

SMALL BUT CLASSY FLEET SAILED IN 3RD. MIAMI-MOBAY YACHT RACE

By ALVA RAMSAY

SOME PEOPLE may argue that the fleet for the third Miami to Montego Bay ocean race just concluded was small — only 9 American boats, and 12 altogether. They may say that the growth of this 844-mile biennial classic since its debut in 1961 has been slow — seven finishers the first year; eight in 1963.

along with Marco Brown and her MoBay squad. The women of the club did an outstanding job with the catering and outstanding among them was Mrs. Leslie Fletcher (Miss Ann, affectionately for one and all) who seemed to have had more chores than centipede has legs.

But no one can deny that the fleet was as classy as one could have asked for. Ticonderoga, Robert F. Johnson's 72' ketch which collected the silverware for 'first-to-finish', first in Class A and first in the fleet, met her peers in reputation and worth when she ran into Homer Denius's Maredea, Huey Long's Ondine and Thor H. Ram-

When Montegonians looked at these four as they lay at anchor over the week end, they were looking at a million dollars worth of streamlined lumber. Total cost of building the 12 boats entered, could have worked out at close on 1 1/2 million dollars.

No wonder the owners of the Big Four are men who have made their pile. Johnson, the 250-pounder from Portland, Oregon, turned the lumber from the Oregon forests into gold. Dapper Huey Long is a New York shipowner. Thor H. Ramsing is president of the Trident Oil Corp. with offices at 375 Park Avenue, N.Y., while Homer Denius is a U.S. Electronics (Reece) scientists and chairman of the Board of Directors of Radiation Inc. of Melbourne, Fla. with 3,000 humans on his payroll.



Tourist Board Skipper-owner of victorious "Ticonderoga".

As if honoured by the class of the competition, the weather and the course combined at proving that this is one of the most enjoyable long distance races for yachts in the world. For most of the first five days following the start in Miami at 1 p.m. on Saturday, April 3, 15-20 knot winds steadily roamed the Gulf Stream and the Caribbean.

Ticonderoga was thus able to make the voyage in a record time of 119 hours, 2 minutes and 57 seconds. Ondine checked in at Montego Bay in 136 hours, 19 minutes and 5 seconds. Maredea required 137 hours, 51 minutes and 46 seconds. Solution 145 hours 48 minutes 53 seconds.

Unfortunately, the smaller boats were too slow to catch the wind that had powered Ticonderoga to victory. Some chucked it, those who persisted were still at sea on Monday morning.

To those of us who sat down in Montego Bay and followed the course of the race from reports phoned in from Cmdr. Bill West of the Biscayne Bay Yacht Club after his daily tour of the course on US Coast Guard planes, the race resolved itself into a series of interesting and at times exciting duels.

At first, scratch boat TICONDEROGA could not shake off the pursuit of the 60 ft. fiberglass yawl MAREDEA. It was only when they drew nearer to the Caribbean and their duel resolved itself into a reach, that 'Big T' disposed of the 'tee goddess'. Then came the duel between ONDINE and MAREDEA with ONDINE who received a time allowance from the latter heading her off (on elapsed time) the very last day. And ONDINE was only 1/2 miles from home, when her

own time as regards beating TICONDEROGA ran out.

In Montego Bay, it was a pleasure to note the profound and sustained interest taken in the race by locals and tourists alike. On all sides, one heard the progress of the boats being discussed. The 'B' class battle between the Jamaican boats Querida, Cocoban and Blue Jean and the American 32 ft. sloop Stardust skippered by Warner M. Wilcox, caused arguments even with the little lads roaming the streets. And, here, I must add that the island owes a great deal to Roy Foster and Ripton McPherson of Querida, the Thwaites brothers of Blue Jean and Fred and Keith Jones of Cocoban

for the sacrifices in money and time they made, along with their crew, in posting Jamaica's name in world yachting circles.

The race was a success for the organizing ability of Robert Fletcher, MBYC Commodore, and Walton Smith of the Biscayne Bay Y.C., the two co-chairmen of the Race Committee, Commodore Bill West of Biscayne Bay, who established regular and reliable communications between the boats and Montego Bay with the help of the US Coast Guard; Leslie Fletcher, who did the plotting of the positions; Harry Southby and Peter Hawkins of RJYC who came over and helped with Committee work

Tourist Board played their part

FULLY ALIVE to the importance of the Miami to Montego Bay biennial to his designs on the outward bound flow of American tourists, Director of Tourism John Pringle followed the precedent of the old Board and set up a news room in his Montego Bay offices to handle the publicity for the 1965 renewal.

