

WITH THE Skaggerak Across Race suddenly getting UIM recognition and becoming part of the Sam Griffiths Memorial Trophy series, the field included past world champion Vincenzo Balesteiri and the main contender for this year, Bobby Rautbord.

The British contingent this year included George Green's Snoopy — last year's winner and only finisher — and Martyn Harfield with Miss Delson — one of the few finishers in last year's Cowes-Torquay.

The venue was a tiny village up one of the fjords on the Norwegian coast and is part of a well attended racing regatta weekend. The natural amphitheatre of the area brings in spectators on land and sea by the thousands.

After an exciting 24 miles around the Inshore islands, the actual haul from Norway across to a mark off Hirtshals in Denmark and back to the Mokkalaset lighthouse, ends up in the fjord again at Tvedestrand.

The field set off leaving Snoopy struggling with engine trouble which forced her to retire early. Another late starter was Jan Andreassen from Sweden in Baby Avenger, a 21 footer with a 135 Merc on the back. He stopped after completing the islands circuit on hitting the heavy seas past the lighthouse.

Many of the faster boats were having trouble in heavy seas and Leif Daehlie had one of the lower units on his four-engined Merc powered boat break down, forcing **The Butt** to join Juan Talor from Argentina in Para Pita on the steadily mounting list of casualties.

Bobby Rautbord in Fino, who had been practising all week to ensure finding the Danish mark, arrived across the Skaggerak in company with Balesteiri in Black Tornado only to find that neither boat recognised the coastline. After playing cat and mouse with each other, Bobby sent "Knocky" House, his navigator, over the side to swim ashore and ask a local which way the Hirtshals lighthouse was situated.

This delay helped Martyn Harfield in Miss Delson to reduce the gap time between the boats. The Perkins engine had been almost at full chat all the way over and had not missed a beat, even when the boat had

been thrown off plane and on its side several times. However, yours truly, the navigator, suffered from the same problem as the leaders and also had a little trouble finding the turning mark. On the way back to Norway Miss Delson passed Steffan Lindher in Miss Sweden on the way out. This boat had taken part in the recent London/Monte Carlo marathon, but had been forced to retire with split fuel tanks; a lot of work has been done and the whole outfit is improved tremendously. Just after Miss Sweden had turned round the Danish mark one of her Volvo engines had an electrical short and caught fire. Although the rescue minesweeper came alongside, Stefan managed to put the fire out and continue the race.

In the heavy seas Black Tornado developed trim tab trouble and got separated from Fino and although Balesteiri had a local navigator aboard they got well and truly lost up the fjords.

Miss Delson redeemed herself this time and saved a lot of time by coming back, spot on to the Mokkalaset lighthouse, and Martyn Harfield was very pleased to find the calm of the run-in after driving the Raybould Invader hull through seas that Balesteiri described as "some of the worst I have known."

The spectators gave Miss Delson a tremendous reception as she finished only 14 minutes behind Bobby Rautbord in Fino and was, in fact, the first and only cabin boat to finish the race. This is the diesel powered boat that did so well in the Round Scotland race recently and Perkins should be well pleased to have helped Martyn to gain the first British world championship points for 1972.

Black Tornado finished over an hour behind Miss Delson and the only other boat to complete the course was Miss Sweden, approximately the same distance behind again.

**Finishers:** 1, Bobby Rautbord, Fino (9 points, 5 hr. 14 min); 2, Martyn Harfield, Miss Delson, (6 points, 5 hr. 28 min); 3, Vincenzo Balesteiri, Black Tornado, (4 points, 6 hr. 34 min); 4, Steffan Lindher, Miss Sweden, (3 points, 7 hr. 45 min).

**DEREK LLOYD**

# Norway — another win for Rautbord



## Straight on for Norway

HAVING done it myself, I believe that towing an offshore racing powerboat through the centre of London to be an inadvertant publicity stunt.

Pictured here is the single engined Magnum Snoopy belonging to George Green, and Martyn Harfield's diesel powered Miss Delson, parked outside the Fred Olsen Lines office in Regent Street.

Passers-by gape at them as the city

streets and the boat trailers enlarge their image to awe-inspiring proportions. It is almost as good publicity for the sport as the actual racing is itself.

The boats were on their way to compete in the Norwegian International event, the Tvedestrand race staged earlier this month. Derek Lloyd who navigated Miss Delson into second place wrote a report of the event which is featured in the sports section of this issue.