

IACH CAPE HORN HALL OF FAME presentation at Les Sables d'Olonne, the permanent home of The Cape Horn Hall of Fame

Les Sables d'Olonne, France - 14th September 2022

Cape Horn Hall of Fame inductees

Note: to view photos, [click here](#)

Captain Willem Schouten & Jacob Le Maire

The first to be honoured on the IACH Cape Horn Hall of Fame board in Les Sables d'Olonne are Dutch **Captain Willem Schouten** and his Flemish compatriot **Jacob Le Maire** who first discovered Cape Horn in 1616.

They named it Cape Horn in recognition of the Dutch city of Hoorn where their fleet of ships had set out from and where Schouten was born.

Captain Jacob Le Maire's father, a prosperous merchant from Antwerp, had sponsored the voyage to find a western route to the Pacific Ocean and spice islands to circumvent the trade restrictions imposed by the Dutch East India Company. The Strait of Le Maire, the infamous channel northeast of Cape Horn separating the mainland from Staten Island, was named after him.

The Scrolls of Honour are presented to Stichting Nederlandse Kaap Hoorn-vaarders, Hoorn, Holland.

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The third of our celebrated Cape Horners is **Vice Admiral Robert Fitzroy** a British Royal Navy officer and scientist who Captained *HMS Beagle* on two expeditions to Cape Horn in the early 1800s - the second with famous biologist Charles Darwin onboard - to chart the surrounding waters and find a sea route through the islands to the Pacific, now named as the Beagle Channel.

Fitzroy and Darwin spent time exploring Cape Horn and left a time capsule beneath a cairn of stones on top of the cape discovered in 1990. The capsule, a porcelain pot buried under the rocks, contained coins, a dinner plate from *HMS Beagle*, a Royal Marines belt buckle, and a Royal Navy White Ensign.

The Award is presented to the Royal Navy and Royal Navy Sailing Association in England.

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The 4th of our sailors to be inducted into the Cape Horn Hall of Fame is **Capt. T.C. Fearon** – a veteran of 36 roundings of Cape Horn.

Capt. Fearon was born in Cumbria in the Northwest of England where the toughness of the land made many adventurous lads take to the sea – including Lord Nelson.

Apprenticed aboard a Cape Horner at the age of 15, Fearon's first passage was in an 800-tonne barque carrying a cargo of steel rails from Newport, Wales, non-stop to Portland, Oregon, and back with grain to Liverpool – two 16,000 mile runs with Cape Horn to defeat on each.

He graduated to 2nd Mate at 19, Mate at 22 and made Master at the age of 30 spending the rest of his career on Cape Horn passages. His 36 roundings may well be a record.

The Scroll of Honour is presented to Port Mary Maritime Museum, Cumbria.

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Our 5th inductee is the Finnish **Capt. Vern Verner Björkfeltd** who commanded the German built Finnish 4-masted barque *Pamir*, the last windjammer to round the Horn bringing to an end to three centuries of trade around the world under sail. Björkfeltd, who rounded Cape Horn 10 times during his career, left Port Victoria, South Australia on 28th May, 1949, bound for Falmouth, England, with *Pamir* carrying 3,780 tons of barley. She rounded Cape Horn on 11th July, 1949, and completed the 16,000-mile voyage in 128 days. Thereafter, owners found that they could no longer operate these sailing ships at a profit against the efficiencies of motor-powered ships.

The Scroll of Honour was presented to Finnish Golden Globe Race sailor, Tapio Lehtinen at the ceremony, on behalf of the Åland Maritime Museum.

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Capt. Adolph Hauth

The 6th inductee into the Cape Horn Hall of Fame is German **Capt. Adolph Hauth**, the last Master of the German 4-masted barque *Priwall* between 1937–1939. In 1938, *Priwall* recorded the fastest ever westward rounding of Cape Horn by a commercial sailing ship with a time of 5 days 14 hours. In those days of commercial sail, a rounding of the Horn involved sailing the 1,000 miles from 50 degrees South on one coast of South America to 50 degrees South on the other coast, the two benchmark latitudes of a Horn run.

The Scroll of Honour is presented to the German Maritime Museum.

