

# New Course at Yarmouth

*Revue Racing, although an early leader in its class was overtaken by Commodore Kitchens.*

*Inset: Colin Gervaise-Brazier in Ronson Classic trying to qualify for the World Class I Championships*

Julia Klonarides reports on the third round of the Peter Stuyvesant UKOBA Championships

One could be forgiven for assuming that the Peter Stuyvesant Trophy at Great Yarmouth on June 20th was going to be a normal leg of the Peter Stuyvesant UKOBA Series for 1982. A venue which would welcome the same faces for round three in the championship, a race that would constitute the usual entries from all classes (except IV) in fact, a pleasant day out for all. However, this seaside town, whose mayor had made all concerned so welcome, was to host the event which would throw a new light upon the rest of the season.

Colin Gervaise Brazier was perhaps the instigator of the weird and

wonderful happenings that occurred in Class I during the weekend. Having borrowed the Ronson boat, Classic from Class III, Gerv made Yarmouth the venue for his debut run of the season, setting out to qualify for the Class I World Championships in August. Geoff Jones had come to his aid when Gerv realised that his Class I 39' Shear (which will replace the old Goldrush) would not be ready for this vital qualifying race, so the pair set to work to register Classic for Class I.

The Ronson equipe was not the only boat which was visiting Class I, for another boat, a last minute entry, had

also been measured for the top class. Hewitts, Peter Hewitt's 30' Wellcraft, was out to play amongst the big boys enabling a new team to qualify for the Worlds.

For whilst Gerv had been searching for his ride, Rosalind Wright and Philippa Niel-Mee had also been playing 'hunt the boat' in the game which has just been imported to Britain called 'Win the Worlds'. Equally anxious to qualify for the coveted championships, these two damsels in distress were without a ride until Peter Hewitt and Chris Blight stepped in to sacrifice their top position in Cruiser Class in order to run at Great Yarmouth in Class I.

## Electrifying Racing

Although the entries were surprisingly smaller than those at Fowey, the atmosphere was the same, tense and electric, as the different camps prepared for the race. IID were nearly all present and correct, for the close knit battle within this class continues and no-one was going to miss the Great Yarmouth race out of this class.

As the sun eventually graced us with its presence, the boats lined up and the race began. Blessed with relatively calm conditions, considering they were racing in the normally choppy North Sea, Turbo Faberge pushed to the fore closely followed by Fayanagin III, boat 100, Property Growth Assurance, and



*Peter and Jan Armstrong come to the rescue of the crew of Clarke Group racing*



Robin Hood Racing, the little 21' Cougar cat.

Where were the Class I's? As all eyes scanned the field Ted Toleman was the first to be spotted as the Bertram beast began to gather speed. Hewitts had made a slow start, a move which I later discovered was tactical so that they would not encounter too much rough wash during the first part of the race. The girls were participating in their first ever Offshore race.

The Press boat forged onward to the first turn buoy to await the boats in their initial lap. Ted Toleman was again first to see the buoy having stolen a march on Clarke Group Racing and Avia Watches, the latter being out to catch Clarke Group Racing in a battle for the lead in IID. Faberge Turbo and Fayanagin III were next round, engaged in their own little duel, the Toleman twins not having had as good a start as at Fowey, with Chris Meyler (boat 100) also battling for recognition.

As the IIIC's began to pass in front of us, Miss Behaviour had taken the lead closely followed by McEwan's Lager and Just Add Water. Amidst the little boats appeared a larger form looming in the distance, that of Hewitts, which had by this time made up a lot of ground, and hotly in pursuit was Gerv in Classic. These two had taken for granted the fact that unless the Peter Stuyvesant boat broke down it would win, so it was just a matter of a private battle between them for 2nd place. No sooner had they passed than IIB staked their claim at the first buoy with Revue turning first ahead of No.050 and Langans Brasserie.

Cruiser Class (with notable absentees, namely Haze Twice As Fresh, Hewitts, Pent Up Fury, Penn Trailers and The Mariner) found Disprin The Fast One out in front for Cruiser Class A. This team seem to have a foothold and there was no stopping them. Unfortunately one of the early retirements was the Dettol Deep Fresh cruiser with engine trouble, but the rest battled on with Cruiser Class B headed by Spirit of Canada, who were having a much better run than on previous outing having solved their trimming troubles.

