: San Francisco-Boston, *Great American* capsized off Cape Horn.
1993: World Record: San Francisco-Boston, *Great American II* vs. Clipper Northern Light, 69 days.
2001 World Record: New York-Melbourne, *Great American II* vs. Clipper Mandarin, with Bill Biewenga, 68 days.
2003: World Record: Hong Kong-New York, *Great American II* vs. Clipper Sea Witch, with Rich du Moulin, 72 days.
2004: The Transat: Plymouth-Boston, *Great American II*; Class 2 Multihulls, 2nd place, 15 days, solo.
2008–2009: Vendée Globe: *Great American III*; finished 9th of 30 starters, 121 days.
2016–2017: Vendée Globe: *Great American IV*; finished 13th of 24 starters, 107 days.

Number of Years Active in Sailing

70

Introduction & Contributing Factors

Rich has been the leading solo sailor in American for decades. This is a country that has no clue how hard it is to sail around the world singlehanded. Rich is an incredible human and a darn good sailor

Brief Biography

Rich is my neighbor and my friend. His sailing accomplishments are extraordinary and include capsizing his trimaran Great American 400 miles west of Cape Horn in his attempt to best the San Francisco to Boston record and came back three years later and did beat the record. He is an extraordinary man that deals with asthma and managed to finish the 2008/09 Vendee Globe despite breaking some ribs on the first night out. He is a kind generous cultured gentleman who learned how to speak french in just a few weeks before his first vendee because he wanted to be part of that culture - the culture of the Vendee

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Other Significant Achievements

All of his sailing endeavors have included a school education program called Sites Alive that reached 21 million readers and 300,000 students weekly back when the Internet was just starting out.

Web Links to Stories Collaborating Nomination

https://vg2016.sitesalive.com/en/racing-ga4/about-rbw/

Thomas Coville

Nominated by Ashley Manton & Roger Nilson

DOB 10 May 1968

Nationality

French

Introduction & Contributing Factors

Thomas Coville achieved the world record for the rounding of the world in his trimaran *Sodebo Ultim 3* on 25 Jan 26 in his Jules Verne trophy bid. He and his crew broke the record for a circumnavigation that had stood for 9 years by 12 hours

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Other Significant Achievements

Many circumnavigations of the world.

https://en.wikipedia.org/wiki/Thomas_Coville

https://www.tropheejulesverne.org/en/skipper/thomas-coville/

https://www.northsails.com/en-uk/blogs/north-sails-blog/record-pace

https://www.giornaledellavela.com/2025/12/01/2012-thomas-coville-the-man-who-passed-cape-horn-eight-times/?lang=en

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Commodore George Anson

Nominated By - Ian Worley

Date of Birth / Death

Born circa 1697, died 1762

Nationality

British

Vessels/Teams Participation

The account of Lord Anson's voyage round the world, written by his chaplain, Richard Walter, is one of England's classics of the sea. It is based on Anson's own private papers, and may be considered as to all intents and purposes the Commodore's own work.

Anson is still remembered as the Father of the Navy, owing to his successful efforts to remove many of the hardships of the sailor's life, and the many improvements that were introduced during his administration, for in his later years he became First Lord of the Admiralty.

There follows an excerpt from Richard Walter's original journal covering the travails that beset the squadron in its attempt to round Cape Horn and thus reach the Pacific Ocean.

We had scarcely reached the southern extremity of the Straights Le Maire when our faltering hopes were instantly lost in the apprehensions of immediate destruction: for before the sternmost ships of the squadron were clear of the Straights, the serenity of the sky was suddenly obscured and we observed all the presages of an impending storm; and presently the wind shifted to the Southward and blew in such violent squalls that we were obliged to hand our top-sails, and reef our main-sail; whilst the tide, too, which had hitherto favoured us, at once turned furiously against us and drove us to the eastward with prodigious rapidity, so that we were in great anxiety for the Wager and the Anna Pink the two sternmost vessels fearing they would be dashed to pieces against the shore of Staten-land: nor were our apprehensions without foundation, for it was with the utmost difficulty they escaped. And now the whole Squadron, instead of pursuing their intended course to the S.W. were driven to the eastward by the united force of the storm and of the currents; so that next day in the morning we found ourselves near seven leagues to the eastward of Straights Le Maire, which then bore from us N.W. The violence of the current, which had set us with so much precipitation to the eastward, together with the fierceness and constancy of the westerly winds, soon taught us to consider the doubling of Cape Horn as an enterprise that might prove too mighty for our efforts, though some amongst us had lately treated the difficulties which former voyagers were said to have met within this undertaking as little better than chimerical, and had supposed them to arise rather from timidity and unskilfulness than from the real embarrassments of the wind and seas: but we were now severely convinced that these censures were rash and ill-grounded, for the distresses with which we struggled, during the three succeeding months, will not easily be paralleled in the relation any former naval expedition. This will, I doubt not, be readily allowed by those who shall carefully pursue the ensuing narration.

