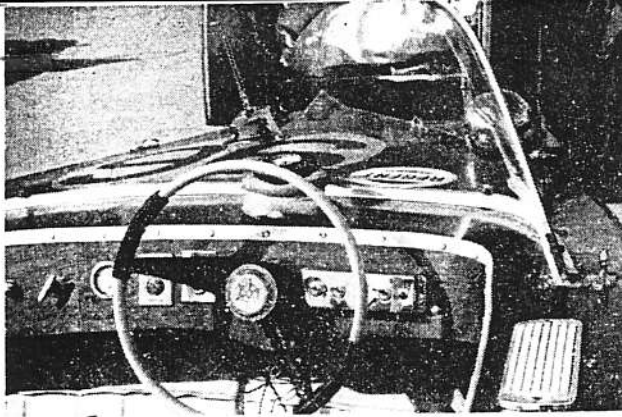


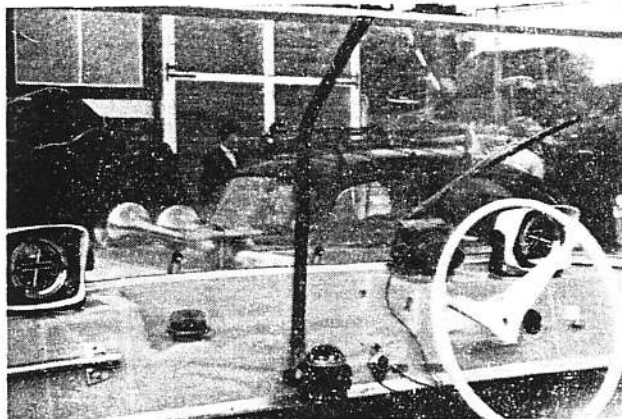
RUGGED AND RAGGED

Spray and rough weather shortened this year's Cornish 100 to 50 but proved once and for all that modern runabouts can really take it. A 14 footer took the trophy in conditions that would have stopped many bigger, heftier craft.

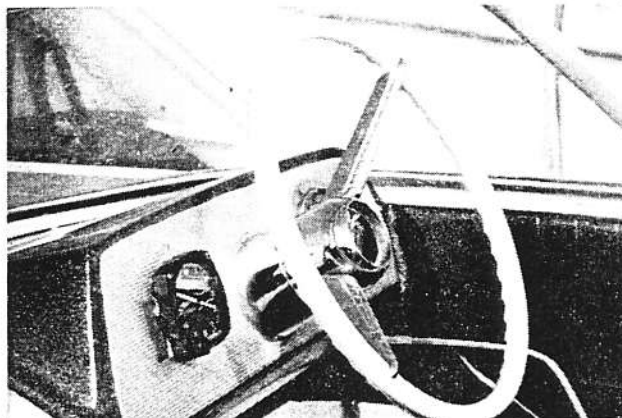
By GUY HUMMEL



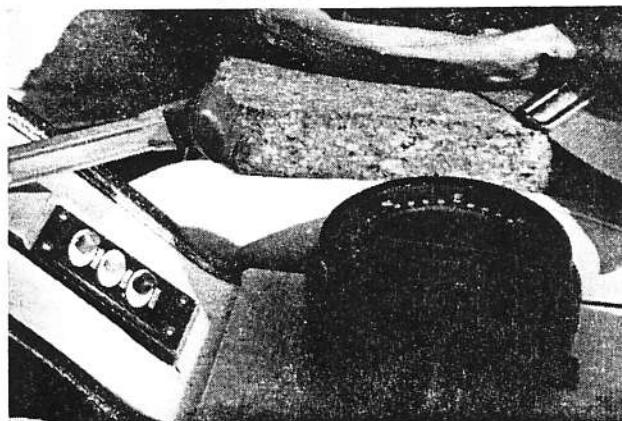
(Above): The Swedish Silva magnetic compass fitted to the Kelvin Black Flash and protected by a collar of foam rubber. This position is not good for a steering compass as the card is almost impossible to read from the driving seat.



(Above): Geoff Tobert's Owens Kent is fitted with two repeaters for the new American Navigyde electronic compass. As this system is still on trial, it is backed up with a pair of standard magnetic compasses.



(Above): The siting of the Magnasyn repeater on the dashboard of the 17ft. Glastron. A better position would have been just above the moulded instrument facia where the driver's eyes would not have to refocus to the same extent between watching the sea ahead and the compass. Once again this repeater type was backed up with a standard grid compass (below).



