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*Yachting*

**TELSTRA 53RD  
SYDNEY TO  
HOBART...**

- **Brindabella's  
Bonanza**
- **Cup Coup  
for Hong  
Kong - China**

**50th Bass  
Strait bash**

**Coffs  
Harbour in  
comfort**



**Whitbread  
win by a  
whisker**

**Official Race Results**



Telstra 53rd Sydney to Hobart

# Ocean racing coup for Hong Kong-China

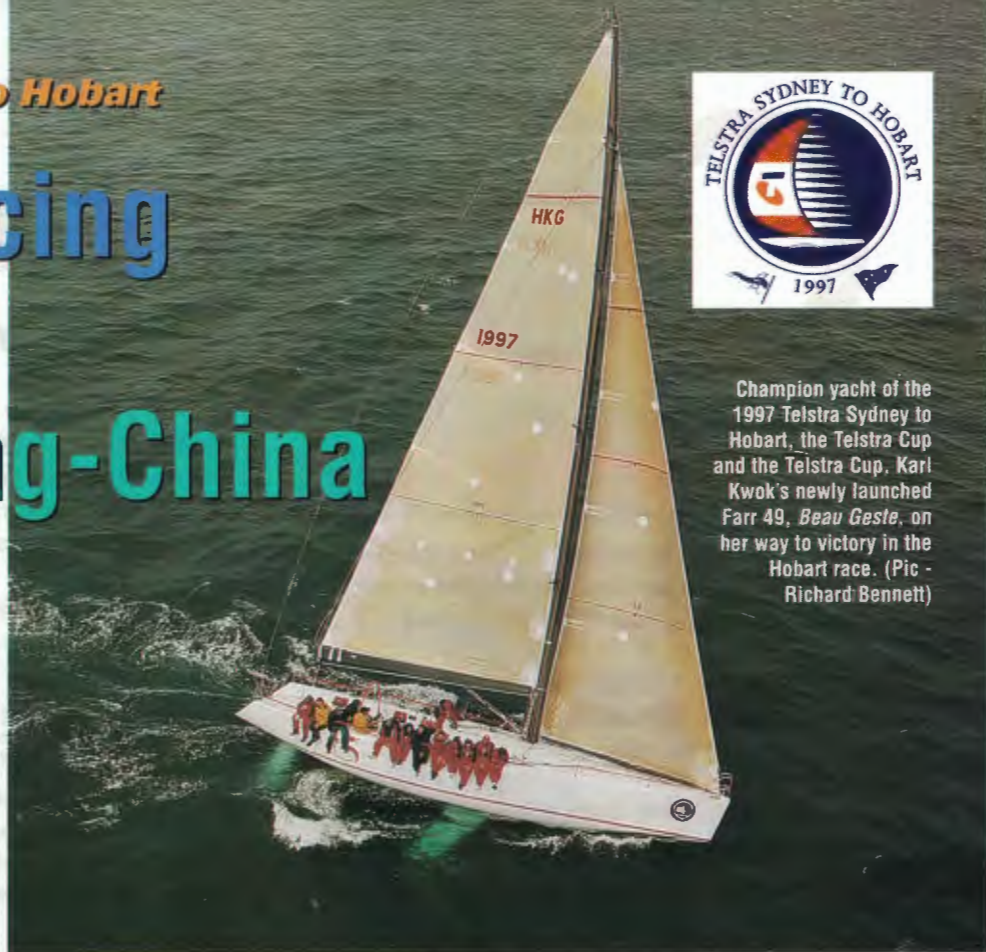
The 1997 Telstra Sydney to Hobart once again proved it is one of the greatest ocean races in the world, with the hard fought victory of *Beau Geste* from Australia's champion *Ragamuffin* giving the event a major boost in Hong Kong-China and South East Asia. Peter Campbell reports.

**H**ong Kong-China yachtsman Karl C. Kwok has given his country, and the South East Asia region, its biggest boost in international ocean yacht racing status with a remarkable coup centred on the Telstra 53rd Sydney to Hobart.

Sailing his brand new Farr 49, *Beau Geste*, with a crack crew of Chinese, Australian and New Zealand sailors, the successful Hong Kong yachtsman and businessman in two weeks:

- Won the Telstra Cup, an eight race lead-up regatta to the Hobart race;
- Took IMS overall and IMS Division B first place in the Telstra Sydney to Hobart, outsailing a fleet of 114 yachts representing seven countries in the 630 nautical mile bluewater classic;
- Led the Hong Kong-China team to a brilliant victory over the defending Australian national team in the Telstra Southern Cross Cup, the most competitive international ocean racing series held in Australia in more than a decade.

While this was the second win in the



Champion yacht of the 1997 Telstra Sydney to Hobart, the Telstra Cup and the Telstra Cup, Karl Kwok's newly launched Farr 49, *Beau Geste*, on her way to victory in the Hobart race. (Pic - Richard Bennett)

Hobart race by a yacht from the Royal Hong Kong Yacht Club, the Southern Cross Cup victory was a first ever for any team from South East Asia. It seems certain to encourage greater participation in future Hobart races by yachts from the region.

Australia's champion IMS racer *Ragamuffin*, a Farr 50 skippered by veteran Sydney yachtsman Syd Fischer, gave *Beau Geste* a run for her money, both as an individual yacht and as the topscoring boat in the Australian Southern Cross Cup team.

The two Farr designs, sailed by crews equal to the best in the world, virtually sailed boat-for-boat all the way to Hobart, with *Ragamuffin* a mere six seconds ahead as they finished under spinnaker off historic Battery Point. But on IMS corrected time, victory went to *Beau Geste*.

*Beau Geste*, built by Cooksons in New Zealand and launched in Sydney just a week before the Telstra Cup and Southern Cross Cup regatta began in mid-December, was also the highest scoring individual yacht in the Southern Cross Cup.

Designed by Bruce Farr and Associ-

ates as a development of *Flash Gordon 3*, the topscoring US yacht in the winning American team at the 1997 Admiral's Cup, *Beau Geste* won IMS overall from two other Farr designs, the Farr 50 *Ragamuffin* and Giorgio Gjergja's Farr 47, *Ausmaid*. *Ausmaid*, the IMS overall winner of the 1996 Telstra Sydney to Hobart, sailed for Victoria in the Southern Cross Cup.

As *Beau Geste* and *Ragamuffin* virtually match raced to the line, on the helm of each yacht were two of the world's better match racing sailors, New Zealander Gavin Brady on *Beau Geste* and Britain's Andy Beadsworth on *Ragamuffin*.

Other key members of *Beau Geste*'s international crew were New Zealand tactician Geoff Stagg from the Bruce Farr and Associates design office in Maryland, USA, notching up his third win in 15 Hobarts, and Australian navigator Andrew Cape who sailed the Hobart race during the Sydney stopover for the Whitbread Round the World race in which he is navigating *Toshiba*. This was also Cape's third Hobart win, having navigated the maxis *Sayonara* and *Morning Glory* to their recent line honours wins.

“The fleet of 114 boats, the largest in a decade apart from the 50th race in 1994, got a battering in the first 24 hours at sea as they battled to windward into a southerly of 30-35 knots which kicked up a short, steep sea off the New South Wales South Coast.”



Above left: Winners are grinners...Karl C.Kwok with the trophies won by his Farr 49, *Beau Geste*, presented to him by Dr Ziggy Switkowski, Group Managing Director, Telstra Corporation at the trophy presentation on the lawn of The Royal Yacht Club of Tasmania. (Pic - Peter Campbell). Above right: Swedish maxi *Nicorette* accelerates away from the seamarke in pursuit of *Brindabella* as they head for Hobart in the 1997 Telstra Sydney to Hobart. *Nicorette* hit the lead in the fast run down the NSW South Coast, dropped back in when the southerly front hit the fleet and later had to put into Eden for repairs before resuming the race. (Pic - Howard Wright). Below: The finals stages of the Telstra Sydney to Hobart Race 1997.

On IMS overall corrected time, the lower rating Hong Kong yacht (IMS TCF - 0.8199) beat *Ragamuffin* (IMS TCF - 0.8244) by 21 minutes 36 seconds. *Ausmaid* (IMS TCF - 0.8057), sailed an excellent race to place third, by just over two minutes behind *Ragamuffin* on corrected time.

*Exile*, Warwick Miller's Reichel/ Pugh 66 which had held provisional first place for most of the race, slipped back to finish fourth but this was sufficient to assure the Hong Kong-China team of victory in the Telstra Southern Cross Cup.

Winning owner/skipper Karl Kwok, head of two Hong Kong family trading companies, was ecstatic with his first up win in the Sydney to Hobart. Most of his ocean racing has been in North America, although he has also competed in a Fast-net and several China Sea races. "I consider this as one of the greatest ocean racing classics in the world, so winning it is very exciting," added Kwok, who is president of the Hong Kong Yachting Association.

For Syd Fischer it was yet another second in the Sydney to Hobart. Although he is Australia's most successful international ocean racing yachtsman, the veteran Sydney yachtsman has won the Hobart race on handicap only once.

Asked how he felt about finishing second, Fischer commented gruffly: "Well,

it's better than third." And he stressed he would be back again for the 1998 race. "I'll be back again with this yacht. I'm only 70, so I'm still a boy," he quipped.

