



SEA CADETS
LAUNCH FIREFLIES
IN TORQUAY
HARBOUR.



START OF SWALLOW
CLASS
AUGUST 4.



STARS ROUNDING
MARK. HILARIOUS
(WINNER) ON
EXTREME LEFT.
[Beken]



SIXES: APACHE
(NORWAY),
LLANORIA (U.S.A.
WINNER), CIOCCA
II (ITALY) [Beken]

XIV Olympiad

INTERNATIONAL YACHTING FESTIVAL AT TORQUAY

HELD at Torquay on August 3, 4, 5, 6 and 10, 11, 12, the XIVth Olympiad started in calms and with little wind which characterized the racing until the last day, when most competitors had all the wind they wanted.

It was said that the British contestants were praying for wind, but so were many others, but it was perhaps in the 6-metre class that wind would have made all the difference, for our boat Johan (J. Howden Hume) is not a particularly good light-weather boat. On the last day she finished third, and would have been placed higher but for a mistake which cost her about three minutes. She was finally placed fifth out of eleven competitors.

Stewart Morris in the Swallow class sailing Swift, with David Bond as crew, won Britain's third gold medal of the whole Olympiad, and the only one in yachting, by the narrow margin of 46 points, although he led throughout the entire series of races. In the Dragons, Ceres II, owned by W. H. Barnet and sailed by W. E. Strain, in spite of two firsts during the Olympiad, finally came fourth. Our Star, Gem II from the Bahamas, sailed by D. R. Knowles, was also placed fourth. In the Firefly class Air Commodore A. W. B. MacDonald was ninth. Such were our fortunes.

The opening ceremony was held on Monday, August 1, at Torre Abbey, a perfect setting for such an event, when for the first time the Olympic yachting regatta had its own flame, which was lit by a torch carried by a chain of runners from Wembley, and remained alight throughout the entire regatta. As the Games were declared open by the Mayor, Alderman Dennis Gilley, a cloud of a thousand pigeons was released from the tower. The impressive ceremonial of both the opening and closing ceremonies was devised by Mr. Reginald Colwill of Torquay.

The scene in Torquay will long be remembered by those who saw it. In the harbour, crammed tight with the yachts of both competitors and visitors, every vessel was dressed over all, and the flags of all nations flew from flagstuffs specially erected every few yards. The town had a gay and festive appearance, and bunting was everywhere. In the bay the great battleships Anson and King George V, together with the aircraft carrier Victorious, and British and foreign destroyers, provided an appropriate and imposing background to the events which were about to take place.

FINAL RESULTS.

Fireflies: 1, Denmark; 2, U.S.A.; 3, Holland.
Stars: 1, U.S.A.; 2, Cuba; 3, Holland.
Swallows: 1, U.K.; 2, Portugal; 3, U.S.A.
Dragons: 1, Norway; 2, Sweden; 3, Denmark.
6-Metre: 1, U.S.A.; 2, Argentina; 3, Sweden.

The buoys of the three courses, shown on the chart, had been previously laid for the eliminating trials by the Royal Navy, and could be picked out with binoculars. Each consisted of a circle of eight buoys, with a ninth in the centre. This ninth buoy was one end of the starting and finishing lines, and the race started towards whichever buoy was most directly to windward. Thereafter the course was indicated as on the diagram, only three buoys being used; these were identified in the first round by different coloured smoke signals. The reason for the eight buoys was, of course, to allow for different wind directions.

The 6-metres and Dragons raced over the outer course—a distance of about fourteen miles. The Stars and Swallows

raced over the southerly course towards Brixham, a distance of approximately ten miles. The Fireflies raced by themselves over the course nearest to Torquay, a distance of approximately six miles. The courses were patrolled by vessels of the Royal Navy, and by craft carrying officials of the Olympiad, while umpires were appointed for each class.

