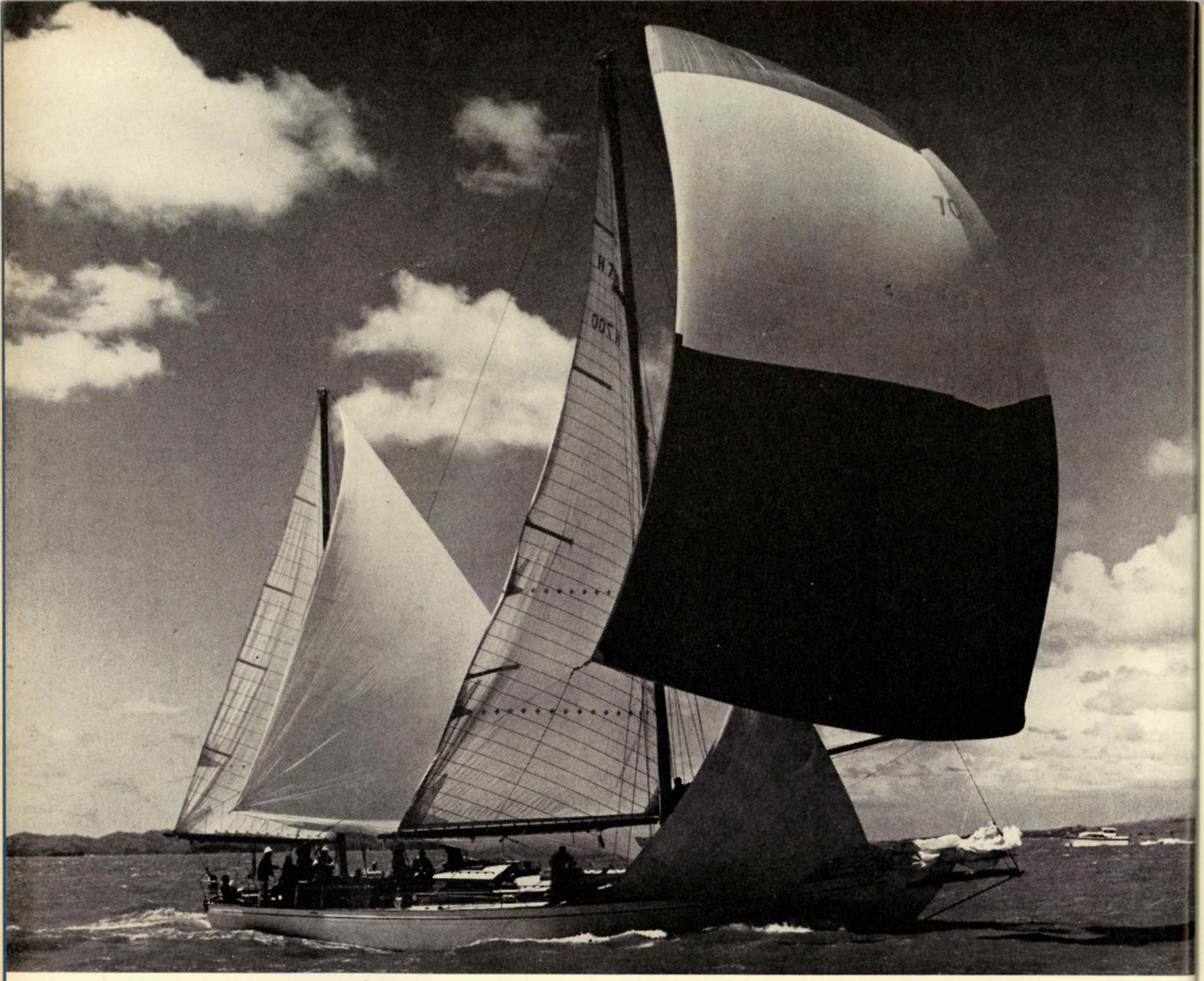

**By beating the sloop Kialoa, best ocean-racer on the Pacific coast, and leading in the fleet hands-down in the subsequent Trans-Pacific Race last month, Kees Bruynzeel's Stellenbosch-built ketch Stormvogel has firmly established herself as the hardest-sailed ship of the past decade. No yacht can approach her distance record—156,000 miles in six years, the equivalent of once round the world every year. She has put up fastest time in 30-odd of the 40 major races in which she has entered. Her designer, Ricus van de Stadt, is also responsible for South Africa's entry in next year's Singlehanded Transatlantic Race. The above picture, courtesy of "Sea and Pacific Motor Boat", shows the new bowsprit rig, and her owner describes the big race for you below, day by day in a report airmailed from Hilton Hawaiian Village, Honolulu . . .**

# 'VOGEL DOES IT AGAIN!

BANG! five-minutes gun and 71 yachts in four classes are jockeying around for the best position to start the Transpac Race from San Pedro (Los Angeles) to Honolulu, 2,250 miles "downhill" over the Pacific Ocean.