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Capt. Louis Allaire

The 7th inductee is the French **Capt. Louis Allaire**, the founding President of de l'Amicale Internationale des Capitaines au Long Cours Cap Horniers, the forerunner to the International Association of Cape Horners.

The French association of Cape Horners came about during a lunch held at the Hôtel de l'Univers in St Malo attended by some 30 sailing ship captains who had all rounded Cape Horn. Three captains, Yves Menguy, Auguste Briand, and Alfred Jean were charged with setting it up, and in May 1937, 35 fellow French Captains were invited to Marie Turmel's hotel-restaurant Aux Ajoncs d'Or, in Saint-Malo. The first committee was made up of Louis Allaire, President, François Hervé and Francis L'Hotelier, vice-presidents, Auguste Briand secretary, along with Yves Menguy and Eugène Allée. They created the first Cape Horners' magazine *Le Courier du Cap*.

Capt Allaire spent 24 years at sea starting as a 17-year-old apprentice aboard the French 3-master *Circle* carrying nitrate from Chile and iron ore from New Caledonia. His first command in 1910 was the 3-masted *Germaine* bound for New Caledonia. In 1912/13, he commanded the 3-masted *Yves de Kerguelen* on hydrographic surveys and meteorological research in the Indian and Pacific oceans, and also made an expedition to the French islands of St Paul and Amsterdam.

The Scroll of Honour is presented to L'Association Cap Horn au Long Cours.

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Alan Villiers

Alan Villiers was an Australian seaman, historian, and a founder of modern sail training. He grew up around Melbourne docks watching the commercial sailing ships come and go, and joined the barque *Rothesay Bay* as a 15-year-old apprentice, trading between Australia and New Zealand.

Villiers later joined the great explorer and whaler [Carl Anton Larsen](#) and his whaling factory ship, the *Sir James Clark Ross*, the largest whale factory ship in the world, weighing in at 12,000 tons. Villiers' account of his first voyage was published as *Whaling in the Frozen South*.

Villiers' working passage aboard the [Herzogin Cecilie](#) in 1927 resulted in the publication of *Falmouth for Orders*, the first of 47 books he wrote about life on the ocean during the dying days of commercial sail.

Villiers wanted to document life aboard the great sailing ships before it was too late and wrote *By Way of Cape Horn* after his experiences crewing the full-rigged *Grace Harwar* from Australia to Ireland in 1929. The voyage took 138 days and led to the film *The Cape Horn Road*.

In 1934, Villiers purchased the *Georg Stage*, a 400 tonne fully rigged sailing ship built in 1882. Villiers circumnavigated the globe with an amateur crew and used the environment of the sea to build character and discipline in his young crew and developed the modern concept of sail training.

The Scroll of Honour is presented to Sail Training International.

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Vito Dumas

Vito Dumas (September 26, 1900 – March 28, 1965) was an Argentine single-handed sailor who set out on a solo circumnavigation of the Southern Ocean in 1942, while the world was in the depths of world War II. He left Buenos Aires on 27 June, sailing *LEHG II*, a 31-foot ketch equipped with only the most basic and makeshift gear. He had no radio, for fear of being shot as a spy, and was forced to stuff his clothes with newspaper to keep warm.

Making only three landfalls, the legs of his voyage were the longest that had been made by a single-hander in what was seen as a powerful retort to a world which had chosen to divide itself by war. Dumas recounted the experience in his book *Los Cuarenta Bramadores: La Vuelta al Mundo Por la "Ruta Imposible"* (*Alone Through The Roaring Forties*).

He donated his boat to the Argentine Navy but after a few years of neglect, she was finally wrecked against a pier at the entrance of La Plata's port in 1966. A wealthy Argentine yachtsman paid to have her restored and *LEHG II* is now on display in Tigre on the River Plate.

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Marcel Bardiaux - French solo circumnavigator

French sailor Marcel Bardiaux completed the first singlehanded circumnavigation west-about via Cape Horn and the Cape of Good Hope, taking 8 years to complete his course. He set out from Ouistreham, France on May 24, 1950 in his home-built 30ft 9in (9.37m) yacht *Les Quatre Vents* and returned to Arcachon, France on July 25, 1958.