From the storm which came on before we had well got clear of Straights Le Maire we had a continual succession of such tempestuous weather as surprised the oldest and most experienced mariners on board, and obliged them to confess that what they had hitherto called storms were inconsiderable gales compared with the violence of these winds, which raised such short and at the same time such mountainous waves, as greatly surpassed in danger all seas known in any other part of the globe: and it was not without great reason that this unusual appearance filled us with continual terror; for, had one of these waves broke fairly over us, it must, in all probability have sent us to the bottom. Nor did we escape with terror only; for the ship rolled incessantly gunwale to, gave us such quick and violent motions that the men were in perpetual danger of being dashed to pieces against the decks or sides of the ship. And though we were extremely careful to secure ourselves from these shocks by grasping some fixed, yet many of our people were forced from their hold, some of whom were killed, and others greatly injured; in particular, one of our best seamen was canted overboard and drowned, another dislocated his neck, a third was thrown into the main hold and broke his thigh, and one of our

boatswain's mates broke his collar-bone twice; not to mention many other accidents of the same kind.

These Tempests, so dreadful in themselves, yet unattended by any other unfavourable circumstance, were yet rendered more mischievous to us by their inequality, and the deceitful intervals which they at sometimes afforded; for though we were oftentimes obliged to lie-to, for days together, under a reefed mizen , and were frequently reduced to lie at the mercy of the waves under our bare poles, yet now and then we ventured to make sail and with our courses double reefed; and the weather proving a more tolerable, would perhaps encourage us to set our top-sails; after which, the wind, without any previous notice, would return upon us with such redoubled force, and would in an instant tear our sails from the yards. And that no circumstance might be wanting which could aggrandize our distress, these blasts generally brought with them a great quantity of snow and sleet, which cased our rigging, and froze our sails, thereby rendering them and our cordage brittle, and apt to snap upon the slightest strain, adding great difficulty and labour to the working of the ship, benumbing the limbs of our people, and making them incapable of exerting themselves with their usual activity, and even disabling many of them by mortifying their toes and fingers. It were indeed endless to a enumerate the various disasters of different kinds which befell us and I shall only mention the most material, which will sufficiently evince the calamitous condition of the whole squadron during the course of this navigation.
It was on the 7th of March, as hath been already observed, that we passed Straights Le Maire and were immediately afterwards driven to the eastward by a violent storm, and the force of the current which set that way. For the four or five succeeding days we had hard gales of wind from the same quarter, with a most prodigious swell; so that though we stood, during all that time towards the S.W., yet we had no reason to imagine we had made any way to the westward. In this interval we had frequent squalls of rain and snow, and shipped great quantities of water; after which, for three or four days, though the seas ran mountainous high, yet the weather was rather more moderate: but on the 18th, we had again strong gales of wind, with extreme cold, and yet at midnight the main top-sail split and one of the straps of the main dead-eyes broke. From hence to the 23rd, the weather was more favourable, though often intermixed with rain and sleet and some hard gales; but as the waves did not subside, the ship, by labouring in this lofty sea, was now grown so loose in her upper works that she let in the water at every seam, so that every part within board was constant exposed to the sea-water and scarcely any of the officers ever lay in dry beds. Indeed it was very rare that two nights ever passed without many of them been driven from their beds by the deluge water that came in upon them.

If you have got this far you will, I hope, respect the hardships which Anson, on Centurion and his other crews on Wager, Anna Pink, Gloucester & Tryall must have suffered before eventually managing to "double" the Cape and escape into the Pacific and further their orders.

