

Johnson, was near the Llandihan mark when she had the misfortune to break her mast and had to be towed back to moorings.

In addition, *Periwinkle*, one of several Firefly dinghies appearing for the first time in Straits regattas, also capsized and the crew had to be rescued.

The other yachts indulged in some of the finest racing ever seen in these waters. The Seabirds' race was outstanding; the competitors in this class were constantly changing position and the helmsmanship at times was brilliant, on both windward and off-the-wind sailing.

Menai Bridge regatta on 15th August was followed on the same day by the regatta which had been postponed at Bangor, and on the day after the yachts raced from Beaumaris to Conway, ready for the final regatta at Conway on 16th August.

A new class from Rhyl, called the Jewel class, competed in most of the regattas as did the Fireflies and the 18-ft. National class, though numerically they were not strong. The Royal Mersey Mylne class, whose home waters are at Rock Ferry on the Mersey, were missing this year to the general regret, but it is hoped that next year they will once more be seen in support of the Fortnight's events.

Boat and Owner	1st day	2nd day	3rd day	4th day	5th day	6th day	7th day	8th day	9th day
Rhyl Jewel Class							Bangor	Menai Bridge	
<i>Beryl</i> (R. S. Grey)	—	—	—	—	■	—	—	—	—
<i>Turquoise</i> (Messrs. Parkes and Williams)	—	—	—	—	2	■	—	—	—
<i>Cat's Eye</i> (J. W. Fordshaw)	—	—	—	—	—	2	—	—	—
<i>Solitaire</i> (Russel Lloyd)	—	—	—	—	—	3	—	—	—
Port Dinorwic O.D.									
<i>Gypsy</i> (Dr. E. Rowlands)	—	—	—	—	■	—	—	—	—
<i>Fulmar</i> (D. I. Lloyd)	—	—	—	—	2	—	—	—	—
<i>Bluebird</i> (O. G. Roberts)	—	—	—	—	3	—	—	—	—
<i>Ellen</i> (J. Maguire)	—	—	—	—	—	—	2	—	—
<i>Julia</i> (A. Dancer)	—	—	—	—	—	—	3	—	—
Handicap : under 5 tons									
<i>Mascot</i> (W. L. Rodgers)	—	2	—	—	—	80	—	—	—
<i>Stella Maris</i> (C. D. Grace)	—	—	2	—	—	—	—	—	—
<i>Castor</i> (R. Artillery Y.C.)	—	—	3	—	—	—	—	—	—
<i>Mercury</i> (S. Dalton)	■	■	—	—	—	—	80	—	—
18-ft. Nationals									
<i>Gust</i> (J. Collins)	—	—	■	■	—	80	—	—	—
<i>Zephyr</i> (H. P. Dennis)	—	—	2	—	—	—	—	—	—
Firefly and National 12-ft. Dinghies									
<i>Periwinkle</i> (R. Artillery Y.C.)	—	—	—	■	—	—	2	—	—
<i>Nyman</i>	—	—	—	—	■	—	—	—	—
<i>Zulu</i> (H. J. Wren)	—	—	—	—	2	■	—	—	—
<i>Katy Did</i> (R. Kinghorn)	—	—	—	—	3	3	—	—	—
<i>Nymph</i> (J. Turner)	—	—	—	—	—	2	■	—	—

PLYMOUTH WEEK

In common with other similar events in parts of the West Country, the Port of Plymouth Regatta was, for the first time in more than fifty years, bereft of its "Royal" prefix on the recommendation of the Home Office. But the stripping was in name only, for Plymouth's Week, by way of a change from rainy 1948, was blessed on this occasion with "royal" weather and premature fears of flagging interest were promptly, and not unlikely permanently, dispelled.

At its meeting in June, the Port of Plymouth Regatta Committee were advised by the Honorary Secretary, Mr. J. H. Fuge Harvey, that all the regatta's records were lost in the blitz of 1941. They had used the "Royal" style for more than half a century, a privilege not once challenged during that period, but now the Home Office, unable apparently to discover that the title was ever granted by the Crown, had pointed out that even when a Royal yacht Club sponsored a regatta the event was not entitled to use the prefix "Royal" without the permission of His Majesty. Nor did the fact that a Royal yacht was entered in any event convey any right to the title. Mr. Fuge Harvey reported that before the war he had been told by one of the regatta committee's oldest members that their right to use the title had been granted by the Duchy of Cornwall. It was not explained to him how this had

been achieved, but he had no reason to dispute it. A decision was thus taken to forsake the style.