THE second Cornish 100 produced probably the heaviest going that small power boats have experienced in offshore racing—craft as small as 14 foot overall I mean. This was not from gale force winds (there was a Force 4) but just from the sheer brutality of a heavy swell and a breaking sea. Bob Franks and his crew Margaret Walker won in their Glastron 14ft. runabout powered by a Mercury 100. It beats me how anybody could have the nerve to drive a 14 ft. open runabout in those conditions—but the two of them did it and got there first.

Second overall came Brian Hendicott and Tony Groves in a Boston Whaler powered by a Mercury 65 and entered by Driver Marine Ltd. Third was Ian Hardie and Dick Reid in a 21ft. Osprey built and entered by the Ponsharden Shipyard of Falmouth and powered by an Evinrude 90. Bob Franks took the Class A award, Ray Potter Class B, and Ian Hardie Class C.

Of the twenty-one which bravely went out to mill on Sunday afternoon in the lee of the south-western arm of Falmouth Harbour ready for the start off Pendennis Point Light only nine were to retire in the gruelling conditions. Even in the lee of the south-western point of Falmouth Harbour the going was rough, really rough.

The Start

At 1.15 p.m. John Blue in his "Blue Musketeer", acting as Pied Piper, led the intrepid twenty-one in their flying start and as he worked up to racing speed the little fleet followed, bouncing and jolting, throwing up sheets of white spray against the dark blue of the sea. Then "Blue Musketeer" turned away and each little chip was on its own.

Clear of the lee of the land they really hit the rough stuff. Here they took the full force of a wicked south-westerly swell knocked up by a Force 4 wind all the way from the Western Approaches. The swell was running four to five feet from trough to crest and was superimposed by a sea roughly south-westerly in direction but confused and breaking, with white horses very much in evidence.

Geoff Tobert in the Owens Kent "Golden Goose" led over the line as the flag dropped on "Blue Musketeer". He was followed by Bob Franks in the Glastron and Brian Hendicott in the Boston Whaler. However, despite his fine start Geoff was not too happy about things in general and retired soon after the start, rather than risk having to be towed home.

Arthur Brown in the Avon Special was well up with the leaders when he started the run to the Manacles. He experienced excessive cavitation so decided to retire too. The Avon 15 footer driven by W. Pearce also suffered in the same way and also retired.

Round the Manacles

Bob Franks led around the Manacles mark, followed by Brian Hendicott and Ian Hardie in the Osprey, in the increasingly steep swell. The distance from the Manacles to Looe is 27 miles and the swell increased, running seven to eight feet high. Doug Norvall in the Cheetah Cat was going well until the sea pounded a hole in his bridge deck which let in the tide, so he had to nurse her into Looe.

About halfway along this 27-mile haul the Evinrude 40 on the back of the hovercraft, No. 200 Dynacraft (in for the fun of it for she could not qualify for a prize) suddenly stopped and no efforts on the part of her crew could re-start. Fortunately for Phillips and Amos, a local boat-owner (who would not give his name) was handy in his diesel-powered cruiser. He towed the Dynacraft to safety.

At about the same time the bolts anchoring the steering gear sheaves on Sven Ulander's big 17ft. Glastron sheared and his steering packed it in. He had to call it a day. He got back to Falmouth only by dint of lashing his two Evinrude 90s together as best he could and steering by hand (also as best he could) a



The start boat peels away and the Cornish 100 is under way. Here Arthur Brown, who was later to retire, drives his Merc.-powered Avon in hot pursuit of A. Biggins' Owens Kent urged along by an Evinrude 75. He was to finish seventh overall.

very wearisome business anyway and more than unpleasant in those head seas.

As the back markers made their easting the swell got worse and off Looe was running up to 8ft. from trough to crest and the driving technique here (if you can call it that) was this way: from the bottom of a trough, surrounded by nothing but surging black/blue water you pray hard and give her all you've got to climb that apparently insurmountable hill in front. When and if you get to the top and can see daylight again you keep on praying and try to work your throttles so that you "surf ride" the top of the swell that you can see marching inexorably in the general direction you want to go and do it without broaching.

