



PRESS RELEASE

Team Doosan Competes in Race Two of the Rayglass New Zealand Offshore Powerboat Championship - Gisborne 5th February

After a second place at Taupo the Doosan Team and their support crew worked hard to identify and overcome issues experienced in the first race of the season. Confident that all systems had been checked, and replaced where any doubt about reliability existed, the team went out to the start intent on proving their champion status.

Conditions at Gisborne were flat and perfect for fast and furious racing. As expected the competition was fierce and Doosan started the race in a good position. During the first lap the crew started to experience issues with the ballast system. Normally a valve is opened which allows water to be picked up from the sea to fill a ballast tank situated at the front of the boat. This is used when traveling out against the swell to lower the bow, and is essential for keeping the boat running level in the water and to prevent it flipping at high speed. This water is then drained or pumped out when the boat needs the bow to be lighter to get lift on flatter areas of the race course.

Running with the bow of the boat heavier than usual created more drag on several of the legs of the race and meant the boat took a wider line than ideal in the corners. It further complicated performance as the crews visibility was impeded by the amount of water and spray hitting the windscreen, making it hard to get the correct course bearings or see other competitors. Driving under these conditions is extremely challenging and the experience and skill of the crew plays a vital part. Both Cary Gleeson on throttles and Sam Fillmore at the steering wheel had to work extremely hard to co-ordinate their performance and keep the boat competitive.

The crew had quickly realised what the problem was and concentrated on maintaining speed to complete the race in the best possible position. Instead of the mechanical system used in the past for controlling the flow of the water the boat had been fitted with electronic actuator valves that were controlled by switches placed in the cockpit. These were not functioning correctly.

Though not an ideal situation, it provided an ideal opportunity to see how the boat handled with full ballast tanks while racing, as some of the upcoming races are held in heavy seas and the boat needs more ballast in these conditions. While maintaining their speed the crew were able to gain an appreciation for how the boat responds and handles at high speed in these conditions and are better prepared for races ahead.

As is often the case, they were not the only boat to experience problems with their highly sensitive setup, and were able to finish in second place once more. With six races to go the season still holds plenty of opportunities for the Doosan Team to retain their title.

Racing now moves to Maraetai in Auckland. The race starts at 1.00pm on Saturday February 12th and should be an exciting spectacle. With the weather in the Hauraki Gulf changing so rapidly Maraetai has the potential for choppy waters and gusting winds, which can provide plenty of challenges and rough conditions.

Doosan would like to acknowledge the tremendous support they receive from Doosan Construction Equipment NZ Ltd, JFC, Gleeson Builders, Hydraulink, AB Marine Services, Placemakers Cook Street, Porterhire, Schaeffer Premium Oil and Intertruck without which racing would not be possible.

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