Finally a bit about Anson – I shamelessly quote the words of SWC Pack -

The Commodore was a man of generosity and humanity, good kind and patient but possessing at the same time tenacity of purpose. He endured many hardships and rebuffs not the least of which were the mismanagement shown on the planning side and the defective material put into his ships for the expedition. Anson always stood by his officers and men and was not one to panda to higher authority. After his voyage he refused an appointment because the board of Admiralty at that time would not support certain promotions which he had authorised during the expedition. This led to a period of disfavour with the board and he was unemployed. A big Change in the board took place some years later however and Anson was promoted and reappointed and the promotions which he had authorised during the expedition

where at last confirmed. He was created a peer in 1747 and became First Lord of the Admiralty in 1751. In 1761 he was promoted to Admiral of the fleet, the highest naval rank. He died in 1762 at the age of 65. Lord Anson is known as the father of the Navy, owing to the removal of many hardships and the great improvements brought it about during his administration.

https://en.wikipedia.org/wiki/George_Anson,_1st_Baron_Anson

https://www.staffspasttrack.org.uk/exhibit/atsea/anson.htm

Brian Thompson

Nominated By - Mark featherstone

Date of Birth

06/03/1962

Nationality

British

Sailing Activities

In 2004 with Steve Fosset with whom he set several records, he was instrumental in setting a new world sailing record in 2004.
In 2005, he won the Oryx Quest, skippering the round the world crewed race, in *Doha 2006*, ex-*Club Med.*
In 2006, he won the Volvo Ocean Race on *ABN AMRO One* as a crewmember of Mike Sanderson.
In 2008/2009 finished 5th in the Vendée Globe on a 60 feet IMOCA class
In 2012, he won the Jules Verne Trophy as helmsman and trimmer for Loïck Peyron, on the maxi-multihull *Banque Populaire*. He then became the first British sailor with four non-stop laps of the world

Number of Years Active in Sailing

From 1992 to present day.

Vessels/Teams Participation

Steve Fossett, *Cheyenne/PlayStation*
Tracey Edwards, *Oryx Quest*
Mike Sanderson's, *ABN AMRO One*
Bahrain Team Pindar
Banque Populaire. Loïck Peyron

Voyages Around Cape Horn Including Years

In 2004 with Steve Fosset with whom he set several records, he was instrumental in setting a new world sailing record in 2004.
In 2005, he won the Oryx Quest, skippering the round the world crewed race, in *Doha 2006,* ex-Club Med.
In 2006, he won the Volvo Ocean Race on *ABN AMRO One* as a crewmember of Mike Sanderson.
In 2008/2009 finished 5th in the Vendée Globe on a 60 feet IMOCA class
In 2012, he won the Jules Verne Trophy as helmsman and trimmer for Loïck Peyron, on the maxi-multihull *Banque Populaire*. He then became the first British sailor with four non-stop laps of the world

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Introduction & Contributing Factors

I don't know anybody that has a bad word to say about Brian!
He is one of the nicest human beings I've met and had the privilege to sail with, However don't let his easy-going nature and cool head fool you, as he's focused and determined to achieve his goals with an ability to make decisions on weather, tactics and boat husbantry with ease, which belayes the complexity of calculation he makes so instinctively with such an understated demeanour.
Putting aside all the sailing accolades. His greatest achievement outside of sailing is his family. He is an amazing father to 2 wonderful children. Brian is totally dedicated to them once flying to the UK from Sydney to spend the weekend with his kids and back sailing in Sydney after the weekend, he is the most extraordinary British talent that deserves this candidacy.

Brief Biography

Very difficult to be brief about Brain biography as it's so varied and incredibly interesting, in fact I've known Brain for 30 years and I'm still learning aspects of his life had no knowledge of as he's so modest and understated.
I suggest you listen to the Shirley Robinson's podcast in the link below as she's the only person I know that's been able to dig down under the surface with some degree of success.

Other Significant Achievements

By his own admission, Brian doesn't even know himself how many offshore World Records he's held, but in his opening chat with Shirley Robertson, Brian does admit to knowing for a fact that no one in sailing has ever held more than he has!