He began building his wooden yacht *Les Quatre Vents* in 1943 and set out his pioneering 68,000 mile voyage around the globe via Dakar, Rio de Janeiro, Cape Horn, Ushuaia, Valparaiso, Papeete, Durban, Saint-Hélène, Pointe-A-Pitre and New York where he received the prestigious [Blue Water Medal](#), awarded by the Cruising Club Of America.

He continued voyaging around globe well into his 80s. During a winter Atlantic crossing between Halifax and France in November 1994, Bardiaux, then 84, experienced hurricane winds and was washed overboard. Saved by his tether, the Frenchman managed to pull himself back onboard and reached France after 33 days at sea.

After cruising some 400,000 miles – the equivalent of 18 circumnavigations - Bardiaux's legacy is his books: *Aux 4 Vents de l'Aventure - Le defi au Cap Horn* and *Aux 4 Vents de l'Aventure - Par le Chemin des Écoliers*, and his two yachts which have been restored.

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Sir Francis Chichester

Sir Francis Charles Chichester (17 September 1901 – 26 August 1972) was a pioneering British aviator who became the first person to sail solo around the globe via the three great Capes with just one stop in 1966–67 for which he was knighted by [Queen Elizabeth II](#)

In 1960, he entered and won the first [Single-Handed Trans-Atlantic Race](#) in the 40ft (12.2m) yawl *Gipsy Moth III*. He came second in the second race four years later behind Éric Tabarly.

Chichester set out from Plymouth on 27 August 1966 sailed his ketch [Gipsy Moth IV](#) and returned after 226 days of sailing on 28 May 1967 to become the first person to achieve a true circumnavigation from West to East via the 3 Great Capes, stopping only in Sydney, Australia. The voyage was also a race against the clock, with Chichester attempting to beat the typical times achieved by the fastest fully crewed clipper ships during the heyday of commercial sail. His global voyage was the first to be commercially sponsored, with the International Wool Secretariat's Woolmark logo on the bows and his baseball cap.

He was also supported by The Sunday Times newspaper, and the public interest this achieved led to the newspaper sponsoring the Sunday Times Golden Globe Race in 1968/9 – the precursor to the current Golden Globe Race.

The Scroll of Honour was presented to Simon Oberholzer, the new owner of *Gipsy Moth IV* at the Hall of Fame ceremony.

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Sir Alec Rose

Sir Alec Rose (13 July 1908 – 11 January 1991) was an English fruit merchant who developed a passion for amateur single-handed sailing after serving in the Royal

Navy during World War II. He went on to circle the globe with just two stops, was knighted by the Queen and his yacht *Lively Lady* is now used for sail training by a charity led by Alan Priddy.

When Rose heard that [Francis Chichester](#) intended to sail single-handedly around the world, he was keen to compete. He attempted to start at approximately the same time as Chichester sailing *Gypsy Moth IV* in 1966, but mechanical failures and a collision off Ushant meant he had to postpone the start until the following year.

The voyage began on 16 July, 1967, and Rose arrived in Melbourne after 155 days at sea. Among the people who came to watch Rose's arrival was Prime Minister Harold Holt, who disappeared later the same day after going for a swim. Rose stopped once more, an unplanned call into Bluff Harbour, New Zealand, to repair a damaged mast.

The voyage was closely followed by the British and international press and Rose's landfall back in Portsmouth UK on 4 July, 1968, 354 days after he set off, was met by huge crowds. Knighted on 10 July, 1968, he was also made a Freeman of the City of Portsmouth the same year and had Freedom of the City of London in 1969.

Rose's voyage is detailed in his book *My Lively Lady*. He wrote a children's version, *Around the world with Lively Lady* (1968) and another book *My Favourite Tales of the Sea* (1969).

The yacht *Lively Lady* is now managed by the Around and Around charity founded by Alan Priddy and is currently undergoing a major refit to get her coded before circumnavigating Britain with a crew of youngsters. Another round the world voyage is planned.

The Scroll of Honour was presented to Alan Priddy at the Hall of Fame ceremony.

