

TAPE 3, SIDE A BEGINS

LEGEND:

V. 1	=	Telstra Control male (Michael Brown)
V. 2	=	Telstra Control female
V. 3	=	Telstra Control main person (Lou Carter)
V. 4	=	Weather forecaster
V. 5	=	Canonmaris
V. 6	=	A.B.N. AMRO
V. 7	=	Adagio
V. 8	=	Aera
V. 9	=	A.F.R. Midnight Rambler
V. 10	=	Alexander of Creswell
V. 11	=	Allusive
V. 12	=	Antipodes Sydney
V. 13	=	Antuka
V. 14	=	Aspect Computing
V. 15	=	Assassin
V. 16	=	Atara
V. 17	=	Aurora
V. 18	=	Ausmaid
V. 19	=	Avanti
V. 20	=	B-52
V. 21	=	Bacardi
V. 22	=	Berrindla (s.l. Berramilla)
V. 23	=	Bin Rouge
V. 24	=	Bobsled
V. 25	=	Boomaroo Morse Fans
V. 26	=	Breakaway

V. 27	=	Bright Morning Star
V. 28	=	Brindabella
V. 29	=	Business Post Naiad
V. 5	=	Canonmaris
V. 31	=	Challenge Again
V. 32	=	Chutzpah
V. 33	=	Computerland
V. 34	=	Cyclone
V. 35	=	Dixie Chicken
V. 36	=	Doctel Rager
V. 37	=	Elusion Blue
V. 38	=	Forzado
V. 39	=	Foxtel
V. 40	=	Fudge
V. 41	=	Gundy Grey
V. 42	=	Hawk V
V. 43	=	Helsel II
V. 44	=	Henry Kendall Akubra
V. 45	=	Hi Flyer
V. 46	=	Hogsbreath Witchdoctor
V. 47	=	Impeccable
V. 48	=	Indian Pacific
V. 49	=	Young Endeavour Industrial Quest
V. 50	=	Inner Circle
V. 51	=	Innkeeper
V. 52	=	Jack Guy
V. 53	=	Jubilation
V. 54	=	Kendell(?)

V. 55	=	Kickatinalong
V. 56	=	King Billy
V. 57	=	Kingura(?)
V. 58	=	Komatsu Blue Lady
V. 59	=	Lady Penrhyn
V. 60	=	Liquid Asset
V. 61	=	Loki
V. 62	=	Magleri(?) Wines
V. 63	=	Marchioness
V. 64	=	Margaret Rintoul III
V. 65	=	Mark Twain
V. 66	=	Mercedes IV
V. 67	=	Midnight Special
V. 68	=	Milintinta
V. 69	=	Mirrabooka
V. 70	=	Misty
V. 71	=	Morning Tide
V. 72	=	Nattel Adrenalin
V. 73	=	New Horizons
V. 74	=	Ninety Seven
V. 75	=	Nokia
V. 76	=	Not Negotiable
V. 77	=	Noumea
V. 78	=	Ocean Designs
V. 79	=	Outlaw
V. 80	=	Pippin
V. 81	=	Polaris
V. 82	=	Quest

V. 83	=	Ragamuffin
V. 84	=	Rapscallion - Team Synergy
V. 85	=	Red Jacket
V. 86	=	Relish IV
V. 87	=	Renegade
V. 88	=	Ruff n Tumble
V. 89	=	Sagacious V
V. 90	=	Sayonara
V. 91	=	Sea Jay
V. 92	=	Secret Men's Business
V. 93	=	She II
V. 94	=	She's Apples Two
V. 95	=	Siena
V. 96	=	Sledgehammer
V. 97	=	Solo Globe Challenger
V. 98	=	Southerly
V. 99	=	Spirit of Downunder
V. 100	=	Sword of Orion
V. 101	=	Sydney
V. 102	=	T42 Solandra
V. 103	=	Tartan
V. 104	=	Team Jaguar Infinity III
V. 105	=	Tenacious
V. 106	=	Terra Firma
V. 107	=	Tilting at Windmills
V. 108	=	Trust Bank Hummingbird
V. 109	=	Unipro Ocean Road
V. 110	=	Vagrant

V. 111	=	Valheru
V. 112	=	V.C. Offshore Stand Aside
V. 113	=	Waitangi III
V. 114	=	Veto
V. 115	=	Wide Load
V. 116	=	Wild One
V. 117	=	Wild Thing
V. 118	=	Winston Churchill
V. 119	=	Yendys
V. 120	=	Zeus II
V. 121	=	Coastal Patrol Eden
T.C.	=	Telstra Control background conversation
U.Y.	=	Unknown yacht
V. 122	=	C.Y.C. Base
V. 123	=	Mallacoota Coast Guard
V. 124	=	(s.l.) Pentacomstat (Derek, Sam)
V. 125	=	Rescue trawler Moira Elizabeth
V. 126	=	ABC helicopter
V. 127	=	? Weather forecaster (deep voice)
V. 128	=	Sydney Radio
V. 129	=	Hector
.....	=	Cannot decipher
(s.l.)	=	Sounds like
-	=	Interjection

V. 75 - - - 1-5-0-1-3.

V. 3 Nokia, 3-8-2-2-1-5-0-1-3. Not negotiable?

V. 76 Not Negotiable, 3-7-1-3-1-5-0-2-4.

V. 3 Not Negotiable, 3-7-1-3-1-5-0-2-4. Noumea?

V. 77 3-7-2-6-1-5-1-0-0.

V. 3 Noumea, 3-7-2-6-1-5-1-0-0. All O.K?

V. 77 O.K.

V. 3 Ocean Design?

V. 78 (NO AUDIBLE REPLY)

V. 3 Outlaw?

V. 79 Outlaw's position is 3-7-4-3-1-5-0-3-4. At the moment we're having an inspection of the structural damage and we'll have to come back after the sched with a report, over.

V. 3 Roger to that, Outlaw. Outlaw, 3-7-4-3-1-5-0-3-4 with some problems. Pippin?

V. 80 Pippin, 3-7-3-1-1-5-0-4-3.

V. 3 Pippin, 3-7-3-1-1-5-0-4-3. Polaris?

V. 81 Polaris' position, 3-7-1-0-1-5-0-2-7. We are proceeding to Twofold Bay to shelter for the night. We are not retiring. Over.

V. 3 Good news. Polaris, 3-7-1-0-1-5-0-2-7. Quest?

V. 82 Quest's position, 3-8-1-6-1-5-0-3-4.

V. 3 3-4?

V. 2

V. 3 Quest, 3-8-1-6-1-5-0-3-4. Ragamuffin?

V. 83 Ragamuffin, 3-8-2-9-1-5-0-3-1.

V. 3 Ragamuffin, 3-8-2-9-1-5-0-3-1. Rapsallion?

V. 84 Rapsallion, 3-7-2-8-1-5-0-1-9.

V. 3 Rapsallion, 3-7-2-8-1-5-0-1-9. Red Jacket has retired. Where are you, Red Jacket?

V. 85 Red Jacket is currently 3-7-1-3-1-5-0-0-9, E.T.A. Eden 1700, over.

V. 3

V. 1 1700.

V. 2 1700.

V. 3 Thanks, Red Jacket. 3-7-1-3-1-5-0-0-9, Eden 1700. All O.K. on board?

V. 85 Yeah, we're fine. We're just the rig along.

V. 3 Roger to that. Relish IV?

V. 86 Relish IV, 3-7-3-1-1-5-0-2-4.

V. 3 Relish IV, 3-7-3-1-1-5-0-2-4. Renegade?

V. 87 Renegade, 3-7-3-3-1-5-0-2-1, all O.K.

V. 3 Good news. Renegade, 3-7-3-3-1-5-0-2-1. Ruff n Tumble?

V. 88 Ruff n Tumble is 3-7-2-1-1-5-0-2-0 and we're just heading back to Eden and we'll be officially retiring from the race. At this stage we have no engine

V. 3 Eden, retired?

V. 1 Yeah.

V. 2 Yeah.

V. 3 Sorry to hear that, Ruff n Tumble. 3-7-2-1-1-5-0-2-0, Eden and retiring. Sagacious V, are you there?

V. 89 (NO AUDIBLE REPLY)

V. 121 Coastal Patrol Eden has Sagacious V at 3-7-2-8-1-5-0-0-4, over.

V. 3 Thanks very much for that, Eden Coastal Patrol. He was a worry, this bloke. He's at 3-7-2-8-1-5-0-0-4. Was that V.H.F?

