

Cambridge University Cruising Club Tozer Tankard

CUCrC
Presented by
G.C. Tozer
Vice-Commodore
1929
for weekly competition

Prepared by:
David Knight
2005 President, Casual Sailing
Fitzwilliam College

Racing

"We had weekly races, I think on Sundays throughout the winter at Ely with a points system, silver spoon prizes, and the Tankard was the overall prize in the season's results. In the summer we travelled to race against local clubs – e.g. Wroxham Broad, Barton Broad, The Crouch, Southend and The Thames. We were extremely fortunate to get such a variety of locations and provided by the club concerned." WR

"It was one of a number of trophies that went missing in the mid-sixties due to poor administration - partly engendered by the loss of the Falcon Yard clubhouse. It is quite a valuable silver tankard.

"As the inscription indicates, it was awarded to the points winner of a series of races held weekly over the Michelmas and Lent Terms (Points Racing) - with a certain number of discards allowed. In my time (early sixties) it was the focus of attention of new members anxious to establish their reputation. There were also Monthly Challenge Cups and a variety of other trophies, some for Marine Week. At that time the CUCrC issued a termly fixture list of all sailing and other events." ARB

"My memories of St. Ives were lots of short, fluky races, and going aground occasionally. I had helped buy the first batch of Fireflies, which were all 2nd hand wooden boats." ISMS

Winners

1929 S.H. Morris

"Stewart Morris - a hop merchant! So his busy time did not start till after the hop harvest which in those days was after the main sailing season finished. Quite well to do and a keen 14 footer¹ sailor. Won the P.O.W² cup on several occasions. I think eventually became President of the R.Y.A. He wrote to me in our first year in Sherborne – saying do borrow a Int. 14 and enter the P.O.W. races which were being held at Weymouth. As you can imagine it would've been impossible at that time to suddenly take a week's holiday³." WR

Won Olympic Gold in the two man Swallow class in the 1948 London Olympics. Helmed, with David Bond as crew.

1930 P.M. Munro

1931 J.K. Winter

"Johnny Winter - in my view the best sailor of pre-war Int. 14s but not so well off as Peter Scott⁴ and Stewart Morris etc. A delightful man." WR

1932 J.K. Winter

1933 H.F.G. Harrison

1934 J.K. Winter

1935 D.A.G. Hinks

¹ Now International 14 class.

² Prince of Wales Cup, equivalent to National Championship for Int. 14 at that time. Still competed for.

³ WR was a junior partner in a general practice in Sherborne at the time with a very young family – probably 1947.

⁴ Son of Robert Scott (of Antarctic), sailed with Johnny Winter. Between them invented the trapeze on the Int. 14 in the P.O.W Cup, which was promptly banned. Had twin Int. 14s called "Thunder" and "Lightning". See Appendix A.

"David Hinks - a rather avuncular Don at Kings by the time I knew him. I know nothing about his sailing." WR

1936 N.D. MacLehose

1937 J. Blewitt

"James Blewitt I knew well and his image is in the team photo I have. "Landed Gentry" but very kindly his family put up all the Team when we beat Oxford at West Mersea. He lived at Boxted Hall near Colchester where I stayed." WR

Death notice in Times, 2004 – provided by WR. See Appendix B.

1938 B. Everton-Jones

"The Captain of the Cambridge Team in 1938. He was a keen member of the Cambridge University Air Squadron so was involved with the R.A.F. by 1939 so could not sail in the University races in Falmouth that year. I never knew what happened to him but his chances of surviving the war would have been bleak. (He's also in the team photo)." WR

"Became Wing Commander Ben Everton-Jones, and was elected RORC 1961" MRPH

Undergraduate, Downing College, Natural Science Tripos, Matriculated 1935.⁵

1939 J. Blewitt

1940 C.T. Nance

1941 G.F. Deakin

1942 A.F. Woolner

1943 B.H. Coleman

1944 O.P. Trubshawe

1945 H.I.S. Catherwood

1946 J.R. Abbott

1947 B.H. Coleman

1948 T.S. Morgan

1949 R.R.A. Coles

1950 D.H.T. Day

1951 M.A. Bate

1952 J.K. Knights

"Jack Knights, yachting journalist for the Daily Express and Yachts and Yachting, well known sailor of the time (1960s to 70s)" JFK

