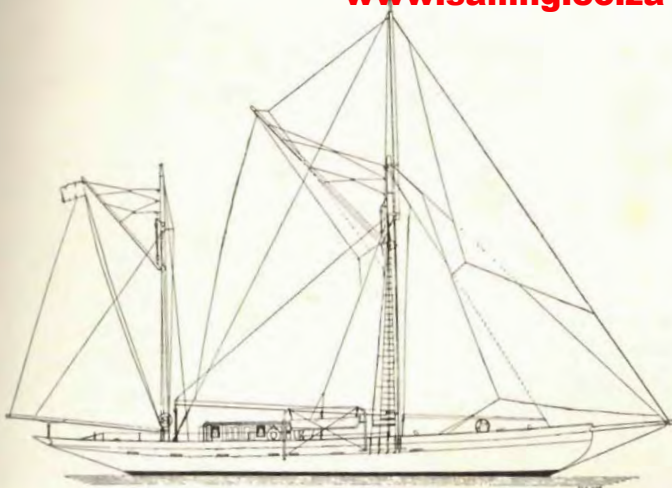




Cariad, Mr Flitton's noted cruiser.

YACHTSMEN LOSE A GOOD FRIEND

MANY people in Sailing, and Business for that matter, will miss the quiet, unassuming shy "Flit" as he was known to all his close friends. In spite of our age difference, he and I were close friends, particularly for the past five years during which time he re-appeared in small boat sailing circles.

Mr. Flitton's yen for sailing began very early in his life on the pond at Radwell, his parents' home in England, where he sailed in the most primitive of craft.

He came to South Africa on the suggestion of his friend, F. C. Alderson, who preceded him in 1912, and joined the Army in World War I, later transferring to the R.F.C. where he saw the war out as a mechanic.



Using their gratuities, he and Alderson set up their own business in Pretoria in a very small way soon after their return and apparently made enough profit to consider buying a boat each, which they launched on the Hartbeespoort Dam as it began to fill in 1922.

Flit's first racing boat was a 20-footer called *Unit* purchased in Durban, which he used until about 1935 gaining experience and becoming prominent in yachting circles.

Ilene, built by Herby Spradbrow was the most up-to-date boat on the water and in her he won the Dewar Shield in Durban in 1935 and again in 1939. I think it was in '39

that he was the only boat to finish—and that was after capsizing three times.

The idea of sailing around the world came to him early in his life, too, and just as he was reaching the point where his finances and time would allow the idea to reach fruition, the second War came along and postponed things.

In 1946 when he heard of *Cariad I*, owned then by the late Mr. Wenbourne of Cape Town, he went to England, saw her and bought her.

She had been on the hard all through the War so re-commissioning her was a major job. They sailed finally in October 1947 and reached Cape Town in January 1948, where almost immediately preparations were set in motion for the World Cruise.

Anyone knowing anything about ocean cruising will know what it means to prepare for two years at sea. The ship had to be thoroughly checked in spite of the work done in England, running and standing rigging double-checked and replaced where necessary.

Not the easiest of problems was the choosing of crew who came from far and wide and gave the "Old Boy", as he became affectionately known to that crew, many headaches before he made his final choice. Being very conservative, he dithered a little, but chose a crew that made his 2½-year 36,000-mile circumnavigation a great success which provided him with many wonderful memories and some 12,000 ft. of colour film to enable others to enjoy it too.

Ronnie Knoop of Safmarine, member of Royal Cape and Z.V.Y.C., went the whole way. Frank Morgan, of R.C.Y.C., sailed from Australia to Cape Town and I was fortunate enough to join them in Durban for the last and by far the roughest leg to Cape Town.

In 12 days at sea we had two very bad gales, one off the Great Fish River and one off Cape Agulhas, which tore sails to ribbons and caused the loss of a lifeboat. We limped into Cape Town on the leading edge of a north-wester a sorry mess, but with morale extremely high.

With the wanderlust still very strong, Mr. Flitton almost immediately planned a second voyage, which started in November '52 and closely followed the track of the first cruise. However, when at Cairns in north-east Australia he heard news of the death of his partner and friend, Mr. Alderson, on June 1 (note date—exactly five years before Flit) 1954 and he followed the most direct course from there via Thursday and Christmas Islands, Cocos and Mauritius to Cape Town.

Cocos to Mauritius was the longest distance they ever covered in one hop and, apparently, it gave them the most wonderful sailing—roaring along in the S.E. Trades doing 10 knots through the 24 hours for days at a time.

After a year or so of restlessness, Mr. Flitton appeared to settle down and re-developed his interest in small boat sailing and our affairs in S.A.Y.R.A.

He devoted many hours of his own labour to the T.Y.C. building walls, steps, rockeries and doing many jobs around the club often at the expense of his own property, which adjoins the club. He gave, too, a block of bedrooms to our Club which are used extensively.

He also bought the Stodl Sharpie *Calypso*, which was built for John Sully, and sailed it very successfully right up to the time of his death. He sailed in 26 races in this season in all weathers. In fact he capsized one day and spent quite a while in the cold water, but was quite unperturbed.

As people know, he closely followed my sailing activities and visited the Zeekoevlei, Germiston, Durban and Hermanus Regattas with us. He never missed a move in a race and, in his very quiet way, made sure I knew of the wrong moves afterwards.

He was intensely interested in sailing in this country and I feel looked forward to at least another 10 years of close association with the types of people he knew and loved irrespective of age—because they, too, knew the meaning of Sun, Wind, Water and Sails.

DICK RICHARDS

Cost of Ocean Racing . . .

UNDER the tag "Taking Stock" Lloyd's Yacht Club has put out a survey of the sailing its yacht *Lutine* has done since she was built by Camper and Nicholson in 1952.

In seven seasons *Lutine* has sailed the equivalent of 1½ times round the world. More than 100 yachtsmen crew in her every year and she has taken part in 47 ocean races, winning 18 and being placed in 13.

Although she is maintained to the highest standards and is fit for everything, many will be envious over the amount spent on *Lutine* annually. An average of £3,300 a year seems over-lavish.

Of this £1,000 is recovered in charter fees. Most of the rest comes from gifts from philanthropic members of Lloyd's.