So will third placegetter Giorgio Gjergja. "*Ausmaid* sailed a good race and she is still a competitive boat," said the Melbourne yachtsman who last year



notched up Victoria's fifth win in the Sydney to Hobart. However, Warwick Miller plans to take a break from sailing to spend more time with his family, not committing *Exile* to the 1998 race.

The 53rd annual Sydney to Hobart race conducted by the Cruising Yacht Club of Australia in association with The Royal Yacht Club of Tasmania was sailed in generally moderate to fresh (at times, strong with boat and body battering waves; at other times, frustratingly light) winds in the Tasman Sea.

The fleet of 114 boats, the largest in a decade apart from the 50th race in 1994, got a battering in the first 24 hours at sea as they battled to windward into a southerly of 30-35 knots which kicked up a short, steep sea off the New South Wales South Coast.

These conditions took an early toll with most of the 15 retirements forced out with damage received in this period. The major cause of retirement was sail damage, along with some rig damage. Among the high profile yachts forced to retire included the pocket maxi *Team Jaguar Infinity III* with a broken carbon fibre mast, and the oldest yacht in the race, the 1939-built *Southerly*, forced out with sail and rig damage.

The Swedish maxi *Nicorette* reported 50 knots off Gabo Island before returning to Eden to repair damaged ring frames in the bow. She sailed on to complete the course, receiving a penalty of 10% of placings for receiving outside assistance.

As the leaders sailed across Bass Strait, the conditions moderated and by the time they were approaching the Tasmanian coast the breeze had backed to the east and north-east, but astern of them the rest of the fleet was still battling through the second "front" from the south-west.

Without doubt, the most popular victory of the 53rd race was the line honours win by Sydney yachtsman George Snow with his Jutson 75 *Brindabella* after four frustrating previous races with the maxi. (*Brindabella's* bonanza - page 10)

The 53rd Sydney to Hobart once again proved the international status of the 630 nautical mile race, as one of the greatest yet most demanding races in the world.

It has become for the media and the public an exciting event to follow from start to finish as some 1200 sailors battle against each other and the unforgiving and unpredictable Tasman Sea for up to seven days.

Beau Geste (HKG 1997) and Ragamuffin (AUS 70) began their duel in the Telstra Southern Cross Cup and continued it with a 630 nautical mile match race in the Telstra Sydney to Hobart. In the end, Beau Geste was the IMS overall winner with Ragamuffin second. (Pic - Ian Mainsbridge)



Australian television and radio covered the race from start to finish with graphic images and voice reports. The Telstra Sydney to Hobart web site recorded more than 2.2 million "hits" from internet enthusiasts around the world between the start of the Telstra Cup in Sydney on December 17, 1997 and January 2, 1998, when the last three yachts finally finished - after more than seven days at sea.

## From swimmer to winner

While the duel for line honours between *Brindabella* and *Exile*, the IMS overall win by Beau Geste and the Hong Kong-China team's firstever win the Southern Cross Cup captured the major media coverage, there were many great performances among the 99 yachts which completed the course.

For example, there was the Division E win by *Polaris*, skippered by John Quinn, the Pittwater yachtsman who survived five hours in Bass Strait on a stormy night after being washed overboard from his then yacht during the galeswept race of 1993.

After that incident, Quinn bought the more seaworthy *Polaris*, a well-proven Cole 43 and has now scored two divisional wins in the Hobart race as well as taking both IMS and PHS overall honours in the 1997 Fujitsu Gosford to Lord Howe Island classic.

This year, *Polaris* won a closely fought race against the Queensland yacht *Out of the Blue*, skippered by Townsville yachtsman Kevan Johnston. *Out of the Blue* beat *Polaris* home by 15 minutes 25 seconds, but on corrected time the 26-year-old *Polaris* had a winning margin of 7 minutes 17 seconds. For Johnston it was an excellent result, having to overcome

measurement problems before being accepted as an entry in the Sydney to Hobart and then sailing the yacht all way from Far North Queensland to Hobart, via Sydney.

Then in Division F, former round-the-world solo sailor Ian Kiernan sailed his 40-year-old, Alan Payne-designed Tasman Seabird class yawl *Canon Maris* to first place in division but also to a remarkable 11th IMS overall in the fleet. This was an appropriate result as the CYCA this year introduced a new perpetual trophy for the designer of the winning yacht under IMS overall corrected time and named it the Alan Payne Memorial Trophy in honour of the great Australian designer.

However, *Canon Maris* did not win the prestigious Veteran Yacht Trophy. This went to *Huon Chief*, skippered by veteran Tasmanian yachtsman Andy Hayes. This former Australian One Ton Cup champion, built in 1974, is still in immaculate condition.

Another intrepid Queenslander, John McIntosh, placed second in this division with *Boomaroo Morse Fans*, notching up the 10th Hobart race, while his son Andrew logged his fifth great race south. In third place was *Zeus II*, a Peter Joubert-designed Currawong 30 and one of the smallest yachts to have won the Hobart race - in 1981. *Zeus II* has been owned since her launching in 1979 by Royal Syd-

*Nicorette's* bowman turned on a fine performance of aerobatics as he untangled a halyard which prevented the spinnaker being hoisted to the full as the maxi headed for Hobart. (Pic - Ian Mainsbridge)



ney Yacht Squadron Vice Commodore Jim Dunstan, who also notched up his 20th Hobart.

In Division A, *Exile* beat *Brindabella* on corrected time, third place going to the Davidson 55, *Andiamo*, skippered by Andrew Taylor. Division B was a repeat of the IMS overall honours - *Beau Geste*, *Ragamuffin* and *Ausmaid*.

Division C saw a fine performance by *Yendys*, Geoffrey Ross' recently acquired Bruce Farr-designed Beneteau 53 whose creature comforts include three bathrooms and a stateroom for the owner.

*Tetra Marine Witchcraft II*, the former champion of races north to Queensland waters, showed she has still plenty of dash by taking second in Division C, third going to Tasmania's *Valheru*, the fast Elliott 50 skippered by Beaconsfield medico Tony Lyall.

*Terra Firma*, the 1995 IMS overall winner of the Telstra Sydney to Hobart, gave her new owner Stewart Nieman and his sailing master Peter Bartels a quick return for their efforts by taking out the keenly contested IMS Division D.

*Terra Firma* won the division from the New Zealand team boat, *White Cloud*, a Farr 39 skippered by Auckland yachtsman Brett Neill. Third went to the competitive *Chutzpah*, a Hick 35

Pat Goldstiver, co-owner with her husband of *Icefire*, won the Jane Tate Memorial Trophy for the first woman skipper in the Telstra Sydney to Hobart, presented to her at the RYCT by the Lord Mayor of Hobart, John Freeman. (Pic - Peter Campbell)



owned and skippered by prominent Victorian yachtsman Bruce Taylor.

## Italians win IPHS with Seac Banche

Adding Mediterranean colour to the event was the team from Italy, a highly experienced crew led by Adan Ricci chartering the Farr 50, *Morning Mist III* and renaming it after their sponsor Seac Banche.

They were rewarded for their initiative in being only the second Italian entry in the history of the Sydney to Hobart, placing third in the PHS division of the Telstra Cup in Sydney and then taking out the TPHS (Tasman Performance Handicap System) Division 1 of the Telstra Sydney to Hobart.

On corrected time, they won from the superfast Victorian yacht PL Lease Future Shock (Peter Hansen) and the maxi *Marchioness*, designed and built for the Cape Town to Rio race and now owned by an enthusiastic Sydney syndicate headed by Tony Beilby.

The Pittwater yacht *Galatea*, a Swarbrick designed S111, skippered by John Laird, won TPHS Division 1 from veteran Sydney yachtsman John Walker, sailing his Peterson 36 *Impeccable*, third place going to the *Tassie Wins*, a Dubois 40 owned by Jeff Cordell, Commodore of the Derwent Sailing Squadron. ▲

Tasmanian yachtsman Andrew Hay won the Veteran Yacht trophy with his famous sloop *Huon Chief*, receiving it from Dr Ziggy Switkowski, Group Managing Director of Telstra Corporation. (Pic - Peter Campbell)



# How Beau Geste won the Hobart: Bow to bow with Rags



Geoff Stagg (third from left) with owner/skipper Karl Kwok and other crew members after Beau Geste won the Telstra Cup.

New Zealand yachtsman Geoff Stagg has once again called the shots for a Sydney to Hobart winner. He told Bob Fisher how the 1997 Telstra Sydney to Hobart was won by Beau Geste.

After 18 of these races, you get a feel for the start. We got a clean start. We got over to the right hand side at the right time, and we were fifth out of the Heads. That was a good start, Syd Fischer in *Ragamuffin* was about three minutes behind us.

We'd had a problem with our downwind speed in Sydney, but we pulled the boat out of the water and found it was pretty fouled. We also

"We were holding him off quite comfortably until he managed to get above us into a passing lane. With a bit more stability and size, he came over the top of us and at the Iron Pot we were a boat length behind him."

built a new spinnaker, and that improved our downwind speed the first night out - we were going very quickly, going away from Syd and the rest of the blokes into the southerly. Syd beat us to the shift, and that was

were the race really started for us.