Scoring was arranged on a system of points calculated in accordance with the following formula:—

$101 + 1000 \log A - 1000 \log N$, where
A = Total number of yachts entered in her class, and N = the yacht's finishing position.

Of the seven races, competitors only counted points for their best six. They were thus allowed one disastrous race which, owing to a bad mistake they might finish low down. An otherwise good boat would therefore not be penalized.

The Games really began with the measurement of the boats. This was done with such efficiency and fairness that no one could complain, although not one of the foreign Sixes was able to get by the Measurement Committee at the first attempt. A special tank had been built in which the Sixes were floated, the salinity of the water even being controlled. The crane by means of which the boats were lifted, broke down at the critical moment, and it was only by working all night that the measurers finished their work in time for the first day's racing. France, whose Dragon had not been granted a certificate, was

lent a Torbay Dragon, while the U.S.A. Dragon crew, who arrived without a boat, were lent Rhythm. Crews and boats from Czechoslovakia and Hungary did not arrive.

During the first four days the weather, with slight variations of wind, was much the same. The start was at 11 o'clock, and was usually made in a light breeze, which gradually died down, to freshen a little towards the early afternoon and the end of the racing.

The results achieved during the first period, August 3 to 6, were thus inconsistent and some strange reversals of fortune took place. The Norwegian Dragon Pan (T. Thorvaldsen) finished first, second, last and first. In the 6-metre class Lalage (Belgium) won on the first day, and was right down the list of the finishers ever after; but form was beginning to show, and in the latter class the U.S. (Stevens-designed) boat Llanoria, sailed by H. F. Whiton, stood on top, but was closely pressed by the Swedish Ali Baba II (T. A. Holm) which was designed, built and sailed by her helmsman; and by the Argentine boat Djinn, last year's Seawanhaka Cup winner for U.S.A. (sailed by E. Siburger) never far behind.

On points U.S.A. led with 3,489, Sweden 3,267, Argentina 2,836. As a win would add 1,142 points, a second 841 and a third only 665, it can be seen that the result was by no means a foregone conclusion.

Our 6-metre, Johan (J. Howden Hume)



GOLD MEDAL, STAR CLASS: CREW OF HILARIOUS, U.S.A.:
(R) HILARY SMART (HELM) AND HIS FATHER, PAUL SMART.



GOLD MEDAL, DRAGON
CLASS: CREW OF PAN,
NORWAY: T. THOR-
VALDSEN (HELMSMAN),
H. BARFORD AND S. LIE.

(BELOW) GOLD MEDAL, FIREFLY CLASS: PAUL
ELVSTROM, DENMARK, ONLY 20 YEARS OLD



GOLD MEDAL 6-METRE CLASS: CREW OF LLANORIA, U.S.A.: J. H. SMITH, A. L. LOOMIS, H. F. WHITON (HELMSMAN), J. H. WEEKES AND M. MOONEY.



DRAGONS PUNCHING TO WINDWARD ON LAST DAY. [Beken].



had been placed 7th, 4th, 8th and 7th, with a total of 1,373 points.

In the Dragon class in which there were twelve entries, Norway and Sweden tied with 3,340 points each, followed by Denmark 2,465, almost 1,000 points behind, and Great Britain, which finished 7th, 1st and 7th, scoring 2,185 and holding 5th position.

A pattern had also begun to emerge in the Star class, where U.S.A. had built up a long lead from the remaining fifteen entries. Hilarius (H. H. Smart, crewed by his father) finished 4th, 1st, 2nd and 1st, having scored 4,421 points, with Great Britain, Gem II (D. R. Knowles) who had finished 2nd, 6th, 6th and 4th, having 3,342 points. Italy was not far behind with 3,039 points, having been disqualified on the last day. Their boat was perhaps the best Star in the fleet. We were thus in a good position, and had every hope that Durward Knowles, who had won the World's Star Class Championship at Los Angeles in 1947, would pull off a win for Britain.