This performance is heart-stopping in itself so you go on praying as the swell leaves you and you sink into the depths once more. Then it's more gun and climb again and "surf" again and so on to the bitter, salt-wracked end. I take my battered, salt-stained bowler off to those boys who finished the race. Think of it—all this in a fourteen footer. What if music stops?

Actually Ted Daly, driving Kelvins Black Flash, a regular performer in these events did lose music in these hairy conditions. He had started late—about 20 minutes after the field—which he caught up at the Manacles. He rounded in company with four others which included Biggins in No. 119 (the Owens Kent) and off they set on the long haul to Looe, the Kelvin leading and the Kent in company about a quarter mile astern.

In the worsening conditions with no other craft in sight in the longitude of Dodman Point—bang—the filter bowl of Daly's Evinrude 75, went and music ceased forthwith. As he strove to prevent a broach, Biggins (119) coming up astern, missed him by a coat of paint and disappeared in the welter of sea ahead, completely unaware of the trouble. So there was the little Kelvin alone out on a very wet and rough limb with nothing in sight but heaving sea and a few sailing yachts miles away inshore.

Black Flash started to ship water so Daly and his crew. Headford started bailing and burning a flare or two—hopefully. Nothing happened and it began to seem awfully lonely out there. After an hour of this, things began to look ugly. What had happened to all those fourteen rescue boats they had heard so much about before the race?

Luckily the guardian angel of outboarding coons (probably the same one which looks after drunken sailors) took over because after another half hour of acute discomfort a craft loomed up close enough to see the last two flares which had hurriedly been let off.

The guardian angel was aboard the torpedo recovery vessel T.R.V.3 of the Royal Naval Auxiliary Service on passage from her base at Plymouth to Falmouth to carry out exercises with a sub. So our wet and weary mariners were hauled aboard, Black

Flash taken in tow and both arrived in Falmouth at 7 p.m. in time for the reception.

Shorter Course

Meanwhile let's go back to the race. At 3 p.m. because of the worsening weather the signal went out to shorten course and the Looe markers hoisted the appropriate signal—too late for the four leaders to see before they set course for Rame Head. So they put up with more of this medicine than necessary.

A mile from the finish at Looe the Osprey, which was now in second place, sheared the anchorage bolts of her Teleflex steering gear due probably to the inherent backlash on the wheel of this gear causing undue strain by "sawing" in the following sea. This lost her her second place and she came in with Ian Hardie holding it in place as best he could.

Other casualties in this area were No. 144, the Arkansas Traveller driven by S. Kinsley. She suffered not only from excessive cavitation but he found that his fuel tank was sited too far forward giving him a "by the head" trim. He decided to retire and punched his way back to Falmouth in that wicked head sea.

The Dorsett Catalina driven by J. Newman started out with that £200 worth of Pye electronic equipment on board which had been installed by Pye and fixed with self-tapping screws in spite of all entreaties to use through-bolts. The result was that sparks began to fly around before the Manacles turn and by the time they had made Dodman Point things were falling about so they decided to retire.

The other Dorsett, the Lexington, No. 136, driven by R. Gunther, retired at the Helford Passage when they found that the double bottom was about to part company with the rest of the structure. She wasn't actually making water but they thought it reasonable to go home before she did!

Apart from these, the rest got to Looe safely, if not comfortably and the only casualty after that was Biggins in his Owens Kent, who decided to have a bash at getting back to Falmouth rather than stick in Looe. He tried rock dodging as close to the shore as he could. However, this did not protect him from those wicked head seas. Something punctured the hull and he ran ashore in a little cove and she sank under him. He was reported by Coastguards at 11 p.m. after causing a considerable amount of anxiety.

