

SA YACHTING

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J22 WORLDS
Ainslie cleans up

LEOPARD 45
*Catamaran makes
a big splash*

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BOTTOM PAINTS
*Choosing and using
antifouling paints*

■ East Cape Interschools ■ Raas/Robertson Interview ■ Tornado Nationals

Orion's Run

Photo-finishes in J22 Worlds

Joseph de Kock

The first keelboat world championship sailed in South Africa, organised by Royal Cape Yacht Club, was held in Table Bay. The frighteningly powerful winds that the bay is famous for were not completely absent, but did allow just enough breathing space to hold a regatta. Breezy conditions dominated the regatta and there was wind to spare, though three of the seven races were sailed in light to moderate conditions that kept the light wind specialists from complaining.

The strict measurement and weight checking of boat and crew required prior to a world championship is a difficult logistical problem when there are 52 boats involved. Clever organisation and planning was the answer and things generally ran ahead of schedule.

Idyllic conditions a few days before the start (bar a morning of heavy fog) gave up-country and foreign competitors a great

opportunity to sample the bay's conditions. The fleet of 52 included 12 foreign boats, eight of which were from the Netherlands, two from the Caribbean (Jamaica and the Cayman Islands), an American team from Texas and a team from Zimbabwe. It was disappointing to have only one team from the States, since the J22 class has its greatest numbers in America.

The class is considered the most prominent South African keelboat class and generally one of the largest classes to be found anywhere in the country. The positive growth of the class in the Cape at Theewaterskloof is encouraging. However, despite the 1 400 km drive with boat in tow the majority of the fleet (27) came from the Gauteng area where the class has the largest fleet. The remainder of the local fleet was made up of four boats from KwaZulu Natal, one from the Eastern Cape and eight from Cape Town.

ten had four crew-members.

The relatively strict class rules prevent any one boat from having a noticeably different set-up to any other. However, the deck layouts are relatively free of restriction and in this department crews had generally set themselves up to accommodate their sailing styles and for the number of crew aboard. Ian Ainslie's set-up on *Orion* looked like a lot of thought and testing had resulted in an efficient and comfortable boat to sail (which was reflected in their results).

Sails were spread between the North Sails loft in Cape Town and the Hyde Sails loft in Johannesburg with several others making up the remainder. Although significantly varied in shape there was no obvious performance difference on the water.

The first race of a potential 12-race series started in a stiff 20-25 knot southeasterly. Ian Ainslie, Gary Sindler and Richard Mayhew made it clear from the start that they would set the pace. Behind them things looked comfortable. Tight finishes often required looking at the result sheet to discover who had beaten whom.

Ross Robson and Rob Willcox, who went to great lengths to convince their fellow-competitors that they were simply there for the fun of things, looked remarkably impressive with a second place in this race. Their post-race celebrations must have got the better of them as it took until the final race before they scored in the first ten again. Karl Lambrecht and Nicolle Baikoff on *Coronation* established themselves as a front-runner despite having one of the older-looking mainsails in the fleet. By the time the fleet had finished the wind had built to a steady 25 knots-plus. Although no rule defined the upper wind limits for racing, it was obvious that this was the limit to hold a reasonable race.

Conditions for races two and three were similar to that of the first. David Hudson, after an indifferent ninth position in race one, established himself a real threat to Ian Ainslie, who nevertheless posted two consistent second positions. After a disappointing start Ewald Sternagel won an exciting battle with Ainslie to win race three. Many had considered Sternagel a top contender. However, other than a fourth in the following race and a very fortunate third in the seventh race he never seemed quite on the pace.

Chris King, who had won the J22 international championships in Durban three years earlier, was considered a favourite and had at that stage a reasonable score line of a fourth, third and a ninth. However, disqualification in the fourth race put paid to his regatta. The J22 has a rule that a disqualification cannot be discarded. This proved fatal for many. Regardless of whether one thought one was right or wrong in any incident a 720° penalty turn was a good option before arguing one's case in the protest room. An unfair 36th in race seven, after leading at the last mark, and a PMS in the final race didn't help King's cause.