1953 I.W.D. Cox

"International 14 Sailor and owned Firefly Disillusion 299" MRPH

1954 C. Holmes

"505 Nat Champ 1958 Weston SC, 4th FD in 1959, Barnt Green SC" MRPH

1955 D. Court-Hampton

1956 T.M.B. Eiloart

"Half Blue 1958, presumably relative of Arnold Eiloart" MRPH

1957 E.A. Rowe

1958 J.E. Jerwood

1959 A.C. Green

"BUSA Team to USA, Half Blue" MRPH

⁵ <http://www.dow.cam.ac.uk/~do/Alumni/missing%20pages/pre1940.html>

Tozer Tankard

1960 W.J. Kilgour

1961 J.S. Beckett

1962 A.R. Butler

“Blues Captain 1965” MRPH

Rear-Commodore in 1964/65

Initiated Members Handbook of 1966, in which all 22 CUCrC cups were described along with the winners and the Varsity Match teams.

1963 M.R.P. Hayles

Half Blue 1965

1964 P.G. Lee

“Half Blue 1965” MRPH

1965 I.S. MacDonald-Smith

Crewed Rodney Pattison to Flying Dutchman Olympic Gold in 1968 in Mexico⁶.

(“Superdocious”)

“Half Blue 1966” MRPH

1966 L.D.F. Hill

Contributors

WR – Watson Rogers. Caius, Medicine, matriculated in 1936 for 2nd MB, graduated in 1939. Gained sailing half-blue in 1938. Sailed Int. 14s with Johnny Winter, Peter Scott and others. Became Surgeon Lieutenant Commander in the Navy during World War II, and then a G.P. in Sherborne, Dorset.

JFK – Jonathan Knight. Christs, Engineering. Matriculated 1970. Sailed when he wasn’t rowing.

MRPH – Mike Hayles. Gained half-blue 1965, and won Tozer Tankard in 1963.

ARB – Anthony Butler. Blues Captain in 1965, Rear-Commodore 1964/1965, and won Tozer Tankard in 1962

ISMS – Iain MacDonald-Smith. Gained half-blue in 1966, Olympic Gold Medal in the Flying Dutchman in 1968. Won the Tozer Tankard in 1965.

⁶ See Appendix D

Appendix A

Sir Peter Scott

Peter Scott



Statue of Sir Peter Scott at the WWT London Wetlands Centre

Sir Peter Markham Scott (September 14, 1909 - August 29, 1989), ornithologist, conservationist and painter, was born in London, the only child of Antarctic explorer Sir Robert Falcon Scott. He is a half-brother of Wayland Young (Lord Kennet) and his godfather was the playwright J. M. Barrie. He was educated at Oundle School and Cambridge University, graduating from Trinity College in 1931. He inherited his artistic talent from his mother, Kathleen, and had his first exhibition in London in 1933. In 1936, he represented the United Kingdom at sailing in the Olympic Games.

During World War II, Scott served in the navy, emulating his father. He was in the "little ships" against German E-boats. He stood as a Conservative candidate unsuccessfully in the 1945 general election in Wembley, North. In 1948, he founded the organisation with which he was ever afterwards closely associated, the Severn Wildfowl Trust (now the Wildfowl and Wetlands Trust) with its headquarters at Slimbridge in Gloucestershire. In the years that followed, he led several ornithological expeditions worldwide, and became a television personality, popularising the study of wildfowl and wetlands. He wrote and illustrated several books on the subject, including his autobiography, *The Eye of the Wind* (1961).

He married Elizabeth Jane Howard in 1942. A daughter, Nicola, was born a year later. They divorced in 1951.

Scott took up gliding in 1956 and became a British champion in 1963. He was chairman of the British Gliding Association (BGA) for two years from 1968 and was president of the Bristol & Gloucestershire Gliding Club. He was responsible for involving Prince Philip in gliding; the prince is still patron of the BGA.