That night we made one of our two bloomers. We didn't tack early enough into the coastline, by five minutes, and while that wasn't much, Syd beat us by that five minutes - he tacked first, and that night he passed us and was half a mile ahead of us in the morning. He got inshore of us and the wind headed on port tack.

We were about three or four hours into the [first] southerly - it wasn't a bad one. It hit about nine o'clock the first night. We hit it dead right - we put the medium number one up, we didn't panic, we were going well.

That next day was a really torrid day on the wind. Bashing, crashing, it was just horrible. The next night we got up to them in the Bass Strait. Syd tacked, and we tacked underneath them - going bow to bow. We pressured down and got ahead of them - we footed a little bit more than they did - and then it went light and shifty the next morning.

We were dead even, but a tad quicker two-sail reaching in the light air.

We got a quarter of a mile ahead and extended that even more on the run coming down the Tasmanian Coast.

At Tasman Island he was about three minutes behind us, but on the eight mile reach to Cape Raoul, he took

a minute out of us. Then we had a really pressured-up two-sail reach across Storm Bay and we played around with jib-tops for half an hour before we both hoisted spinnakers with poles on the forestay.

We were holding him off quite comfortably until he managed to get above us into a passing lane. With a bit more stability and size, he came over the top of us and at the Iron Pot we were a boat length behind him. We gybed away first and got ahead, then he went past us on the outside.

That's when I said to Gavin (Brady), "We are not going to play with him". You could see they were trying to bait us as they went up into the passing lane. Half the boys on the boat were not happy, but we had them by miles on handicap, so why go into the protest room - they were going to put us there.

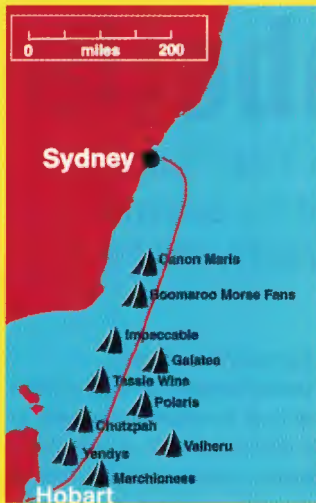
We had a 630 mile match race. That's what got the two boats up there - we pushed each other to the limit. We always knew *Ausmaid* was there, but we never considered her a threat. We were always 11 to 16 miles ahead of her.

\* Beau Geste is a Bruce Farr designed 49 footer, built by Cookson in Auckland with carbon fibre spars from Southern Spars, using North 3DL sails. She was completed in October and is owned by Karl Kwok of Hong Kong. She has a bulbless keel, with a wooden 'shoe' at the bottom, for optimisation of the IMS stability rule. ▲

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*Polaris* (John Quinn NSW) 1st IMS Div E  
*Canon Maris* (Ian Keirman NSW) 1st IMS Div F  
*Boomaroo Morse Fans* (John McIntosh QLD) 2nd IMS Div F  
*Marchioness* (Marchioness Syndicate NSW) 3rd PHS Div 1  
*Impeccable* (John Walker NSW) 2nd PHS Div 2  
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## Telstra Sydney to Hobart

# Bonanza for Brindabella

The Sydney maxi *Brindabella* finally achieved line honours in the 1997 Telstra Sydney to Hobart, but also collected a swag of other trophies of the summer of sailing, including the Canon Big Boat Challenge, the King of Derwent and the inaugural Bass and Flinders Series.

It was not until *Brindabella* sailed under spinnaker into the final 200 metres of the Telstra 53rd Sydney to Hobart, after 630 sea miles of extraordinarily close and rugged ocean racing, that George Snow admitted to his crew that he had achieved his goal. Victory was firmly in sight.

Relaxing for the first time in many hours, Snow then handed over the wheel to his 16-year-old son Richard to steer the maxi across the line - ending a unique first Sydney to Hobart race for the teenager and a

Snow's wife Sabrina and families of the large crew who had finally sailed the 75-footer to victory.

For Snow it was a moment to be savoured after four disappointing previous Hobart races with *Brindabella* - hull damage forcing her retirement in 1993, beaten to the post by overseas maxis in 1994 and 1995, and then having the mast break only hours after the start of the 1996 ocean classic. "It was fifth time lucky for us...no more hoodoos," an elated Snow said.

*Brindabella* was the sentimental favourite to take line honours and Hobartians turned out in their thousands on a sunny summer day. The welcome was the biggest since *Tasmania*, the former Whitbread round-the-world maxi ketch, won the 50th race for Hobart hero Bob Clifford - beating *Brindabella*! Appropriately, Clif-

ford was among the first to jump aboard and congratulate Snow on his victory.

For the previous 36 hours, national and international focus had been on the duel for line honours between *Brindabella* and the smaller, but exceptionally well sailed IMS 66-footer, *Exile*,

skipped by Warwick Miller.

The two yachts were within sight of each other as they beat to windward in fresh to strong winds across Bass Strait until, nearing the Tasmanian east coast, the breeze eased and backed to the east and north-east, giving them an easier spinnaker run virtually to the finish. *Brindabella* led around Tasman Island by about three miles and even halfway up the Derwent River it was anyone's race in the fickle conditions. In the end, *Brindabella* got the gun - by nine minutes 28 seconds.

Throughout that afternoon and into the evening, crowds continued to pack the Hobart waterfront and the crew of *Brindabella* continued their celebrations - aided by several cases of Bollinger champagne from the yacht's sponsor, Hamilton Island Resort in the Whitsundays.

But the public show of support for *Brindabella* was not confined to Hobart. Around the nation, thousands watched a direct television report of the finish, heard radio descriptions or read the "News Flash" on the Internet - among them designer Scott Jutson.

"What amazed me later that afternoon, when I went to keep an appointment at the chiropractor, was that they had signs up saying "Congratulations on *Brindabella's*

"Throughout that afternoon and into the evening, crowds continued to pack the Hobart waterfront and the crew of *Brindabella* continued their celebrations - aided by several cases of Bollinger champagne"

richly deserved victory at last for his father.

Escorted up the river by more than 300 spectator boats and cheered alongside Hobart's historic Constitution Dock by a 10-deep crowd of 10,000, *Brindabella* and her crew received a massive welcome from the cheering crowd. Among those waiting was



*Brindabella* (far left) picks her way through the fleet on Sydney Harbour soon after the start of the Telstra Sydney to Hobart ocean race. She was first to the Heads but was passed on the spinnaker run south by *Nicorette* (above centre) then later by *Exile* during the hard beat to windward across Bass Strait. However, the Jutson maxi regained the lead off the Tasmanian east coast to take line honours and received a tumultuous reception (above right) as she berthed outside Hobart's historic Constitution Dock. (Pics - Ian Mainsbridge)

Victory," Jutson told OFFSHORE. "Everywhere I went over the next few days, they all knew about the win. The media coverage was outstanding; it shows what a great race the Sydney to Hobart is in the eyes of the media and public. It truly is an icon of Australian sport with widespread overseas interest as well."

Jutson played a major role in *Brindabella's* victory. It was he who influenced Snow to continue ocean racing and agree to his innovative concept of a sweptback spreader rig on a carbon fibre mast to replace the one that broke only hours into the 1996 Hobart race. The new rig has made the yacht easier and more efficient to handle with no backstay runners, she is faster to windward and her rating is lower. She has already proven she is competitive under the IMS rule, winning two races in Telstra Southern Cross Cup series off Sydney.

Nevertheless, line honours was no walkover for *Brindabella*. In the downwind running of the first six hours as the fleet surfed southward under spinnakers before a 20-25 knot nor'easter, she was challenged by Sweden's *Nicorette* and the Sydney maxi *Marchioness*, both designed for optimum downwind performance.

While both *Nicorette* and *Marchioness* fell back once they encountered the southerly front, the race developed into a remarkable duel with the Hong Kong-China team yacht *Exile*, a Reichel/Pugh 66. *Exile* slipped ahead off the NSW South Coast when *Brindabella* elected to sail inside Montague Island. It was a tactical error that,

according to rival skipper Warwick Miller, cost *Brindabella* about four miles in distance.

The big boats encountered some of the heaviest weather of the race on the second night at sea. "We were down to three reefs," Snow recalled. "We got hit by three or four big, bad waves that swamped the whole boat, covered the guys on the rail and certainly bruised some ribs."

*Brindabella's* elapsed time of 2 days 23 hours 37 minutes 12 seconds was nine and a half hours outside the race record set in 1996 by the German maxi *Morning Glory*.

Third boat to finish, sailing an excellent race for her size, was the Elliott 55, *PL Lease Future Shock*, skippered by Melbourne yachtsman Peter Hansen. Then came the Sydney maxi *Marchioness*, steered by CYCA rear commodore John Messenger, followed by Syd Fischer's Farr 50 *Ragamuffin*, just six seconds in front of Karl Kwok's Farr 47, *Beau Geste*.

Astern of them came the patched-up Swedish maxi *Nicorette*, with her skipper Ludde Ingvall waiting on the dock in Hobart after staying ashore at Eden for medical treatment when the yacht put in for repairs to her bow ring frames. *Nicorette* subsequently received a 10% penalty for receiving outside assistance in obtaining timber to repair the frames.

*PL Lease Future Shock*, Peter Hansen's Elliott 55 from Melbourne, sailed a great race to finish third astern of *Brindabella* and *Exile*. (Pic - Ian Mainsbridge).