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Sir Robin Knox-Johnston

Sir Robin Knox-Johnston is our first live Hall of Fame inductee. The pioneering British sailor became the first person to complete a solo non-stop circumnavigation of the Globe on winning the first Sunday Times Golden Globe Race back in 1968/9. He has continued to set markers throughout his life, winning the British Yachtsman of the Year Award four times, and World Sailing yachtsman of the year once.

On 14 June 1968 Knox-Johnston left Falmouth, UK in his 32-foot (9.8-metre) traditional yacht *Suhaili*, one of the smallest boats to enter the [Sunday Times Golden Globe Race](#). Despite losing his self-steering off Australia, he rounded [Cape Horn](#) on

17 January, 1969, 19 days ahead his closest competitor [Bernard Moitessier](#). Moitessier, had set sail from Plymouth, England 2 months later but subsequently abandoned the race ‘to save my soul’. The other seven competitors dropped out at various stages, leaving Knox-Johnston to win the race. He donated his £5,000 prize money for making the fastest circumnavigation, to the family of [Donald Crowhurst](#), another competitor who had committed suicide after attempting to fake his round the world voyage.

During the 1977/8 Whitbread Round the World Race, Robin skippered the British maxi yacht *Condor* on legs 2 and 4, taking the winning gun on both occasions.

In 1994 Knox-Johnston and his co-skipper Peter Blake won the [Jules Verne Trophy](#) for the fastest circumnavigation in the catamaran *ENZA New Zealand*, with a time of 74 days 22 hours 18 minutes and 22 seconds. It was their second attempt to win this prize after their first one in 1992 had to be aborted when their catamaran *Enza New Zealand* hit an object which tore a hole in the starboard hull.

At 68, Sir Robin completed his second solo circumnavigation in 2007 aboard his 60ft (18.3m) yacht *Saga Insurance*, finishing 4th in the Velux 5 Oceans Race.

Sir Robin is now Chairman of the Clipper Round the World Race, encouraging amateur sailors to follow in his wake around the Globe

The Scroll of Honour and glass award was presented to Sir Robin at the Hall of Fame ceremony.

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Bernard Moitessier

Bernard Moitessier (April 10, 1925 – June 16, 1994) is a legend within the solo sailing world. The French sailor might well have set the fastest solo non-stop circumnavigation in 1968 during the [Sunday Times Golden Globe Race](#). Having started 6 weeks behind the eventual winner Robin Knox-Johnston, Moitessier had narrowed the time to 19 days when he rounded Cape Horn. But instead of chasing the English leader back up the Atlantic to the finish, Moitessier turned east and went round the world again “to save my soul.” He eventually dropped anchor in Tahiti.

Moitessier had already made a name for himself as a long-distance sailor after sailing his yacht *Joshua* from Chile via Cape Horn to Spain. He was a reluctant participant, concerned that the Sunday Times newspaper was commercialising one of the last great challenges left to man.

A succession of gales and calm periods characterised Moitessier’s voyage across the [Southern Ocean](#) where he became [depressed](#) and discovered yoga as a means

to controlling his moods. He started to think of not returning to Europe, which he saw as a cause of many of his worries.

Once he had passed Cape Horn, he experienced a south-easterly gale which reawakened these thoughts and he turned east for the Cape of Good Hope. This inner turmoil was explained in a note catapulted onto the deck of a ship anchored in Table Bay in which he explained, "*parce que je suis heureux en mer et peut-être pour sauver mon âme*" ("because I am happy at sea and perhaps to save my soul").

Though driven and competitive, Moitessier passed up the chance of instant fame and sailed on for three more months before finally dropping anchor in Tahiti. Although he abandoned the race, Moitessier still circumnavigated the globe, rounding the Cape of Good Hope and then sailing almost two-thirds of the way around a second time, all non-stop and mostly in the Roaring Forty latitudes, setting a record for the longest nonstop passage by a yacht, that is 37,455 nautical miles in 10 months.

Moitessier's book, *The Long Way*, tells the story of his voyage as a spiritual journey as much as a sailing adventure and is still regarded as a classic of sailing and adventuring literature.

