



RACE SIX 1993-94

Winner Maxi Class New Zealand Endeavour
 Skipper Grant Dalton/NZL
 Boat Farr Maxi Ketch
 Flag New Zealand
 Elapsed time 120:05:09:23

Winner Whitbread 60 Class Yamaha
 Skipper Ross Field/NZL
 Boat Farr Whitbread 60
 Flag Japan/New Zealand
 Elapsed time 120:14:55:00

Maxi Class Podium positions (on elapsed time)

1 NZ Endeavour/Grant Dalton/NZL (120:05:09:23)
 2 Merit Cup/Pierre Fehlmann/SUI (121:02:50:47)
 3 La Poste/Eric Tabarly/FRA (123:22:54:58)
 4 Uruguay Natural/Gustavo Vanzini/URG (145:00:17:44)
 5 Fortuna/Lawrie Smith/GBR DNF

W60 Class Podium positions (on elapsed time)

1 Yamaha/Ross Field/NZL (120:14:55:00)
 2 Intrum Justitia/Lawrie Smith/GBR (121:05:26:26)
 3 Galicia '93 Pescanova/Javier Gandara/ESP (122:06:12:23)
 4 Winston/Dennis Conner/USA/Brad Butterworth/NZL (122:09:32:09)
 5 Tokio/Chris Dickson/NZL (128:16:19:48)
 6 Brookfield/Guido Maisto/ITA (130:04:29:27)
 7 Hetman Sahaidachny/Eugene Platon/UKR (135:23:17:52)
 8 Dolphin & Youth/Matt Humphries/GBR (136:17:37:19)
 9 Heineken/Dawn Riley/USA 137:21:03:17)
 10 Odessa/Anatoly Verba/UKR (158:03:31:26)

COURSE

Leg 1 Southampton - Punta del Este
 Leg 2 Punta del Este - Fremantle
 Leg 3 Fremantle - Auckland
 Leg 4 Auckland - Punta del Este
 Leg 5 Punta del Este - Ft Lauderdale
 Leg 6 Ft Lauderdale - Southampton
 Distance 31,975 nm
 Entries 5 Maxi/10 W60 (15)

START DATE	LEG DISTANCE	WINNER MAXI DIV	WINNER W60 DIV
25-Sep-93	5,938	NZ Endeavour	Tokio
13-Nov-93	7,558	Merit Cup	Intrum Justitia
08-Jan-94	3,272	NZ Endeavour	Tokio
19-Feb-94	5,914	NZ Endeavour	Intrum Justitia
02-Apr-94	5,475	Merit Cup	Yamaha
21-May-94	3,818	NZ Endeavour	Tokio

1993-94 Overview

- Two yachts were dismantled and one boat (Fortuna) failed to complete the course.
- The Whitbread 60 made its debut.
- There were two entries from the Ukraine.
- Two former America's Cup antagonists Dennis Conner (Winston) and Chris Dickson (Tokio) entered the race for the first time.
- Race Patron HRH The Duke of York fired the start gun.
- Fortuna was doubly dismantled within 24 hours of the start of Leg 1 and retired.
- Fortuna's skipper, Britain's Lawrie Smith returned as the skipper of Intrum Justitia from Leg 2 onwards.
- The crew of US Women's challenge all but mutinied after Leg 1. Dawn Riley was brought in as skipper and the boat renamed Heineken for Leg 3 onwards.
- At age 22, Matt Humphries became, and still is, the youngest person to skipper a boat in the race.
- At the start of Leg 2, a crewmember from the maxi Uruguay Natural jumped overboard and swam away, not wanting to race through the Southern Ocean.
- Eight of the fleet were OCS (on course side) at the start of Leg 4 in Auckland and were recalled.
- Four of the La Poste crew were arrested during the second stopover in Punta del Este and held in a Uruguay jail. La Poste sailed Leg 5 with only 11 crew instead of 14. Those arrested were charged with deprivation of liberty and assault following an incident where an alleged burglar was caught and allegedly detained and assaulted in their apartment in Punta del Este.
- Tokio dismantled while leading the fleet during Leg 5. All hopes of winning overall were dashed.