Last boat to finish was *Topaz* which, along with *Abacus* and *Veto*, crossed the line on the afternoon of January 2, 1998, as many of the earlier finishers, including *Brindabella*, were competing in the Wrest Point King of the Derwent. *Topaz's* elapsed time for the 630 nautical miles was 7 days 03 hours 42 minutes 29 seconds.



The 1997 Telstra Sydney to Hobart attracted an official final fleet of 115 boats, compared with 94 starters in 1996. One yacht did not start and 15 retired, leaving 99 yachts to finish the course. Most of the retirements were due to sail and rig damage, but the prominent pocket maxi Team Jaguar was an early casualty with a broken mast.

## King of the Derwent

*Brindabella* takes Bass & Flinders Trophy double

**B***Brindabella*, the champion maxi yacht of the 1997 Telstra Sydney to Hobart race, collected another three trophies on the Derwent River when the Jutson maxi spreadeagled the fleet in the King of the Derwent, also winning both the line and IMS trophies for the inaugural Bass and Flinders series.

*Brindabella*, with owner George Snow

at the helm of the 75-footer, looked a magnificent sight as she swept up the river under her huge spinnaker before a 15 to 20 knot sou'easter, at times reach 15 knots boatspeed.

She finished some five minutes clear of the Swedish maxi *Nicorette*, with skipper Ludde Ingvall making a welcome return to the wheel after being left ashore at Eden with what turned out to be a severe sinus infection during the Telstra Sydney to Hobart.

Third to finish was the Victorian flyer *PL Lease Future Shock* (Peter Hansen) after a close battle, firstly with *Nicorette* and with the Hobart yacht *Computerland* (John Saul), the line honours winner in the Melbourne to Hobart race.

*Brindabella's* line honours victory in the Wrest Point King of the Derwent and a good IMS handicap result, gave her the winning double in the Bass and Flinders Trophy series, presented by The Royal Yacht Club of Tasmania to mark the circumnavigation of Tasmania (then Van Diemen's Land) by the two famous navigators 200 years ago.

The line honours pointscore was based on results in the Canon Big Boat Challenge on Sydney Harbour, the Telstra Sydney to Hobart and the Wrest Point King of the Derwent - with *Brindabella* getting the gun in all three events - while in the IMS pointscore, the first event was race eight of the Telstra Southern Cross Cup in Sydney.

*"Brindabella, with owner George Snow at the helm of the 75-footer, looked a magnificent sight as she swept up the river under her huge spinnaker before a 15 to 20 knot sou'easter"*

On corrected times the King of the Derwent, went to the Melbourne yacht *Granny Apple*, the Melbourne to Hobart overall handicap winner skipped by Leo Unsworth for owner Victor Kibby. This gave *Granny Apple* first place in the Ocean Racing Club of Victoria's three-race Sovereign Series, using the new Australian Measurement System. Under PHS handicaps the Sovereign Series winner was *Island Trader* (John Chatam).

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SEA

**Specialists In Safety & Survival Equipment**

## 1997 Telstra Sydney to Hobart Yacht Race Honour Roll



### IMS Overall

1. Beau Geste, Farr 49 (Karl C.Kwok, Hong Kong-China)
2. Ragamuffin, Farr 50 (Syd Fischer, NSW)
3. Ausmaid, Farr 47 (Giorgio Gjergja, Vic.)
4. Exile, Reichel/Pugh 66 (Warwick Miller, Hong Kong-China)
5. Brighton Star, Reichel/Pugh 44 (David Gotze, Vic.)
6. Motorola Young Australia (Laurie Shannon, Vic.)
7. Ninety Seven, Farr 47 (Andrew Strachan, NSW)
8. Australian Challenge 2000, Murray Sydney 46 Grand Prix (Ray Roberts, NSW)
9. Brindabella, Jutson 75 (George Snow, NSW)
10. Atara, Lyons 43 (John Storey/Roger Hickman, NSW)

### IMS Division A

1. Exile, Reichel/Pugh 66 (Warwick Miller, Hong Kong-China)
2. Brindabella, Jutson 75 (George Snow, NSW)
3. Andiamo, Davidson 55 (Andrew Taylor, New Zealand)

### IMS Division B

1. Beau Geste, Farr 49 (Karl Kwok, Hong Kong-China)
2. Ragamuffin, Farr 50 (Syd Fischer, NSW)
3. Ausmaid, Farr 47 (Giorgio Gjergja, Vic.)

### IMS Division C

1. Yendys, Beneteau 53 (Geoff Ross, NSW)
2. Tetra Marine Witchcraft II, Farr 40 (Rob Kothe, NSW)
3. Valheru, Elliott 50 (Anthony Lyall, Tasmania)

### IMS Division D

1. Terra Firma, Murray 41 (Peter Bartels/Stewart Nieman, Vic.)
2. White Cloud, Farr 39 (Brett Neill, New Zealand)
3. Chutzpah, Hick 35 (Bruce Taylor, Vic.)

### IMS Division E

1. Polaris, Cole 43 (John Quinn, NSW)
2. Out of the Blue, Farr 37 (Kevan Johnston, Queensland)
3. Sandpiper, Farr 1020 (John Wheelhouse, NSW)

### IMS Division F

1. Canon Maris, Payne Tasman Seabird (Ian Kieman, NSW)
2. Boomaroo Morse Fans, Sparkman & Stephens 34 (John McIntosh, Queensland)
3. Zeus II, Joubert Currawang 30 (Jim Dunston, NSW)

### PHS Division 1

1. Seac Banche, Farr 50 (Adan Ricci, Italy)
2. PL Lease Future Shock, Elliott 56 (Peter Hansen, Vic.)
3. Marchioness, Lavranos 75 (Marchioness Syndicate, NSW)

### PHS Division 2

1. Galatea, Swarbrick S111 (John Laird, NSW)
2. Impeccable, Peterson 36 (John Walker, NSW)
3. Tassie Wins, Dubois 40 (Jeff Cordell, Tasmania)

### LINE HONOURS:

1. Brindabella, Jutson 75 (George Snow, NSW)  
2 days 23 hours 37 minutes 12 seconds.
2. Exile, Reichel/Pugh 66 (Warwick Mille, Hong Kong-China)  
2 days 23 hours 46 minutes 40 seconds.
3. PL Lease Future Shock, Elliott 56 (Peter Hansen, Vic.)  
3 days 04 hours 59 minutes 56 seconds.

### PENALTIES IMPOSED BY INTERNATIONAL JURY:

For starting line incidents: Atara: 5 minutes added to corrected time; Maglieri Wines: 5 minutes added to corrected time; Lock on Wood: 5 minutes added to corrected time. For outside assistance: Nicorette penalised 10% of placings.

**RETIRED:** Adrenalin, Assassin, Berrimilla, Grandee of Crabtree Lane, Midnight Rambler, Rapscallion, Sagacious Five, She's Apples II, Southerly, Starlight Express, Team Jaguar Infinity III, Val-tair, Weowna Winner, Windstopper, Portofino.