There the matter rested, but the regatta sponsors went "full speed ahead" and handsomely were their vigour and enterprise rewarded.

With the Port of Plymouth Regatta itself occupying the first day, all local clubs participating, the three subsequent days' sailing took place respectively under the flags of the Royal Western Yacht Club of England, the Royal South Western Yacht Club, and the Royal Plymouth Corinthian Yacht Club—four great days of sailing reminiscent of the halcyon years when the great "J's" swept majestically across the picturesque waters of Plymouth Sound.

Although sailing conditions for the opening were not ideal—a fitful breeze prevailed with tantalising uncertainty—nearly a hundred vessels took part in the thirteen races and the Sound was indeed a colourful scene as the yachts, with their red and white sails, crowded the water.

The light south-westerly breeze showed signs of freshening about 1 p.m. when the first race began, but its promise was not fulfilled and conditions remained ultra-calm until sailing was over. As a result many boats were unable to produce any real pace.

Interest centred mainly in the handicap for yacht:

By DOUGLAS ALGATE

of 9 tons and over, whose course of about seven miles lay beyond the breakwater. This was won by the largest vessel, Mr. R. P. Dyer's 12-metre *Flica*, the only vessel to start from scratch, by fourteen seconds.

First away in this race, which included three ex-German vessels, was Lieut. G. W. Bridle's *Sea Swallow*. Their course lay across the Sound to Tinker buoy and Knap buoy, round the breakwater and home by Mallard buoy. To take advantage of the breeze *Flica* sailed right into Jennycliff Bay to the east, then beat across the Sound until she was nearly under the lee of Penlee Point before striking across to Knap buoy and running up channel to Tinker buoy. She then made her run-in from the western end of the Sound to the Asia buoy and across to the finishing point at Batten breakwater.

The course for the other races lay within the breakwater from the starting point to Mallard buoy, round the Duke buoy, Black buoy on New Grounds, and home by the Asia buoy.

Among the most interesting entries in the other events was the Uffa Fox "Flying Twelve," *Scattered Foam*, owned by Mr. A. Long of Torpoint, who competed in the handicap for boats not exceeding 18 ft. This is the first time a craft of this type has been seen in western waters and its appearance was of special interest to yachtsmen.

With the holiday season—one which has broken many records for the city—fast approaching its height, crowds thronged the seaward slopes of the Hoe to watch the second day's racing in brilliant sunshine under the Royal Western Yacht Club of England's flag. Even the great battleship *Vanguard* took a hand in the proceedings. Early starters were barely under way when the great ship nosed across the Sound to proceed up harbour. The Redwings were just over the line and several sailed under her lee, momentarily losing the wind and getting something of her wash. The remainder, who had sailed to the ship's weather, managed to gain some distance on their competitors from what had been a remarkably clean start.

Flica, now the firmly-established centre of attraction following her initial success, was out again, but was somewhat eclipsed by *Armyne* (F. R. McLaughlin) and *Sea Scamp* (Lieut.-Col. W. F. Edds) competing in the same race. *Lady Prudence* (J. H. Stokes) was away first at the start, followed by *Sea Scamp*; *Sea Swallow* lost three minutes at the start through going the wrong side of the mark buoy, having to turn about to recross the line.

In the 17 ft. One-Design class, the first boat, *Surprise* (Messrs. Haines and Sleeman), made a good start, and the remainder were close behind, with *Pat* (Messrs. Williams and Rodney) last over the line; *Pat*, nevertheless, slipped into fourth place.

Altogether ninety-two entries were received for this day's racing, largely from within the port, ample proof