Race four started with a mild breeze of ten knots which had probably risen to 12 by the finish with very flat seas. Similarly the result reflected a different order. Nic Bol of the Netherlands blew the fleet away with a superb first beat and a little luck from a big right-hand shift. Fellow Dutch competitor Jongert, who until then had placed way down the results, followed Bol home in second position. Buddy Philips on *AIG Sales* quickly worked his way to a comfortable third position in the race and overall. Ainslie sailed his only result outside the top 10.

The wind built once again for race five to a familiar 20 knots. Ainslie won and Hudson followed him in again. These two comfortably topped the result sheet. Elian

Perch, sponsor of both Ainslie and Hudson, had made a brilliant choice of boats to sponsor.

Races six, seven and eight were all sailed on Friday. Race six started in light westerly conditions. The results again reflected a very different race. Ainslie managed fifth after a disappointing first beat. However, Hudson's race came to pieces. After a disastrous start he never recovered and finished a dismal 39th. The race was won by Lance Burger who had sailed a consistent regatta throughout. Philip Baum came in second and Rick Nankin third, both victims of undiscardable disqualifications in the previous race.

The following race was once again started in light wind which had died to nothing by the first mark. The wind filled in just enough to finish another round before it died again to nothing. The race was turned on its head as the wind finally returned, but from the opposite direction. Boats at the back of the fleet seemed better off. The majority of the fleet crossed the line overlapped in one big bunch. The bridge must have had a hard time working out who finished where. Felix Shreider was the winner. None of the top five boats managed a position in the top 10. This race was later the subject of protests against the race officer for finishing an unfair race. Neither of the protests were upheld.

With some relief for the race officer the

southeaster, which had turned the previous race upside-down, established itself for a good third race of the day. With the wind the established order returned to the finishing positions. Ainslie yet again won the race. Karl Lambrecht, who until then had not had the day he was hoping for, finished third to comfortably beat Hudson overall. Hudson finished a disastrous day with a 13th and narrowly held a third position overall by a mere quarter of a point.

The forecast correctly predicted fog for the following and last scheduled day. The race management sensibly decided to call that the end of the regatta.

Ainslie had comfortably won the regatta in spectacular style to become the 1997 J22 world champion. He was seldom challenged for the overall title. His stunning downwind speed in all conditions and his ability to recover from the occasional mistake had put him in a different class to his competitors. Discovering their boat to be radically overweight the weekend before the regatta they spent the week changing their hull and foils. Despite that, Ainslie and Mayhew's recent Olympic campaigns, coupled with very thorough preparation prior to this regatta and a good knowledge of Table Bay, was certainly a recipe for success. Ainslie gave generous praise to his crew Rick Mayhew and Gary Sindler.

BELOW: *AIG Sales* rounding a mark.