As they headed off into the distance towards the rougher waters of Scroby Elbow, it was not long before the familiar hum of boat 121's Mercruisers became louder and louder. Ted Toleman and Harold Smith in the Peter Stuyvesant equipe were well in front again leaving the rest of the field as they shot off to complete one of their 'long' laps.

The IID boys were next into view as Clarke Group cut through the water ahead of old rivals Jan and Peter Armstrong in Faberge Turbo, with a very creditable performance from Property Growth Assurance in third.

Working their way to the front, Hewitts began to show that they were by no means going to disgrace

themselves in their Class I debut and neither was Gerv who was keeping their boat firmly within striking distance as he battled after them.

Shortly afterwards the IIIC's began to bob past and Miss Behaviour piloted by N. Shipway and I. Atlee were holding their own, closely followed by the blue and yellow colours of McEwans Lager and Just Add Water.

It was not long before the retirements began to be announced over the radio. Two early sufferers were Ian Birnie and Alan Baldwin in Miss Avia Watches and Just Add Water who had only minutes earlier passed the Press boat in a challenging position in IIIC.

Revue was showing the way in IIB whilst a good battle for second was emerging between Commodore Kitchens and the Marengi brothers in Langans Brasserie, with Commodore Kitchens snatching the advantage as they rounded the turn buoy.

As the packed Press boat eagerly waited for the boats to come into view again, drama was striking further afield as news was relayed that a boat had turned over and one of the crew was unconscious. A few moments of worried speculation before we were informed that the unfortunate team was Clarke Group Racing, who were leading Class IID. Thanks to prompt action by Jan and Peter Armstrong (Faberge Turbo) and Romans Sabre (who had made a late start and was firing on one engine only) who stopped to help, the crew were swiftly rescued and Len Fergusson supported in the water whilst official help arrived.

A word of sincere thanks must surely go to Jan and Peter for their help and indeed the sacrifice which they made, for they forfeited their position (in the lead) to go to the aid of John Clarke and Len Fergusson.

With the Clarke Group Racing hull now in tow behind the Press boat, our speed was slowed to such a degree that we were only able to catch the finish of the race as the classes took the chequered flag.

Ted Toleman and Harold 'Smitty' Smith had powered their way around the course in 1hr 42.37 thus winning Class I. Hewitts and Classic finished safely putting one qualifying race a piece under the belts of Rosalind Wright and Colin Gervaise Brazier.

The eventual winner of Class IID, after the unfortunate incidents of a

seized gearbox for Miss Avia Watches and an upturned boat for Clarke Group, was Property Growth Assurance with the Toleman twins, Mike and Gary, taking second in their Cougar Cat, Fayanagin III.

A sudden surge to the fore from Peter Bloomfield in Heynes for Toyota, had sent this white Stapley Cat into a lead which he did not relinquish, giving the IIC honours to him and his navigator Neil Holmes.

Commodore Kitchens took the prize in IIB having overtaken the early leader Revue and averaged a speed of 39.4 knots.

Cruiser class had only two out of a possible four winners, mainly because there were no finishers in either the Day Cruiser A or Day Cruiser B categories. The honours went to Spirit of Canada, representing Cruiser Class B, and the familiar winning colours of blue, black and white of Disprin The Fast One took the honours yet again in Cruiser Class A.

A new convention appeared at Great Yarmouth in the form of post race scrutineering. This will now become regular practice at races this season, enabling an even greater degree of safety and fairness to be reached at each race, for although boats are scrutineered before racing, the pounding that they take whilst out at sea can easily cause something to change in a short space of time. Let us hope that this practice will be appreciated by all competitors and adhered to throughout the rest of the season, as it has now become a necessary measure.

## RESULTS CHART

Peter Stuyvesant Great Yarmouth Trophy.

Class I — 121 Peter Stuyvesant, T. Toleman/H. Smith 1.42.37; Class II — 1 Romans Sabre, J. Craxford/C. Kaye 3.14.39; Class IID — 25 Property Growth Assurance, L. Walling/M. Jones 1.29.04; Class IIIC — 21 Heynes For Toyota, P. Bloomfield/N. Holmes 1.35.32; Class IIB — 050 Commodore Kitchens, D. Grant/S. Hill 1.54.54.

## Cruiser Class

CCB — P17 Spirit of Canada, T. Fletcher/G. Mason 1.11.40; CCA — P35 Disprin The Fast One, C. Stewart/N. Bennett 1.35.10.



Less Walling and Mike Jones scored a victory in IID