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PLYMOUTH WEEK

	Port of Plymouth	R.W.Y.C.E.	R.S.W.Y.C.	R.P.C.Y.C.
Handicap 9 Tons and Over				
<i>Flica</i> (R. P. Dyer)	■	3	■	■
<i>Lady Prudence</i> (J. H. Stokes)	2	—	2	3
<i>Sea Scamp</i> (R.M.—Lieut.-Col. W. F. Edds, Maj. D. W. Tweed)	3	2	3	2
<i>Armyne</i> (F. R. McLaughlin)	—	■	—	—
West of England 14 ft. Redwings				
<i>Cherokee</i> (J. Ivory)	■	—	—	—
<i>Fulmar</i> (Com. J. P. Burton)	2	—	3	—
<i>Fidget</i> (Capt. C. H. Gibbings)	3	2	—	—
<i>Sunderling</i> (N. Pearn)	—	■	■	2
<i>Okenia</i> (R. W. Noakes)	—	3	—	—
<i>Jackdaw</i> (W. Neale)	—	—	2	3
<i>Kiwi</i> (J. Curran)	—	—	—	■
17 ft. One-Design				
<i>Norma</i> (H. Wheaton)	3	■	—	■
<i>Pat</i> (G. P. Williams and P. Rodney)	2	—	■	2
<i>Westwind</i> (W. D. Crowther)	2	2	3	3
<i>Gazelle</i> (Messrs. Tucker and Underwood)	—	3	2	—
Drake One-Design				
<i>Redshank</i> (D. S. Adam and Dr. W. M. Mason)	■	■	■	3
<i>Red Herring</i> (W. Williams)	2	—	—	—
<i>Red Admiral</i> (Miss M. MacKinnon and R. Heeley)	3	3	2	■
<i>Red Pepper</i> (R. J. Harrington-Hudson)	—	2	3	—
<i>Red Slipper</i> (G. T. Webb)	—	—	—	2
R.N.S.A. 14 ft. Dinghies				
R.N. 328 H.M.S. <i>Howe</i> (Com. (E.) R. S. Bailey)	■	3	3	—
R.N. 213 H.M.S. <i>Camperdown</i> (Lieut.-Com. Wright)	2	—	2	■
R.N. 208 H.M.S. <i>Howe</i> (Lieut.-Com. R. E. Campbell)	3	■	■	—
R.N. 330 H.M.S. <i>Howe</i> (Com. Shelford)	—	2	—	—
R.N. 280 H.M.S. <i>Illustrious</i> (Lieut. Murray)	—	—	—	2
R.N. 301 H.M.S. <i>Thunderer</i> (Mid. (E.) Cove)	—	—	—	3
Handicap for Service Boats				
K.21 R.M. (Lieut.-Col. Phibbs)	■	■	2	—
K.20 K.H.M. (Com. M. Brown)	2	—	—	2
R.N. 1 C-in-C's Staff (Ch. Wtr. Hakes)	3	—	■	—
K.7 R.N. Barracks (A.B. Rowland)	—	2	3	3
Cutter 10 R.N. Barracks (Lieut.-Com. Scott-Elliott)	—	3	—	—
K.17 H.M.S. <i>Ramehead</i> (Lieut.-Com. Dallaway)	—	—	—	■
Mosquito One-Design				
<i>Astra</i> (R. Cook)	■	—	—	—
<i>Inferno</i> (P. Ackland)	2	—	—	—
<i>Whirlwind</i> (A. Hancock)	3	—	—	—
International 14 ft. Dinghies				
<i>Frolic</i> (H. Snell)	■	—	■	■
<i>Hurricane</i> (G. Furrland)	2	—	3	3
<i>Oriental</i> (Maj. R. Wiltshire)	3	—	—	—
<i>Red Rover</i> (E. C. Darlington)	—	—	2	2
Handicap not exceeding 18 ft.				
<i>Sea Pink</i> (W. P. Spender)	■	3	—	—
<i>Erndarby</i> (J. Gillman)	2	—	3	—
<i>Hornet II</i> (R. James and T. Foley)	3	—	—	3
N.631 (F/O. J. K. Maw)	—	■	■	2
<i>Scattered Foam</i> (A. Long)	—	2	—	—
<i>Santoy</i> (Miss M. MacKinnon and R. James)	—	—	2	—
<i>Scouton Pie</i> (R. Williams)	—	—	—	■
Mayflowers				
<i>Dot</i> (F. C. Tolcher)	■	2	■	3
<i>Wildcat</i> (J. Sheldon)	2	—	—	—
<i>Daisy</i> (H. Manning)	—	■	—	—
<i>Pete</i> (P. Tolley)	—	3	2	—
<i>Trixie</i> (H. Grey)	(No third)	—	3	—
<i>Ballerina</i> (J. Wood)	—	—	—	■
<i>Sea Witch</i> (W. Rendle)	—	—	—	2

that yachting in these parts is making a healthy recovery from the war interlude.

The course for the races was a figure of eight, passing (in the case of the cruisers only) beyond the breakwater. Cruisers traversed a course of seventeen nautical miles, and courses for smaller boats were of ten, five and seven nautical miles.

Then came the turn of the Royal South Western.

Ideal weather conditions in the early part of the afternoon deteriorated until the favourable breeze of one o'clock became negligible, later leaving several yachts almost becalmed.