A wise race committee has laid out the starting line in such a way that the popular windward buoy is "further away from Honolulu than the leeward buoy". So we decide to aim for the leeward end of the line, notwithstanding that we expect quite a crowding there. But no, the instinct for a windward position brings most of the competitors cramming to windward. Only about 10 yachts of the smaller classes aim for the leeward buoy.

The course is a port-tack one, so we want to start that way. Going for the line a starboard tack yacht threatens to spoil our start. But we have luck, she tacks for the line.

12.00 gun! A few seconds later we are over, doing nine knots. We easily pass the smaller yachts near by, and within a minute *Stormvogel* is leading the fleet—a great moment.

It is for the spectators what they expect: *Stormvogel* has built up a great reputation by beating *Kialoa II*, known as the fastest American yacht on the West Coast, with three straight wins in a series of five match-races for the California Cup early in July.

*Stormvogel* with her new 5-ft. bowsprit, her genoa with a foot of nearly 56 ft., spinnaker's foot of nearly 60 ft., has become a really fast yacht now, also in light and medium winds. But her rating has gone up to: 76 ft., compared with *Kialoa's* 63.39 and another 73 ft. yacht, *Audacious*, 57.62 . . . So we have to give *Kialoa* 14 hours time in this 10-day race, *Audacious* 19 hours, and the smallest of the 13 yachts in class A, *Orient*, 1 day and 9 hours!

Only *Serena*, a beautiful 83 ft. schooner, has to give us time: 1 hour and 20 minutes. To the smallest yacht in the fleet, D class *Tranquilla* with a rating of 26.64, we have to allow 4 days and 9 hours!

So we have no hope for a good corrected time position, but we are fighting for "first yacht in" honours.

In the last Transpac (1965) *Stormvogel* nearly made it, but was beaten by 6 minutes by the famous *Ticonderoga*. But now we have her former owner, Bob Johnson on board as navigator!

But *Serena*, who can set a golly wobbler of 10.00 sq. ft. when reaching (more than all our reaching sails combined) is a serious contender for "first over the finish". Anyway, for the moment we are leading.

*Kialoa* and *Audacious* set a course for Catalina, a traditional landmark with the usual westerly winds. But now, under very unusual conditions, with easterly winds, we have decided for the shortest course, the Great Circle course. Our decision is also influenced by the fact that the traditional "high" which determines the strength of the north-westerly winds and normally causes the fleet to take a course well south of the rumbline, more than 100 miles longer than Great Circle course, is now located hundreds of miles north of its usual position.

We are taking a risk, and the decision was taken after lengthy discussions with the afterguard: the watch-captains —Peter Linderberg and Ben Mitchell (a metereological expert) and Bob Johnson, our navigator. It is an important decision which might make the difference between success and failure!

We have serious doubts as we see *Kialoa* and *Audacious* on a course 15 miles more south than ours disappear in the haze of Catalina. Only *Serena*, the schooner follows our course.

After a few hours of fast reaching at 10 knots, the wind gives in. The newspapers had predicted that, on account of unusual light weather conditions, this Transpac would be the slowest in history! And there we are, drifting in a vacuum with nearly steerage way and there comes *Serena*, carried by the last of the breeze, a "bone in her teeth", passing us on her momentum, then loosing steerage way and making a circle around us.

After hours of drifting, a light breeze comes in from the west.

Even close-hauled we cannot make our course. *Serena* with her schooner rig has to steer a fuller course. We loose sight of her. On the last rays of the setting sun we see two yachts, a single and a double sticker, about six miles astern. The sloop *Kialoa* and the yawl *Audacious*?

This means we have a good lead. But we are not sure.

The light breeze holds during the night and veers so we can lay our course. All works well, but are not sure of *Kialoa* and *Audacious*.

*July* 5

At 15.00 voluntary roll-call. All yachts are requested to give their noon position to a designated yacht in their class. *Novia del Mar* is Class A. All reporting yachts are more than 30 miles astern of *Stormvogel*, who has done only 100 miles in the first 24 hours of the race due to the light winds. *Kialoa* and *Audacious* do not answer the voluntary roll-call, nor does *Serena*, but she is seen by another yacht about 30 miles astern of us.

