

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, 4,933 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 even 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 FIREFLY 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]



DIJINN 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.