**DID NOT START:** Prime Example.

# TELSTRA SYDNEY TO HOBART 1997 - LINE HONOURS

SAIL NO.	PLACE	NAME	SKIPPER	DATE	FINISHING TIME	ELAPSED TIME DHMS
C1	1	Brindabella	George Snow, NSW	29-Dec	12:37:12	2:23:37:12
HKG88	2	Exile	Warwick Miller, Hong Kong	29-Dec	12:46:40	2:23:46:40
SM1	3	P.L Lease Future Shock	Peter Hansen, Vic	29-Dec	17:59:56	3:4:59:56
SA1431	4	Marchioness	Marchioness Syndicate, NSW	29-Dec	18:15:58	3:5:15:58
AUS70	5	Ragamuffin	Syd Fischer, NSW	29-Dec	20:42:44	3:7:42:44
HKG1997	6	Beau Geste	Karl C. Kwok, Hong Kong	29-Dec	20:42:50	3:7:42:50
SWE2001	7	Nicorette	Ludde Ingvall, Sweden	29-Dec	20:59:22	3:7:59:22
M250	8	Seac Banche	Adan Ricci, Italy	29-Dec	22:12:10	3:9:12:10
SM100	9	Ausmaid	Giorgio Gjergja, Vic	29-Dec	22:36:14	3:9:36:14
S4606	10	Motorola Young Australia	Lawrence Shannon, Vic	29-Dec	02:13:01	3:13:13:01
	11	Australian Challenge 2000	Ray Roberts, NSW	29-Dec	02:23:50	3:13:23:50
9797	12	Ninety Seven	Andrew Strachan, NSW	29-Dec	02:35:48	3:13:35:48
B2000	13	Brighton Star	David Gotze, Vic	29-Dec	03:31:22	3:14:31:22
IRL8000	14	Atara	Roger Hickman/John Storey, NSW	30-Dec	09:05:43	3:20:05:43
5444	15	Silentnight Beds	David Witt, NSW	30-Dec	10:46:19	3:21:46:19
1993	16	Yendys	Geoffrey Ross, NSW	30-Dec	11:57:12	3:22:57:12
4100	17	Terra Firma	Peter Bartels/Stewart Nieman, Vic	30-Dec	12:21:29	3:23:21:29
jpn 3000	18	Summer Boy	Eiichiro Tatsui, Japan	30-Dec	12:22:50	3:23:22:50
hkg1888	19	Hi Fidelity	Neil Pryde, Hong Kong	30-Dec	12:29:35	3:23:29:35
NZ8455	20	White Cloud	Brett Neill, NZ	30-Dec	14:46:50	4:1:46:50
SA999	21	Maglieri Wines	Geoffrey Vercoe, SA	30-Dec	14:49:57	4:1:49:57
1195	22	Valheru	Anthony Lyall, Tas	30-Dec	15:03:54	4:2:03:54
SM2	23	Seaview Challenge Again	Lou Abrahams, Vic	30-Dec	15:08:42	4:2:08:42
9090	24	Quest	Mike Broughton, Britain	30-Dec	15:15:09	4:2:15:09
5642	25	Christine Jay II	Ron Jones, NSW	30-Dec	15:20:56	4:2:20:56
SA3300	26	Secret Mens Business	Geoff Boettcher, SA	30-Dec	15:36:38	4:2:36:38
NZL5990	27	Andiamo	Andrew Taylor, NZ	30-Dec	16:17:15	4:3:17:15
4826	28	Aspect Computing	David Pescud, NSW	30-Dec	16:32:37	4:3:32:37
5600	29	Doctel Rager	Gary Shanks, SA	30-Dec	16:39:27	4:3:39:27
M4	30	Bob Jane T-Marts	Nigel Jones, Vic	30-Dec	17:25:08	4:4:25:08
6144	31	J44 Phoenix	Rob Reynolds, NSW	30-Dec	17:45:35	4:4:45:35
CR1	32	Neftenga	Trevor Taylor, WA	30-Dec	17:56:11	4:4:56:11
A8	33	Mirrabooka	John Bennetto, Tas	30-Dec	18:56:35	4:5:56:35
6107	34	Adria	Christopher Gorman, NSW	30-Dec	19:19:57	4:6:19:57
NZL 6572	35	Icefire	R & P Goldstiver, NSW	30-Dec	19:45:58	4:6:45:58
5300	36	Drake's Prayer	Graham Gibson, NSW	30-Dec	20:04:40	4:7:04:40
Sm6	37	Dixie Chicken	Bruce Eddington, Vic	30-Dec	20:58:22	4:7:58:22
YC5572	38	Kingtide	Kevan Pearce, SA	30-Dec	23:50:18	4:10:50:18
R1000	39	Prima Donna	Barry Fitzgibbon, Vic	31-Dec	00:44:07	4:11:44:07
R33	40	Chutzpah	Bruce Taylor, Vic	31-Dec	00:49:07	4:11:49:07
A16	41	Wide Load	Warren Anderson, NSW	31-Dec	01:27:29	4:12:27:29
R5180	42	Sorbent Sweet Caroline	Bill Rawson, Vic	31-Dec	01:34:21	4:12:34:21
377	43	Bacardi	Graham Ainley / John Williams, Vic	31-Dec	02:27:14	4:13:27:14
4057	44	Tetra Marine Witchcraft II	Rob Kothe, NSW	31-Dec	03:11:01	4:14:11:01
G710	45	Hitmewewent	Robert Hampshire, Vic	31-Dec	03:57:20	4:14:57:20
105	46	Karakoram	Lachlan Murdoch, NSW	31-Dec	04:08:47	4:15:08:47
NZL69	47	Sows Ear	Richard Ayton, NZ	31-Dec	04:26:20	4:15:26:20
5995	48	Nips-N-Tux	Howard de Torres, NSW	31-Dec	04:36:01	4:15:36:01
R32747	49	Serenity II	David Burton, Vic	31-Dec	04:36:53	4:15:36:53
1987	50	Bright Morning Star	Hugh Treharne, NSW	31-Dec	05:07:57	4:16:07:57
4040	51	Nadia IV	Teke Dalton, ACT	31-Dec	05:22:35	4:16:22:35
6336	52	Loose Change	Clive Gilmour, NSW	31-Dec	05:27:28	4:16:27:28
4182	53	Uptown Girl	Rod Winton, NSW	31-Dec	05:50:36	4:16:50:36
RQ48	54	Valhalla	Doug Middleton, Qld	31-Dec	06:16:53	4:17:16:53
5426	55	Out of the Blue	Kevan Johnston, Qld	31-Dec	06:18:57	4:17:18:57
3767	56	Mistress Mercy	James Murchison, NSW	31-Dec	06:20:44	4:17:20:44
4168	57	Tassie Wins	Jeff Cordell, Tas	31-Dec	06:24:00	4:17:24:00
M89	58	Storm Rider	John Elgar, NSW	31-Dec	06:24:32	4:17:24:32
M74	59	Highland Fling	Keith Thorn, NSW	31-Dec	06:31:43	4:17:31:43
5527	60	Polaris	John Quinn, NSW	31-Dec	06:33:22	4:17:33:22
B23	61	Kingurra	Peter Joubert, Vic	31-Dec	06:58:32	4:17:58:32
315	62	Double or Nothing	Jon Bush, Qld	31-Dec	08:14:56	4:19:14:56
M762	63	Inner Circle	Dennis Pomfret, NSW	31-Dec	08:18:40	4:19:18:40
SM5240	64	Cavalcade	Peter Lloyd, Vic	31-Dec	08:23:51	4:19:23:51
2557	65	Hogs Breath Witch Doctor	Rum Consortium, NSW	31-Dec	08:24:40	4:19:24:40
SM8	66	Jacobina of Shenval	Robert Green & Peter Newman, NSW	31-Dec	08:27:22	4:19:27:22
MH471	67	Turkey Shoot	John Bradshaw, NSW	31-Dec	08:28:57	4:19:28:57
242	68	Sandpiper	John Wheelhouse, NSW	31-Dec	08:46:48	4:19:46:48
7633	69	Bin Rouge	Christopher Bowling, NSW	31-Dec	09:35:11	4:20:35:11
278	70	Galatea	John Laird, NSW	31-Dec	10:15:10	4:21:15:10
Mh106	71	Impeccable	John Walker, NSW	31-Dec	10:40:09	4:21:40:09

SAIL NO.	PLACE	NAME	SKIPPER	DATE	FINISHING TIME	ELAPSED TIME DHMS
MH31	72	Son of a Son	Pat Nash/Bob Dempsey, NSW	31-Dec	11:13:37	4:22:13:37
3946	73	Trust Bank Hummingbird	Errol Pyke, Tas	31-Dec	11:28:54	4:22:28:54
5505	74	Dry White	Gregory Quinn, NSW	31-Dec	13:36:00	5:00:36:00
1100	75	Huon Chief	Andrew Hay, Tas	31-Dec	13:53:58	5:00:53:58
3807	76	Alexander of Creswell	Richard Timms, NSW	31-Dec	15:27:02	5:02:27:02
Sm616	77	Magic	Philip Spry-Bailey, Vic	31-Dec	15:53:09	5:02:53:09
A113	78	Mark Twain	Hugh O'Neill, NSW	31-Dec	15:29:43	5:02:29:43
27	79	Winston Churchill	Richard Winning, NSW	31-Dec	16:47:25	5:03:47:25
A94	80	Charisma	James Lawler, NSW	31-Dec	18:50:27	5:05:50:27
1295	81	Suraya	Carl Striber, NSW	31-Dec	19:14:45	5:06:14:45
5665	82	Globus Food Packaging	Nicholas Jones, NSW	31-Dec	19:18:52	5:06:18:52
H100	83	Lock On Wood	Drew Meincke, Tas	31-Dec	19:22:09	5:06:22:09
RQ23	84	Boomaroo Morse Fans	John McIntosh, Qld	31-Dec	19:34:53	5:06:34:53
5901	85	Spirit of The Alice	Robert Barford, NT	31-Dec	20:30:38	5:07:30:38
114	86	Take Time	Graham Smith, NSW	31-Dec	21:34:53	5:08:34:53
327	87	Canon Maris	Ian Kiernan, NSW	31-Dec	23:09:19	5:10:09:19
5110	88	Zeus II	Jim Dunstan, NSW	31-Dec	23:47:56	5:10:47:56
5110	89	Brindabella II	Roger Sayers, Vic	31-Dec	23:58:09	5:10:58:09
H1141	90	Lowanna II	Leslie Kingston, Tas	01-Jan	01:46:33	5:12:46:33
4647	91	Portobello	David Thornton Taylor, ACT	01-Jan	01:55:57	5:12:55:57
265	92	Waitangi II	David Wearn, NSW	01-Jan	03:19:30	5:14:19:30
5488	93	Morning Tide	Allen Fenwick, NSW	01-Jan	12:51:19	5:23:51:19
122	94	Conquistador	Michael Cummins, Tas	01-Jan	13:46:45	6:00:46:45
5669	95	Blue Lady	Shane Kearns, NSW	01-Jan	14:52:00	6:01:52:00
R317	96	Redigo	Melvyn Cooper, Tas	01-Jan	22:37:25	6:09:37:25
3624	97	Abacus	Eric Frank, NSW	02-Jan	13:30:30	7:00:30:30
5643	98	Veto	Mike Crisp, NSW	02-Jan	13:45:00	7:00:45:00
35	99	Topaz	Robert Ferenzi, NSW	02-Jan	16:42:49	7:03:42:29