By mutual arrangement these three yachts and *Stormvogel* will report to each other at 3.00 o'clock in the morning, so as not to disclose their position to the smaller yachts who might take advantage of this knowledge. So we have to wait another 12 hours before we know how we are! Our hopes are high. That morning at 3.30 we get contact with *Kialoa*; she is 10 miles astern, with *Audacious*. No report from *Serena*.

*July* 6

Another day of light winds. The afternoon watch from 2.00 till 8.00 p.m. logs 6 miles in 6 hours! The Pacific Ocean is smooth as a mirror. We use flaglines as sheets for our 3.000 sq. ft. reaching jib and ¾ ounce spinnakers, but cannot keep the sails filled.

It is 10 o'clock in the evening before a north-wester breeze develops. This may be the customary wind, giving a close reach first, then a broad reach and, through north veering to east, a spinnaker's run to Hawaii.

Gradually we gather speed: 4 knots, 5, up till 8, then back to 4. Steering up in the light winds and fuller in the "puffs" we try to make the best speed.

At noon we have covered another 100 miles. At roll call we are still leading the reporting yachts with at least 30 miles. *Serena* has suddenly appeared at the horizon to windward and at a fuller course crossed a mile astern. She must have got the benefit of last night's north-west winds earlier than we. But how have our two other enemies fared. Their course was nearly 30 miles south of ours. Will they have got the north-west earlier than we? Only our radio communication to-night will tell.

We, during the afternoon, found the north-west freshening to 20 knots. We are reaching 10-11, sometimes even 12 knots!

*July* 7

Good news. During the night we got in radio communication with *Kialoa*. She reported a position 27 miles aft of ours. She is nearly 40 miles south of us, probably following the traditional southerly course. *Audacious* is about 7 miles ahead of her. So it seems that our great-circle course pays off. In two days of light winds, where we covered only 182 miles, we have a lead of 27 miles over *Kialoa*, 20 miles over *Audacious* and one mile over *Serena*.

The rest of the fleet is far astern.

And we have a fair wind, 12-15 knots. With ballooner and mizzen-staysail we are making 10-11 knots. The day's run, from noon yesterday to noon today is 248 miles! more than 10 knots average. So we are all in a good mood, ready to enjoy our dinner. Lotta Lindeberg, Peter's wife, is an excellent cook. And in the race, where she has to cook for 14 hungry men, she has the help of a "galley slave", Tom Brennan. He had volunteered as a spare crew. At the last moment we discovered that we would be 13 on board, an unlucky number.

That gave Tom a chance.

And what a luck he brought us: turkey, fresh fruit and even an outfit to print the menues! His motto: "Feed the beasts well" was behind yesterday's menu:

*California Roast Tom Turkey*
*Hot gravy*
*Dressing and vegetables*
*Lotta's special dessert:*
*Fresh strawberries with sourcream*

and today:

*Bisaue of Tomato Soup*
*French lamb chops*
*Green beans—rice—gravy*
*Sweetie's Swedish cheesecake,*
*par excellence.*

(*Continued on page 54*)

**C. B., of Stellenbosch, receives congratulations from Kialoa II's skipper, Jim Kilroy, after his three straight wins in an America's Cup-style series of boat-for-boat match races off Los Angeles. This California Cup contest attracted almost as much attention on the Pacific as the international tussle between the Twelves off New York.** **Photo by SEA**

# 'VOGEL'S TRIUMPH

(Continued from page 21)

*July* 8

Again a good day: 219 miles. Yesterday afternoon we set spinnakers; the wind, as expected, had veered to NNW, so we have the wind aft of the beam and can just carry the "chute".

At roll call in the afternoon it appears the others are also doing well, a few yachts in our Class A report a day's run of more than 200 miles.

We have made radio contact with *Serena*, from whom we had not heard since the start. We will contact her again tonight and ask her position. Are we still ahead? We saw her last when she crossed our stern.

*July* 9

During the night we do get her position. She is about 30 miles south of ours, but about 10 miles astern. *Kialoa*, still farther south, has gained a little on us, she is now 23 miles astern. Only *Audacious*' position remains a mystery.

In the early morning hours the wind veered further to NNE. To keep the wind on our quarter, we have to steer 30 degrees north of our course. The port tack should keep us nearer to our great-circle course.

We decide to gybe.

