



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.

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)

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



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. THORVALDSEN (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.

