

Cowes Week

Cowes Week commences with wild weather

Mike Scott reports

Contrasting weather conditions were seen for the opening two days of Cowes week with Saturday's sunshine being replaced by a steady downpour on Sunday morning.

Engines and towing launches came into use as boats tried to make the starting lines in a breeze made fitful by the rain but the wind picked up later and racing went on as per programme.

Sailing in a wind which firmed up to around Force 6 to 7 in the afternoon, competitors in the Queens Cup had a wild, and sometimes hairy ride on a 31 mile course round the Solent buoys.

With most of the large Class 1 boats still out on the Channel Race Whirlwind III a Swan 48 owned by N. A. Lister and D. A. Searle, romped home in the heavy conditions to finish first on the line and third overall.

Overall, however, the Class I boats did not live up to their reputation and several were beaten home by Class IV entries.

Richard Thirlby's **Maverick** had the misfortune to run aground on Gurnard Ledge and tried everything to get off, including setting a spinnaker. After several tries, the crew became resigned to their fate and even went so far as to offer passing boats cups of tea.

Actual winner of the Queens Cup was International 14 helmsman Richard Ewart-Smith in **Windy of Hamble**, the Scampi which did so well in the hands of Bruce Banks last year.

Less than a minute behind on corrected time was Jeremy Roger's new S&S One Tonner, **Thunder**, with another Scampi, **Liverbird** (Higson, Ashworth, MacDonald and Stern) two-and-a-quarter minutes behind her.

Happiest man at Cowes on Saturday was RYA President Owen Aisher who brought **Yeoman XIX** into a Class I win almost two minutes ahead of Colin Fenn's Chandanna.

Seventy entries in Class V had a long and tiring race in ever freshening conditions with the majority of the fleet keeping close inshore on the long windward leg down to East Lepe.

With the wind approaching the upper end of Force 6, a number of competitors were laid over as they approached Dean Elbow at the end of the spinnaker run, Jack Knights, in **Odd Job**, being forced to drop his main through lack of reefing points.

Overall winner in Class V was V. Carrington's **Quarto**, which came home in a corrected time of 2hrs, 24mins, 33 secs to beat L. F. Taylor's **Cochise** and J. H. Hall's **Moonraker**.

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V. Carrington's Quarto, not too well placed early on went on to win Class V.

By lunchtime on Sunday the fitful breeze of the morning had turned into a Force 6 westerly with squalls pushing the wind indicators even higher.

This led to a number of day-boat sailors having second thoughts about racing and a lot stayed firmly on their moorings. From a spectator point of view Cowes has attracted naval vessels from several countries with the Royal Yacht Britannia making an impressive backcloth to the whole thing.

Prince Philip is said to be on the scene and due to race both in his own Flying Fifteen Coweslip and Owen Aisher's **Yeoman**.

The Flying Fifteens have an impressive entry list in the Day Boat classes and for the first time ever are racing for a different trophy every day.

Saturday saw them out on the course for a brand new cup presented by TV personality Cliff Michelmore. This went to local man John MacIntosh with the new national champion, Australian John

Calvert-Jones in second spot.

With 50 years behind them, the Swallows celebrate their Golden Jubilee with a racing fleet of 14 including the original **Dainty**, built in 1923.

Results (Saturday):

Class 1 - **Yeoman XIX**, O. A. Aisher (4.04.31); 2 **Chandanna**, C. H. Fenn (4.05.14); 3 **Whirlwind** N. A. Lister and D. A. Searle (4.06.14).

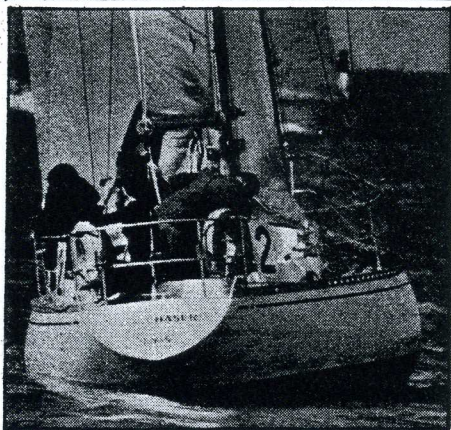
Class 2 - 1 **Thunder**, J. C. Rogers (3.56.51); 2 **Hoodwinker**, J. A. Wilks (4.06.27); 3 **Winsom IV** D. May (4.06.34).

Class 3 - 1 **Gambling**, P. R. Bagley (4.09.51); 2 **Morning Brig**, Sir Frederick and Lady Coates (4.10.31); 3 **Bandolero**, M. D. Boyce (4.12.02).