V. 121 That was a relay from one of the coast patrols further down the coast, over.

V. 3 Oh, Roger, thanks for that. Sayonara?

V. 90 Sayonara, 3-9-0-6-1-5-0-0-9.

V. 3 Sayonara, 3-9-0-6-1-5-0-0-9. I don't suppose you've seen Brindabella, have you, Sayonara?

V. 90 Negative confirmed sighting. We do however think we see a yacht astern 3 or 4 miles but no confirmation on that or who it is.

V. 3 Roger to that. Thanks very much and great sailing down there. Tell to keep an eye out for Tasman Island for you. Sea Jay?

V. 91 Sea Jay, 3-7-3-6-1-5-0-2-6, over.

V. 3 Sea Jay, 3-7-3-6-1-5-0-2-6. Secret Men's Business?

V. 92 Secret Men's Business, 3-7-4-2-1-5-0-2-1.

V. 3 Secret Men's, 3-7-4-2-1-5-0-2-1. She II?

V. 93 (NO AUDIBLE REPLY)

V. 92 Secret Men's Business, Secret Men's Business.

V. 3 Yes, Secret Men's, go?

V. 92 We just have a, an injured crewman as well with a suspected fractured leg. We'll be able to confirm that when we get a little bit closer to Eden but we might just call for medical attention when we do, over.

V. 3 Yes, we'll handle that now. Eden Coastal Patrol, Eden Coastal Patrol, here is Telstra Control, over.

V. 121 Telstra Control, Eden Coast Patrol, over.

V. 3 I've just got a report from Secret Men's Business. He is at 3-7-4-2-1-5-0-2-1 and has a, an injured crewman on board. May I alert you that they will be in touch with you at a latter stage re some assistance, over.

V. 121 Roger to that, Telstra Control. Do they have an E.T.A. yet, over?

V. 3 Secret Men's, have you got an E.T.A?

V. 92 I think around 2200 hours, over.

V. 3 Eden Coastal Patrol, they're going for 2200 E.T.A. Over.

V. 121 Yeah. Copy that, Telstra Control. We'll let the ambos now and they can take it from there when they get alongside, over.

V. 3 Yes, thanks very much for that. I'll talk to you after this, Secret Men's. She II?

V. 93 (NO AUDIBLE REPLY)

V. 3 She's Apples?

V. 94 She's Apples' position is 3-7-1-5-1-5-0-1-7, E.T.A. Eden about 1730, over.

V. 3 She's Apples, 3-7-1-5-1-5-0-1-7, Eden 1730. You're not retiring, I don't think, at this stage, are you?

V. 94 No, negative, no. We're not retiring, we're just seeking shelter, over.

V. 3 Roger to that. Siena?

V. 95 Siena. 3-7-2-9-1-5-0-4-5.

V. 3 Siena, 3-7-2-9-1-5-0-4-5. Sledgehammer's retiring. Any, where, are you there, Sledgehammer?

V. 96 Yeah, Sledgehammer. 3-4-3-1-1-5-0-5-6, E.T.A.
Pittwater, midnight tonight, over.

V. 3 Pittwater. 2359. Yes, thanks, Sledgehammer. 3-4-3-1-
1-5-0-5-6. Pittwater at 2359. We'll see you again
next year. Solo Globe?

V. 97 Solo Globe Challenger's position, 3-7-3-7-1-5-0-2-0.

V. 3 Solo Globe, 3-7-3-7-1-5-0-2-0. Matthew Talbot,
Southerly, are you there?

V. 98 Southerly, 3-6-5-7-1-5-0-4-7.

V. 3 (DEMONSTRATES AUDIBLY) I thought you were up the Eden
Fishermen's Club, Stork. Southerly, 3-6-5-7-1-5-0-4-7.
All O.K?

V. 98 Romeo to that.

V. 3 Spirit of Downunder?

V. 43 This is Helsel II reporting for Spirit of Downunder.
Their position, 3-7-5-7-1-5-0-3-5. They're all O.K.
but they sound, over.

V. 3 Yes, thanks very much for that, Helsel II. Spirit of
Downunder 3-7-5-7-1-5-0-3-5. Sword of Orion?

V. 100 Sword of Orion, 3-8-0-4-1-5-0-1-8. I just want to tell
you a little bit about the weather we're experiencing
down here. It's a little bit different to the
forecast, over.

V. 3 Sword of Orion, I would appreciate that for ourselves
and all of the fleet, over.

V. 100 Yes. We are experiencing 50 to 65 knot westerlies with
gusts to 78 knots, over.

V. 3 Gusts 70 - - -

V. 1 78 knots.

V. 2 78.

V. 3 For all of the fleet, we have Sword of Orion at 3-8-0-4-1-5-0-1-8, winds 5-0 to 6-5 from the west, gusting 7-0 to 7-8 knots. I will repeat that. We have the yacht, Sword of Orion, at 3-8-0-4-1-5-0-1-8 with winds 5-0 to 6-5 knots from the west with gusts 7-0 to 7-8 knots. Thanks very much for that, Sword of Orion. Sydney? Sydney, are you there?

V. 2

V. 1 78 knots.

V. 3 She has retired and is - - -

V. 1 Sword of Orion.

V. 3 - - - heading Sydney, 0300 E.T.A.

V. 1 That's

V. 3 T42 Solandra? I'd love a - - -

V. 102 T42 Solandra, 3-7-1-7-1-5-1-0-2.

V. 1 What's

V. 3 1-5-1-0-2?

V. 1 Yeah. Seems a bit far.

V. 3 T42 Solandra, just give me a Roger on that. Oh, no, you were out there before. No, it's all right. 3-7-1-7-1-5-1-0-2, is that affirmative?

V. 102 That's a Roger, over.

V. 3 Yeah. Roger to that. Tartan, Tartan, are you there?

V. 103 Tartan's position is 3-7-0-5-1-5-0-0-3, E.T.A. in Eden, 1545, for shelter only.

V. 3 For shelter. Copy, Tartan. 3-7-0-5-1-5-0-0-3, Eden 1545, not retiring. Tenacious?

V. 105 Yeah, Tenacious, 3-6-5-6-1-5-0-0-8, some fuel problems, we'll after the sched, over.

V. 3 Right, Tenacious. We've got you at 3-6-5-6-1-5-0-0-8 with fuel problems. Terra Firma?

V. 106 (NO AUDIBLE REPLY)

V. 3 Oh, Terra Firma retired, did it?

V. 1 Yeah.

V. 3 No?

V. 1 Just, just hang on.

V. 2

V. 1 most of the too.

V. 3 Oh, O.K.

V. 2 We rang 'em up a moment ago just

V. 3 Tilting at Windmills?

V. 1 It's in Eden.

V. 107 Tilting at Windmills, 3-7-3-9-1-5-0-2-7.

V. 3 Tilting at Windmills, 3-7-3-9-1-5-0-2-7. Trust Bank came up a little earlier at 3-7-2-1-1-5-0-3-8. Unipro Ocean Road?