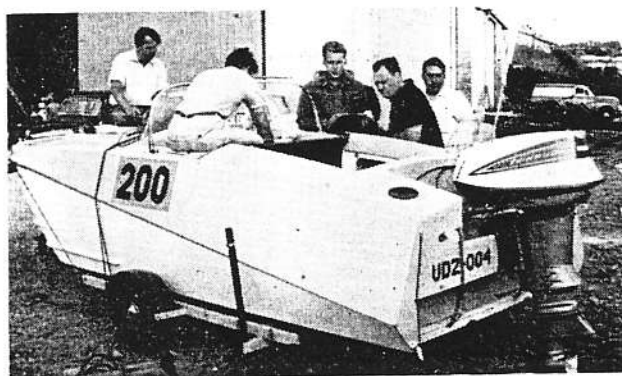
Preliminaries

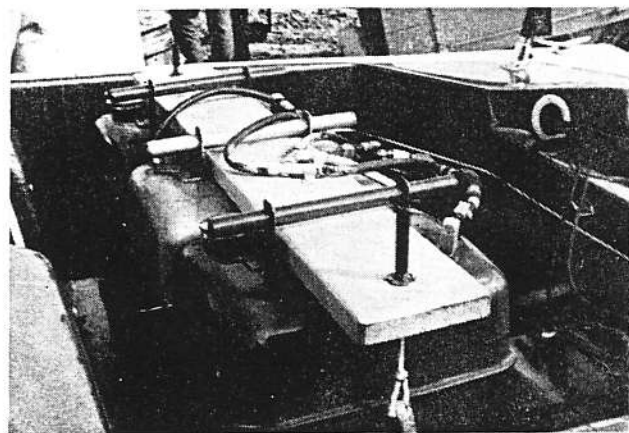
The rallying point for the event was the Ponsharden Shipyard a little way up the creek from Falmouth where scrutineering opened at 8 a.m. Chief Marshall was S. A. Higgs of Ponsharden Shipyard who marshalled the twenty-one starters in a row on the hard beneath their fine chandlery showroom where the race control was sited. It was from here that Tony Bik, O.O.D., controlled the race at rather long distance. (Continued overleaf)

D. Wynne's Mark Baroda of American design featured a low soft chine and was powered by a Mercury 50. She filled tenth place.



The Dynacraft was designed and entered by Union Dynamics Ltd. To the disappointment of her driver, B. Phillips, her Evinrude packed up and she had to retire.





Drivers seem to be preferring the British-made Unitanks to the standard remote tanks provided by the outboard motor manufacturers.



The glassfibre Arkansas Traveller is another stranger from America. She was powered by a single 100 horse Mercury but failed to complete the course.

RUGGED AND RAGGED (Continued)

The indefatigable Bert Mew, Competitions Manager for the Regent Oil Company (who supplied all the fuel) was there. His big red competitions caravan was there too. Later it moved off to a site on Pendennis Head where it did duty as a sort of forward race control. From its position high up on the cliffs overlooking the entrance to Falmouth Harbour the beginnings of the course were under observation until the fleet started the long haul to the Manacles turn for the Rame Head markers. From this remarkable vantage point the sea looked as innocuous as a sheet of silk on a haberdasher's counter.

There were some new boats as well as the old friends and the most noticeable thing was the rash of electronic compasses sprouting everywhere. Geoff Tobert had a brand new example called the Navigyde in "Golden Goose". This is an American product on the same principle as our own Magrasyn which was much in evidence at the recent International Power Boat Race.

This was the first off and Geoff had tested her with excellent results. The "works" are sited under the foredeck with the transmitter on the gunwale to starboard and two repeaters at the driver's and co-driver's seats. It should be available soon in this country.

One of the Glastrons, too, sported a Magrasyn and the Kelvins Black Flash had a Silva magnetic compass made in Sweden.

The Dorsett Lexington as already reported was packed with Pye electronic gear. She carried a Pye Hamble RT set in the aft bulkhead of the cabin and a Pye Clyde echo-sounder and a Pye Portland knotmeter at the driving position.

A newcomer to the U.K.O.B.A. events was the Dynacraft "blowbird" built and entered by Union Dynamics Ltd. of Hamble. This interesting craft is the first production model after exhaustive development trials. She was fitted with a fan driven by a Villiers motor under the foredeck to give her lift so that the Evinrude 40 could propel her faster through the water. She went well at the start but retired early with engine trouble and was towed home.

The usual standard type of outboard motor remote fuel tanks are gradually giving way to the larger and more robust "Unitanks" of British make. One or two entries even had tanking of their own design.

The Cheetah Cat driven by Doug Norvall and John Chitty is an amazing craft. Four years old, she has completed the course

in five offshore U.K.O.B.A. events and in between times has been in the untender hands of the staff of Commander-in-Chief. Portsmouth for demonstration. She has carried 10,000 customers round the buoys in Swanage Bay for her designer and builder Ken Smith of Purbeck Marine—not a bad record!

Doug said after the race that it was the roughest offshore event he had ever tackled—that coming from Doug is quite something.