If we had a cause for jubilation anywhere, it was in the Swallows, for Stewart Morris, sailing Swift magnificently and consistently, had finished 3rd, 1st, 3rd and 1st, piling up 4,034 points; a 1,000 points lead over Portugal with 3,085. Morris seemed to have a grip of the situation, which nothing seemed to shake. The Portuguese, however, sailed their boat magnificently and were the real danger.

In the Fireflies, where we expected great things, since we are a nation of dinghy sailors, we might well have expected to head the fleet of twenty-two starters, but we were disappointed. Our helmsman, Air Commodore A. W. B. MacDonald, sailing Firefly number 503, which had been allotted to him in the luck of a draw, seemed to be off form. His finishes were erratic, having been 10th, 4th, 18th and 3rd, with a total of 2,358 points, which placed him seventh. Sweden led by a big margin of 3,944 over U.S.A. and Canada, between whom there was little to choose, with 2,846 and

Racing on August 11 was much the same although there was more wind. In the Dragon class, Norway and Sweden first were disqualified and Ceres scoring a first got into the lead with 3,365 points, the former still deadheading at 3,340 points. Finland also became a possibility with 2,887 points. Argentina had the misfortune to break her mast near the top, but managed to finish the course.

Stewart Morris sailing Swift in the Swallow class finished second to Portugal, with France third. His lead in points, although still a considerable margin, was reduced and stood at 4,980, with Portugal 4,332, Sweden being a bad third with 2,806.

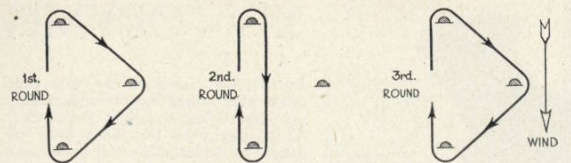
Tuesday had in many ways been a day of surprises, for Italy had won both the Dragon and Star classes, only to be disqualified in the latter. America had won the Swallow class, Stewart Morris finishing 6th, only to retire because he had touched a mark with his sail. Although he still retained his lead, it was only by a precarious margin. Denmark won the Firefly single-handed race, leaving U.S.A. still in the lead with 4,933 points, against Sweden second 4,326, the latter having only scored an 11th. Holland and Denmark were both still possibilities with 4,275 and 4,220 points respectively.

On Monday and Tuesday the weather had been much the same as it had been on the four previous days although on the latter day it had freshened towards the close of the racing after a light and fitful start. During the two days there had been many changes of fortune and he would have indeed been a rash man who set himself up as a prophet.

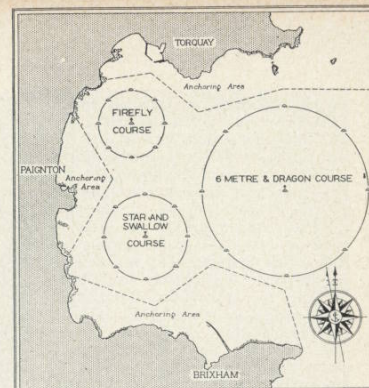
On the eve of the last day of this unforgettable occasion (that is on Wednesday evening), the splendid 6-metre Llanoria, sailed by H. F. Whiton, stood in the lead with 4,870 points, but was hotly threatened by Argentina and Sweden with 4,518 and 3,932 points, the latter having drawn a blank on the last day.

Britain's position at the close of racing and on the final day was as follows: 6-metre, 4th; Dragon, 3rd; Star, 3rd; Swallow, 1st; Firefly, 8th. The number of protests had increased, but had been most efficiently dealt with by the International Jury under the chairmanship of Sir Arthur Young, to the great satisfaction of all concerned.