Class 4 - 1 **Windy of Hamble**, Ewart-Smith (3.56.33); 2 **Liverbird**, Higson, Ashworth, Macdonald and Stern (3.59.14); 3 **Arctic Skua**, M. C. Richardson (4.01.51).

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WINSOM IV



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Class V — 1 **Quarto**, V. Carrington (2.24.33); 2 **Cochise**, (2.27.12); 3 **Moonraker**, J. H. Hall (2.29.03).

SUNDAY afternoon's wind brought more than its fair share of problems on the different courses.

Several of the Class V boats lost their masts as the wind howled into the upper reaches of force 7 and several decided they had had enough at this stage and put back into the shelter of Cowes — although it was blowing hard even in the river.

Conditions were so bad that some of the smaller day-boat classes were kept on their moorings and those that were allowed to go met with a series of disasters.

Others, however, battled on with reefed mains and the crew hanging on for dear life.

With the Class V boats getting mixed up with the the tail enders of Class IV, it was difficult to see who was doing what but **Petit Fleur** again topped the results with **Quarto** second and **Tiger Rag** third. Class IV honours went to the Dutch yacht **La Pelligrosa** (H. Sleswijk) with **Windy of Hamble** again doing well in second place and **Madrigal** (P. Lucas) third.

In Class III **Morning Brig**, **Bandalero** and **Red Otter** shared the prize money while Jeremy Roger's **Thunder** again came into the rating in Class II followed by David May's **Winsom** and **Northwind**. The Swan 48 **Whirlwind** continued her success in Class I with Owen Aisher bringing **Yeoman** nome into second place in front of Tony Morgan's **Opposition**.

Monday brought more wind, more rain and the cancellation of all racing except for the first of the Admiral's Cup Inshore races.

Surprise here was the non-appearance of the Brazilian boat **Cangaceiro**. Nobody seemed quite sure what had happened but one story alleged that the skipper got the start times mixed up and the team manager refused to let the yacht out without him. Once the race had started **Salty Goose** (US) ran aground in a big wave and it looked as if she had damaged her rudder. Her crew, however, got her off the mud and carried on racing.

Outsiders make the running

by Julian Everitt

AFTER the Channel race with not a windward leg anywhere in all of the 225 miles, three outside teams fill the first five places in the Admiral's Cup.

Germany, with three medium size boats, took the lead although the best individual performance went to the smallest yacht, the French owned **Revolution**. She revelled in the windy off-wind work to place first ahead of Robin Aisher's **Frigate** and Ted Turner's **Lightnin'**.

The course took the yachts from Southsea between the forts on a close reach to the Owers and then a run to the Royal Sovereign with a fetch to Le Havre. A reach back gave the displacement yachts the kind of weather they prayed for and this, together with the tide holding up the bigger boats, gave both the small Admiral's Cup yachts an advantage as well as the small yachts in the handicap classes. The overall winner came from Class III in the form of the French **Subversion** followed by two Class V French yachts **Fragola** and **Tikocco**.

Behind the Germans the Dutch team of **Nymphaea** (sixth) **Polka Mara** (ninth) and **Standfast II** (twentieth) placed second with the Italian team of **Sagittarius** (seventh) **Mavelle** (fifteenth) **Naif** (sixteenth).

The favourites, Australia, with their three big boats, managed to get enough points together to place fourth overall with **Ginkgo** (fifth), **Apollo II** (twelfth) and **Ragamuffin** fourth). Both **Ginkgo** and **Rags** were the highest placed for their ratings.

Revolution's superb performance gave France fifth place ahead of Britain. The British were let down by **Quailo**, which, being a big boat, was not favoured by the

conditions and placed 42nd out of 48. **Frigate** with her second and **Morning Cloud** with eighth saved the team from disaster.

America suffered the same fate with their two maximum sized boats **Charisma** and **Salty Goose** placing 34th and 36th. **Lightnin'**, the mini of the whole fleet saved them from a lower place than 9th overall.

Although the French had the overall race pretty much their own way, many of the Admiral's Cup yachts were beaten by the unselected boats in Class I and II. **Saudade** and **Ginkgo**, both Cup yachts, placed first and second in Class I but were followed by **Super Star** (Dave Johnson) and **Prospect of Whitby** (Arthur Slater). In Class II **Gungleet of Hamble** (Bob Jones) placed ahead of the Dutch **Belite**, the German **Pinta** and Rodney Hill's **Morning Town**. **Revolution** was fifth. Class III, IV and V were all won by French yachts.

It is no surprise that Germany are doing so well in the Admiral's Cup. Their boats are all new, two are Stephens designs — **Saudade** is similar to **Prospect** — and one by Carter. The Carter design **Carina** is sailed by Hans Bellkin of One Ton Cup.



"Don't just stand there: do something about it."