Our new course is 15 degrees south of the Great Circle course. It also brings us nearer to our competitors who follow a more southerly route. It seems a good decision. At roll call, our noon position indicates a run of 230 miles, better than the day before, whereas the other reporting yachts all covered less than the other day.

So we have increased our lead, and it looks if we also save our handicap on them. Of course, the position of our biggest competitors, *Kialoa* and *Serena*, we will hear only tonight!

*July* 10

And we got them on the radio all right: *Kialoa*, 71 miles astern and *Serena* 34 miles aft!

And we are going on. The wind is not strong, 10-15 knots, sometimes down to 5-10 knots, but with all five sails well trimmed (main, mizzen, spinnaker, spinnaker staysail and mizzen spinnaker, flown high as a kite) we manage to do 9-11 knots. It is unbelievable. Sitting in the cabin, one hardly feels any movement; one does not hear a sound, at 10 knots and better.

We have a very good crew.

Two watch captains: Peter Lindeberg, my Swedish friend who skippers *Stormvogel* when I am not on board, has the first watch. Ben Mitchell, who in Los Angeles has a reputation for his weather knowledge in the Transpac, is in charge of the second watch. Roland Lennox-King from New Zealand, and Hans Schuller from Germany are "old hands", on board since the Sydney-Hobart race, 1½ years ago, are joined by Derek Vance (Great Britain) and Jim Sandison (U.S.A.) who both sailed with *Stormvogel* in the Sydney-Hobart, and complemented by local talent, Dick Commich, Ralph Wilson from San Francisco and Dough Hume, Austin Peeples from Los Angeles, all enthusiastic and experienced ocean racers.

The watches are four-hour watches during the night (8-12, 12-4, 4-8) and six hours during the day (8-2, 2-8), giving a good rest after the night watches. Meals are: Breakfast—7.30 and 8.00, lunch—1.30 and 2.00, dinner—7.30 and 8.00. So the upcoming watch is well fed when starting duties, and the off-coming watch have their meal in comfort. Efficiently served by Cook Lotta and assistant Tom. Furthermore there is our navigator, Bob Johnson, former owner of *Ticonderoga*, who is now here to see *Stormvogel* finish first.

With such a perfect crew life for me is easy; taking decisions after having heard all expert opinions and giving encouragement to the crew, for instance through a note on the instrument panel:

*Helmsman, go to H . . .*
*and go there fast.*
*Make miles*
*if possible on a course* 240-250.
*C.B.*

(It was verbally explained that H . . . stands for Honolulu.)

*July* 11

The night report again brought good news: *Kialoa*, 110 miles astern, and *Serena*, 61 miles! They are now at about the same latitude as *Stormvogel*, so we are between them and Honolulu. This means that there is less chance that they will get different (better) weather conditions than we. Furthermore, *Kialoa* suggested that we all answer the normal roll call in the afternoon (which we have done all the time) and no more "secret communications" between the three of us.

This means that we in the afternoon will know all noon positions of A Class boats. Only *Audacious* is still silent, but maybe she will change her mind and report at the normal roll call?

The weather is not so good. There are "squalls" all around us, but instead of bringing wind they cause flat calms. Once we lost even steerage way and turned around 360°!

But now, 9 a.m., we are going again, both spinnakers pulling and making 7 knots with a 5-knot wind? But it does not last. More depressions absorb the wind.

At noon we have covered only 170 miles since yesterday noon. Maybe the others did just as badly? No, roll call discloses that *Kialoa* did 200 miles, and went all south. *Serena* followed our course but did much better: 195 miles.

So our lead at noon is reduced to 62 miles over *Kialoa*, and 31 miles over *Serena*.

And the weather does not improve. "Depressions" all around, absorbing the wind when they pass, and only tomorrow we will know how the others are doing.

*July* 12

Another "black" day. Notwithstanding, both watches did their very best to keep *Stormvogel* "going", adjusting sheets, changing spinnakers, setting the ballooner, gybing, to make the best of changing light and "no winds". The days run, however, is only 144 miles.

*Serena* did better, by afternoon we see her abeam! On her "schooner course" (broad reaching) she crosses our track three miles astern. *Kialoa* reports a position, much more south, as expected, and no more than 30 miles astern. So we lost another valuable 30 miles to her.

But now, 4 o'clock in the afternoon the future looks brighter. The wind has freshened to about 15 knots and, with our 2.2-ounce full size spinnaker and mizzen spinnaker, and following seas we travel at speeds from 10-15 knots. *Serena* drops astern, and if this wind holds, tomorrow's roll call should show a gain on *Kialoa*.

We still have 840 miles to go to Honolulu and much can happen if our luck (and wind) stands up?

