

## YOUTH SAILING NEWS

Sailing has been very limited since the end of the season as most boats are undergoing maintenance for the coming Winter Training Series. This series is designed to train crews for the coming Stonehaven Cup and comprises several races over short courses on the same day. The idea is to give the crews plenty of practice in starting, sail setting and mark rounding as well as general tactics, thus preparing them for the Cup Selection Trials later in the year.

Training will begin on Sunday, 9th June at 1000 hrs, and then every other Sunday which makes it alternate Sundays to the Squadron Winter Series. All training has been scheduled for Largs Bay this year so that all crews may get as much sailing in the local conditions for the coming Stonehaven Cup, which will be held at Largs Bay Sailing Club in January. Should conditions not favour sailing off Largs then the decisions will be made on the morning to move to the Port River at either the Squadron, or at Snowden's Beach.

The Winter Training also provides the opportunity for new skippers and crews to get the feel of their boats and to get to know each other. It is the ideal time for any junior interested in sailing to get into a boat and have a sail as there are usually skippers looking for new crew. At this time of the year there are usually a lot of crew changes made as the skippers endeavour to get crew for the coming season. It is a good time to get started and have a go at sailing without the pressure of summer racing. If there are any juniors interested please come on down to Largs and we will get you into a boat. For more information please contact me at home on 248 3285 or through the Squadron Office.

FRED HOWES

## 1990 BOC CHALLENGE RESULTS

Our heartiest congratulations go to club member Don McIntyre in BUTTERCUP for gaining 2nd place in Class II (yachts 40 to 50 ft) of the 1990 BOC Challenge. Australians have competed in all BOC Challenges since the first held in 1982, and Don is the first to gain a place in any class of the Challenge. Previously Australia's best placing was Neville Gosson's 4th. Fellow Australians in this race, Kanga Birtles and David Adams came 5th and 6th resp in Class I (yachts 50 to 60 ft).

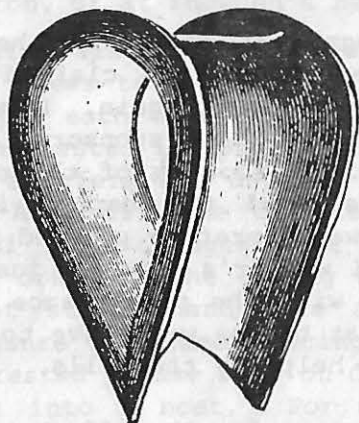
Don completed the 27000 nautical mile event in just over 153 days and 12 hrs behind the French entry, SERVANT IV (Yves Dupasquier) and ahead of the 3rd placed NEW SPIRIT OF IPSWICH (Josh Hall). Early in the race they realised that they could not beat the French entry however the competition throughout the series between the next 3 finishers was intense, and an incredible bond developed between them.

Despite a 360 degree knockdown in the Southern Ocean on his way to Cape Horn, Don claimed after the race that he was ready to do it again. However he admitted that he would need adequate sponsorship and would race in Class II which is about  $\frac{1}{4}$  of the cost of Class I. BUTTERCUP was designed to compete in the previous challenge and he was therefore pleased that he beat the previous Class II winner's time by just under 4 days. He is very happy with the performance of the Radford/Adams designed boat but he will have to sell her before returning home to help pay the bills.

He was full of praise for the efforts of his sponsors, back up crew, hundreds of supporters and particularly, his long suffering wife, Margie, who managed his campaign and his business in his absence. Her role was critical and without her commitment, he could never have achieved his goal to compete in the race.

The finish of the race was the culmination of an 8 year campaign for Don who now has to come to grips with normal life again as he finalises the loose ends associated with his fantastic adventure. Once again on behalf of his fellow Squadron members, we congratulate him for his excellent result and wish him well in all his future endeavours.

DAVE HURFORD



The front cover of this edition of "SQ" features GRELKA, a 16.8 m (55') motor yacht built in 1910 by White Bros of Southampton, UK. She had a relatively narrow beam of 3.2 m (10½') and drew 1.4 m (4'6"). Although ketch rigged, a former skipper, Mr Jack Wood, considered GRELKA to be a failure as a sailer. However the sails did help the engine and they also helped to minimise the roll in beam seas which was most uncomfortable without them.

GRELKA was powered by a Parsons marine engine which was started on petrol and then run on kerosene. Fuel for the engine was stored in 2 450 litre (100 gallon) tanks on each side of the motor. A 32 volt Lister lighting plant with it's accompanying batteries was also installed to provide electricity for the vessel. The engine room was isolated from the rest of the boat by steel bulkheads and was accessed through a hatch in the skylight.

The accommodation forward of the engine room comprised, first the skipper's cabin with a passageway alongside it, then the forecabin which was entered through a wooden bulkhead, then the heads and chain locker. Aft of the engine room bulkhead was a large saloon, a galley and an aft cabin with 2 bunks. Access to the forward part of the ship was through the wheelhouse, and down a hatch on the foredeck. Entrance to the rear was via a sliding hatch to the galley and a hatch aft to the aft cabin.

She was built for a high ranking officer of the German Embassy in London, Baron Von Bissing. For 2 years running she won the annual motor boat race from Dover to Cwres. Following the declaration of war, the Baron was interned and the vessel was taken over by the Royal Navy. She was renamed HMS CHARLIE and served at Scarpa Flow. She was fitted with a cannon on her foredeck and probably served as a messenger boat between larger naval vessels.