At the drivers' meeting the course was explained which then was to take competitors from the rolling start off Pendennis Point light to a turning mark at the Manacles, then the 27 miles in a north easterly direction to two turning marks off Looe, taking them out almost to Rame Head, then a return dash for Falmouth. However, you already know the result.

There were to be craft stationed at each of the three turns dressed overall and flying red meteorological balloons and in the event of a shortened course being ordered the Looe markers would fly numeral 31 over flag R. As a result of the Southend debacle all U.K.O.B.A. offshore events now include a *maximum* of three turns in the course. A wise decision.

The course was to be patrolled for search and rescue by fourteen assorted craft recruited locally. However in the event they didn't seem to be very ubiquitous.

Where Were They?

At no time during the race did any of the casualties on the 27-mile leg from the Manacles to Looe sight any of the rescue boats. This highlights once again the uselessness of relying on local volunteers for this important job. The fortuitous presence of a sea-going craft in two instances during the race undoubtedly saved them from a very nasty situation. Steering gear and stowage for offshore events is again underlined by experience in this race. Whatever moans entrants may have scrutineers cannot be too strict in this respect.

After Daly was towed in by his H.M. ship, everyone in Falmouth went off to the Mayor's reception with the feeling that all had been swept up and accounted for.

At the reception the Mayor of Falmouth Councillor Bernard Smaills made a neat speech, then . . . panic. Where was Tony Biggins in "Red Goose"? As already reported it was 11 p.m. before the Coastguards rang to say that he was immobilised, holed and sunk in that little cove between Looe and Falmouth.

So ended what the participants once home and dry and recovered, voted "a jolly good race".

FINAL RESULT AND ENTRY LIST

Boat No.	Driver	Co-Driver	Craft	Engine(s) H.P.	Entered by	Class	Placing
107	R. Franks	Miss Margaret Walker	Glastron 14 ft.	Mercury 100	Eagle Marine	A.	1st O.A.
24	B. Hendicott	A. Groves	Boston Whaler	Mercury 65	Driver Marine	A.	2nd O.A.
134	I. Hardie	D. Read	Falcraft Osprey III	Evinrude 90	Ponsharden Shipyard	C.	3rd O.A.
118	N. Fletcher	—	Arrow 140	Mercury 50	Norman Fletcher	A.	4th O.A.
135	C. Dawson	J. Wookey	Avon Special	Mercury 100	Bristol Boats	A.	5th O.A.
128	F. Shaw	J. P. Jones	Fletcher Merlin	Johnson 90	F. Shaw	A.	6th O.A.
119	A. Biggins	B. Black	Owens Kent	Evinrude 75	A. Biggins	A.	7th O.A.
90	D. Norvall	J. Chitty	Cheetah Catamaran	Evinrude 40 (Two)	Purbeck Marine	A.	8th O.A.
126	K. Horseman	J. Morris	Avon Special	Mercury 100	Bristol Boats	A.	9th O.A.
137	D. Wynne	C. Browning	Mark Baroda	Mercury 50	D. Wynne	A.	10th O.A.
129	R. Potter	D. Ward	Arrow 140 R.	Mercury 65	Powerboat Services	B.	11th O.A.
108	J. Nichols	D. Bradley	Invicta Viscount	Mercury 50	East Peckham Marine	A.	12th O.A.
81	G. Tobert	L. Bryant	Owens Kent	Mercury 100	Brunswick Corp (U.K.)	A.	Retired
96	E. Daly	M. Heacof'd	Kelvins Black Flash	Evinrude 75	Kelvins Accessories	A.	Retired
106	S. Ulander	J. Fleming	Glastron 17 ft.	Evinrude 90 (Two)	Sven Ulander	A.	Retired
109	E. Brown	A. Brown	Avon Special	Mercury 100	Carlyle Motors	B.	Retired
136	R. Gunther	F. Sullivan	Dorsett Lexington	Penta 50 (Two)	Dinghy Den Ltd.	A.	Retired
144	S. Kingsley	G. Scott	Arkansas Traveller	Mercury 100	S. Kingsley	B.	Retired
160	W. Pearce	A. Grimley	Avon 15 ft.	Mercury 100	Bristol Boats	A.	Retired
199	J. Newman	E. Freeman	Dorsett Catalina	Evinrude 75	John Newman Marine	C.	Retired
200	B. Phillips	D. Amos	Dynacraft U.O.2	Evinrude 40	Union Dynamics	—	Retired