V. 109 Unipro Ocean Road, 3-7-1-1-1-5-0-0-6, over.

V. 3 Unipro Ocean Road, 3-7-1-1-1-5-0-0-6. Vagrant?

V. 110 (NO AUDIBLE REPLY)

V. 3 Valheru?

V. 111 Valheru, 3-7-5-7-1-5-1-0-5.

V. 3 Valheru, 3-7-5-7-1-5-1-0-5. V.C. Offshore?

V. 112 (NO AUDIBLE REPLY)

V. 3 Veto?

V. 113 Veto, 3-6-5-7-1-5-0-5-7.

V. 3 Veto, 3-6-5-7-1-5-0-5-7. Waitangi?

V. 114 Waitangi, 3-7-1-0-1-5-0-3-0.

V. 3 Waitangi, 3-7-1-0-1-5-0-3-0. Wide Load?

V. 115 (NO AUDIBLE REPLY)

V. 3 Wild One?

V. 116 Wild One, 3-7-0-6-1-5-0-0-2. E.T.A. Eden 1600. We are sheltering and not retiring.

V. 3 Wild One, 3-7-0-6-1-5-0-0-2, Eden, 1600, not retiring. Wild Thing's retired. Are you there, Wild Thing?

V. 117 Wild Thing, 3-6-5-9-1-5-1-0-6, E.T.A. Eden, 0600 tomorrow.

V. 3 0600 - - -

V. 1 Twenty

V. 3 - - - tomorrow.

V. 1 nine, is it?

V. 3 Wild Thing, 3-6-5-9-1-5-1-0-6, Eden 0600, the 20 - - -

V. 2 20 - - -

V. 1 28.

V. 3 28th, isn't it?

V. 1 Yeah. 28th.

V. 3 28/12. Winston Churchill?

V. 118 (NO AUDIBLE REPLY)

V. 3 Yendys?

V. 119 Yendys, position 3-8-0-4-1-5-0-1-9. We are, probably have similar conditions as Sword, everybody's O.K.

V. 3 Roger to that, Yendys. Yendys is in a similar position to Sword of Orion and is experiencing the same situation. He's at 3-8-0-4-1-5-0-1-9. Zeus II, are you there, Jim?

V. 120 Zeus II, 3-7-0-5-1-5-1-0-3.

V. 3 Zeus II, 3-7-0-5-1-5-1-0-3. Young Endeavour is at 3-7-0-9-1-5-0-1-7. We have a message from, Sayonara, if you're still there, from R.C.C. Australia. Tasman Island is - - -

V. 1 Currently reported

V. 3 - - - currently repaired, it is - - -

V. 1 Reported.

V. 3 - - - it is unreliable. The status is being investigated. From R.C.C. Australia, the Tasman Island light is currently being repaired. It is unlit and unreliable. We are investigating the status, over.

V. 90 A Roger, message to Sayonara?

V. 3 Yes, Sayonara, it was a message in relation to Tasman Island, the southern point where you, where you started to go west, over.

V. 90 Yeah, Roger, understand, Sayonara understands.

V. 3 Going back, Atara, Atara, are you there?

V. 16 Atara, we are 15 ...

V. 3 Atara, 3-8-4-5-1-5-0-2-1. Ausmaid, Ausmaid, are you there?

V. 18 (NO AUDIBLE REPLY)

V. 3 Anyone copy Ausmaid? Any sightings of Ausmaid?

V. 16

V. 3 There's a yacht trying to get through. Anyone copy him? I think it might've been Atara. Atara, are you trying to correct something, over?

V. 16 0-5.

V. 1 0-5.

V. 3 Roger, I've got you, Atara. 3-8-0-5-1-5-0-2-1. Is that affirmative? Give it to me three times.

V. 16 (NO AUDIBLE REPLY)

V. 3 Anyone copy affirmative?

V. 53 Jubilation, Telstra, it's affirmative.

V. 3 Yes, thanks very much, Jubilation. Ausmaid I'm worried about. Any, any sightings on Ausmaid?

V. 1 Lou,

U.Y.

V. 3 Did anyone hear that then?

V. 53 Jubilation's got copy. What boat are you calling?

V. 3 I'm copying, trying to get Ausmaid, who has not reported in, this will be the second sched, over.

V. 53 I could hear transmission, but

V. 3 Ausmaid, even if we can, Jubilation, even if we can get a, a Roger that it is Ausmaid, that he is O.K. So if you could, you're hearing him a little bit better, if you call, call him and get him to repeat an, a, a Roger, Roger, do it, let's do it six times, over.

V. 53 Ausmaid, Ausmaid, this is Jubilation, Jubilation. If you copy, read, Roger, Roger, six times. Count up to six, Roger, Roger.

V. 18 (NO AUDIBLE REPLY)

V. 53 Jubilation, Telstra. No copy.

V. 3 Did anyone copy? Jubilation, get him to do it with his handset. Just try and in and out with his handset with the press mike button, over.

V. 53 Affirmative. Ausmaid, Ausmaid. Jubilation, Jubilation. We are trying to contact you on schedule. If you copy me, press your speak button off and on intermittently six times.

V. 18 (NO AUDIBLE REPLY)

V. 53 Negative copy, Telstra.

V. 3 Roger to that. No one else copy?

V. 122 Telstra Control, C.Y.C. Base, over.

V. 3 C.Y.C. Base, go?

V. 122 (NO AUDIBLE REPLY)

V. 3 C.Y.C. Base, Telstra Control, go?

V. 122 Telstra Control, C.Y.C. Base. We couldn't copy anything down here either.

V. 3 Roger to that. I'm not happy with what we've heard. I would like to alert all yachts, page 1-3 of the sailing instructions, 4-4 and the paragraphs from there on re an initial search procedure. I would like to alert all yachts to read that and we will be following that situation tonight. Page 1-3, section 4-4. That is in relation to Ausmaid. Going ahead, Brindabella, Brindabella, are you there?

V. 28 (NO AUDIBLE REPLY)

V. 1 We've got to do that tonight.

V. 3 Yeah. Anyone copy Brindabella? The only thing we have is that the American yacht, Sayonara, has a vessel, I only say a vessel, 3 to 4 miles astern of them and we trust that it's Brindabella. Forzado, Forzado, are you there?

V. 38 (NO AUDIBLE REPLY)

V. 3 Anyone copy Forzado? Any sightings Forzado? Fudge, Fudge, are you there?

V. 40 (NO AUDIBLE REPLY)

V. 3 Any copy on Fudge? Any sightings Fudge?

T.C. Background conversation.

V. 3 Hawk V, Hawk V, Telstra Control, go?

V. 42 (NO AUDIBLE REPLY)

V. 3 Any copy or sightings on Hawk V? Hi Flyer?

V. 45

V. 3 Hi Flyer was there. Who copied?

V. 53 Jubilation copied. Sounds like Carol Turnbull, owner skipper - - -

V. 3 Yeah.

V. 53 - - - but I could not read.

V. 3 Hi Flyer, I'll get you to go again with your position three times, go with your latitude only three times. Latitude only three times.

V. 45

V. 3 Jubilation, did you copy?

V. 53 I could only identify 3-7. Apparently she's got flat batteries. I don't know if she can hear, but we might

try the technique of getting her to press her talk button.

V. 3 I heard the 3-7. Let's, let's just work her through. Your minutes of latitude only three times, minutes of latitude only three times.