*July* 13

Yes, we had a good day, a really good day. With a good, steady easterly breeze at the port quarter, our day's run noon 12/7 till noon 13/7 has been 225 miles. Roll call discloses that *Serena* is now 15 miles astern and *Kialoa* 42 miles. So we are well in the lead again, but not enough to save our time on *Kialoa* (*Serena* has to give us time), and *Audacious* has not yet given her position, so she can be anywhere.

The good weather conditions remain, we reach-run at 10 knots and better, the sun shines brightly. What more can we expect from life!

*July* 14

Another glorious day, sunshine and a good following breeze. Our gauge wind shows 10-15 knots and as we are travelling about 10-15 knots, actual wind is 20-25 knots. Dead astern. But with this strength, we can afford to run straight before it, saving the extra milage which follows gybing and gybing, as the schooner has to do.

Our run from noon till noon is 234 miles. Roll call shows *Serena* 30 miles astern, and *Kialoa* 62 miles. So we gained another 15 miles on the schooner and 20 on *Kialoa*.

(Continued on page 56)

# 'VOGEL

(Continued from page 54)

*Audacious* still has not been on the air. Yesterday a plane reported a yawl east (astern) of us. A coastguard plane circling us today, coming from Honolulu has not seen any yacht ahead of us, so we are hopeful (understatement).

*July* 15

Good news again. We are in the trade winds, nearly astern, blowing 15-20 knots, in the squalls up to 30 knots, great sailing. Down a big sea *Stormvogel* starts "planing". The speedometer goes up from 10 or 12 knots, to 14, 16, twice even to 18 knots. The boys cry from excitement: Go-go-go! Average is always a bit disappointing, but mostly more than 11.

Noon till noon run 235 miles. A coastguard plane, circling us again, reports that no yacht is ahead of us, so *Audacious* must be astern. In the afternoon, at the end she answers the roll call; she is 110 miles astern, way behind *Kialoa*, who is 75 astern of *Stormvogel*.

We are nearing the finish, only 150 miles to go since noon, so if the wind holds we may arrive about 4 a.m. tomorrow, which means an hour after midnight Honolulu time three hours difference with our time Pacific Daylight saving time (Los Angeles time).

*July* 16

And the wind did hold! It did more, it increased. From 15-20 knots up to 30 and 35 knots. And how did *Stormvogel* respond! Faster and faster.

That afternoon and evening she gave us a ride which will stay long in the memories of everybody on board. Not only those slides down big seas at speeds 16-18-20 knots, but also her response to every squall picking up extra speed, causing a big spray wave amidships and a clean flat wake astern.

A performance of light displacement at its best. And without effort, always under full control of the helmsman.

Only the mizzen spinnaker, flying as a big kite of 1.500 sq. ft., is pulling too much at the top of the mizzen mast. Taking it down, in the blows the helmsman could keep control with two fingers at the wheel. It is a sensation one has to experience before it can be believed.

So we finish long before our estimated time. Instead of 1 o'clock Sunday morning (Hawaiian time) we arrive Saturday evening 11.11! We covered the last 66½ miles in five hours: 13.2 miles an hour! This must be an all-time record.

The finish line at Diamond Head lighthouse is well marked through a strong searchlight from ashore, clearly illuminating the marker buoy, which we have to keep to starboard. A fleet of yachts and motorboats are out and welcome us with their horns blowing. We lower our spinnakers and sail on to Ala Wai Yacht Harbour near the lightbuoy marking the entrance through the coral reef.

We get in all sails and a tugboat tows us in. In port it comes alongside, using full-size mattresses as fenders and guides us between our mooring poles, also covered with mattresses!

Thousands cheer us from the quayside, a wonderful welcome.

The following day, Sunday, *Serena* comes in 8.23 hours after us, then *Kialoa*, 13.08 hours and *Audacious* fourth, 16.05 hours. But after applying the handicap, *Audacious* wins A Class, *Kialoa* second and *Stormvogel* third.

But we have achieved our object: first to finish. *Stormvogel*, Dutch-designed (E. G. van der Stadt), South African-built, has not disappointed those who consider her the fastest yacht on the United States' West Coast, or, as Peter modestly adds, "any west coast".

Light displacement is my favourite topic: *Stormvogel* has shown again that a light displacement yacht can be faster. And logging 159,000 miles in six years (once around the world for each year) she has proved to be not only a fine racing yacht but also a safe and comfortable cruising one.

**ALOHA.**
**Cornelis Bruynzeel.**