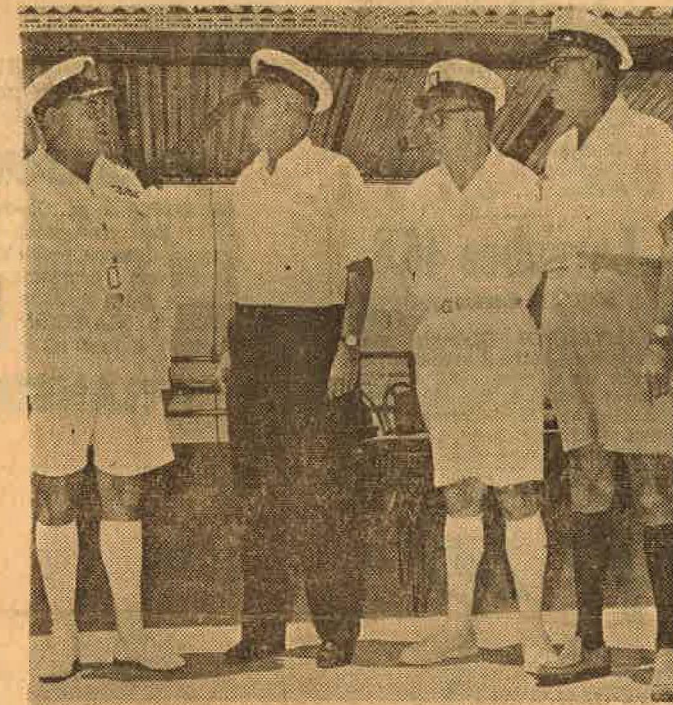
The JTBC newsroom was manned by Frank McManus, Bureau chief, and Richard Steedman, staff photographer. Luther Evans, yachting writer of the Miami Herald, who came out to cover for his paper and the wire services and the New York Times, occupied a desk in the room.

Each day, Commodore Bill West, by previous arrangement with Evans and the Organizing Committee, would phone in from Miami the day's positions as spotted from a coast-guard aircraft on which West was an observer.

This information was then telephoned from Montego Bay to the New York offices of Sonthelmer & Co., the Tourist Board's Public Relations Agency who sent it out in turn to the New York Times, the Associated Press, United Press and back to the Miami Herald. Running stories of the race were thus carried in the major newspapers of the USA and had world-wide dissemination through the wire services.

As an indication of how the system worked and how well it was the fact that the photos of Ticonderoga crossing the finish line appeared simultaneously in the New York Times, the N.Y. Herald Tribune and the Miami Herald on Saturday morning. They had been flown out by BOAC on Thursday night from Montego Bay.

McManus also did daily broadcasts for JBC. Evans will do articles for Yachting and Skipper magazines and these will be illustrated by Steedman's photographs.



EACH PLAYED HIS PART: Group taken at MBYC after the four top boats came in (l to r) HMS "Vidal's" Commander Capt. Ritchie, who helped with Communications and gave a cocktail party on board, on Saturday; Commodore Bill West of the Biscayne Bay Yacht Club, Co-sponsors of the race; Walton Smith of Biscayne Bay Y.C., Co-chairman with Robert Fletcher of MBYC, right, of the Organizing Committee.