On the final morning, Thursday, August 12, there was wind; plenty of it. The stage was set for a struggle, the like of which we may not see again in British waters for many years. A more glorious day for yacht racing it would be difficult to imagine. The sun was shining, and the waters of the bay were foam-flecked, with a strong offshore wind from the north-west, increasing steadily from the start at 11 a.m. to something like half a gale as the day wore on. This was the weather almost all the crews had been waiting for. The steady wind eliminated the uncertainties, due to flukes and flat patches, such as must have infuriated



(ABOVE) DIAGRAM OF 3 ROUND OLYMPIC COURSE, AND (RIGHT) TORBAY AS LAID OUT FOR THE REGATTA.



the helmsman of Llanoria on Monday, August 10, which, when in the lead, sailed into a streak of calm, and there remained to watch, with feelings of mortification that can be well imagined, practically the whole 6-metre fleet sail past. In other words, the element of luck, which had existed during the previous six days in a greater or lesser degree according to the amount of wind, was eliminated.

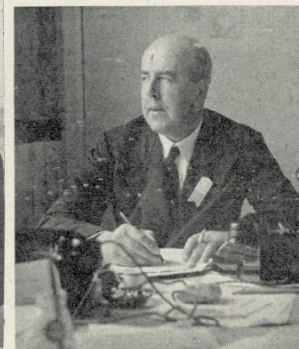
As we left Torquay harbour, the Fireflies were starting out; all but one had reefed. Some carried their jib in stops, ready to break out. Some carried no jib at all; while others had them lowered on their foredeck ready to be hoisted. It was obvious that there was as much wind as the majority of helmsmen could cope with, and for some a good deal too much. What a test of endurance! At the start the boats beat across the line, some still not carrying their jibs. Belgium, South Africa, Argentina and Italy were recalled, and were about one minute late recrossing the line. Portugal capsized before the start, but her helmsman bailed out, without help, to finish 11th; a fine effort. Eire lost her mast. Within five minutes after the start, Italy capsized, and eventually retired.

In the second round, Great Britain capsized. Air Commodore A. W. B. MacDonald bailed out and went on, but later capsized again, was unable to bail out a second time, and retired. At about halfway round the second circuit Holland led from Denmark and Sweden. About this time Austria and Spain capsized, the former retired, but the latter carried on. Holland was eventually

ORGANIZING COMMITTEE



MR. PETER SCOTT (CHAIRMAN), (L) MR. QUINTIN RILEY (SEC.), MR. J. G. LOWLES (R) MR. F. P. USBORNE (SEC. Y.R.A.) [Gilbert Adams photos]



passed by Denmark (P. B. Elvstrom) who was first over the line, having sailed the whole course with reefed mainsail only. He sailed a fine race, and snatched a well-earned victory and gold medal from U.S.A. by no more than 135 points in 5,500. The result was in suspense almost until the end when, within a few yards of the line, Holland, which had sailed so gallantly and well, all but capsized, and was obviously half full of

water. The helmsman started to bail, having a fairly long lead over the Norwegian boat, but he quickly saw that he would have to get over the line, and watched in agonized suspense by the Dutch supporters, he got his waterlogged boat across only about thirty seconds ahead of Norway. The final results were Denmark first, 5,543 points; U.S.A. second, 5,408 points, and Holland third, 5,204 points.

After watching the start of the Fireflies we dashed across to the Swallows and Stars. In spite of the heavy wind, which was steadily increasing, the Swallows were making excellent weather of it. They never seemed over pressed, and proved themselves to be excellent seaboats, and at times, as will be seen later, they were able to reach planing speeds.

Here again a struggle of the utmost intensity was taking place. Stewart Morris, Great Britain, sailing Swift, with David Bond as crew, had made an excellent start, but he had dropped back to 11th place, Portugal, his only serious rival, being in the lead, which she kept and increased. If Portugal won the day, Morris had to get a fourth place to



get his gold medal on aggregate points. In suspense we watched him fighting his way through the fleet, vigilant and imperturbable as he had been throughout the whole meeting. The Portuguese improved his lead, and as the race went on it was obvious that unless something extraordinary happened he was certain to come in first. Meanwhile Morris lay fifth to the Brazilian boat, and as they started the last reach before finally beating up to the finishing line in the centre of the course, Swift was hard up against the Brazilian, but did not seem to be able to get by. Then Morris, drawing on his vast dinghy racing experience, got his Swallow to plane, and by the skin of his teeth got into fourth place, which he kept until he sailed over the finishing line, Olympic champion and winner of the gold medal with 5,625 points, Portugal being second, 5,579 points, and U.S.A. third, 4,352 points.