The Award is presented to the La Rochelle Maritime Museum represented today by "Association les Amis du Musée de La Rochelle", who maintain Moitessier's yacht as a working museum piece.

The Scroll of Honour was presented to Marie Guelain and Gilles Lendormy from the La Rochelle Maritime Museum, the home of JOSHUA, at the Hall of Fame ceremony.

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Sir Chay Blyth

Sir Chay Blyth, our second live inductee, is another sailing pioneer – the first to sail single-handed non-stop westwards around the world against the prevailing winds and currents in 1971 aboard his 59ft (18m) ketch *British Steel*.

As a Sergeant serving in the British Green Beret 3rd Parachute regiment, the Scot set a record, rowing across the Atlantic with Captain [John Ridgway](#) in 1966 in the 20ft (6m) open dory *English Rose III*, completing the distance from Cape Cod to Ireland in 92 days.

The Sunday Times Golden Globe Race was another challenge that excited him, and with no previous sailing experience, he set out from Southampton aboard a 30ft (9m) bilge-keeled cruising yacht *Dytiscus*. Remarkably, he managed to round the Cape of

Good Hope, before finding out that the design was no match for the Southern Ocean and retired to Port Elizabeth.

Undaunted by the experience, Blyth was spurred on by Robin Knox-Johnston's ultimate success in the Sunday Times Golden Globe race to sail around the world the other way, becoming, in 1972, the first person to sail solo non-stop westwards, setting a pioneering record of 292 days. As a result he was made a [Commander of the Order of the British Empire](#) (CBE).

In 1973, Blyth skippered a crew of paratroopers aboard the 77ft (23.5m) yacht *Great Britain II*, winning the first [Whitbread Round the World Yacht Race](#) on elapsed time. He returned again in 1981/2, skippering the same yacht, renamed *United Friendly*, which was the first British yacht to finish.

Later Blyth founded the Challenge Business to organise a series of round the world races for amateur crews in 1992/3, 1996/7 2000/1 and 2004/5 for which he was knighted in 1997.

The Scroll of Honour and glass award were presented to Sir Chay Blyth at the Hall of Fame ceremony.

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Ramon Carlin

Ramón Carlin, the 'weekend sailor' who upset the odds to become the winner of the first Whitbread Round the World Race in 1973-74, died in Mexico City at the age of 92. Carlin was a complete unknown in the sport when he entered the event, which later became the Volvo Ocean Race, having made his fortune selling washing machines and other white goods in his native Mexico.

By 1973, he was seeking new challenges. He assembled a crew of good, but unheralded sailors, before upsetting some of the era's leading names of offshore sailing, by winning the race on handicap with his Swan 65, *Sayula II*.

Carlin didn't insure *Sayula II* for the race, saving the premium to cover necessary repairs. The crew only discovered this as they approached the finish with only 14 of the 19 strands of the forestay still intact. After the race, in which three rival sailors died in the 19-strong fleet, Carlin returned home to a presidential reception in Acapulco and became Mexico's most famous yachtsman.

The Scroll of Honour was presented to *Sayula II* crewmember Butch Dalrymple-Smith on behalf of the Carlin family.

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Éric Tabarly

Éric Tabarly is the doyen of ocean racing to all young aspiring sailors. A French Naval officer, he gained instant fame with his yacht *Pen Duick II* after winning the 1964 Observer Singlehanded Trans-Atlantic Race in the record time of 27 days 3 hours. He returned home to a ticker-tape parade up the Champs Elysees, was awarded the [Chevalier de la Légion d'honneur](#) by President de Gaulle, and the [Blue Water Medal](#) from the Cruising Club of America.

In 1967, Tabarly won the Channel Race, [Round Gotland Race](#), and [Sydney to Hobart Yacht Races](#) on *Pen Duick III*. He also won the 1969 San Francisco-Tokyo race and in 1971 was victorious in the Falmouth-Gibraltar and [Middle Sea Races](#) before going on to win the famous Transpac from Los Angeles to Hawaii the following year.