Web Links to Stories

https://www.sailingscuttlebutt.com/2024/01/25/sitting-down-with-brian-thompson/

Guirec Soudee

Nominated by – Jean-Luc VAN DEN HEEDE

Date of Birth 03/01/1992

Nationality French

Sailing Activities

2026 :Record around the world East to West 94 days/21h./58mn (37861 miles insted of 22100!) Speed 16,5Kt
2025: VENDEE GLOBE 23è
2024: The Transat 17è
2023: Rolex 20 è
Jacque Vabre :20 è
2022: Route du RHUM 25è
Vendée Artcique 6è
2021: Roaring Atlantic West /East
2020 Roaring Atlantic East/West
Award from Cruising Club America CCA -Young voyager award
2013/2018 Cruising around the world
2015 Yougest to pass NW passage

Number of Years Active in Sailing

20

Voyages Around Cape Horn Including Years

VENDEE GLOBE 2024/25

14/1/2026 passage in the wrong way east to west

Web Links t

WIKIPEDIA
Guirecsoudee.com
https://www.vendeeglobe.org/skippers-2024/guirec-soudee

https://www.guirecsoudee.com/equipage

Edward Danby

Nominated by Paul Standbridge

Date of Birth

27/09/1960

Nationality

New Zealand

Number of Years Active in Sailing

47

Voyages Around Cape Horn Including Years

Lion New Zealand Whitbread 1985 rounded March 1986
Fisher & Paykel Whitbread 1989/90 rounded February 1990
Record: *Enza New Zealand* Jules Verne 1994 rounded March 1994
Club Med Winner - The Race non-stop round the world race 2001 rounded February 2021 –

Web Links to Stories Collaborating Nomination

https://www.marineresults.com/team-member/ed-danby/

https://uk.linkedin.com/in/edward-danby-b8b9995b

Boris Herrmann

Date of Birth

28.05.1981

Nationality

German

Sailing Activities

Sailing since childhood, founded *Team Malizia* in 2016

Vessels/Teams Participation

Today*: Malizia Sea Explorer, Team Malizia*
Before: e.g. *Maserati, IDEC Sport*

Voyages Around Cape Horn Including Years

Seven times
Solo non-stop: 2020-21 (Vendée Globe), 2024-25 (Vendée Globe)
Crewed & double-handed: 2008-09 (Portimão Global Ocean Race), 2010-11 (Barcelona World Race), 2014-15 (Barcelona World Race), 2017-18 (Volvo Ocean Race), 2023 (The Ocean Race)

Introduction & Contributing Factors for Candidacy

Boris Herrmann is one of the most accomplished and influential offshore sailors of his generation and one of Germany's most successful Cape Horn rounders. Over nearly two decades of elite ocean racing, he has rounded Cape Horn seven times in both solo and fully crewed competitions, demonstrating exceptional seamanship, resilience, and consistency at the highest level of the sport.

Herrmann first rounded Cape Horn during the 2008–09 Portimão Global Ocean Race and has since passed the legendary headland in major international events including the 2010–11 and 2014–15 Barcelona World Races, the 2017–18 Volvo Ocean Race, the 2020–21 Vendée Globe, The Ocean Race 2023, and the 2024–25 Vendée Globe. His Cape Horn passages span solo, double-handed, and fully crewed formats, reflecting rare versatility and sustained excellence across different generations of offshore racing yachts.

Beyond the number of passages, Herrmann's candidacy is distinguished by the quality and historical relevance of his achievements. In the 2020–21 Vendée Globe, he became the first German sailor to complete the race competitively, capturing international attention and significantly raising the profile of offshore sailing in Germany. His campaigns have consistently combined high-performance sport with a strong commitment to safety, professionalism, and environmental advocacy.

As founder and skipper of *Team Malizia,* Herrmann has also contributed significantly to technological innovation and scientific collaboration at sea. During his circumnavigations, his yachts have been equipped with certified oceanographic measurement systems collecting high-resolution data on sea surface

temperature, salinity, CO_2 concentration, and other key climate indicators — particularly from remote Southern Ocean regions that are otherwise sparsely sampled. Data gathered during his campaigns have been incorporated into international climate research and referenced within assessments of the Intergovernmental Panel on Climate Change (IPCC), representing a measurable and lasting contribution to global climate and ocean science.