The Stars which had started fifteen minutes before the Swallows were having a bad time. All were carrying full sail, but they were obviously overpressed, and we saw more than one of them out of control and unable to get round the marks. The yellow Swiss boat had lost her mast before the start and was being towed away. Gem II, Great Britain, sailed by Durward Knowles, was also dismayed when lying second, and later it was seen that Italy, having established a long lead, was about to lose hers also. Slowly the stick collapsed, and she was out of the race. Australia now went into first place, which she held until the finish, with Cuba sailing a fine race second, and Portugal third. In this class six boats lost their masts, and two dismayed during



COL. RALPH BLEWITT, CAPTAIN, BRITISH TEAM.

the previous races, had failed to start.

It was interesting to watch the leading Swallows, which had started a quarter of an hour after the Stars, catching up and over-taking the rearmost boats of this large and famous class. U.S.A. won the Star championship with 5,828 points with Hilarius, sailed by H. H. Smart and crewed by his father. Cuba was a well deserved second, 1,000 points astern, 4,849; Holland third, 4,731 points and Great Britain fourth, 4,372 points.

Over to the Dragons and Sixes. There seemed to be even more wind further out in the bay. Having made a splendid start, the first six Dragons were always at close quarters, but with their spinnakers set, their crews had an anxious time to prevent gear being carried away. Argentine was leading at the end of the first round, but damage to her crosstrees forced her to give up. Belgium tore her mainsail, but carried on. Denmark, Sweden, Great Britain

XIV OLYMPIAD (Continued)

and Norway occupied the first four places after a hard fought battle, finishing within a few seconds of one another. The intensity of the racing may be gauged by the fact that under six minutes separated the first and seventh boats home, after sailing a course of ten miles.

At one time Ceres II, Great Britain, sailed by W. E. Strain, lay second, but she eventually finished fourth to Sweden, Denmark and Norway. Norway won the gold medal with 4,746 points; Sweden second, 4,621 points; Denmark third, 4,223 points, and Great Britain fourth, 3,943.

The Sixes also made a good start, but the Swedish boat, Ali Baba II, sailed by T. A. Holm, which had previously done so well, owing to damage to her gear, was unable to set her staysail, and sailed the whole course under mainsail only. Switzerland led at the start, but by the end of the first round U.S.A. Llanoria, H. F. Whiton, was in the lead, followed by Norway, Argentina, Great Britain, Belgium, France, Denmark, Italy, Switzerland, Sweden. Several boats carried spinnakers, but the strong gusts made them difficult to handle, and as we watched them on the wind boats were lying over at an acute angle. The Sixes certainly had all the wind they could cope with. The British boat, Johan (J. Howden Hume), caught up with Llanoria, but at the end of the second round Norway was in the lead, with Argentine second, Great Britain third and U.S.A. fourth.

So the struggle went on. Fortunes changed, and Argentine boat, Djinn, was in the lead, which she maintained until the end, closely followed by U.S.A., Nor-

way and Great Britain. So ended an exciting race in which Llanoria, Apache (Norway) and Djinn were sailed so close that it was difficult to tell who would win. On points U.S.A. won with 5,472 by a mere 352 points, with Argentine second, 5,120 points; Sweden third, 4,033 points. Great Britain was sixth, 2,721 points.

These races were the most intense that have been seen in this country for many years. The slightest mistake cost a place, or even more, while, unlike the average race, there was no tail. All were champions, and all in every class were usually bunched together with a matter of seconds or minutes between them.