V. 45

V. 3 Anyone copy?

V. 53 Jubilation, negative.

V. 105 Tenacious. Possibly 5-9, over.

V. 2 5-9, I heard 5 something.

V. 3 That's pretty well what we thought, and that fits in pretty well with the - - -

V. 1 Mmm.

V. 3 - - - with his sched. Your degree of longitude only, degree of longitude only, three times?

V. 45

V. 1 1-5-1.

V. 3 Jubilation?

V. 53 Jubilation reads 1-5 only.

V. 3 Anyone else copy?

V. 105 Tenacious. Earlier I thought I read the minutes of longitude as 0-5 and degrees as 1-5-0, over.

V. 3 Yes, I thought that myself. Let's go for your minutes of longitude only, minutes of longitude only?

V. 45

V. 1 5-8.

V. 3 Anyone copy?

V. 53 Jubilation, no copy.

V. 1 I think it's, I think it's her (s.l.) squelch clarifier.

V. 3 Tenacious, what did you think?

V. 105 It was either 0-6 or 0-8.

V. 3 Yeah.

V. 105 I think 0-8, over.

V. 3 Yeah, I got 0-8. Hi Flyer, if you give us a Roger on this. 3-7-5-9-1-5-0-0-8?

V. 45

V. 3 There's a Roger, and a Roger.

V. 1 I couldn't hear it, no, no.

V. 3 Jubilation, I'm sure that was a Roger. Did you get him?

V. 53 (NO AUDIBLE REPLY)

V. 3 Tenacious?

V. 105 Tenacious, nothing heard.

V. 3 We know he's safe there, anyhow. I think we'll go with 3-7-5-9-1-5-0-0-8, with a question mark.

V. 1 It needs clarifier, I think

V. 3 Mercedes IV, are you there?

V. 66 (NO AUDIBLE REPLY)

V. 3 Anyone copy or see Mercedes IV?

V. 66 Mercedes IV, Mercedes IV, do you copy?

V. 3 Go?

V. 66 Mercedes IV position, 3-7-3-1-1-5-0-2-6, all O.K. and, but you're breaking up badly.

V. 3 Right, Mercedes IV. 3-7-3-1-1-5-0-2-6. All O.K. Mirrabooka?

V. 69 Mirrabooka, 3-7-4-5-1-5-0-5-3.

V. 3 Mirrabooka, 3-7-4-5-1-5-0-5-3. Ocean Designs?

V. 78 Ocean Designs, 3-7-5-9-1-5-0-2-1. We're having some
difficulty running repairs, we should, we should
be able to continue, over.

V. 3 Roger to that, Ocean Designs, 3-7-5-9-1-5-0-2-1, and
all O.K. with a few running repairs. She II, She II,
are you there?

V. 93 (NO AUDIBLE REPLY)

V. 3 Anyone copy or see She II?

V. 93 She II, She II, are you there, Lou?

V. 3 Yes, go?

V. 93 Yeah, sorry about the little one earlier, mate. We
just had the steering chain break right in the middle
of the sched, over.

V. 3 Oh - (DEMONSTRATES AUDIBLY) - that was very convenient.
Go, go again if you're ready.

V. 93 Yeah, Romeo, Lou. Our current position is 3-7-1-5-1-5-
0-4-7 on route under motor to Eden and unfortunately
we'll have to retire this year.

V. 3 I'm sorry to hear that, She II. You're at 3-7-1-5-1-5-
0-4-7. E.T.A. Eden?

V. 93 Not too sure yet. We'll have a look at that and I'll,
I'll give Eden a call when we get a little closer there
and, or take it back to you, Lou.

V. 3 Roger to that. You are retiring. We'll see you again
next year anyhow, that's for sure. Team Jaguar?

V. 104 (NO AUDIBLE REPLY)

V. 3 Anyone copy or sight Team Jaguar? Terra Firma?

V. 106 (NO AUDIBLE REPLY)

V. 3 Any copy or sightings Terra Firma? Vagrant?

V. 110

V. 3 Any copy or sightings Vagrant? V.C. Offshore?

V. 110

V. 1 Somebody's there.

V. 3 Someone trying to get in. Anyone copy him?

V. 105 Tenacious copies, over.

V. 3 Tenacious, go?

V. 105 Tenacious has Vagrant, position is 3-7-1-0-1-5-0-5-7,
over.

V. 110 of latitude 6.

V. 3 Tenacious, did you copy that again?

V. 105 (NO AUDIBLE REPLY)

V. 3 I've got Vagrant via Tenacious at 3-7-1-0-1-5-0-5-7.
Vagrant, is that a Roger? Give me one Roger, three
times.

V. 110 Vagrant, over.

V. 1

V. 2

V. 105 Tenacious, degrees, correction, minutes of latitude, 1-
6, 1-6, over.

V. 3 Oh, thanks for that, Tenacious, yeah, 3-7-1-6-1-5-0-5-
7. V.C. Offshore?

V. 112 (NO AUDIBLE REPLY)

V. 3 Any sightings or copy?

V. 49 Endeavour, Endeavour, Endeavour, this is Quest, Quest.

V. 3 Quest, go?

V. 49 Yeah, I'd just like to confirm that position if I could
at 3-8-1-6-1-5-0-3-4.

V. 3 What have we got?

V. 2 it is.

V. 3 3-8-1-6-1-5 - - -

V. 1 That's what we've got.

V. 3 Quest, I've got you 3-8-1-6-1-5-0-3-4, is that
affirmative?

V. 49 Affirmative. Thanks, Lou.

V. 3 Yeah. No, well, that's where I've got you. Wide Load,
go?

V. 115 (NO AUDIBLE REPLY)

V. 3 Any sightings or copy on Wide Load? What about Winny?
Winny, are you there?

V. 118 (NO AUDIBLE REPLY)

V. 3 Any sightings or copy on Winston Churchill?

V. 72 about an hour ago, Winston Churchill, or sorry,
correction, half an hour ago, at the beginning of the
sched, but I think Winston Churchill was approximately
a mile and a half - - -

V. 1

V. 72 - - -

V. 3 That yacht that's talking now, go again?

V. 72 Telstra Control, this is Nattel Adrenalin. At the
beginning of the sched, we had Winston Churchill
approximately a mile to the west of us, over.

V. 3 Roger. Could you work out that lat and long for me and relay it back?

V. 72 the lat and long that I gave you as my position, over.

V. 1

V. 3

V. 2 3-7-2-5-1-5-0 ...

V. 3 3-7?

V. 2 3-7.

V. 3 3-5.

V. 2 3-5.

V. 3 1-5-0.

V. 2 1-5-0-2-8.

V. 5 Telstra Control, this is Canonmaris. Do you read, Lou?

V. 3 Yes, I do, Dick. Just a minute. We've got Winston Churchill at 3-7-3-5-1-5-0-2-8 via Foxtel Adrenalin, Adrenalin anyhow, over.

V. 5 Yeah, Lou. Could you tell me, Team Jaguar, is that still racing or, or not?

V. 3 Yes, Dick, I've called him a couple of times but he hasn't come up as yet, over.

V. 5 O.K. Thanks, Lou.

V. 3 That completes the sched on 4-4-8-3.

V. 1 6-2-2-7.

V. 3 I will now go to 6-2-2-7. I will be coming back to 4-4-8-3 for traffic and I will advise you if I pick up Ausmaid on 6-2-2-7. We will be repeating the weather

for you people and any traffic. Telstra Control going 6-2-2-7.

V. 40 Telstra Control, Telstra Control, this is Fudge, Fudge, over.

V. 3 Oh, Fudge, yes, go?

V. 40 Fudge's position, 3-8-2-9-1-5-1-0-6.

V. 3 Oh, thanks for that, Fudge. That gets you off the list. 3-8-2-9-1-5-1-0-6. Telstra Control now going 6-2-2-7.

V. 38

V. 3 That yacht, before I go, who is it?

V. 38 This is Forzando.

V. 2 Forzando. Forzando?

V. 3 Oh, Forzando, yes, Forzando. Go?

V. 38 Forzando, 3-7-3-2-1-5-0-4-9.

V. 3 Yes, thanks, Forzando. 3-7-3-2-1-5-0-4-9. Any other?

V. 55 Telstra Control over.

V. 54 Kendell, Kendell.

V. 2 Kendell.

V. 3 Kendell, go?

V. 54 we wish to advise that we're returning to Eden. We will, won't be retiring at this stage. E.T.A. will be 6 hours. Current position, 3-7-4-4-1-5-0-2-6, over.

V. 3 Yes, I've got you that, Kendell. What was that other yacht there?

V. 55 Telstra Control, this is Kickatinalong, over.

T.C. Background conversation.

V. 3 Yes, Kickatinalong, yes, go?

V. 55 Telstra Control, Kickatinalong. We have an upgrade to our earlier sched. We are now retiring and slowly heading to Jervis Bay.