## IMS OVERALL RESULTS

HCP POS	SAILNO	NAME	IMS DIV	DATE	TIME	VMG KT	ELAPSED TIME	ELAPSED SEC/MILE	IMS TCF	IMS CORR SPEED	IMS CORR TIME
1	HKG1997	BEAU GESTE	B	29-Dec-97	20:42:50	7.91	3 07:42:50	455.22	0.8199	9.65	2 17:21:27
2	AUS 70	RAGAMUFFIN	B	29-Dec-97	20:42:44	7.91	3 07:42:44	455.21	0.8244	9.59	2 17:42:53
3	SM 100	AUSMAID	B	29-Dec-97	22:36:14	7.73	3 09:36:14	466.01	0.8057	9.59	2 17:44:54
4	HKG88	EXILE	A	29-Dec-97	12:46:40	8.78	2 23:46:40	409.90	0.9296	9.44	2 18:43:29
5	B2000	BRIGHTON STAR	B	30-Dec-97	3:31:22	7.29	3 14:31:22	494.10	0.7940	9.18	2 20:41:57
6	S4606	MOTOROLA YOUNG AUSTRALIA	B	30-Dec-97	2:13:01	7.40	3 13:13:01	486.64	0.8067	9.17	2 20:44:40
7	9797	NINETY SEVEN	B	30-Dec-97	2:35:48	7.36	3 13:35:48	488.81	0.8050	9.14	2 20:54:19
8	8887	AUSTRALIAN CHALLENGE 2000	B	30-Dec-97	2:23:50	7.38	3 13:23:50	487.67	0.8077	9.14	2 20:58:31
9	C1	BRINDABELLA	A	29-Dec-97	12:37:12	8.80	2 23:37:12	409.00	0.9859	8.93	2 22:36:37
10	IRL 8000	ATARA	B	30-Dec-97	9:05:43	6.84	3 20:05:43	526.54	0.7765	8.81	2 23:35:43
11	780	CANON MARIS	F	31-Dec-97	23:09:19	4.84	5 10:09:19	743.27	0.5566	8.70	3 00:26:40
12	R4100	TERRAFIRMA	D	30-Dec-97	12:21:29	6.61	3 23:21:29	544.56	0.7674	8.61	3 01:10:40
13	NZ8455	WHITE CLOUD	D	30-Dec-97	14:46:50	6.45	4 01:46:50	558.39	0.7554	8.54	3 01:51:48
14	RQ 23	BOOMAROO MORSE FANS	F	31-Dec-97	19:34:53	4.98	5 06:34:53	722.86	0.5852	8.51	3 02:04:32
15	R33	CHUTZPAH	D	31-Dec-97	0:49:07	5.85	4 11:49:07	615.72	0.6889	8.49	3 02:16:34
16	R1000	PRIMA DONNA	D	31-Dec-97	0:44:07	5.85	4 11:44:07	615.24	0.7012	8.34	3 03:32:38
17	SA 999	MAGLIERI WINES	B	30-Dec-97	14:49:57	6.44	4 01:49:57	559.31	0.7727	8.33	3 03:40:43
18	SA3300	SECRET MENS BUSINESS	B	30-Dec-97	15:36:38	6.39	4 02:36:38	563.13	0.7690	8.31	3 03:49:53
19	SM2	SEAVIEW CHALLENGE AGAIN	D	30-Dec-97	15:08:42	6.42	4 02:08:42	560.47	0.7736	8.30	3 03:55:30
20	5642	CHRISTINE JAY II	D	30-Dec-97	15:20:56	6.41	4 02:20:56	561.64	0.7753	8.27	3 04:15:00
21	SM6	DIXIE CHICKEN	D	30-Dec-97	20:58:22	6.06	4 07:58:22	593.75	0.7335	8.26	3 04:15:51
22	JPN 3000	SUMMER BOY	B	30-Dec-97	12:22:50	6.61	3 23:22:50	544.69	0.7999	8.26	3 04:17:42
23	9090	QUEST	B	30-Dec-97	15:15:09	6.42	4 02:15:09	561.09	0.7766	8.27	3 04:18:10
24	1993	YENDYS	C	30-Dec-97	11:57:12	6.64	3 22:57:12	542.25	0.8046	8.25	3 04:23:58
25	5527	POLARIS	E	31-Dec-97	6:33:22	5.55	4 17:33:22	648.48	0.6744	8.23	3 04:34:56
26	5426	OUT OF THE BLUE	E	31-Dec-97	6:18:57	5.56	4 17:18:57	647.11	0.6769	8.21	3 04:42:13
27	HKG 1888	HI FIDELITY	B	30-Dec-97	12:29:35	6.60	3 23:29:35	545.33	0.8037	8.21	3 04:44:52
28	4057	TETRA MARINE WITCHCRAFT II	C	31-Dec-97	3:11:01	5.72	4 14:11:01	629.22	0.6977	8.20	3 04:52:30
29	YC5572	KINGTIDE	D	30-Dec-97	23:50:18	5.90	4 10:50:18	610.12	0.7205	8.19	3 04:58:37
30	1195	VALHERU	C	30-Dec-97	15:03:54	6.43	4 02:03:54	560.02	0.7867	8.17	3 05:08:52
31	6144	J44 PHOENIX	C	30-Dec-97	17:45:35	6.26	4 04:45:35	575.40	0.7688	8.14	3 05:27:51
32	NZL69	SOWS EAR	D	31-Dec-97	4:26:20	5.66	4 15:26:20	636.39	0.6956	8.14	3 05:31:01
33	KA5300	DRAKES PRAYER	C	30-Dec-97	20:04:40	6.12	4 07:04:40	588.64	0.7526	8.13	3 05:34:35
34	242	SANDPIPER	E	31-Dec-97	8:46:48	5.44	4 19:46:48	661.18	0.6702	8.12	3 05:35:45
35	SM8	JACOBINA OF SHENVAL	E	31-Dec-97	8:27:22	5.46	4 19:27:22	659.33	0.6722	8.12	3 05:36:35
36	1100	HUON CHIEF	E	31-Dec-97	13:53:58	5.21	5 00:53:58	690.42	0.6441	8.09	3 05:52:17
37	MH31	SON OF A SON	E	31-Dec-97	11:13:37	5.33	4 22:13:37	675.15	0.6600	8.08	3 06:01:47
38	A8	MIRRABOOKA	E	30-Dec-97	18:56:35	6.18	4 05:56:35	582.16	0.7685	8.04	3 06:20:36
39	327	ZEUS II	F	31-Dec-97	23:47:56	4.82	5 10:47:56	746.95	0.5993	8.04	3 06:23:16
40	H100	LOCK ON WOOD	E	31-Dec-97	19:22:09	4.98	5 06:22:09	722.42	0.6200	8.03	3 06:25:56

HCP POS	SAILNO	NAME	IMS DIV	DATE	TIME	VMG KT	ELAPSED TIME	ELAPSED SEC/MILE	IMS TCF	IMS CORR SPEED	IMS CORR TIME
41	7633	BIN ROUGE	D	31-Dec-97	9:35:11	5.41	4 20:35:11	665.79	0.6746	8.02	3 06:38:57
42	6107	ADRIA	C	30-Dec-97	19:19:57	6.16	4 06:19:57	584.39	0.7705	7.99	3 06:50:50
43	114	TAKE TIME	F	31-Dec-97	21:34:53	4.90	5 08:34:53	734.28	0.6135	7.99	3 06:53:05
44	SM377	BACARDI	E	31-Dec-97	2:27:14	5.76	4 13:27:14	625.05	0.7230	7.97	3 07:08:07
45	1295	SURAYA	F	31-Dec-97	19:14:45	4.99	5 06:14:45	720.95	0.6282	7.94	3 07:18:27
46	SM616	MAGIC	E	31-Dec-97	15:53:09	5.13	5 02:53:09	701.76	0.6513	7.88	3 08:02:08
47	5995	NIPS-N-TUX	C	31-Dec-97	4:36:01	5.65	4 15:36:01	637.31	0.7186	7.86	3 08:11:45
48	4040	NADIA IV	C	31-Dec-97	5:22:35	5.61	4 16:22:35	641.74	0.7137	7.86	3 08:12:11
49	6336	LOOSE CHANGE	D	31-Dec-97	5:27:28	5.61	4 16:27:28	642.21	0.7143	7.85	3 08:19:43
50	RQ48	VALHALLA	C	31-Dec-97	6:16:53	5.56	4 17:16:53	646.91	0.7119	7.81	3 08:38:42
51	NZL5990	ANDIAMO	A	30-Dec-97	16:17:15	6.35	4 03:17:15	567.00	0.8137	7.80	3 08:47:25
52	CRI	NEFTENGA	C	30-Dec-97	17:56:11	6.25	4 04:56:11	576.41	0.8035	7.78	3 09:06:09
53	SWE2001	NICORETTE	A	29-Dec-97	20:59:22	7.77	3 07:59:22	463.15	1.0000	7.77	3 09:06:10
54	3946	TRUST BANK HUMMINGBIRD	E	31-Dec-97	11:28:54	5.32	4 22:28:54	676.61	0.6865	7.75	3 09:20:16
55	315	DOUBLE OR NOTHING	E	31-Dec-97	8:14:56	5.47	4 19:14:56	658.15	0.7065	7.74	3 09:25:24
56	M762	INNER CIRCLE	C	31-Dec-97	8:18:40	5.47	4 19:18:40	658.50	0.7072	7.73	3 09:32:53
57	NZL6572	ICEFIRE	C	30-Dec-97	19:45:58	6.13	4 06:45:58	586.86	0.8148	7.52	3 11:44:02
58	S110	BRINDABELLA II	F	31-Dec-97	23:58:09	4.81	5 10:58:09	747.92	0.6486	7.42	3 12:56:48
59	5901	SPIRIT OF THE ALICE	E	31-Dec-97	20:30:38	4.94	5 07:30:38	728.17	0.6798	7.27	3 14:40:54
60	H122	CONQUISTADOR	F	1-Jan-98	13:46:45	4.35	6 00:46:45	826.78	0.6065	7.17	3 15:48:31
61	5488	MORNING TIDE	E	1-Jan-98	12:51:19	4.38	5 23:51:19	821.51	0.6113	7.17	3 15:56:19
62	27	WINSTON CHURCHILL	F	31-Dec-97	16:47:25	5.09	5 03:47:25	706.92	0.7131	7.14	3 16:16:29
63	R317	REDIGO	F	1-Jan-98	22:37:25	4.10	6 09:37:25	877.29	0.5931	6.91	3 19:06:51
64	3624	ABACUS	F	2-Jan-98	13:30:00	3.74	7 00:30:00	962.25	0.5776	6.48	4 01:19:32
65	5643	VETO	F	2-Jan-98	13:45:00	3.74	7 00:45:00	963.67	0.6348	5.89	4 11:07:21