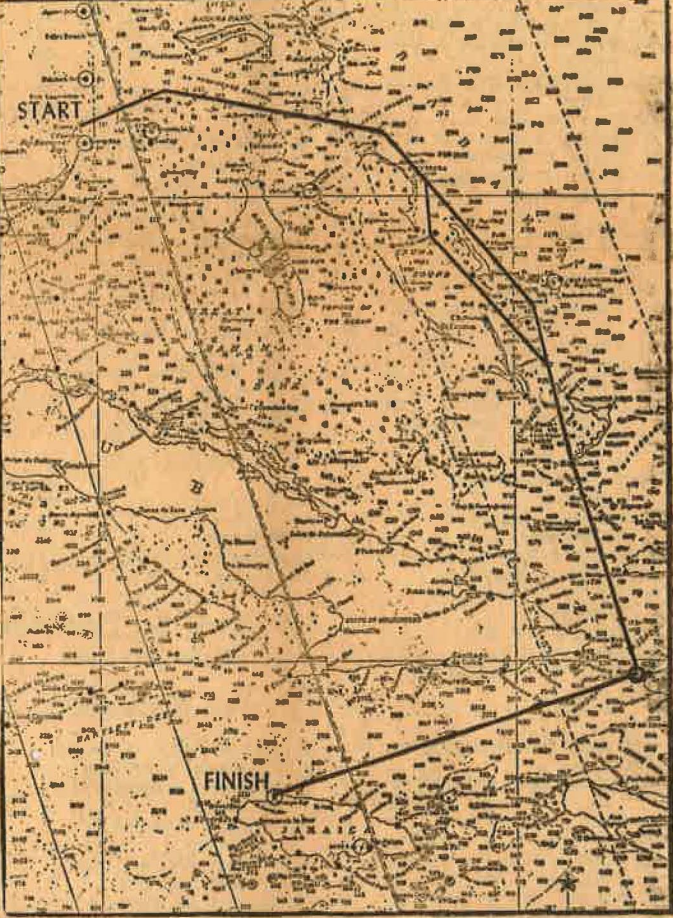
HOW IT ALL BEGAN

A MIAMI to Montego Bay yacht race had been the dream of Jamaican yachtsmen for many years. First 'dreamers' seemed to have been veteran yachtsman and businessman of Montego Bay Walter Fletcher and his son Robert, who as long as 20 years ago discussed it with yachting officials in the U.S. But at the time, nothing could be done, since there was the annual St. Petersburg-to-Havana race.

Not that attempts were not made to get the nod for the Jamaican race: Vice Commodores of the Royal Jamaica Yacht Club (Governors of the island were then ex-officio Commodores of RJYC) such as the late Dudley Levy and Laurie Ramson and Owen Plant all tried, but the snag was always the St. Petersburg to Havana classic.

The trouble was to fit in such a race. There are two yacht racing seasons in the USA known as the Southern and Northern Clements conferences; and in those days, the St. Petersburg to Havana race took up that space in the Southern Circuit which a race to Jamaica would expect to fill. With the finish of the Havana race, the yachts generally moved north for their engagements in the Northern Conference. Ramson even went to New York and held discussions, but there was no solution.

Then two things happened: (a) inspired by the then governor of the island, Sir Kenneth Blackburne, a 'notorious' devotee of yachting, and Herbert Macdonald of the Jamaica Olympic Association, the Royal Jamaica Yacht Club and the Montego Bay Yacht Club joined to form the Jamaica Yachting Association with Owen Plant as president; (b) Fidel Castro overthrew the Batista regime in Cuba and began an era which forced indefinite suspensions of the St. Petersburg to Havana race.



THE COURSE— YACHTSMAN'S DREAM

THE MIAMI to Montego Bay Yacht Race is sailed over a course which is said to be easily one of the most beautiful in the world, and one of the best from a navigator's point of view.

Thor Ramsing, owner of Solution, said: "This is a nice course; we had everything — beat, reach, run, I do not know of any race I enjoyed more than this one. The scenery was so beautiful and the sailing conditions ideal. We got a bit of everything even to a wild spinnaker ride."

Huey Long and Homer Denius of Ondine and Maredea respectively were just as enthusiastic.

ocean races in the world. The skippers and crew in this year's race revelled over the course. When his boat romped across the finishing line first on Thursday last, Robert F. Johnson said: "It was a great trip on a fine 180 degree course. We had a beat, a reach and a run — just as advertised."

"Of course," he added, "it might be a bit long from the standpoint of recruiting crew so soon after the Southern Ocean Racing Conference."