V. 1 Howard, Michael speaking. Go? 3-7-3-3 - - -

V. 3 Sorry to hear that, Kickatinalong.

V. 1 - - - 1-5-0-1-4.

V. 3 Have you got an E.T.A. J.B?

V. 55 Telstra Control, Kickatinalong. yet, we'll update you on the hour.

V. 1 Yes?

V. 3 Roger to that. I'm going 6-2-2-7 and coming back 4-4-8-3.

V. 1 O.K. Thank you, Howard.

V. 3 You might work it out.

V. 1 Bye. Got an emergency message for you.

V. 3 Just stand by.

V. 1 There's an emergency beacon gone off at 3-7-3-3-1-5-0-1-4. Can they all check their beacons, as an aircraft will be taking off shortly?

V. 3 I have a, an urgent message here that has just come to hand. There is a, an emergency beacon, an E.P.I.R.B, I'm assuming, has gone off in the vicinity 3-7-3-3-1-5-0-1-4. I repeat, there is an emergency beacon that has been activated in the vicinity 3-7-3-3-1-5-0-1-4. I ask all yachts, all yachts, to check their E.P.I.R.Bs and make sure that they have not been activated, as there is a, an aeroplane is, is about to take off to

-
find out the problem. I will stand by before going 6-
2-2-7 and await your reply. Telstra Control standing -
- -

SIDE A ENDS/SIDE B BEGINS

V. 3 - - - that you have checked the E.P.I.R.Bs and they are
non-active, over.

V. 34 Telstra Race Control, Telstra Race Control. This is
Cyclone, Cyclone.

V. 1 Cyclone.

V. 2 Cyclone.

V. 3 Cyclone, Cyclone, here is Telstra Control, go.

V. 34 Telstra Control, we have retired from the race. We're
motoring back to shelter at Gabo Island, but no
problems, over.

V. 3 Roger to that, Cyclone. Give me your position?

V. 34 Approximately 20 miles south of Gabo Island.

V. 3 20 miles south of Gabo, is that affirmative?

V. 34 Affirmative. over.

V. 3 Roger to that. 20 miles south of Gabo.

T.C. Cyclone's

V. 103 Telstra Control, this is Tartan.

T.C.

V. 3 Tartan, go?

V. 103 Just to let you know we're retiring from the race and
entering Twofold Bay at the moment.

V. 3 Tartan, you've decided to retire rather than, right.
O.K. You've retired. Sorry about that.

V. 103 Yes, it's a shame. Standing by.

T.C.

V. 23 Telstra Control, Bin Rouge, over.

V. 3 Bin Rouge, go?

V. 23 Position 3-7-4-3-1-5-0-2-7. Do you need us to stand by yacht in distress, over?

V. 3 No, we're, we have Dixie Chicken going to Outlaw to stand by. I think that - - -

T.C.

V. 3 - - - one yacht should be sufficient, but thanks very much for offering, but I'm sure that Outlaw is, yes, no, one, one yacht will be sufficient.

V. 23 Romeo, Bin Rouge cleared.

V. 2 Margaret Rintoul is.

V. 84 Telstra Control, Telstra Control, RapsCALLION, RapsCALLION, over.

V. 2 Mark, report too

V. 3 RapsCALLION, go?

V. 84 Telstra Control, just an update on our sched position. Our current location 373415021. We're proceeding to Eden for rest and recuperation. We're not retiring from the race at this time, over.

V. 3 Yeah. Roger to that. If we could just keep all that traffic til a little later. I'm concerned about this beacon. I'd rather go with the emergency things first. We have a, an E.P.I.R.B, for your benefit, that has been activated 3-7-3-3-1-5-0-1-4 and I have asked all yachts to check their equipment to make sure that it

has not been activated. If so, you are to come back to me immediately, over.

V. 2
V. 121 Secret Men's Business, Secret Men's Business.
Coastal Patrol Eden to Secret Men's Business, over.

V. 92 Yes, go ahead, Coastal Patrol Eden.

V. 121 Secret Men's Business, Coastal Patrol Eden. Just after some more information about your patient with the fractured leg if I can, please? Over.

V. 92 Yes, there's a suspected fracture of the right leg. He is in a stable condition but in quite a deal of pain. We've just administered Panadeine Forte at the moment before we over.

V. 121 O.K. Is it the upper or the lower leg, over?

V. 92 I believe it's the lower, over.

V. 121 Not a problem. And your E.T.A. is still 10 o'clock, is it? Over.

V. 92 Actually, correction, an upper left leg, over.

V. 121 No worries. That's upper left, over.

T.C. Was that an E.P.I.R.B? 3-4-3-3-1-5-0 .. 4?

V. 92 O.K. general

V. 121 O.K. Coastal Patrol Eden, standing by.

V. 3 Now, where's the boss?

T.C. Oh, he's up there,

V. 1 3-7-3-3.

V. 3 3-7-3-3-1-5-0-1-4. 3-3 and 1-4. Just running through the list of yachts not reported in. Ausmaid, Ausmaid, are you there?

V. 18 (NO AUDIBLE REPLY)

V. 3 Anyone copy Ausmaid?

V. 92

V. 3 Here is Telstra Control, Telstra Control. Tony, what was the message that he gave to you?

V. 92 The message was that it was them that activated the E.P.I.R.B. because they had rope around their propeller and were disabled. Over.

V. 3 Oh, Roger to that. So they confirmed that it was them that activated the E.P.I.R.B. on account of having rope around the prop and disabled, is that affirmative?

V. 92 Yes, that's affirmative, Lou.

V. 1 Stand by, can you stand by? Over.

V. 3 Roger to that. Just stand by, Tony. Yeah. They confirmed that they activated the E.P.I.R.B.

V. 1 Yeah.

V. 3 They have rope around the prop.

V. 1 Yeah.

V. 3 And they are disabled.

V. 1 O.K. activated the E.P.I.R.B, they have rope around the prop and they are disabled.

V. 3 Secret Men's. Tony, we've got (s.l.) Hobart on the line at the moment so - - -

V. 1 and we'll send that to Hobart.

V. 3 - - - if you could just stand by for me?

V. 92 Standing by.

V. 1 O.K. What we, what we've decided to do

V. 100 Secret Men's, Secret Men's, this is Sword of Orion,
Sword of Orion, over.

V. 92 Go ahead, Sword of Orion.

V. 100 I heard that same message from (s.l.) Jaguar. I
thought they said they had rigging problems initially
with, I think they said something about they've lost
the rig, but then they had rope around the prop. Maybe
I'm imagining, but I think that's what they said, over.

V. 1 O.K.

V. 92 O.K. Thanks very much for that. Well, I'll stand by
and transmit that to Telstra Control, over.

T.C. Background conversation.

V. 104 Sword of Orion, Sword of Orion, this is Team Jaguar.

V. 1 O.K. ... want

V. 100 Team Jaguar, this is Sword of Orion. I'm reading you
..... Go ahead, over.

V. 104 the E.P.I.R.B.

V. 100 Could you give us your lat and long, please, Team Jag?

V. 104 3-7-5-1-1-5-0-1-9.

V. 100 Is that 3-7-5-1-1-5-0-1-9, over?

V. 104 Yes.

V. 100 Excellent. I'll pass that message on. Could you
please tell us again what your problems are, over?

V. 104 Do require assistance.

V. 100 You require assistance. Do you, do you just have a, a
problem with your motor or you have a rig problem as
well, over?

V. 104 (NO AUDIBLE REPLY)

V. 100 Telstra Control, Telstra Control, this is Sword of Orion, Sword of Orion, over.

V. 3 Yes, Sword of Orion. I would like all yachts to stop transmission other than Sword of Orion, Secret Men's Business, the Coastal Patrol and ourselves until this matter is resolved. Sword of Orion, go?

V. 100 Yes, I have a position for Team Jaguar. 3-7-5-1-1-5-0-1-9, over.

V. 3 Thanks for that, Sword of Orion. Can you confirm that it was them that activated the E.P.I.R.B. number 1?

V. 100 yes, they did activate the E.P.I.R.B. and they require assistance, over.

V. 3 Roger to that. Has, have they been dismasted?

V. 100 I haven't been able to confirm that, but I'll try now if you would like, over.

V. 3 Yes, that's affirmative. If you'd take over the transmission at the moment, over.

V. 100 Thank you. Team Jaguar, Team Jaguar, this is Sword of Orion, Sword of Orion, over, over.

V. 104 Yes, Sword of Orion, we're having problems with our radio, and yes, we have been dismasted.

V. 100 O.K. Thank you very much, I'll relay that message on. Telstra Control, Telstra Control, Team Jaguar does confirm they are dismasted and they have rope around their propeller, so they're, and they require assistance, over.