Leg 1 Southampton to Punta del Este

The Whitbread 60 was introduced to keep down costs and some of the biggest names on the racing circuit at the time signed up. Dennis Conner, the four-time America's Cup winner, teamed up with future Cup legend Brad Butterworth on Winston and came up against another AC veteran and Whitbread debutant, Chris Dickson, on Tokio. Lawrie Smith returned in the modified Spanish maxi Fortuna, and at age 22 Matt Humphries became (and still is) the youngest skipper in the history of the event to skipper a boat.

Within hours of the start from Southampton, Fortuna, which had been converted from a sloop into a ketch, giving her more sail area than anyone else, lost her mizzenmast when the first strong puff of wind arrived, and then, two days later, the rest of the rig came crashing down. She retired from the race.

Meanwhile, New Zealand Endeavour blasted down to the Doldrums well ahead of everyone else, then sat becalmed and watched as the others caught up. The only boat not on skipper Grant Dalton's radar was Chris Dickson's W60 Tokio, which had headed further south to find more wind. It proved an inspired tactical move but New Zealand Endeavour was able to find the pace and lanes necessary to hold on, arriving in Punta del Este just three hours ahead.

US Women's Challenge ran out of money and senior members of the crew left the team. In the shake-up, the skipper Nance Frank left the campaign and Dawn Riley, watch leader with Maiden in the previous race, was brought in as a replacement skipper.

Leg 2 Punta del Este to Fremantle

Fortuna's skipper, Lawrie Smith returned for Leg 2 to take over from Intrum Justitia's skipper Roger Nilson who had injured his knee. Minutes before the start, one crewmember on the maxi Uruguay Natural jumped off the boat and into the sea. Many wished they had done the same as the very worst of the ocean's demons turned the second leg into a grim and terrifying experience.

US Women's Challenge wrenched the clew out of their spinnaker and split their mainsail in two when they gybed Chinese style. It took more than two days to repair in the teeth of a violent snowstorm. Bowman Ken Hara was knocked off Tokio, but was quickly retrieved.

Flying a full-size spinnaker and a mizzen gennaker set in 35 knots of wind, New Zealand Endeavour was making excellent speed, which was halted when the mizzenmast snapped at the third spreader. Brookfield lost her rudder shaft, which was ripped out in a gale, leaving a large hole in the hull. Her communications system was destroyed and the crew was trying to stem the intake of water.

Winston and Intrum Justitia suspended racing and headed to the Italians' aid, but it was La Poste, the French maxi, who reached Brookfield first, 12 hours after her first SOS. She stood by in case the boat sank and waited for two US Navy ships to come and escort Brookfield to port.

Dolphin & Youth broke her rudder – the crew lashed it back on and continued - while Galicia '93 Pescanova and Winston suffered delamination.

Intrum Justitia meanwhile, headed south towards the ice in the hope of picking up winds and set a new 24-hour record, logging 425 miles, sailing at an average of 17.75 knots. She crossed the Fremantle finish line first, establishing the W60 as a true thoroughbred, capable of standing up to the roughest conditions and displaying some truly extraordinary speeds. Tokio finished second, just two hours astern after more than 7,000 miles, while Winston and Yamaha both made it in before Merit Cup led home the maxis.

Leg 3 Fremantle - Auckland

In a spectacular spinnaker start, the fleet surfed past the magnificent Perth beaches, pushed by the famous 'Fremantle doctor'. Dennis Conner and Winston had the conviction that the wind was strongest in the roaring forties. With a lead of 140 nm, it looked like the winning break had been made in the first week. But, at Tasmania, Winston ran into a wall of light air and the fleet reeled her in. After an enthralling tactical battle, Tokio was first to the top of New Zealand with a six-mile lead over New Zealand Endeavour off Cape Reinga. Ten miles behind were Winston, Yamaha and Galicia '93 Pescanova.

Tokio and New Zealand Endeavour were neck and neck, but as the wind changed strength and direction to suit the maxi, New Zealand Endeavour slowly ran Tokio down to take the lead three miles from the finish. The margin between them was just over two minutes.