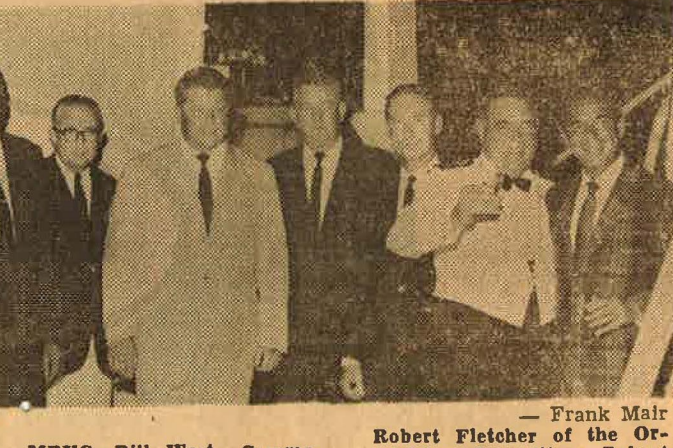
Summary of Results

Table with columns: Race, Class, Elapsed Time, Corrected Time, Position. Lists results for March 1961 and March 1963 races.

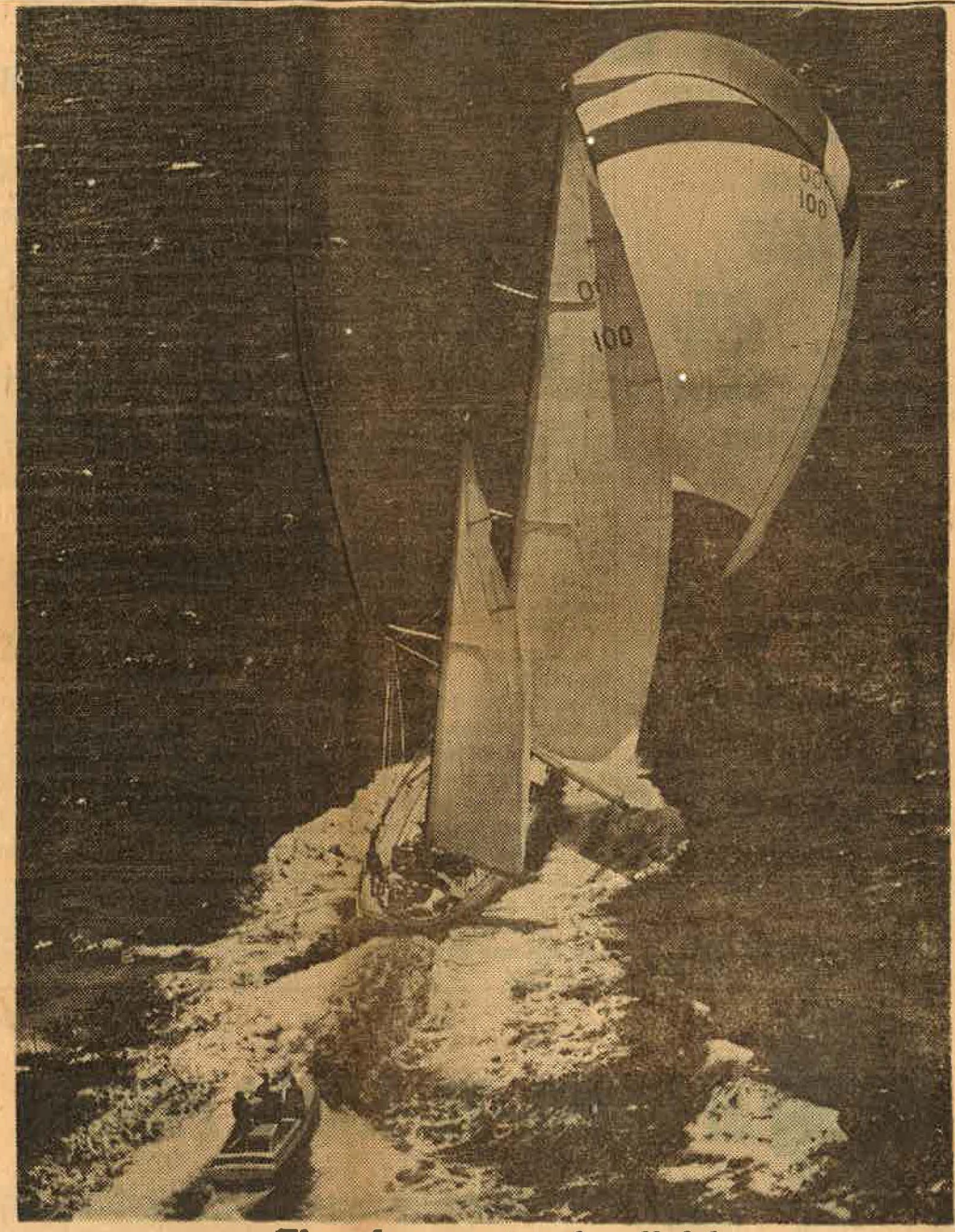
HOW IT ALL BEGAN

Yacht Club donated the 'first to finish' trophy. Local tourist interests, appreciating the great value such an event would have for tourism generally, gave their enthusiastic support. The Jamaica Tourist Board and the Montego Bay Hotels' Association gave generous financial help and almost by themselves subscribed the local share of the money required.