V. 3 Thanks very much for that, Sword of Orion. I will get you to stand by along with Secret Men's Business for

transmission purposes, but we have confirmed that Team Jaguar activated their E.P.I.R.B. in the approximate position 3-7-5-1-1-5-0-1-9. They have been dismasted and they require assistance. Would those yachts that I mentioned stand by and I will speak now to Coast Guard, Eden. Coast Guard Eden, are you there?

V. 1 stand by, please.

.... Go ahead, Young Endeavour, over.

V. 1

V. 3 Coast Guard Eden, did you copy all that?

V. 121 Copied all that, Young Endeavour, over.

V. 3 The next thing, Coast Guard Eden - - -

V. 1 3751 - - -

V. 3 - - - suggestions re a tow or whatever. Over.

V. 2

V. 1

V. 121 What exactly are you after from us, Young Endeavour?

V. 1 Team Jag, their position is 3-7-5-1-1-5-0-1-9.

V. 3 Coast Guard Eden, if you'd just stand by, we'll put that down on the chart and we'll come back to yourself and those other two yachts. This is Telstra Control just standing by for, momentarily.

V. 1 If you haven't

V. 2

V. 104 Sword of Orion, this is Team Jaguar.

V. 100 Team Jaguar, Sword of Orion, reading you (s.l.) at 3, over.

V. 1 ... having trouble getting contact, just stand by now.

V. 104
V. 100 I, I confirm that you will advise you're turning
your E.P.I.R.B. off, over?
V. 104 Romeo.
V. 1 Lou, they want to know do they have a mobile phone on
board?
V. 100 Are you taking water? Do you have any holes in the
hull, over?
V. 104 We have a couple of broken all on board O.K. and
present.
V. 100 O.K. Have you, are you free from you rig, over?
V. 1 They're trying to find out mobile phone ...
V. 104 Yes, affirmative.
V. 100 O.K. I'll pass that message on. Sword of Orion, out.
Telstra Control, Telstra Control, this is Sword of
Orion, Sword of Orion, over.
V. 3 Yes, I'm starting to copy that, Sword of Orion.
Another factor, if you could find out if they have a
mobile phone on board, a mobile phone, over.
V. 100 Yeah. O.K. I'll do that. Just the message then was
that they are dismasted, they are free from the rig,
they've got a few minor holes in the deck, that's all
right. Everybody on board is O.K. They're not taking
water and they are about to turn their E.P.I.R.B. off,
over.
V. 1 Howard, did you copy that? everybody's O.K.
.....

V. 3 Roger to that. They're turning the E.P.I.R.B. off, they've been dismasted, free from the rig. If you could just check now with that mobile and the phone number, over. And the conditions out there at the moment?

V. 100 O.K. I, I can pretty much tell you what the conditions are like. We're still experiencing 44 knots and back further up the track, it's worse, but I will, I will ask, won't be a moment, over. Team Jag, Team Jag, this is Sword of Orion, Sword of Orion, over.

V. 104 Sword, this is Team Jag.

V. 100 Do you have a mobile phone on the boat? Over.

V. 104 (NO AUDIBLE REPLY)

U.Y. - - - 25.8, expected E.T.A. 1 hour 30 minutes over.

V. 3 Dixie Chicken.

V. 2 Solo Globe Challenger?

V. 3 Solo Globe Challenger, would that be it?

V. 80 Yes, it would.

V. 3 Oh, right. Solo Globe Challenger. And they're indicating all O.K. well, not O.K. but they're not in distress, is that affirmative?

V. 80 Well, there are some down below, but yes,

U.Y. - - - latitude or longitude 154, can you try again in a minute?

V. 31 Challenge Again to Telstra Control.

V. 3 - - - Canberra man, over.

V. 122(?) Not a problem, Telstra Control. We'll ring and get back to you, over.

V. 3 Roger to that.

V. 122(?)

V. 3 Roger

V. 80 We are returning to Eden, we haven't got an E.T.A. at the moment, but our position is 3-7-4-7-1-5-0-2-7.

V. 3 Pippin, Pippin, here is Telstra Control. We were hoping that you may stand by Solo Globe Challenger, over.

V. 80 We will, if we can, well, I mean, we will, but - - -

V. 1 If they're O.K.

V. 80 - - - Solo Globe Challenger, as far as I know, was able to get back, is getting back to Eden anyway.

V. 1 That's O.K.

V. 3 Oh, righto. You, I'd like a Roger on that. Have you been in contact with Solo Globe? Over.

V. 80 We have. They, they actually indicated to us that they were O.K. so we'll probably go back alongside, I would think, to Eden, both of us.

V. 3 Oh, yes, well, that's what I was going to suggest. If, if you could both go back, if you just follow them astern, if possible, at whatever pace and you may advise us of your progress at a convenient time, maybe every hour, over.

V. 80 Will do.

V. 3 That's great news, Pippin. At least that's one that we can, we can depend on you with that one. Heading

towards Eden in company with Solo Globe Challenger who has been rolled and lost its mast at approximate position 3-7-4-7-1-5-0-2-6. And E.T.A. Eden, Pippin, any idea?

U.Y. We are beginning to feel that there's more than a race issue here, but a safety issue. You obviously, we know
- - -

V. 1 Who's this?

U.Y. - - - the wind strength from us back up through the fleet, I know it may be considered a, race information but perhaps all little boats should know what they're getting themselves in for, over.

V. 1 Yeah. They've just asked us to send that out. Phil's asked us to send a message out.

V. 3 Yes, we've just been advised to relay a message to, to the fleet, so, but if you could give me your current position and current wind strength, direction and your course and speed, over?

U.Y. O.K. Our heading is 1-9-0-2-0-0, depending on the waves. We are in 59 knots of breeze again, coming from 2-5-0. We think it's a little bit more moderate down here perhaps than it was back up closer to the land, but the real consideration is, have the boats ahead experienced stronger breezes? What are, what is the fleet heading into? Over.

V. 3 Roger to that. What, what's your present position?

U.Y. Our, our present position is 3-8-1-8-1-5-0-1-7, over.

V. 3 Yeah. Roger to that. We, we did have one earlier,
I'll, just stand by. Rager or - - -

V. 2 Rager.

V. 1 Rager about 70 knots.

V. 2 70 knots.

V. 3 Yeah, what position, but?

V. 1 Well, it's probably on the sched there.

V. 2 No, it's in the little book here, I haven't got it.

V. 1 I haven't got the little book.

V. 2 Where did you put

V. 1 I have not got the, the book.

V. 2 The book.

V. 1 I would say give a general call, actually.

V. 3 No, yeah, but he wants to know, this boat.

V. 2 His position is in that little

V. 3 Yes, yeah, that's what I mean, we need the book.

V. 2 Is the book there, Michael, the telephone?

V. 1 You should give ... those positions 'cause
he needed it.

V. 2 Yes. I'll have to go and ask him for them, then.

V. 1 No, stay there, I'll go.

V. 2 No, I don't want

V. 1 Stay in place.

V. 2 Just ask we need the book.

V. 3

V. 2 said we just about to do it and the
book was just about to do it.

V. 3 For Rager?

V. 2 Yeah.

V. 3 I think it's in my writing.

V. 2

V. 1 I had him down as well.

V. 3 Oh, Michael, oh, right, I think he's further
back

V. 2

V. 123 Telstra Control, Telstra Control, this is Mallacoota
Coast Guard, Mallacoota Coast Guard. over.

V. 3 Mallacoota Coastal Patrol, here is Telstra Control,
over.

V. 123 we have Can you give us his name Gabo,
over?

V. 3 The name of the vessel is Challenge Again, Challenge
Again, his position at 1638 was 3-7-5-6-1-5-0-0-6,
over.

V. 123 Yeah, 1638 hours, 3-7-5-6-1-5-0-0-6, Challenge Again,
is that affirmative, over?

V. 3 Yes, that's affirmative.

V. 123 O.K. Well, I'll give them a call and see if I can get
an E.T.A. over.

V. 3 Thanks very much for that, Mallacoota, that's Lou
Abrahams, a pretty known, well known Victorian yachtie,
for you people. Thanks for that.

