



THE WORLD'S

*Sydney boats proved too good for the visitors.
"Jantzen Girl" gave Len Heffernan his first world
title.*

*Defending champion Norm Wright couldn't get
Jenny going at all well.*

*Bill Barnett and Co. sailed very well. Woolled
spinnakers saved much time on the runs.*



BEST 18-FOOTERS

by PAUL HOPKINS

AS in previous years in the World 18 Footer series, local boats, competing on their normal club courses, overwhelmed all the visiting boats. The N.S.W. 18 Footer League conducted the series on the tricky Sydney Harbour course which is not fit for races of this type. A neutral course on Botany Bay would have been more suitable. However, I must admit that the harbour is definitely a wonderful spot from the spectators' point of view.

Jantzen Girl, *S.M.V.*, *Toogara* and *Ajax*—all from Sydney—dominated the racing. Best of the visitors were *Jenny VI*, the defending champion, *Mah-Jong* (N.Z.) and *Quinet*, also from New Zealand. *Jenny VI* is Norman Wright's latest skiff.

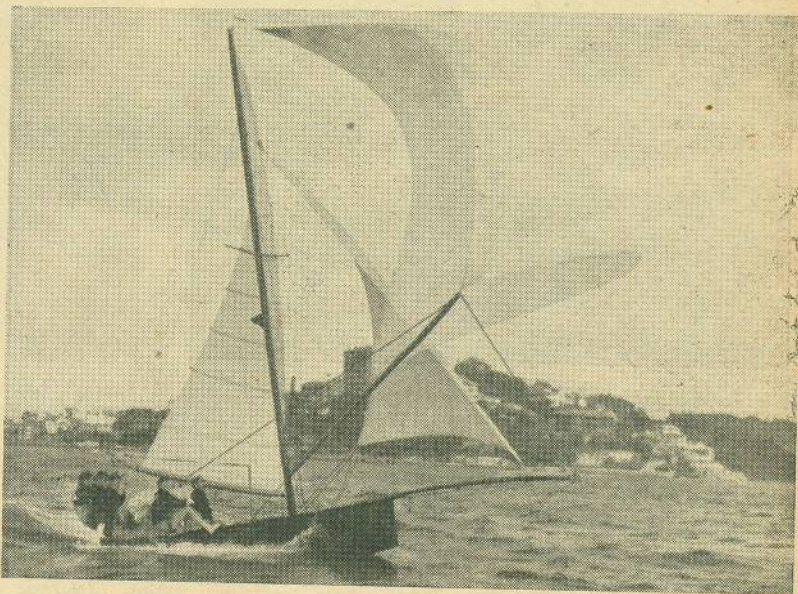
It is hard to put three different classes of boats into the one race and call it the world championship. The Queensland boats were rigged for the Brisbane conditions—long works and long square runs, while the Kiwi visitors had boats which would thrash the ears off the locals in big seas. Just to make this position a little more ludicrous, the Board of Control decided to allow any beam boats in the next series scheduled for Auckland. This means that cut-down Flying Dutchman-type hulls could race with the sail-dragging 18s. I think I know who would win this lop-sided contest.

Jantzen Girl, well rigged and skillfully sailed by Len "Professor" Hefernan and crew was lucky to beat Billy Barnett's *S.M.V.* for the title.

Drift conditions marred the first heat with the wind swinging from the N.E. to N.W. to N. Half of the fleet was left at the start drifting backwards in the tide while *S.M.V.*, *Jantzen Girl*, *Jenny*, *Quinet* and a few others caught their own private breezes. *S.M.V.* followed the breeze into the tide and kept going while others were becalmed out of the tide. However, according to "Bluey" Barnett, he had not been told of the alteration of the Sow and Pigs marker buoy and subsequently rounded the wrong mark. He lost five minutes here after dousing his kite and returning. *Jantzen Girl* took full advantage of *S.M.V.*'s misfortune and went on to win comfortably. Barnett sailed extremely well to make up a lot of leeway to finish in second position. As can be deduced from the following heats, *S.M.V.* could have been the present World Champion.

Jenny filled third position with New Zealand hope *Quinet* fourth.

Local knowledge and flukey winds beat the visitors before they launched



New Zealand hope *Mah-Jong* under shy spinnaker.



Result, New Zealand, was badly baulked by a ferry when this photo was taken.



The World champion. Sails, hull, crew and gear performed as a machine. She deserved to win.



Sydney's two famous landmarks — the bridge and Jantzen Girl. The champ was interfered with by the official ferry after this snap was recorded.

their boats. This heat was no test of championship sailing.

Jenny, Mah-Jong, Toogara, Jantzen Girl and S.M.V. got the best of the gun at the next one. New Zealand entry Envy was a sad last. This second heat was sailed in a 20 knot Nor'easter with an ebb tide. Sailing conditions were excellent.