Herrmann is widely regarded as one of the pioneers in systematically combining high-performance offshore racing with structured scientific data collection. What began as an innovative initiative within *Team Malizia* has since influenced broader practices within the IMOCA class, where the integration of scientific measurement equipment is increasingly becoming standard. By helping to establish racing yachts as valuable platforms of opportunity for climate research, he has expanded the role of the offshore sailor beyond competition — positioning ocean racing as an active contributor to scientific knowledge and environmental responsibility.

In doing so, he embodies the modern spirit of Cape Horn sailing: courage, endurance, technical mastery, and a profound commitment to the protection and understanding of the oceans.

Boris Herrmann's repeated and varied Cape Horn roundings, his leadership within the international offshore racing community, and his broader impact on the sport and maritime culture make him a highly deserving candidate for induction into the Cape Horn Hall of Fame.

Brief Biography

Boris Herrmann (born 1981 in Oldenburg, Germany) is one of Germany's leading offshore sailors and a prominent figure in modern ocean racing. He rose to international prominence after winning the 2008–09 Portimão Global Ocean Race and has since competed at the highest level of the sport, including the Barcelona World Race (2010–11, 2014–15), the Volvo Ocean Race (2017–18), The Ocean Race (2022–23), and multiple editions of the Vendée Globe.

In the 2020–21 Vendée Globe, he became the first German sailor to compete at the front of the fleet in the solo, non-stop round-the-world race. Over his career, Herrmann has rounded Cape Horn seven times in solo, double-handed, and fully crewed competition.

As co-founder and skipper of *Team Malizia*, Herrmann has pioneered the integration of scientific research into high-performance racing, operating the *Malizia Explorer* and collecting oceanographic and climate data. Together with his wife Birte Lorenzen-Herrmann he also founded the My Ocean Challenge, a school education program engaging students worldwide with ocean science and climate awareness. Through these initiatives, Herrmann has extended the impact of offshore racing beyond sport, inspiring sailors, scientists, and young people alike.

Other Significant Achievements

Outside of racing results, Herrmann has received national and international recognition for his contributions to sailing, science, and environmental advocacy. He was awarded the Bundesverdienstkreuz (Order of Merit of the Federal Republic of Germany) for his achievements and dedication, and has been honored with other awards like Deutscher Meerespreis 2024 celebrating his pioneering integration of ocean racing and climate research. His leadership, innovation, and commitment to sustainability have set new standards for the offshore sailing community.

Web Links

https://www.yacht.de/en/regatta/vendee-globe/vendee-globe-31-seconds-faster-herrmann-advances-with-cape-horn-passage/
https://www.imoca.org/en/skippers-1/boris-herrmann
https://www.theoceanrace.com/en/crew/988_Boris-Herrmann
https://www.vendeeglobe.org/en/skippers/boris-herrmann
https://www.team-malizia.com/news/ipcc-ar6-synthesis-report-a-survival-guide-for-humanity
https://www.team-malizia.com/news/about-my-ocean-challenge
https://www.ndr.de/nachrichten/hamburg/Boris-Herrmann-in-Hamburg-mit-Bundesverdienstkreuz-geehrt,borisherrmann218.html
https://www.geomar.de/en/news/article/boris-herrmann-receives-the-german-ocean-award-2024

Alexia Barrier

Nominated by: Dee Caffari, Ashley Manton, Debbie Hadwen and Andrew Pindar

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Date of Birth

26th November 1979

Nationality

French

Sailing Activities

Skipper *The Famous Project CIC* - Jules Verne Record - First all female Team to circumnavigate on a multihull. Achieved a record on the first attempt at 57 days 21 hours and 20 minutes.
Vendee Globe 2020 - completed the Round the World with a broken vertebrae in her back.