In 1973, he skippered *Pen Duick VI* in the first edition of the [Whitbread](#) but was dismasted. He returned for the 1976 Whitbread, but *Pen Duick VI* was disqualified for not having a valid rating certificate. The rules had been changed, banning the use of uranium in her keel. Undaunted, Tabarly continued as an unofficial entry and completed the course.

In 1980, Tabarly sailed the trimaran *Paul Ricard* across the Atlantic and broke the century old record set by [Charlie Barr](#) in the huge schooner *Atlantic*.

Tabarly went on to skipper the Belgian maxi yacht *Côte d'Or* in the 1985/6. Whitbread.

The Scroll of Honour is presented to the Tabarly family.

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Cornelis van Rietschoten

Cornelis 'Conny' van Rietschoten is the only skipper to win the [Whitbread Round the World Race](#) twice.

At 45, the Dutch industrialist had read reports about the first Whitbread Race, saw it as the opportunity of a lifetime and grabbed it with both hands entering in the [1977–78 Whitbread Round the World Race](#).

What set him apart from established sailing names was the business approach he brought to his campaigns. His eight-year tenure at the top of the sport spelled the end of amateur gung-ho ocean racing entries for he set levels of professionalism within the sport that were not repeated until [Peter Blake](#) also won every leg with his *Steinlager 2* in the [1989–90 Whitbread Round the World Race](#).

His first Whitbread campaign sailed in the 65ft (19.8m) ketch *Flyer* saw his crew surprise everyone by winning the first leg into Cape Town. There was no surprise by the time they returned to Portsmouth as overall winners.

Van Rietschoten returned for the 1981/2 Whitbread, this time with a 76ft (23m) maxi yacht also called *Flyer*, with the intention of winning line honours and to set a new record. The crew did that with ease, finishing 1st into every port, and setting a new record for the circumnavigation of 120 days. What surprised everyone was that Conny and his crew also won the race on handicap too – the first crew to win both line and handicap honours in the history of the race. Van Rietschoten and his crew also set two world records: The fastest Noon to Noon run of 327 miles, and the fastest circumnavigation of 120 days.

Since the 1980s, the Conny van Rietschoten Trophy has been awarded each year to recognise the best Dutch sailor.

The Scroll of Honour was presented to Cornelis Van Rietschoten Jnr. on behalf of the Van Rietschoten family.

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Dame Naomi James

Dame Naomi James, became the first woman to sail solo around the world via Cape Horn with one stop in 1978, completing her circumnavigation in 272 days, beating Sir Francis Chichester's solo round-the-world sailing record by two days.

Raised in New Zealand, she met her future husband Rob James who was skippering a charter yacht for Chay Blyth in 1975 in Saint-Malo. She learned about sailing from Rob, and while waiting for him to return from an ocean race and marry her, she made the decision to sail single-handed around the world, non-stop. She told Rob of her dream during their honeymoon, when she had only six-weeks' sailing experience. Chay Blyth lent her his 53-foot (16 m) yacht *Spirit of Cutty Sark* (later renamed *Express Crusader*), others raised money for supplies, and the *Daily Express* newspaper sponsored the voyage.

Naomi James was made a Dame Commander of the Order of the British Empire in 1979 in recognition of her achievements, and was named New Zealand Sailor of the Year.

The Scroll of Honour and glass award were presented to Sir Chay Blyth on behalf of Dame Naomi James.

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Kay Cottee

in 1988, Australian Kay Cottee became the first woman to complete a solo non-stop [circumnavigation](#), taking 189 days in her 37 feet (11 m) yacht *Blackmore's First Lady*.

Before returning to a hero's welcome in Sydney, Cottee's yacht was knocked down several times in the Southern Ocean and on one occasion she was washed overboard. Rounding Cape Horn, she celebrated with a lunch of crab, mayonnaise and self-baked bread, and a bottle of [Grange](#), a prestigious Australian wine.

Cottee used the voyage to raise more than \$1M for the Rev. [Ted Noffs' Life Education Programme](#) and undertook an 18-month national schools tour, speaking to over 40,000 high school students, imparting the message that anyone can achieve their dreams if you work steadily towards them.