Had there been plenty of wind the whole of the time, it is doubtful whether the results would have been much different for, in spite of the luck of the flaws and flukes, there is little doubt that the best boats won, for luck over a long series of races evens itself out. The fact that each boat was able to discard the result of her worst race also went a long way towards ensuring that no-one was penalized through some fluke of chance.

It must not be forgotten that the idea of the Olympic Games was to bring athletes of all countries together, and by their association to improve international relations, as well as the standards of sport and physical fitness. Records in all sports have been broken during the present Games. In yachting, of course, no-one can say whether the yachts went faster than before, but there is no doubt that the local and final eliminating trials did induce into the sport a spirit of competition and keenness which did not previously exist, and in Britain, although only scoring one award, we may feel well satisfied that our sport is left the better for the Games.

Furthermore, we have welcomed to our shores, and into our hearts, men from all over the world, and there is no doubt that the result must be beneficial both to the sport and to foreign relations. The spirit in which the racing was carried on, with competition at its fiercest, was in the highest traditions, not only of the sport, but of the Olympic conception. Protests were comparatively few, and mainly on matters of fact. The decisions of the international jury, under the able and sagacious Chairmanship of Sir Arthur Young, were never for a second questioned, and in the future Games it is hoped that this spirit of sportsmanship and friendship will increase.

No description of the Games could be complete without reference to the work done by our National Authority, the Yacht Racing Association, which under the Presidency of Major Sir Ralph St. G. Gore, Bart., was responsible for organizing the Olympic regatta. The Vice-President, Sir Arthur S. L. Young, was chairman of the

J. J. M. HERBULOT (FRANCE) BAILS OUT HIS FIRELY IN LAST RACE



International jury while Mr. F. G. Mitchell was concerned with the main arrangements. The Y.R.A. Olympic Sub-Committee under the chairmanship of Mr. Peter Scott did its work magnificently. Organization was faultless, and the whole event ran as though on oiled wheels. On Mr. Scott's staff were Mr. Quintin Riley, Secretary; Mr. Lowles of the Itchenor Sailing Club, and Mr. John Winter. Mr. Sanders, of Torquay, was responsible for working out the points, while Major W. S. Ball, T.D., and Mr. E. T. Vachell, of Torquay, with their local knowledge, rendered yeoman service.

The Sea Scouts, under the direction of Commander Taylor, G.C., were everywhere. They served as messengers, they hauled the Fireflies in and out of the water. They fetched and carried, their boats took crews to and from their yachts; in fact their willing and ubiquitous help did a vast amount towards the success of the meeting. Then there was the Navy which, apart from providing a background,

also took an active part in a hundred and one ways, not the least of which was the patrolling of the courses during the races, a duty tactfully and efficiently performed.

Perhaps if the name of any one man had to be mentioned as contributing more than anyone else, it would be Mr. Francis P. Osborne, the able secretary of the Y.R.A. who, for over a year past, has worked countless hours coping with Government Departments, arranging for licences for boats to be built, and establishing the whole

framework upon which this stupendous event was based. Of course there were dozens of other workers, too numerous to name. I think one of the busiest helpers before the racing began, and during the recess week-end was Mr. Stuart Upham, who looked after the needs of the various competing yachts with such unflinching care.

Our foreign visitors, we hope, took away with them happy memories of an event which will go down in the history of British yachting as one of the greatest ever held.

WINNING DRAGON PAN [Beken]

DJINN THE ARGENTINE 6-METRE IN TROUBLE ON THE LAST DAY. [Beken]



CLOSING CEREMONIAL—SIR RALPH ST. G. GORE PRESENTS THE OLYMPIC GOLD MEDAL TO MR. STEWART H. MORRIS WHO, IN SWIFT WAS THE WINNER IN THE SWALLOW CLASS. HIS CREW, MR. DAVID BOND, STANDS ON THE LEFT.