Number of Years Active in Sailing

30 year

Vessels/Teams Participation

2021 – Transat Jacques Vabre – 18th (*Groupe Sétin*)
2021 – Défi Azimut – Lorient Agglomération – RET (*Groupe Sétin*)
2020–21 – Vendée Globe – 24th (111d 17h 03m 44s)
2019 – Transat Jacques Vabre – 25th
2019 – Bermudes 1000 Race – 14th
2019 – Voiles de St Barth aboard *SOJANA* (Maxi 2)
2018 – Route du Rhum – Destination Guadeloupe – 15th
2018 – Monaco Globe Series – 9th
2017 – Tour Voile – *Pink Lady*
2017 – Solitaire du Figaro – Rookie
2016 – Vice-European Champion – 6mJI Class
2015 – Tour Voile – Skipper 30 Corsaires
2014 – Transat AG2R-La Mondiale – 3rd
2013 – Voiles de St-Tropez – 4th
2013 – Voiles d'Antibes – 1st (8mJI *Helen*)
2012 – Yacht Club de France Trophy – 1st
2011 – Maxi Transatlantic, Farr 115 *Sojana* – 1st
2007 – Route de l'Équateur with Florence Arthaud – 2nd
2007 – Round Britain and Ireland Record – All-female crew

2006 – Transat AG2R – 12th with Sam Davies
2005 – Transat 6.50 – Proto *ROXY*
2003 – Women's Match Racing Worlds – 3rd
2003 – European Women's Match Racing Championship – 5th

Voyages Around Cape Horn Including Years

Jules Verne Record - Skipper 2025/26
Vendee Globe - Skipper 2020/21

Introduction & Contributing Factors

Achieved something that has not been done before and has moved female offshore multihull sailing forwards.

Brief Biography

Born in Paris on November 26, 1979, , grew up in Nice, where she discovered sailing at the age of three aboard her family's yacht. A natural-born athlete, she tried her hand at basketball and freediving before turning wholeheartedly to the sea, all while pursuing studies in sports management (STAPS) at the University of Nice.

In 2005, she received support from Roxy for her first Mini Transat. This marked the beginning of a high-level sailing career, both solo and in double-handed or crewed races. She has competed in Figaro, Class40, IMOCA, Maxi yachts, and multihulls, sailing alongside renowned skippers such as Florence Arthaud, Peter Holmberg, Andy Beadsworth, and Dennis Connor.

At 25, Alexia knew her future lay offshore. She began a series of major transatlantic crossings and ocean races: the Transat AG2R with Samantha Davies in 2006, the Route de l'Équateur with Florence Arthaud in 2007, the Maxi Transatlantic in 2011, and the Route du Rhum in 2018.

Other Significant Achievements

A committed sailor, Alexia founded 4myplanet in 2009, becoming the first woman to attempt a solo round-the-world voyage in the name of science aboard an IMOCA. During five months at sea and 20,000 miles sailed, she collected over one million data points on surface water for European ocean observation programs. More than 10,000 children — the kids 4myplanet — followed her adventure from France, Monaco, South Africa, Brazil, and New York.

On November 8, 2020, Alexia set off on the 2020–2021 Vendée Globe aboard her IMOCA *4myplanet*. After 111 days at sea and a solo circumnavigation of the globe, she finished in 24th place.

After her round-the-world race, Alexia began to dream even bigger. She launched *The Famous Project*, which later became *The Famous Project CIC*. It brings together an international crew of exceptional women sailors, determined to break the Jules Verne Trophy record aboard the maxi-trimaran *IDEC SPORT*.

The goal was twofold: to break the legendary Jules Verne Trophy record with an all-female crew, and to leave a positive legacy for future generations.

Web Links

https://www.tropheejulesverne.org/en/skipper/alexia-barrier/

https://thefamousproject.io/

https://4myplanet.fr/

Paul Cayard

Nominated by Barry Pickthall & Gary Jobson

Born: May 19, 1959 – USA

2-time circumnavigator:

1997/8 Whitbread Round the World Race *EF Language* 1st. Role: skipper
2001-2002Volvo Ocean Race – Amersports 1 - crew
2005/6 Volvo Ocean Race *'Pirates of the Caribbean* 2nd. Role: skipper
Rosehearty – 56 Metre Perini – Expedition of Antarctica via Cape Horn

Biography

Paul Cayard is one of California's most successful sailors. He started off his sailing career winning in a tiny El Toro dinghy at the age of eight. Many years later he remarked, "As an eight-year-old, sailing just bit me. I really liked it. As a kid you're always doing what your parents tell you. But, when I was on my boat I was the captain of my ship. I was in charge of my own destiny. It was just an environment that allowed me to express myself at a young age."
He soon progressed to Lasers and 505s where he gained the notice of top San Francisco sailor Tom Blackaller who invited Cayard to crew for him on his Star Class Olympic keelboat and became an influential mentor.
Cayard went on to compete at multiple world championship level events, including the America's Cup, Whitbread and Volvo round the World races and Olympic Games. He has won seven world championships, twice participated in the Olympic Games and seven times in the America's Cup.