After the voyage, Kay was named Australian of the Year, appointed an Officer of the [Order of Australia](#) and became the first Australian recipient of the Cutty Sark Medal. She was inducted into the [Australian Sailing Hall of Fame](#) in 2017.

The Scroll of Honour and glass award were presented to Australian Golden Globe Race skipper Mark Sinclair on behalf of Kay Cottee.

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Jon Sanders

Australian Jon Sanders was the first man to [circumnavigate Antarctica](#) solo, circling the continent twice in 1981 – 1982 in his [S&S 34](#) monohull *Perie Banou*. His course took him south of the three great capes: [Horn](#), [Good Hope](#) and [Leeuwin](#), before rounding Cape Horn a second time. He turned north to [Plymouth](#), UK and returned south around Good Hope a second time before returning to [Fremantle](#).

This voyage is recognised in the *Guinness Book of Records* as

- The first single-handed sailor to remain continuously at sea twice around the world
- The first single-handed sailor to round the five southernmost Capes twice on one voyage
- The first single-handed sailor to round the five southernmost Capes twice
- Longest distance continuously sailed by any yacht: 48,510 miles (78,070 km).
- Longest period alone at sea during a continuous voyage: 419 days: 22 hours: 10 minutes

In 1986 Sanders set out again from Fremantle and this time completed three solo non-stop circumnavigations aboard his 47-foot (14 m) yacht *Parry Endeavour*,

rounding [Saint Peter and Saint Paul Archipelago](#) just north of the Equator each time to ensure that his course covered both hemispheres.

In 2016, Sanders set out from [Carnarvon, Western Australia](#) on his tenth circumnavigation, which he completed on 20 December 2017.

On the 31 January 2021 Sanders completed his eleventh circumnavigation, which makes the 81 year old one of the oldest persons to sail singlehanded around the world.

Sanders was made an Officer of the Order of the British Empire in 1983 and was inducted into the Single-Handed Sailor's Hall of Fame in [Newport, Rhode Island, USA](#) in 1991. In 2018, Sanders was inducted to the [Australian Sailing Hall of Fame](#).

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Philippe Jeantot

Philippe Jeantot is a former French deep-sea diver, who found international fame winning the first two BOC Challenge solo round the world yacht races in 1982 and 1986 with his yachts both named *Credit Agricole*.

In 1989, Jeantot founded the [Vendée Globe](#) solo, non-stop, round-the-world race He entered the race in *Crédit Agricole IV* and finished 4th.

In 1990, Jeantot once again entered the *BOC Challenge*, sailing *Crédit Agricole IV*, to 3rd place, to complete his fourth solo circumnavigation

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Titouan Lamazou

Titouan Lamazou is the French sailor, artist, and writer who met Éric Tabarly while travelling at the age of 18. It was Tabarly who encouraged him into adventure sailing and eventually into racing around the globe.

Titouan finished 2nd to fellow Frenchman Philippe Jeantot in the 1986/7 BOC Challenge solo round the world race and from that experience went on to win the first Vendée Globe Race in 1991.

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Sir Peter Blake

Sir Peter Blake, New Zealand's most famous sailor, competed in the first 5 Whitbread Round the World races before finally winning in record time with his maxi ketch *Steinlager 2*. His 6th circumnavigation via Cape Horn followed in 1994 when Peter and Robin Knox-Johnston co-skippered the 94ft (28.6m) catamaran *ENZA*

New Zealand to win the [Jules Verne Trophy](#) after setting a circumnavigation record of 74 days 22 hours 17 minutes and 22 seconds - the first foreign skippers to win the French award. Both skippers were knighted for their achievement and services to the sport.

Sir Peter Blake went on to lead the New Zealand America's Cup challenge, winning the Cup from America in 1995 and successfully defending it in 2000.

In 2001, he bought Jacques Cousteau's exploration yacht *Antarctic Explorer*, and led expeditions to Antarctica and the South America where he was murdered by pirates while monitoring environment change on the Amazon River. He was 53 years old.

The Scroll of Honour and glass award were presented to Sir Robin Knox-Johnston on behalf of the Blake family.