In addition, the Tourist Board undertook both foreign and local promotion and publicity, under the direction of Raymond J. Chausaud, Director of Public Relations in their New York Office. In Jamaica, Robert Fletcher was appointed chairman of the Organizing Committee. Biscayne Bay's Commodore Don C. McRae and Paul Buhler, Jr. chairman of the Race Committee, co-ordinated their activities with Fletcher's. Sir Kenneth Blackburne sent out invitations to a welcoming cocktail party on board H.M.S. Ulster, the British frigate which had agreed to serve as the official boat end and was anchored at and became a part of the finish line.



WELCOME TO SKIPPER: Capt. W. Ritchie of HMS "Vidal's" (second from right) gave a cocktail party for race participants on Saturday evening. Left to right, are Robert Fletcher, Commodore MBYC; Bill West, Commodore Biscayne Bay Y.C.; Dr. H. A. Brown, 1st Rear Commodore, MBYC; the Mayor of Montego Bay, Councilor Ralph Smith, Walton Smith of the Biscayne Bay Y.C., co-chairman with



Ticonderoga nearing finish

Facts on big four

THE BIG FOUR of the third Miami to Montego Bay ocean race were the winner Ticonderoga, Ondine, Maredea and Solution. Here are some facts about them:

Ticonderoga: Noted for her ability at reaching 'Big T' was designed and built by L. Francis Herreshoff of Marblehead, Mass. in 1936 and bought by Robert F. Johnson in the summer of 1963. He immediately lightened her by 8,000 lbs, thus raising her waterline 10 inches. She rewarded with a large collection of ocean racing laurels: in 1963 first home in the Honolulu race; in 1964, first to cross the line in the Tahiti race; this year so far, has been first boat for boat in the Miami to Nassau and the St. Petersburg to Ft. Lauderdale. A 72 ft. ketch. She sleeps 11.

Ondine: The most travelled ocean racer in the world with an imposing record of having come first, second or third in 32 out of 40 races. Won the Transatlantic from Newport, R.I. to Plymouth, England, in 1963; broke the course record for Sydney, Australia, to Hobart, Tasmania; won Class A Bermuda to Sweden in 1960 and in 1964 Class A in the Newport to Bermuda; won the Buenos Aires to Rio (1,200 miles) race this year, not only on corrected time but was the first to finish against three larger boats. Built in May, 1960, designed by William H. Tripp, Jr., who sailed in this race. Ondine is a 57 ft yawl operating out of the Larchmont Y.C., New York.

Maredea: The sea goddess, the world's biggest fiberglass racing yacht. A 60 ft yawl, designed by Charlie Morgan and launched in on January 31 of this year. She won her first race ever — the St. Petersburg to Venice and finished 8th in the Southern Ocean Racing Conference, Operates out of the Eau Gallie Y.C., Florida.

Solution: A 50 ft. sloop, designed by S. O. B. Nielsen and completed in September, 1963. She won her first race in October of that year. Last year won Class A in the Southern Ocean Racing Conference, the New York Y.C.'s Una Cup and her class in New York Y.C. spring regatta. Operates out of Indian Harbour Y.C., Greenwhich, Conn.



Ondine



Maredea



Solution

DAY-TO-DAY ON HIGH SEAS

By LUTHER EVANS, Miami Herald Sports Writer

THE THIRD biennial Miami-Montego Bay Race had something new in ocean yacht racing — a "reporter" aboard every boat in the small but select fleet.

For the first time that I've ever heard in 20 years of covering ocean races, a crew member kept special logs for newspapermen reporting the classic all over the world.