Cayard excelled at long distance racing and notably became a compelling narrator via the internet during the 1997/8 Whitbread round the world race His reports engaged the public in real time bringing you aboard the boat. Most gripping was his reports from the Southern Ocean and rounding of Cape Horn. Cayard and his crew aboard EF Language won the Whitbread Race that year. Cayard was named Rolex Yachtsman of the Year in the United States for his achievement.

Just as notable and one of the main reasons for this victory, was the work Cayard did to pioneer the Code 0 spinnaker/gennaker for offshore and ocean racing.

Paul Cayard participated again in 2002 aboard *AmerSports 1* and in 2005 was named at a very late stage to take over *The Black Pearl* an entry in the Volvo Ocean Race sponsored by The Walt Disney Company. Cayard placed second in the race. He rounded Cape Horn one more time aboard the cruising yacht *Rosehearty* in 2019 to explore Antarctica.

In 1998 he was voted US Rolex Yachtsman of the Year, and In 2011 was inducted in to the US Sailing Hall of Fame.

Web link: https://en.wikipedia.org/wiki/Paul_Cayard

Stuart Bannatyne – New Zealand DOB 1971.

Nominated by Tim Jeffery and Archie Fairley

8 x Whitbread/Volvo/Ocean Race inc x 4 victories

Voyages Around Cape Horn Including Years

1993/4 *NZ Endeavour* (victory)
1997/8 *Silk Cut*
2001/2 *illbruck* (victory)
2005/6 *Camper*
2008/9 *Ericsson 4* (victory)
2014/14 *Alvimedia*
2017/18 *Dongfeng* (victory)

Contributing Factors

Quite possibly the "best in class" in terms of elite-level, fully-crewed round the world racing: Whitbread Round the World/Volvo Ocean Race/Ocean Race.
Immensely respected within the sport, but deserving of far greater recognition beyond it.
Terrific reputation as an unflappable and fast heavy weather specialist, finely judging the delicate balance between aggression and caution.
Dubbed "King of the Southern Ocean" on the Ocean Race bio profile

ISAF/World Sailing Youth World Champion (Laser-Singlehanded Boys)
2009 NZ Yachtsman of the Year
5 x Monohull 24hr records
14 x Sydney-Hobart
9 x Fastnet

Biography

Christchurch born & qualified MechEng from Auckland University.
ISAF Youth World Champion in the Laser; recruited to NZ Endeavour. 1993 crew trial was the Fastnet Race, the first time Bannatyne steered with a wheel and with instruments, all on a complex, highly-loaded IOR maxi.
The antithesis of a fame-seeker. Modest and reluctant to be in the limelight.
Could have been a multiple race skipper but has a preference for key senior roles and a complete focus on racing aspects.

Other Significant Achievements

On the water leadership is matched by a wide shore-side skillset covering all aspects of campaign management especially sails & gear development, rating optimisation, sail-plan/rig/appendage integration

Web Links

https://www.sail-world.com/news/243599/Doyle-Sails-Making-it-personal-Stu-Bannaytne

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Bill Hatfield – Australian DOB 1939.

Nominated by Jan Cambrensis

The oldest man to circumnavigate the globe solo, non-stop, and unassisted is Bill Hatfield. At the age of 81, he completed this remarkable feat on 22 February 2020, becoming the oldest person globally to achieve such a voyage.

Introduction & Contributing Factors

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Brief Biography

Bill Hatfield's Historic Voyage
• Departure: 8 June 2019, from Brisbane, Queensland.
• Vessel: 38-foot (11.5 m) sloop named L'Eau Commotion.
• Route: Westabout (westward), sailing against prevailing winds and currents—a more challenging direction than the typical eastward route.
• Duration: Approximately 259 days at sea.

• Return: 22 February 2020, arriving at The Spit on the Gold Coast.