Yacht	Country	Helmsman	1	2	3	4	5	6	7	8	PTS
1. Orion	RSA	AINSLIE	1	2	2	11	1	5	10	1	21.25
2. Coronation	RSA	LAMBRECHT	3	15	14	6	5	11	34	3	57
3. Orion Espresso	RSA	HUDSON D	9	1	3	8	2	39	29	13	64.75
4. AIG Sales	RSA	DE KOCK J	8	4	15	3	10	25	15	10	65
5. Isolite	RSA	VAN CUYCK	5	10	10	29	4	8	27	2	66
6. Hakahana	RSA	STERNAGEL	14	19	1	4	15	32	3	11	66.75
7. M.I.B.	RSA	DE VLIET	22	6	4	9	6	6	24	15	68
8. After Dark	RSA	THOMAS	13	14	7	10	11	1	25	19	74.75
9. Mr Price	RSA	WARNE	11	5	5	PMS	9	43	7	6	86
10. Juice	RSA	HILLS C	15	20	6	5	3	34	14	24	87
11. Vineta II	GER	SCHEDER	RTD	21	18	16	16	10	1	12	93.75
12. Being There	NED	BOL	20	13	20	1	8	21	40	14	96.75
13. UCAJB4U	NED	ENGELSMAN	21	11	12	26	19	20	22	4	109
14. Rosies Ranting	RSA	ROBSON	2	28	29	17	12	22	20	9	110
15. Holland Ins	RSA	WIEDERHOLD	19	7	11	18	DNF	12	26	20	113
16. Rampant III	RSA	BAUM	18	9	8	20	DSQ	2	42	7	117
17. Fun & Games	NED	JONGERT	33	26	16	2	14	30	13	18	119
18. Dalys Insurance	RSA	NANKIN R	16	17	13	13	DSQ	3	DNF	5	120
19. Bluejay	RSA	BAKER	12	12	28	33	26	29	2	17	126
20. Nashua North	RSA	SCHON	6	16	23	40	17	16	18	31	127
21. O'Neill	NED	BLOM	26	8	27	23	13	13	45	22	132
22. Supergroup	RSA	KING	4	3	9	DSQ	7	4	36	PMS	133
23. Junk Yard Dog	USA	WARD B	25	35	32	14	27	7	8	25	138
24. Merlion	NED	V D MEULEN	7	25	24	19	21	36	21	29	146
25. Shambles	NED	TWAALFHOVEN	10	34	RTD	30	20	31	5	36	166
26. Terrified	RSA	FLYNN	36	29	31	7	33	38	28	8	172
27. SA Express	RSA	ORD S	27	22	19	12	18	44	38	39	175
28. Iams Eukanuba	RSA	RAE	17	27	DSQ	15	24	24	31	16	176
29. Great White	RSA	TARBOTON	29	24	25	27	22	14	44	40	181
30. Omrom	POR	MENDES	32	23	21	25	25	35	32	33	191
31. Just Jazz	RSA	DAVIDGE-PITTS	35	30	17	35	DNF	9	43	26	195
32. Kamakazi Exp	RSA	SZALEK	39	45	41	22	37	28	11	21	199
33. Eliminator II	RSA	LEE	31	38	26	21	36	33	23	32	202
34. BPT Intercorns	RSA	VON BREDOW	24	18	22	44	28	45	47	23	204
35. Paguro IV	RSA	HALL P	30	42	33	31	34	15	49	27	212
36. Mr Bojangles	RSA	SCOREY	23	40	37	49	35	26	9	44	214
37. Mabuhay	RSA	MEEK	28	31	40	37	29	23	30	PMS	218
37. Roshcon	RSA	TANGNEY	37	32	35	DNF	27	4	30	218	
39. Tricky Dicky	RSA	HUDSON DALE	41	41	30	36	23	17	46	34	222
40. Ballantines Insp	RSA	POTTS	38	36	34	24	40	40	12	46	224
41. Candy Stripe	CAY	MILLER	48	46	43	34	32	37	19	28	239
42. Sparrow Hawk	ZIM	GROSSMITH	44	43	46	32	30	19	35	38	241
42. Aquagem	RSA	BAILES	43	39	39	42	31	47	6	41	241
44. J'y suis	RSA	HADDOCK B	40	37	38	38	41	42	16	35	245
45. Jazebel	NED	REUTER J	45	47	DNF	41	45	18	17	43	256
46. Glenrand	RSA	BATES R	DNF	33	33	28	42	41	41	42	260
47. Miss Jay	JAM	HARPER P	46	44	44	46	38	48	48	37	303
48. Jolly Roger	RSA	SCOTT G	42	48	47	45	44	51	33	47	306
49. Hot Salsa	RSA	SELLARS	34	49	42	48	39	50	50	45	307
50. Jazzy	RSA	LENZ F	47	50	45	39	46	46	38	48	309
51. Hay Jay	RSA	DUTTON	49	52	48	47	47	49	39	49	328
52. Julia	NED	OORTMERSEN	50	51	DNF	43	43	DNF	DNF	DNF	346