The idea came to me before the skippers' meeting at Miami's Biscayne Bay Yacht Club. I handed out loose-leaf notebooks to representatives of each yacht and requested that any noteworthy incident occurring during the voyage be recorded.

I asked that these be turned in to Montego Bay Yacht Club officials after the finish so that I could use the pertinent information in stories for my newspaper, the Miami Herald; the New York Times, Associated Press and United Press, and, later, in stories for Yachting and Skipper Magazines.

Co-operation was excellent. Such logs were kept aboard the first four finishers and turned in.

The log for TICONDEROGA, was kept by Peter Bowker, one of the world's most famous sailors. He also was aboard first-to-finish ESCAPADE in the 1961 Montego Bay race and first-to-finish BOLERO in 1963.

His log is herewith made available exclusively to the Gleaner: 1900: Fetched up 2 miles off Bimini. Maredea, Ondine and Solution all in sight astern. 2300: Due north of Gt. Isaacs, about 14 miles. Dead beat for stirrup.

APRIL 4, 1965. Tacked several times throughout night including once to avoid being run down by freighter. Sea sloopy and found much easier going when we could get onto northern edge of Bank East of Ginger Bread ground. Short tacked on the bank until clearing little stirrup Cay at 1330. Noon position 15 miles WSW of Gt. Stirrup — Ondine in sight about 1/2 mile astern. 1600: Maredea in sight ahead off Gorda Cay, Abaco. Ondine about 1 1/2 miles astern. Wind light E-SE.

APRIL 5, 1965. Wind very light during night — used drifter several hours. Daylight found us off Royal Island with Maredea and Ondine in sight astern. Whilst beating around the northern tip of Eleuthera, Maredea pointing up. Much better passed us and it was not until around noon somewhere off Hatchet Bay that we passed her again. Held up as high as possible during night to pass Cat Island Rum Cay to Eastward.

APRIL 6, 1965. Wind freshening throughout night — gradually dropping Maredea astern. Some anxious moments looking for the un-

lighted Cat Island (where both Escapade and Ondine hit the reef four years ago in the inaugural race) 0800: Passing in sight of San Salvador and Rum Cay. Seem to have shaken off Maredea at last.

1015: Shifted to reacher — one to the wind at last approaching Crooked Island averaging 10 knots noon position 13 miles NW of Crooked Island. Ma-



BETTY J. BEACH ... she cooked for the victors

Maredea 17 miles astern. 1835: Off Castle Island still going 10 kn.

APRIL 7, 1965. 0235: Abeam Great Inagua. 0900: Rounded Point Alpha off Haiti — set 2.2 oz chute — 11-12 knots. Noon: 70 miles ahead Maredea, 90 Ondine. 1500: Wind and sea increasing — shifted to heavy weather chute. During afternoon scruffy looking freighter Inagua Cloud came close aboard almost as if intent on ramming us. Much rude language before she finally left us alone but not before some deckhand had attempted to toss us a package from the after deck. 1900: Wind easing, shifted back to 2.2 chute. 1930: Gybed.

APRIL 8, 1965. 0200: Wind still lightening, shifted down to 1.502 chute, wind continued light throughout night but managed to keep 1.5 chute flying. Finished in increasing wind under chute at 1203.

Role of US Coast Guard and the JDF

THE U.S. Coast Guard played a fine role in the third Miami to Montego Bay ocean race. They not only took the responsibility for sea and air coverage, but provided the communication system which gave the world reports on the daily progress of the boats.

Admiral L. N. Thayer, Commandant of the 7th Coast Guard District put men, planes and boats at the disposal of the Race Committee and his officers Capt. Sansbury and Commander Siler co-operated splendidly, according to Commodore Bill West of the Biscayne Bay Y.C.

West went out daily in a Coast Guard amphibious plane as an observer. On Wednesday last the plane flew 12 hours out from Miami reaching a point some 70 miles south of Guantanamo and returning. On Friday, the plane actually flew to Jamaica and back to Miami.

The British ship, HMS Vidal, anchored off Montego Bay to provide a finish line with the JDF boat Coronante. Actually, Vidal served as Committee boat and on Saturday evening, her commanding officer gave a cocktail party in honour of the participating skippers and crew.

The Jamaica Defence Force co-operated with their Coronante and provided a plane and a helicopter for spotting work towards the end when the boats were nearing the island.