

VIKING WINS TO MOSSEL BAY

THIS year's offshore race from Simonstown to Mossel Bay, staged by the South African Cruising Association and the Royal Cape Yacht Club, was a close-fought affair with only minutes separating the first boats. The start was in a moderate south-east gale, so usual round Boxing Day; but conditions improved and, in spite of windward work and the contrary Agulhas current, the redoubtable *Parergon III* managed to finish the 210-mile course in only 50½ hours actual time.

It was good to see the lovely Reimers sloop *Viking* come into her own again, with a new terylene mainsail, to win by a narrow six minutes on corrected time.

Also pleasing was the effective show put up by *Active*. She was the first boat out of False Bay in the early hard beat, going faster over the ground by sailing somewhat free, instead of pinching as close as possible.

Little 29-foot *Zeeslang*, as many expected, found the hard slog along such an exposed seaboard a bit too much for her. Under new owner Cliff Leih, she was unable to show her heels to the bigger and heavier boats as she has done before. However, coming home, with a free wind, she romped through in 33 hours. She was flying the burgee of the False Bay Yacht Club, a welcome debut.

On *Stella Maris*, chief moment of excitement was when George Martin, in all his seagoing togs, went over the side at night, but clung manfully to a parted stay till he was got aboard again.

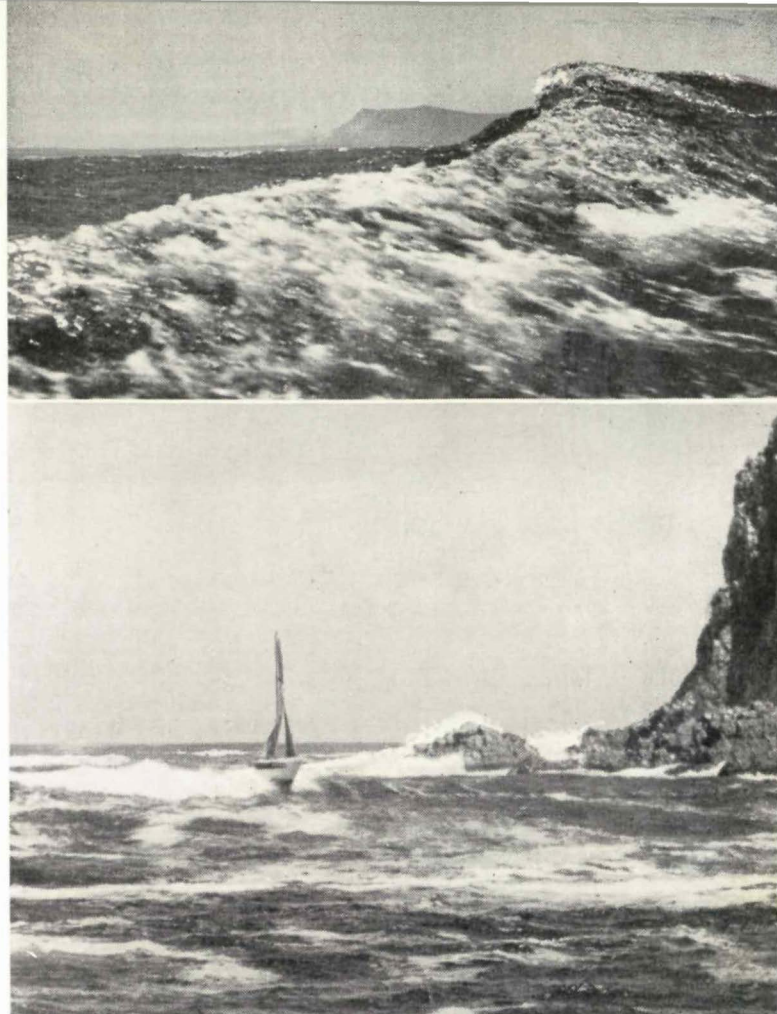
Six boats came to the line, all from Peninsula waters. It was somewhat disappointing not to have one or more of the new sea-going yachts from Port Elizabeth turning out—but they, of course, might have been tempted if the finish this year was in Algoa Bay.

Here is the finishing log:

		Finish	Actual	Corrected	Placing
28th	P III	17 30 07	50 30 07	51 17 03	2
	Viking	17 48 31	50 48 31	51 11 00	1
	Active	20 45 45	53 45 45	54 46 24	3
29th	Zeeslang	01 59 15	58 59 15	54 59 59	4
	Stella Maris	06 05 00	63 05 00	58 19 12	5
	Parergon III	12 29 42	69 29 42	61 07 15	6 ::

◀ OPPOSITE: With some of the silverware—Basil Lindhorst and Ivor Jamison, of *Parergon III* and (centre) the winning skipper, Fred Smithers.

Active's crew fill the bottom picture, left to right: Gordon Phillips, Stompie McDonald, from P.E., John Bayliss, Bill Perry, skipper Jack Nosworthy, John Dalgleish, Basil Joyce, Gordon Burn Wood and joint owner, Monie Salamon. BELOW: *Viking* gets in sail as she finishes at Mossel Bay. She is one of Reimer's masterpieces, specially created before the war for exhibition at the New York Boat Show. ▶



Pictures taken during a passage last month from Knysna to Simonstown by John Goodwin's *Speedwell of Hong Kong*. Top picture shows a breaking south-easter sea sweeping past, with Danger Point in the distance. Below, *Speedwell* finds the passage of The Heads too much for her at low water and, having put about, surfs back on a breaker. She has no engine and working ship in the welter was exciting. Next day she got through easily at high-water slack.

Pictures: Brian Lello and J. Heather-Noon.

From Knysna Heads . . .

SPEEDWELL of Hong Kong, which has done about 30,000 miles of ocean cruising under two owners, was taken last year from her moorings next to Frank Wightman's *W'ylo* at Langebaan down to Knysna for a refit. In December she was brought back to False Bay by her owner John Goodwin, with the editor of *Yachting News* and Frank Cockcroft.

Although only 21 ft. 10 in. on the waterline, she revels in the robust weather found off our coasts. But she caused some excitement when the second line of combers at The Heads proved too much for her and she was put about under sail in the confused water.

Next day there was no trouble and, in a fresh westerly, she took a long board out across the current, ending up about 60 miles off-shore. *Speedwell* specialises in self-steering and she did about eight hours under boomed out genny and main in a southerly before the true south-easter came through. Running off in the later gale-force wind, she logged 66 miles in 11 hours, just about as fast as a boat of this size could be expected to go in rough water. She showed her Laurent Giles breeding by never causing a single qualm, even in the toppling crests off Cape Hangklip. There was no question of trailing warps, nor did she take anything more than a crest over the stern in conditions where heavy pooping would not have been a surprise.

Chastening lesson was trying to rescue a bagged genoa overboard in high sea and strong wind. It took many tries and provided food for thought—had the bag been a man whacked over the side in an involuntary earlier jibe when hit by a Hangklip williwaw. ::