## FINAL IMS DIVISIONAL RESULTS

HCP POS	SAILNO	NAME	IMS DIV	DATE	TIME	VMG KT	ELAPSED TIME	ELAPSED SEC/MILE	IMS TCF	IMS CORR SPEED	IMS CORR TIME
1	HKG88	EXILE	A	29-Dec-97	12:46:40	8.78	2 23:46:40	409.90	0.9296	9.44	2 18:43:29
2	C1	BRINDABELLA	A	29-Dec-97	12:37:12	8.80	2 23:37:12	409.00	0.9859	8.93	2 22:36:37
3	NZL5990	ANDIAMO	A	30-Dec-97	16:17:15	6.35	4 03:17:15	567.00	0.8137	7.80	3 08:47:25
4	SWE2001	NICORETTE	A	29-Dec-97	20:59:22	7.77	3 07:59:22	463.15	1.0000	7.77	3 09:06:10
1	HKG1997	BEAU GESTE	B	29-Dec-97	20:42:50	7.91	3 07:42:50	455.22	0.8199	9.65	2 17:21:27
2	AUS 70	RAGAMUFFIN	B	29-Dec-97	20:42:44	7.91	3 07:42:44	455.21	0.8244	9.59	2 17:42:53
3	SM 100	AUSMAID	B	29-Dec-97	22:36:14	7.73	3 09:36:14	466.01	0.8057	9.59	2 17:44:54
4	B2000	BRIGHTON STAR	B	30-Dec-97	3:31:22	7.29	3 14:31:22	494.10	0.7940	9.18	2 20:41:57
5	S4606	MOTOROLA YOUNG AUSTRALIA	B	30-Dec-97	2:13:01	7.40	3 13:13:01	486.64	0.8067	9.17	2 20:44:40
6	9797	NINETY SEVEN	B	30-Dec-97	2:35:48	7.36	3 13:35:48	488.81	0.8050	9.14	2 20:54:19
7	8887	AUSTRALIAN CHALLENGE 2000	B	30-Dec-97	2:23:50	7.38	3 13:23:50	487.67	0.8077	9.14	2 20:58:31
8	IRL 8000	ATARA	B	30-Dec-97	9:05:43	6.84	3 20:05:43	526.54	0.7765	8.81	2 23:35:43
9	SA 999	MAGLIERI WINES	B	30-Dec-97	14:49:57	6.44	4 01:49:57	559.31	0.7727	8.33	3 03:40:43
10	SA3300	SECRET MENS BUSINESS	B	30-Dec-97	15:36:38	6.39	4 02:36:38	563.13	0.7690	8.31	3 03:49:53
11	JPN 3000	SUMMER BOY	B	30-Dec-97	12:22:50	6.61	3 23:22:50	544.69	0.7999	8.26	3 04:17:42
12	9090	QUEST	B	30-Dec-97	15:15:09	6.42	4 02:15:09	561.09	0.7766	8.27	3 04:18:10
13	HKG 1888	HI FIDELITY	B	30-Dec-97	12:29:35	6.60	3 23:29:35	545.33	0.8037	8.21	3 04:44:52
1	1993	YENDYS	C	30-Dec-97	11:57:12	6.64	3 22:57:12	542.25	0.8046	8.25	3 04:23:58
2	4057	TETRA MARINE WITCHCRAFT II	C	31-Dec-97	3:11:01	5.72	4 14:11:01	629.22	0.6977	8.20	3 04:52:30
3	1195	VALHERU	C	30-Dec-97	15:03:54	6.43	4 02:03:54	560.02	0.7867	8.17	3 05:08:52
4	6144	J44 PHOENIX	C	30-Dec-97	17:45:35	6.26	4 04:45:35	575.40	0.7688	8.14	3 05:27:51
5	KA5300	DRAKES PRAYER	C	30-Dec-97	20:04:40	6.12	4 07:04:40	588.64	0.7526	8.13	3 05:34:35
6	6107	ADRIA	C	30-Dec-97	19:19:57	6.16	4 06:19:57	584.39	0.7705	7.99	3 06:50:50
7	5995	NIPS-N-TUX	C	31-Dec-97	4:36:01	5.65	4 15:36:01	637.31	0.7186	7.86	3 08:11:45
8	4040	NADIA IV	C	31-Dec-97	5:22:35	5.61	4 16:22:35	641.74	0.7137	7.86	3 08:12:11
9	RQ48	VALHALLA	C	31-Dec-97	6:16:53	5.56	4 17:16:53	646.91	0.7119	7.81	3 08:38:42
10	CRI	NEFTENGA	C	30-Dec-97	17:56:11	6.25	4 04:56:11	576.41	0.8035	7.78	3 09:06:09
11	M762	INNER CIRCLE	C	31-Dec-97	8:18:40	5.47	4 19:18:40	658.50	0.7072	7.73	3 09:32:53
12	NZL6572	ICEFIRE	C	30-Dec-97	19:45:58	6.13	4 06:45:58	586.86	0.8148	7.52	3 11:44:02
1	R4100	TERRAFIRMA	D	30-Dec-97	12:21:29	6.61	3 23:21:29	544.56	0.7674	8.61	3 01:10:40
2	NZ8455	WHITE CLOUD	D	30-Dec-97	14:46:50	6.45	4 01:46:50	558.39	0.7554	8.54	3 01:51:48
3	R33	CHUTZPAH	D	31-Dec-97	0:49:07	5.85	4 11:49:07	615.72	0.6889	8.49	3 02:16:34
4	R1000	PRIMA DONNA	D	31-Dec-97	0:44:07	5.85	4 11:44:07	615.24	0.7012	8.34	3 03:32:38
5	SM2	SEAVIEW CHALLENGE AGAIN	D	30-Dec-97	15:08:42	6.42	4 02:08:42	560.47	0.7736	8.30	3 03:55:30
6	5642	CHRISTINE JAY II	D	30-Dec-97	15:20:56	6.41	4 02:20:56	561.64	0.7753	8.27	3 04:15:00
7	SM6	DIXIE CHICKEN	D	30-Dec-97	20:58:22	6.06	4 07:58:22	593.75	0.7335	8.26	3 04:15:51
8	YC5572	KINGTIDE	D	30-Dec-97	23:50:18	5.90	4 10:50:18	610.12	0.7205	8.19	3 04:58:37
9	NZL69	SOWS EAR	D	31-Dec-97	4:26:20	5.66	4 15:26:20	636.39	0.6956	8.14	3 05:31:01
10	7633	BIN ROUGE	D	31-Dec-97	9:35:11	5.41	4 20:35:11	665.79	0.6746	8.02	3 06:38:57
11	6336	LOOSE CHANGE	D	31-Dec-97	5:27:28	5.61	4 16:27:28	642.21	0.7143	7.85	3 08:19:43
1	5527	POLARIS	E	31-Dec-97	6:33:22	5.55	4 17:33:22	648.48	0.6744	8.23	3 04:34:56
2	5426	OUT OF THE BLUE	E	31-Dec-97	6:18:57	5.56	4 17:18:57	647.11	0.6769	8.21	3 04:42:13
3	242	SANDPIPER	E	31-Dec-97	8:46:48	5.44	4 19:46:48	661.18	0.6702	8.12	3 05:35:45