Quintet went well early but was caught in a trap and dropped back many places at the Sow and Pigs. It was an eye-opener to see the entire crew on trapeze wires. Jantzen Girl made best use of the tide, with perfectly set sails, and rounded the northern mark ahead of Jenny VI and S.M.V. The rest of the fleet were bunched. The ex-champion caught the leader at Bradley's Head on the next work but again dropped back as did S.M.V. It was a "Brown's Cows" affair from then on. Ajax did well to break free and finish in fourth position. Don Barnett, Bill's cousin, showed classy off the wind ability.

The Kiwi boats didn't make full use of the shy runs. This is where the N.S.W. boats cleared out, as they did when working the tide. The rear-guard came in almost 25 minutes behind the winner—that's a long way in an 18!

Heffernan worked his local knowledge overtime this race. He also covered well, something lacking in some other skippers. Quintet should have been closer but lost her chance on the first work by going into Clifton Gardens and being back winded by the other boats. S.M.V. and Jantzen Girl kept clear of the other competitors when possible which was the right thing to do.

Ferry skippers brought their boats

in too close to the skiffs at times. Two near-collisions were caused by this senseless action. Jantzen Girl and Result were both badly baulked at the Garden Island buoy. The crews' cries of "who ya got yer money on?" directed at the ferry skippers were way off beam.

Jantzen Girl deserved this win. Her sails set best in the fleet, her crew made full use of the trapeze keeping her flat while Wright and Barnett didn't make full use of their monkey men and lost ground as their boats heeled over. S.M.V.'s sails seemed to wrinkle while Quintet set a shocking spinnaker which did little for her performance.

It was "Myra" Barnett's turn in the third heat. The breeze was variable, from E.S.E. to E. to N.E.

Sailing conditions were again very pleasant, however, the officials did everything to spoil the day. Firstly they set a shocking starting line which amateur V.J. boys would have been ashamed of. To make matters worse, they designated a S.E. course for a N.E. breeze. Of course, it wasn't their fault that a great merchant ship was tied to one of the starting buoys, but they could have moved the skiffs away from it a bit.

As it turned out there was no work in this course, except in the second lap when an easterly slant came in for a few minutes.

New Zealand officials were, by this time, pretty fed up with the whole affair. To make matters worse, their great white hope, Quintet, was disqualified by the committee because of incidents of the second heat. Quintet was approaching Jenny VI on her starboard stretch. Jenny was defi-

nately in the wrong if port and starboard rules come into it. The New Zealand boat touched Jenny and went about. Quintet protested. The committee said: "You're out Quintet, you didn't avert a collision. Jenny can stay in though!"

Well, perhaps their consciences were bothering them because the starter sent Jenny back after breaking her start in the third heat. This put "paid" to the ex-champion's chances. Still, that New Zealand boat didn't travel 1,500 miles to be disqualified just because Sydney officials are left-handed.

Most boats went the wrong way after the start and ended up under Bradley's Head while S.M.V., Jantzen Girl, Quintet, Mah-Jong and Ajax played follow the leader.

The procession continued until S.M.V. took the gun from the consistent Jantzen Girl. Ajax was next followed by Quintet, Toogara, Jenny and Envy. Jenny made up a lot of ground.

Luck came into the results of this heat, but just a little—local knowledge again left the visitors floundering.

At this stage of the game Jantzen Girl held a narrow lead over S.M.V. It was still anybody's championship.

Ajax was three minutes late for the start of the fourth heat. Don Barnett was still working up from the Harbour Bridge when the gun sounded.

Members of yacht clubs watching this event were horrified to see the starters' boat upanchor, proceed to the official ferry and declare that Ajax was a non-starter. Poor old Barnett, did he cop some abuse from

the punters! But why worry about sailing rules, as one gent put it when I asked him how *Jantzen Girl* was going: "Six to four sport!"

Mah-Jong and *Jantzen Girl* showed out at the start, both outpointing *Jenny*. *S.M.V.* was dead last but worked very well to round fourth at the Sow and Pigs. While the leaders worked the western shore, Cliff Monkhouse, a lad very clued up on local tactics, took his skiff *Toogara* to the middle of the tide and came out at the Pigs with a handy lead over *Jan'zen Girl*. *Envy* followed Monkhouse and also made up a lot of ground. Boats that went to the right spot at the right time won out in this heat. Sydney boats had an unbeatable advantage over the visitors.

Positions remained much the same on the run. *Jenny* and *SMV* carrying ring-tails without much success . . . in fact *SMV*'s ring-tail almost put her in the brook on one occasion. These quaint extras may be O.K. on courses like those found on the Brisbane River but they didn't prove much here.

Toogara was headed at Bradleys by *Jantzen Girl* so Monkhouse took a flyer in'o mid-stream and picked up a beautiful eastely lift which put him in an unbeatable lead at the next mark. *Mah-Jong* also tried this manoeuvre but went too far to the eastern shore. She s'ill managed to round ahead of *Jenny* proving that the right spot at the right time means a lot on Sydney Harbour. *Toogara* came home an easy winner with *SMV* just failing to pass *Jantzen Girl* on the line.

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Ajax, Don Barnett, showed great off the wind speed. She was treated badly in one heat when she was refused the right to start after being late for this start.

Kiwi entry "Envy" and Queensland boat "Buccaneer II".