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Dilip Donde

Captain Dilip Donde was the first Indian to complete a solo, circumnavigation under sail. The voyage was the first of the Indian Navy's project Sagar Parikrama programme to encourage adventurous sailing, both solo and multi-crewed.

Capt. Donde took 4 years to build his yacht and train for the voyage. He started his circumnavigation from Mumbai on 19 August, 2009, and during the nine-month-long circumnavigation via four ports. He was at sea for 157 days.

Dilip Donde went on to manage Lt Cdr Abhilash Tomy's first solo non-stop circumnavigation in 2012/13 and his participation in the 2018 Golden Globe Race.

Donde subsequently trained several young naval officers, most recently the all-women naval team [Navika Sagar Parikrama](#) that completed a fully crewed circumnavigation in 2017/18.

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Stan Honey

Stan Honey is one of America's best known ocean racing navigators. His victories include the [2005-06 Volvo Ocean Race](#) onboard *ABN Amro I* and his critical role in cutting the nonstop circumnavigation record to 48 days 7 hours 44 minutes aboard the 103ft (31.4m) French trimaran *Groupama 3* to win the Jules Verne Challenge in 2010.

He has achieved 11 wins in [Transpac](#) races across the Pacific and has also set speed records across both the Atlantic and Pacific Oceans. Most recently Stan and his wife Sally won the 2022 [Newport Bermuda Race](#) in their Cal 40, *Illusion*.

Stan was named U.S. Sailing's Rolex Yachtsman of the Year in 2010 and was inducted into the US Sailing Hall of Fame in 2012.

The Scroll of Honour and glass award were presented to Golden Globe Race skipper Kirsten Neuschäfer who sailed with Stan Honey in Antarctica.

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Dee Caffari

British yachtswomen Dee Caffari **MBE** has 6 circumnavigations to her credit. Her professional sailing career began working for both Sir **Robin Knox-Johnston** and Sir **Chay Blyth's** sailing adventure companies so her progression into becoming a round the world sailing pioneer was not a surprise.

Dee's first circumnavigation was as skipper of *Imagine It. Done* in the 2004 **Global Challenge** Round the World Yacht Race. In 2005, she set off on her own in the Global Challenge yacht Aviva to complete a second circumnavigation against the prevailing winds and currents and completed the voyage in 178 days.

She then graduated to the **Vendée Globe** competing in the 2009/10 race and claimed the record as the first woman to sail solo, non-stop, around the world in both directions.

She competed in the 2011 Barcelona Race, teaming up with Anna Corbella to finish 6th with a time of 102 days 19 hour 17 min.

Her last two circumnavigations were in the Volvo Ocean Race, as a crew member in the all-female Team SCA in 2014/15 and then as skipper of the 2017/18 yacht *Turn the Tide on Plastic*.

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Jean-Luc Van Den Heede

Our final inductee, Jean-Luc Van Den Heede needs no introduction. He is a living legend here in Les Sables d'Olonne and the rest of the world. He is the current world record holder for a west-about circumnavigation and holds the record of sailing solo around Cape Horn 10 times: 6 solo Eastabout, 4 times solo Westabout during circumnavigations. In addition, he has completed two further roundings, once as a

member of a 2-man delivery crew, and once during a cruise to wish the lighthouse keeper and his family a happy new year on 1st January 2014!

Jean-Luc's record includes

- 2nd of the 1986 [BOC Challenge](#) on *Let's Go*
- 3rd of the 1990 [Vendée Globe](#) on *3615 MET*
- 2nd of the 1993 [Vendée Globe](#) on *Sofap Helvim*
- 4th of the 1993 [Transat Jacques Vabre](#)
- 3rd of the 1995 [BOC Challenge](#) on *Vendée Enterprises*
- [Record westabout circumnavigation](#) in 122d 14h 3min 49s set in 2004
- Winner of the [2018 Golden Globe Race](#) on *Matmut*

Jean-Luc was awarded the CCA Blue Water Medal in 2019 and has also been presented with the Chevalier de la Légion d'Honneur and Officier du Mérite Maritime.

The Scroll of Honour and glass award were presented to Jean-Luc Van Den Heede at the Hall of Fame ceremony.

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