Malin

Among the vessels sailing in the handicap event for yachts of 9 tons and over was *Samuel Pepys* (Lieut.-Com. (E.) Malin), an R.N.S.A. "Twenty-Four" ocean racer. In this race *Lady Prudence* (J. H. Stokes) was first away, followed by *Sea Scamp* (Maj. D. W. Tweed); next came *Samuel Pepys*, with *Armyne* (F. R. McLaughlin). The 12-metre *Flica* (R. P. Dyer) made a belated start over two minutes after the gun, as did *Sea Swallow* (Lieut.-Com. G. W. Bridle). *Flica*, nevertheless, who had already gained a first and a third in the two preceding races of this character, was again in first with a corrected time of 3.46.40. *Armyne*, winner on the second day, was fourth in 4.22.22.

In the majority of cases the races were cleanly started and there was an absence of "incidents."

The race for the Looe 14 ft. Redwing dinghies was well supported with fourteen entries, as was the race for the West Hoe 17 ft. One-Design class, in which there were fifteen entrants.

An extremely close finish was witnessed in the handicap race for boats not exceeding 18 ft. The 12 ft.

National N631 (F/O J. K. Maw) came in the winner, followed three seconds later by *San Toy* (Miss MacKinnon and R. James); third was *Erndarby* (J. Gillman).

Again there was only the lightest of south-westerly breezes when the cruiser handicap race for yachts of 9 tons and over started the final day's sailing under the Corinthian flag.

Lady Prudence (J. H. Stokes) was first off, followed by *Sea Scamp* (Maj. D. W. Tweed) and *Samuel Pepys* (Lieut. (E.) P. A. D. Fenton). *Flica*, the scratch entrant, who had already scored two wins out of her three previous appearances, gained yet another, returning a corrected time of 3.18.59. *Sea Scamp*, third on the previous day, was second over the finishing line with a corrected time of 3.19.41. *Lady Prudence* was third at 3.26.50.

Flica had done well, but tragedy was to follow. While bound for Torbay at the conclusion of the Plymouth Week her owner, Mr. R. P. Dyer, a St. Austell director, was swept overboard and lost. Mr. Dyer was a skilful yachtsman who had made sailing his chief hobby for many years and had, in addition to his Plymouth wins, been successful during the season at Cowes and Ryde, while his Troy class vessel, *Sapphire*, was also enjoying a winning streak.

FALMOUTH YACHTING WEEK

By JOHN J. BARRON

THE second post-war yachting week organised by all yacht and sailing clubs in association with local regatta committees in the Falmouth Harbour area was even more successful than the first in 1948. Weather conditions were variable but on no day was there a flat calm or directly the opposite. True, the final day's sailing at Restronguet had to be carried forward to the next day when conditions were well nigh perfect.

A point of interest was that although there was a daily average of over 100 starters there were only a few visiting craft (principally in the larger handicap events), most of the competitors coming from the local clubs.

This strong local entry was undoubtedly due to the progress made in club racing at Falmouth since the cessation of hostilities. In my experience of over thirty years I cannot recall a season when there have been so many starters at club events, in some cases twice weekly. I have noted, too, that in some instances beginners in the small handicap classes have blossomed out with One-Design craft before the season ended and that, surely, is an augury for the future of yacht racing at the port.

There is also the steady increase in the number of Falmouth Sunbeams in the port. Some years ago there was a very strong class, but for one reason or another

they were sold out of the port. During the past three years, however, the strength has been brought up to ten, and some of the finest racing seen at Falmouth for many years has been the result. Most successful boat of the week was Major A. B. Matthews' *Harmony* with four firsts on successive days, although Capt. J. N. E. Vaughan had a good run with *Pintail* picking up five prizes during the seven days' sailing. This boat has been one of the most consistent of the fleet for the past two seasons.

In the handicap over 25 tons, *Sea Swallow* (manned by a crew from H.M.S. *Defiance*, Devonport) collected five prizes, but Sir Hartley Shawcross's *Vanity V* was always well out of the running, on handicap. Surprise of the week, indeed, was the defeat of *Vanity V* by another "12," Mr. H. S. Broom's *Miquette* (equipped with an engine) in an ideal breeze at Flushing Regatta, *Miquette* actually winning without calling on her handicap after they had sailed over a twelve-mile course in Falmouth Bay—to Rosemullion Head and back.

Mr. A. Cochrane's varnished gaff-rigged cutter *Kathleen* (well known in the Torbay area) put up some astonishing performances in the under 10 tons events, in fact, at St. Mawes regatta, she covered the same course as *Vanity V* in over a minute less time.