V. 123 No problem. I'll give 'em a call.

V. 1 reported those winds. That position at 1305, Lou.
Phil asked us to send out message warning about the

weather and to practice good seamanship similar to what Lou did in '93.

- V. 123 (Background conversation with Challenge Again.)
- V. 3 Have a look in the sailing instructions.
- V. 1 I've gone through it but
- V. 3 Here you are. There's words
- V. 31 (Background conversation with Mallacoota Coast Guard)
- V. 59 Telstra Control, Telstra Control, this is yacht Lady Penrhyn, Lady Penrhyn on 4-4-8-3.
- V. 3 Lady Penrhyn, go?
- V. 59 Yeah. Telstra Control, just to advise we are at 3-7-2-8-1-5-0-3-6 and we are about to turn to go back into Eden, (s.l.) prudent seamanship dictating.
- V. 100 Telstra Control, Telstra Control, this is Sword of Orion, Sword of Orion, over.
- V. 3 Lady Penrhyn, I've got you going into Eden, thanks for that. Sword of Orion, I was trying to get hold of Rager. He was experiencing winds 70 to 80 knots at 1300 hours today, but unable to contact him, over.
- V. 100 Telstra Control, we've made the decision with the winds that we've got that we're going to pull out of the race and go back to Eden, over.
- V. 3 I think it's a wise decision, Sword, if you - - -
- V. 1 Can't see it in here, Lou.
- V. 3 You can easy head back to Eden and think about it tomorrow, perhaps, over.
- V. 100 Yes, we may, we may be able to be of assistance with some yachts behind us, over.

V. 3 Yes, thanks very much for that, Sword. So at this stage I'll put you heading Eden. Come back to me, no hurry, with an E.T.A. and I'll put you down not retiring until we get a confirmation. Thanks for everything, Sword, much appreciated.

V. 1 Lou - - -

V. 100

V. 1 - - - this is all I can find.

V. 121 Telstra Control, Coastal Patrol Eden, over.

V. 3 Coastal Patrol Eden, here is Telstra Control.

V. 121 Telstra Control, Coastal Patrol Eden. We've got a gale warning which I will broadcast to the fleet now if that's all right with you, over.

V. 3 Yes, that is affirmative, Coast Guard Eden.

V. 1

V. 3 I was just going to pass something on, else on to the, to all the fleet. Firstly, I would like to draw attention to all yachts competing in the Telstra Sydney Hobart yacht race, page 2 of your sailing instructions, paragraph 7. All those taking part in C.Y.C.A. races do so at their own risk and responsibility. The C.Y.C.A. is not responsible - - -

V. 2

V. 1

V. 3 - - - of a yacht whose entry is accepted or the sufficiency or adequacy of its equipment. The C.Y.C.A. is not responsible for any damage or injury either ashore or at sea either to persons or yachts which

might result from participating in club races. The decision to race a boat is solely the responsible - -

V. 1 Responsibility.

V. 3 - - - is solely responsible for deciding whether or not to start or continue racing. I ask all skippers, before proceeding into Bass Strait or wherever you're proceeding, to give it your utmost consideration as to what you're doing and talk about it with the crew. No problem to call in to Eden and perhaps take off again tomorrow. Eden Coastal Patrol, if you'd like to go ahead now with that gale warning, over.

V. 121 Roger that, Telstra Control. Coastal Patrol Eden now going ahead with a gale warning, an upgrade from a storm ... for all Victorian coastal waters east of Wilsons Promontory issued at 1650 hours on Sunday, the 27th, west to south westerly winds 40 to 45 knots tonight with seas 4 to 6 metres. I say again, west to south westerly winds 40 to 45 knots tonight with seas 4 to 6 metres. Over.

V. 3 Roger, Trust Bank, so you're in company with Sea Jay. Are you visible contact, over?

V. 108 visible contact so unless they ask us specifically, which they haven't done yet, we'll keep moving on, over.

V. 3 Roger to that. Sea Jay, Sea Jay, are you there?

V. 91 This is Sea Jay, Telstra Control, over.

V. 3 Sea Jay, did you copy that conversation?

V. 91 Romeo, Romeo. We've just had a couple of knock downs
and we have a couple of injured crew and we're just
trying to make a passage to Eden, over.

T.C. (Background conversation)

V. 3 Roger to that. I would prefer if possible for Trust
Bank, if they don't mind, to stay in company with you
til, til we get closer to the shore, over.

V. 91 Is that Hummingbird, over?

V. 3 Yeah, Hummingbird.

V. 91 Romeo, Romeo.

V. 79 Telstra Control, Telstra Control, this is Outlaw,
Outlaw.

V. 3 Yes, Outlaw, I was just coming, just one, just stand
by, Outlaw. Sea Jay, Trust Bank, Trust Bank, are you
there?

V. 108 Yes, this is Trust Bank, yeah.

V. 3 Trust Bank, for safety reasons, if possible I would
like you to go back in company with Sea Jay towards
Eden, at least towards the land. I do not want you to
put yourself at any risk but, if you, if you don't, it
would, it would certainly be preferable to go back in
company together, over.

V. 108 We'll keep them in visual, going backwards and
forwards. We'll, we've got a fairly heavy sea running
so we don't really want to reduce sail reduce ...
storm We'll probably have a few more problems,
over.

V. 3 Oh, no, no, I don't want that. I'll leave it up to you people. Thanks for that.

V. 79 This is Outlaw. Our position now is 3733.2, 150.452.

V. 3

V. 35 Telstra Control, Dixie Chicken present position 3749.0, 15028.2, over.

V. 3 I'll repeat it for you. 3-7-3-3-1-5-0-4-5.

V. 35 Copy that, thank you. We're running under bare poles in a northerly direction at this stage, over.

V. 3 You're under bare poles heading north. Approximate speed?

V. 35 Approximate speed, 4 knots, over.

V. 79 6 and a half and 7 knots, over.

V. 3 What direction?

V. 79 About 005 was our (s.l.) cruising course earlier, over.

V. 3 Roger. Can I leave it to you two to talk to each other, over?

V. 35 Yes, Telstra Control, and we've we've had our own conversations on best course and we will get back to you before too much longer, certainly probably by dark, and let you know in the race, over.

V. 3 Roger to that. Outlaw, you're in no trouble motor wise?

V. 79 Yeah, Outlaw's position is that we have a defective engine at this stage which we're working on, and we have limited electronics, over.

V. 3 Oh, Roger to that. Well, I won't keep up much conversation with you. It may be an idea to get out your emergency nav lights for this evening, over.

V. 79 Roger that, we'll keep in touch periodically. Outlaw standing by.

V. 35 If we can get to the coast we can get out of the waves, over.

V. 3 Roger to that. You're heading north. No, no destination at this stage, over?

V. 35 Affirmative.

V. 47

V. 3 Impeccable, go?

V. 47 Our position is 3-7-4-2-1-5-0-0-3 and we're turning back north and heading for Eden.

V. 3 I copy that, Impeccable. You're at 3-7-4-2-1-5-0-0-3 and you're heading Eden. Have you an E.T.A?

V. 47 I couldn't tell you E.T.A. at the moment everything is in order, there is no damage,

V. 3 Good work, John. Yes, you're all O.K. on board and heading Eden with a, an E.T.A. update at a latter stage. Thanks for that.