Winston arrived two and a half hours after Tokio for second place in the W60 class and Yamaha was a further 10 minutes back. The maxi La Poste, now led by Eric Tabarly, finished 24 minutes later, edging Galicia '93 Pescanova, the fourth-placed W60, by just 12 seconds. When Intrum Justitia took fifth in the W60 class, it meant the first seven boats had finished within five hours.

Leg 4 Auckland - Punta del Este

Leg 4 started fast and furious, with Intrum Justitia setting another world record of 428.7 nm in 24 hours as they passed the Chatham Islands, but thereafter the leg turned into an upwind slog with the crews coping not with ice, but buckets of rain.

There were no sleigh rides in the Southern Ocean and New Zealand Endeavour covered 2,500 miles without once hoisting a spinnaker.

In the approach to Cape Horn, Intrum Justitia was leading both fleets, sailing towards the famous landmark on a fast reach, while, while closer on the wind, Tokio and Galicia '93 Pescanova slowed.

Intrum Justitia's lead stretched to almost 100 miles over Tokio and half that over New Zealand Endeavour, but the wind dropped and New Zealand Endeavour overtook. At the finish line, the margin was just five minutes. Further back and 1,000 nm the 'wrong' side of Cape Horn, the crew of Dolphin & Youth had discovered that two keel bolts had sheared, water was pouring in, and the keel was wobbling dangerously. They completed the leg safely by having one man permanently on 'keel' watch, another pumping and the whole crew ready to abandon ship in case the keel was lost and the boat capsized. The all-female crew of US Women's Challenge, now renamed Heineken, had to contend with 50-knot winds through the Le Maire Straits and then broke their rudder, eventually nursing their yacht into port and repairs in Montevideo.

Leg 5 Punta del Este to Fort Lauderdale

What was expected to be little more than a gentle cruise up the coast of South America couldn't have been further from the truth. The fleet arrived bruised and battered in Fort Lauderdale and the leaderboard was given a huge shake-up.

Dolphin & Youth headed for Rio de Janeiro when a section of the bow delaminated and began to flex badly. The crew of New Zealand Endeavour and La Poste made repairs at sea when the same thing happened.

Late into Day 6, Tokio was dismayed. She headed under jury rig to the nearby port of Santos, Brazil where the crew constructed a new mast from the wreckage and within 36 hours, they returned to the racetrack, but their hopes of winning the race were gone.

It left the way clear for Intrum Justitia and Yamaha. Ross Field had recruited a meteorologist for this leg and while Yamaha stayed in decent breezes, Intrum Justitia stopped dead in the doldrums.

Yamaha crossed the finish line in Fort Lauderdale first, seizing the class lead from Tokio, who eventually arrived in Fort Lauderdale nine days behind. In the maxi class, Merit Cup claimed their second leg win, capitalising on New Zealand Endeavour's delamination. Intrum Justitia was fourth over the line and second in the W60 class, while Galicia '93 Pescanova strengthened her claim for an overall W60 podium place by taking third.

Leg 6 Fort Lauderdale to Southampton

Gales and fog typified this final leg to Southampton, with conditions in the Solent bordering on downright dangerous as the fleet careered towards the finish line. Dense fog out in the Atlantic

caused Dolphin & Youth to avoid a collision with a cargo container ship by 15 metres and then a massive iceberg by a boat length.

The fog lifted and the gales returned during which Heineken lost her third rudder. A replacement rudder was brought out to her and she carried on.

Tokio was in blistering form, and, with nothing to lose, set her spinnaker and covered 120 miles in the last six hours to cross the line first in both fleets, but nothing could make up for her earlier dismasting and it was one of the cruellest outcomes in the history of the race.

Winston finished second and Yamaha third, good enough to win the W60 class by 15 hours from Intrum Justitia on overall time. Intrum Justitia was the fourth W60 to cross the Southampton finish line.

New Zealand Endeavour was the first maxi over the line for the fourth time – cementing a convincing overall class win. New Zealand Endeavour also recorded the fastest elapsed time across both classes, roughly 10 hours faster than Yamaha.