Hatfield's journey was particularly notable not only for his age but also because he sailed westward, confronting the prevailing winds and currents, which made the voyage more arduous. This accomplishment earned him a place in the Guinness World Records as the oldest person to sail around the world solo and non-stop.

Other Significant Achievements

Bill Hatfield set a record for the fastest single-handed westbound circumnavigation in a vessel under 40 feet, completing the journey in 258 days, 22 hours, 24 minutes, and 9 seconds.

Before his successful voyage, Hatfield made three previous attempts:
1. 2015: Washed overboard during the first attempt.
2. 2016: Encountered a severe storm in the Great Australian Bight.
3. 2017: Faced insurmountable difficulties rounding Cape Horn.

Despite these setbacks, Hatfield's determination led him to finally achieve his lifelong dream. His accomplishment stands as a testament to human endurance and the spirit of adventure, inspiring sailors and adventurers worldwide.

Web Links

https://www.sailworldcruising.com/news/210466/Bill-Hatfield-completed-his-solo-circumnavigation
https://en.wikipedia.org/wiki/Bill_Hatfield
https://www.guinnessworldrecords.com/world-records/oldest-person-to-sail-around-the-world-solo-and-non-stopGuiness world records
https://www.sailingtoday.co.uk/news/bill-hatfield-secures-world-sailing-speed-record-aged-81/

Charles Caudrelier – French DOB 1974

Nominated by Barry Pickthall

Sailing Activities/Roles Involving Cape Horn

Watch leader on VO70; Skipper on VO65 (x2) Skipper (solo) Ultim Trimaran

Vessels/Teams Participation

Groupama, VOR 2011/12 Watch Captain - Winner; *Dongfeng* Race Team VOR 2014/15 ,Skipper - 3rd; *Dongfeng Race Team* VOR 2017/18 Skipper - Winner; *Gitana 17* Arkea Ultim Challenge - Solo - Winner.

Voyages Around Cape Horn Including Years

Groupama, Volvo Ocean Race 2011/12; *Dongfeng* Race Team Volvo Ocean Race 2014/15; *Dongfeng Race Team* 2017/18; *Arkea Ultim Challance* 2024

Introduction & Contributing Factors

A quiet and quite unassuming man who just gets on and does the job at hand. He clearly has a talent both as a short or single handed sailor and well as a skipper with the ability to mould together a disparate group of sailors into a winning team. He knows when to push a boat and when to back off as evidenced by his two virtual stops in the Arkea Ultim Challenge where the performance of him and his boat afforded the luxury of almost heaving to for days just before Cape Horn to avoid a storm and then to do the same again delaying his entrance to Biscay displaying a supreme level of seamanship rather than just foot to the floor sailing. As a final point, the plan he hatched in Gothenburg along with Pascal and Jeremie regarding taking the coastal route to Den Hag was inspired. I was on a yacht on the Solent not long after the fleet left on the final leg of the VOR 2017/18 and was experiencing the lightening wind as the sytem moved up The Channel. A beautiful example of having confidence in his read of the whole race track before the leg even started and not just following the pack like a sheep.

Brief Biography

Charles is a French Merchant Navy Officer but his career is very much long distance yacht racing in some of the most iconic events in our sport. He knows when to drive hard and when to back off. With *Groupama* in 2014 the team (led by Franck Cammas) pulled the rabbit out of the hat when, after a

dismasting in the Southern Ocean they showed remarkable seamanship and resilience when they hoisted a jury rig and went to win the VOR overall.

Other Significant Achievements

To take on the role of skipper on a Volvo 65 with a mixed crew both in terms of nationality (and therefore language skills and sailing experience) was a task most would have blanched at. Not only did he take young Chinese sailors with next to no English skills they also had very limited offshore experience. Many reckon that had *Dongfeng* not suffered a rig failure in 2015 when just 250 miles from The Horn when they were leading the race they would have won the Volvo Ocean Race then. Then in between the two 'Volvos' he took a team consisting of 8 Chinese crew and 4 foreigners - almost thrown together just a few months before the event - and after just a couple of weeks training led them to an overall win under ORC in the 2016 Rolex Sydney Hobart Yacht Race

Web links

https://en.wikipedia.org/wiki/Charles_Caudrelier