V. 47 tomorrow morning.

V. 50 - - - 3-7-5-4-1-5-0-1-9, over.

V. 3 Inner Circle, 3-7-5-4-1-5-0-1-9. Gabo Island for shelter at 0100, is that affirmative?

V. 50 Gabo Island, affirmative.

V. 104 Telstra Control, this is Jaguar.

V. 3 Jaguar, we, via Sword of Orion earlier, got a mobile number of 0-4-1-2-4-5-0-7-0-1 and we rang it, but it was Channel 10. Have we got a wrong number, over?

V. 104 No, no, we have a Channel 10 cameraman on board, we are using his phone.

V. 1 (DEMONSTRATES AUDIBLY)

V. 3 Oh, Roger to that, so we can ring and, oh, Jeez, we rang and we told him - - -

V. 1 (DEMONSTRATES AUDIBLY)

V. 3 Righto, we told him who we were.

V. 1 He said he's Channel 10.

V. 3 And he said he was Channel 10. Righto, we'll give you another shot now on that and - - -

V. 2 Has he still got his camera?

V. 104 over.

V. 3 I'm sorry, Team Jaguar, there's a lot of conversation here. Within a few minutes we'll try you again on that 0-4-1-2 number.

V. 104 (NO AUDIBLE REPLY)

V. 121 Negative, negative, it won't be a police launch, it will be a local trawler or something similar that the police are currently organising, over.

V. 3 Oh, Roger to that, yes, thanks very much, Coastal Patrol Eden. I was just talking to Team Jaguar and maybe they're hearing us, so I'll pass that on. You'll come back to us when, when it's been organised and a, an approximate E.T.A, over?

V. 121 That's affirmative, I'm waiting to hear from the police at this moment, over. Roger to that. Did you copy that, Team Jaguar?

V. 104 Yeah, this is Jaguar, we copied.

V. 3 Roger to that. So you're, we've got you in, got you in order?

V. 104 (NO AUDIBLE REPLY)

V. 3 Position, Team Jag?

V. 104 Team Jag's position, 3-7-5-0.3, 1-5-0-2-0.5.

V. 3 Yes, looking at the, your various positions, you, you hove to fairly well and you've possibly only moved, oh, maybe a mile, over.

V. 104 Yes, affirmative, travelling east

V. 3 Yeah, Roger to that. Yes, there is a little bit of easting but certainly not much. We can, we'll keep, we'll keep updating your position anyhow, over.

V. 42 this is Hawk V, Hawk V on 4-4-8-3, over.

V. 2 Hawk V.

V. 1 Hawk V.

V. 3 Oh, yes, Hawk V, go?

V. 42 Telstra Control, we've just hove to. Our position is 3-8-1-4-1-5-0-0-9, over.

V. 3 Roger to that, Hawk V. I've got you at 3-8-1-4-1-5-0-0-9 and you're hove to, is that affirmative?

V. 42 That's affirmative. We have a couple of injured crewman on board and we missed the weather. Is there any indication as to what this weather condition is going to be, over?

V. 1 It's until tomorrow morning. Basically the same
until tomorrow morning.

V. 3 Hawk V, unfortunately the weather appears to be similar
throughout the evening and maybe moderating tomorrow,
over.

V. 42 Heard a mayday, over.

V. 3 Yes, we have got a mayday as well.

V. 1 Log the time down, Oh, Lou's got it.

V. 2 Mayday, log the time. Time? The time, Mike?

V. 1

V. 118 Winston Churchill - - -

V. 3 Sorry about that, Hawk V, you're at 3-8-1-4-1-5-0-0-9.
You're hove to - - -

V. 1 1725.

V. 3 - - - you have an injured crewman on board. If you can
stand by a few moments, I'll come back to you, over.

V. 1 1725, Lou?

V. 42 O.K. Telstra Control, affirmative, I'll stand by,
over.

V. 3 Mayday called.

V. 1 It sounds like Winston Churchill.

V. 2 Winston Churchill, it sounds like Winston Churchill.

V. 1 Seven or nine people on board.

V. 3 Mayday called?

V. 1 Winston Churchill.

V. 3 How do you know?

V. 1 I've just come down from the bridge and it was on the
radio too.

V. 3 On V.H.F?

V. 1 No, on this one. Just before, you were talking.

V. 3 Winston Churchill. Did we get a position?

V. 1 No, I haven't got anything else.

V. 2 upstairs perhaps.

V. 3 If you can get a position for me, Mike?

V. 2 very good.

V. 3 Oh, this bloke's good.

V. 2 But he doesn't want to I don't blame him for
that - - -

V. 3 No, I know.

V. 2 - - - 'cause it's

V. 3

V. 2

V. 108 Sea Jay, Sea Jay, this is Hummingbird, Hummingbird,
over.

V. 91 Hummingbird, this is Sea Jay, over.

V. 2 What is its position? Just try and get its position.

V. 108 We just lost sight of you and we're wondering whether
everything's O.K. Over.

V. 91 Can you just tell us what tack you're on, over?

V. 108 We're on port tack, over, port tack.

V. 91 Romeo, Romeo. Yeah, we're on starboard tack and we're
moving away to the north east. We're going to be
trying to come back to your over.

V. 108 We'll keep going here. Just give us a yell if you need
any help, over.

V. 91 Romeo, Romeo.

V. 1
V. 3 Sea Jay and - - -
V. 2 Mike - - -
V. 3 - - - Trust Bank, I wonder if you could try 2-5-2-4.
We're using this 4-4-8-3 and we've got a Mayday
situation, over.
V. 108 Yes, we can do that. Sea Jay, if you'd call us on 4-4-
8-3 and leave over.
V. 91
V. 3 Sorry?
V. 1 Have you have you Mmm.
V. 3 No.
V. 2
V. 3 No.
V. 108 Sea Jay
V. 2
V. 108 Sea Jay, Sea Jay, come in, over.
V. 2 Just just an open mike
V. 1 No, no, they want to know if the mike was - - -
V. 2 Oh.
V. 3 They wanted to know if it was depressed.
V. 2 Oh. No, no. It's not depressed.
V. 108 Sea Jay, Sea Jay, this is Hummingbird, Hummingbird,
over.
V. 124 Sea Jay
V. 3 (s.l.) Pentacomstat, Pentacomstat, here is Telstra
Control.
V. 124 Telstra Control, this is Pentacomstat, over.

V. 3 Oh, good afternoon, Derek. Lou Carter on Young Endeavour Telstra Control. Terribly sorry for the interference that we've been causing you, but we have had a host of problems down here and we've just had now a Mayday, over.

V. 124 Yes, I understand all that. We've got our own problems in our own race, but anyway we'll try and work around them.

V. 3 Yeah, sorry about that, Derek. Nothing much we could do about it. Telstra Control standing by. we've done it.

V. 1 Yeah. I've let Mark and that know that the Winston Churchill situation is there. Just the basic details.

V. 3 Well, what is it?

V. 1 It's a Mayday within our vicinity here. The bridge are communicating, they've asked them to release their E.P.I.R.B. and flares, they're within this vicinity, and they're handling it on the bridge.

V. 2

V. 3 Well let, let's let it settle first. We've got enough going on at the moment.

V. 1 no, no, I'm just keeping you informed, Lou.

V. 3 Yeah.

V. 1 They don't want us to do anything. They're looking after it up there.

V. 2 ... after the Mayday.

V. 1 ... I said you want to be left clear down here.

V. 2

V. 3 Pentacomstat

V. 1

V. 3 Did we get a, did we get a position on Winston?

V. 1 I haven't had a chance to speak to them, they're busy
on the radio. They will leave this won't they?

V. 3 Hawk V, Hawk V, here is Telstra Control.

V. 42 Telstra Control, Hawk V, we've decided that we're going
to retire from the race. We're going to make Eden
under motor, steering a course of 340. We've just
assessed our injured crewmen and - - -

V. 45 - - - 5-0-0-6.

V. 3 It's a lovely English voice. Hi Flyer, 3-7-2-4-1-1-5-
0-0-6, and you're heading Eden. Have you got an E.T.A?

V. 45 At this stage no E.T.A. We're currently still under
sail and I'll talk to you later.

V. 3 Roger to that, and you've got injured crewman on board,
have you?

SIDE B ENDS