HCP POS	SAILNO	NAME	IMS DIV	DATE	TIME	VMG KT	ELAPSED TIME	ELAPSED SEC/MILE	IMS TCF	IMS CORR SPEED	IMS CORR TIME
4	SM8	JACOBINA OF SHENVAL	E	31-Dec-97	8:27:22	5.46	4 19:27:22	659.33	0.6722	8.12	3 05:36:35
5	1100	HUON CHIEF	E	31-Dec-97	13:53:58	5.21	5 00:53:58	690.42	0.6441	8.09	3 05:52:17
6	MH31	SON OF A SON	E	31-Dec-97	11:13:37	5.33	4 22:13:37	675.15	0.6600	8.08	3 06:01:47
7	A8	MIRRABOOKA	E	30-Dec-97	18:56:35	6.18	4 05:56:35	582.16	0.7685	8.04	3 06:20:36
8	H100	LOCK ON WOOD	E	31-Dec-97	19:22:09	4.98	5 06:22:09	722.42	0.6200	8.03	3 06:25:56
9	SM377	BACARDI	E	31-Dec-97	2:27:14	5.76	4 13:27:14	625.05	0.7230	7.97	3 07:08:07
10	SM616	MAGIC	E	31-Dec-97	15:53:09	5.13	5 02:53:09	701.76	0.6513	7.88	3 08:02:08
11	3946	TRUST BANK HUMMINGBIRD	E	31-Dec-97	11:28:54	5.32	4 22:28:54	676.61	0.6865	7.75	3 09:20:16
12	315	DOUBLE OR NOTHING	E	31-Dec-97	8:14:56	5.47	4 19:14:56	658.15	0.7065	7.74	3 09:25:24
13	5901	SPIRIT OF THE ALICE	E	31-Dec-97	20:30:38	4.94	5 07:30:38	728.17	0.6798	7.27	3 14:40:54
14	5488	MORNING TIDE	E	1-Jan-98	12:51:19	4.38	5 23:51:19	821.51	0.6113	7.17	3 15:56:19
1	780	CANON MARIS	F	31-Dec-97	23:09:19	4.84	5 10:09:19	743.27	0.5566	8.70	3 00:26:40
2	RQ 23	BOOMAROO MORSE FANS	F	31-Dec-97	19:34:53	4.98	5 06:34:53	722.86	0.5852	8.51	3 02:04:32
3	327	ZEUS II	F	31-Dec-97	23:47:56	4.82	5 10:47:56	746.95	0.5993	8.04	3 06:23:16
4	114	TAKE TIME	F	31-Dec-97	21:34:53	4.90	5 08:34:53	734.28	0.6135	7.99	3 06:53:05
5	1295	SURAYA	F	31-Dec-97	19:14:45	4.99	5 06:14:45	720.95	0.6282	7.94	3 07:18:27
6	S110	BRINDABELLA II	F	31-Dec-97	23:58:09	4.81	5 10:58:09	747.92	0.6486	7.42	3 12:56:48
7	H122	CONQUISTADOR	F	1-Jan-98	13:46:45	4.35	6 00:46:45	826.78	0.6065	7.17	3 15:48:31
8	27	WINSTON CHURCHILL	F	31-Dec-97	16:47:25	5.09	5 03:47:25	706.92	0.7131	7.14	3 16:16:29
9	R317	REDIGO	F	1-Jan-98	22:37:25	4.10	6 09:37:25	877.29	0.5931	6.91	3 19:06:51
10	3624	ABACUS	F	2-Jan-98	13:30:00	3.74	7 00:30:00	962.25	0.5776	6.48	4 01:19:32
11	5643	VETO	F	2-Jan-98	13:45:00	3.74	7 00:45:00	963.67	0.6348	5.89	4 11:07:21

## FINAL PHS DIVISIONAL RESULTS

HCP POS	SAILNO	NAME	PHS DIV	DATE	TIME	VMG KT	ELAPSED TIME	ELAPSED SEC/MILE	PHS TCF	PHS CORR TIME
1	M250	SEAC BANCHE	1	29-Dec-97	22:12:10	7.76	3 09:12:10	463.72	1.2885	4 08:37:47
2	SM1	P.L. LEASE FUTURE SHOCK	1	29-Dec-97	17:59:56	8.19	3 04:59:56	439.71	1.3935	4 11:17:53
3	SA1431	MARCHIONESS	1	29-Dec-97	18:15:58	8.16	3 05:15:58	441.24	1.4358	4 14:56:19
4	M89	STORM RIDER	1	31-Dec-97	6:24:32	5.56	4 17:24:32	647.64	1.0212	4 19:48:47
5	4182	UPTOWN GIRL	1	31-Dec-97	5:50:36	5.59	4 16:50:36	644.41	1.0290	4 20:06:57
6	M4	BOB JANE T-MARTS	1	30-Dec-97	17:25:08	6.28	4 04:25:08	573.46	1.1650	4 20:59:17
7	R5180	SORBENT SWEET CAROLINE	1	31-Dec-97	1:34:21	5.81	4 12:34:21	620.02	1.0850	4 21:48:04
8	4826	ASPECT	1	30-Dec-97	16:32:37	6.33	4 03:32:37	568.46	1.1860	4 22:03:31
9	3767	MISTRESS MERCY	1	31-Dec-97	6:20:44	5.56	4 17:20:44	647.28	1.0438	4 22:18:36
10	M74	HIGHLAND FLING	1	31-Dec-97	6:31:43	5.55	4 17:31:43	648.32	1.0572	5 00:01:21
11	105	KARAKORAM	1	31-Dec-97	4:08:47	5.67	4 15:08:47	634.72	1.0820	5 00:15:37
12	1987	BRIGHT MORNING STAR	1	31-Dec-97	5:07:57	5.62	4 16:07:57	640.35	1.0833	5 01:28:23
13	A16	WIDE LOAD	1	31-Dec-97	1:27:29	5.81	4 12:27:29	619.37	1.1296	5 02:30:51
14	5444	SILENTNIGHT BEDS	1	30-Dec-97	10:46:19	6.72	3 21:46:19	535.5	1.3577	5 07:18:51
15	560	DOCTEL RAGER	1	30-Dec-97	16:39:27	6.33	4 03:39:27	569.11	1.3095	5 10:30:05
16	R32747	SERENITY II	1	31-Dec-97	4:36:53	5.65	4 15:36:53	637.39	1.2000	5 13:56:16
1	278	GALATEA	2	31-Dec-97	10:15:10	5.38	4 21:15:10	669.59	0.9143	4 11:12:15
2	MH106	IMPECCABLE	2	31-Dec-97	10:40:09	5.36	4 21:40:09	671.97	0.9449	4 15:11:08
3	4168	TASSIE WINS	2	31-Dec-97	6:24:00	5.56	4 17:24:00	647.59	0.9850	4 15:41:56
4	A94	CHARISMA	2	31-Dec-97	18:50:27	5.01	5 05:50:27	718.63	0.8910	4 16:07:27
5	3807	ALEXANDER OF CRESWELL	2	31-Dec-97	15:27:02	5.15	5 02:27:02	699.27	0.9201	4 16:40:00
6	G710	HITIMEWEWENT	2	31-Dec-97	3:57:20	5.68	4 14:57:20	633.63	1.0181	4 16:57:50
7	265	WAITANGI II	2	1-Jan-98	3:19:30	4.69	5 14:19:30	767.08	0.8536	4 18:39:35
8	MH471	TURKEY SHOOT	2	31-Dec-97	8:28:57	5.46	4 19:28:57	659.48	0.9945	4 18:50:50
9	A113	MARK TWAIN	2	31-Dec-97	15:29:43	5.15	5 02:29:43	699.53	0.9384	4 18:56:58
10	5665	GLOBUS FOOD PACKAGING	2	31-Dec-97	19:18:52	4.99	5 06:18:52	721.34	0.9142	4 19:28:36
11	2557	HOGS BREATH WITCHDOCTOR	2	31-Dec-97	8:24:40	5.46	4 19:24:40	659.07	1.0006	4 19:28:49
12	B23	KINGURRA	2	31-Dec-97	6:58:32	5.53	4 17:58:32	650.88	1.0174	4 19:57:31
13	4647	PORTOBELLO	2	1-Jan-98	1:55:57	4.74	5 12:55:57	759.13	0.8800	4 20:58:50
14	SM5240	CAVALCADE	2	31-Dec-97	8:23:51	5.46	4 19:23:51	659	1.0200	4 21:42:20
15	5505	DRY WHITE	2	31-Dec-97	13:36:00	5.23	5 00:36:00	688.71	1.0022	5 00:51:55
16	H1141	LOWANA II	2	1-Jan-98	1:46:33	4.75	5 12:46:33	758.24	0.9200	5 02:09:14
17	5669	BLUE LADY	2	1-Jan-98	14:52:00	4.32	6 01:52:00	832.99	0.9250	5 14:55:36
18	35	TOPAZ	2	2-Jan-98	16:42:29	3.67	7 03:42:29	980.57	0.8548	6 02:46:34

### PENALTIES IMPOSED BY INTERNATIONAL JURY:

For starting line incidents: Atara: 5 minutes added to corrected time; Maglieri Wines: 5 minutes added to corrected time; Lock on Wood: 5 minutes added to corrected time. For outside assistance: Nicorette penalised 10% of placings.

**RETIRED:** Adrenalin, Assassin, Berrimilla, Grandee of Crabtree Lane, Midnight Rambler, Rapsallion, Sagacious Five, She's Apples II, Southerly, Starlight Express, Team Jaguar Infinity III, Valtair, Weowna Winner, Windstopper, Portofino.