Scott was also an accomplished sailor, winning an Olympic Bronze medal for single-handed dinghy sailing and numerous other sailing championships. He also skippered the 12 metre yacht *Sovereign* in the 1964 challenge for the America's Cup which was held by USA. *Sovereign* suffered a whitewash 4-0 defeat in a very one-sided competition where the American boat was seen to be the faster design. He was also involved in inventing the technique of trapezing:

“Trapezing during a race first appeared in 1934, on the **Vagabond** sailed by Peter Scott and John Winter. The owner of the boat, Beecher Moore, of Thames Sailing Club had worked on developing the technique, in discussion with Uffa Fox. Vagabond was spectacularly successful in that race, winning by four minutes.

Sadly, the innovative technique was immediately banned, and received little development until it was reintroduced on the Osprey and 505 Class in 1954 by John Westell and the Flying Dutchman class in the early 1960s.”

From 1973-1983 Sir Peter Scott was Chancellor of the University of Birmingham.

He founded the World Wildlife Fund and designed its panda logo.

He is also remembered for giving the scientific name of *Nessiteras rhombopteryx* to the Loch Ness Monster so that it could be registered as an endangered species. The name, based on Greek, means "the wonder of Ness with the diamond shaped fin" but is also an anagram of "Monster hoax by Sir Peter S".

Scott was a long-time Vice-President of the British Naturalists' Association, whose *Peter Scott Memorial Award* was instituted after his death, to commemorate his achievements.

In June 2004, Scott and Sir David Attenborough were jointly profiled in the second of a three part BBC TWO series, *The Way We Went Wild*, about television wildlife presenters.⁷

⁷ http://en.wikipedia.org/wiki/Peter_Scott

Appendix B

James Blewitt

Blewitt – James, M.B.E. on Saturday, 13th July, aged 84, after a long illness. Much loved brother of the late Mary (Maria) Pera. Funeral service at Colchester Crematorium on Friday, 26th July at 2.45 p.m. Family flowers only. Donations, if wished, to Dedham Vale Preservation Society or Woodland Heritage c/o W.H. Shepard (Funeral Directors), 93-94 High Street, Colchester, Essex

The Times, 2004

Appendix C

Newspaper Cuttings

ANGLO-SWISS YACHT RACES

LIGHT AND LIVELY CRAFT

FROM A CORRESPONDENT

At the invitation of the Lake Thun Yacht Club and the Bernese Oberland Tourist Association, a British team of nine sailed a series of six races against a Swiss team on Lake Thun for the Lake Thun Challenge Cup. These races were sailed on June 14, 15, 16, and 17, under the patronage of the British Legation in Berne and the Swiss Legation in London.

The boats used were of the L class 30 square metre type. Originally designed for sailing on the German Lakes, these boats are not so extreme as the Skerry cruiser 30 square metre type, and are remarkable for their ghosting qualities in what most of the British team considered as no wind at all. They are light and lively to handle, and one of the British helmsmen said that they were the nicest keel boats he had ever sailed, since they were the most like centreboard boats. These boats were very kindly lent for the series by their owners.

The British team consisted of S. Morris, the present European champion in the 22 square metre Binnengjollen; P. Scott, the artist, who is the holder of the Prince of Wales cup for 14ft. dinghies; and D. Wilson, of the Oxford University Yacht Club, as helmsmen. They were crewed respectively by I. Milne and K. George, J. Blewitt and B. d'Arcy Irvine, and D. Hinks and B. J. Everton Jones, all of the Cambridge University Cruising Club. Tuesday, June 13, was spent in inspecting the courses and in practice, for the boats were of a type unfamiliar to England.

The first race was sailed on the Tuesday morning in what was a strong breeze for Lake Thun, 10-12 m.p.h. On the first beat, by the use of well-applied team sailing, an art insufficiently practised except by certain clubs in this country, the British boats worked through to the first three places, which they managed to hold to the finish.

The next four races were sailed in very light airs, making them rather slow but full of interest, as the positions were constantly changing. A fine win by D. Wilson in the second race and by S. Morris in the fourth kept the British just in the lead until the last race, but it was noteworthy that the Swiss had a much better idea of where the next puff was coming from.

In the last race the wind was much steadier and blowing at about 8 m.p.h., S. Morris sailed a fine race, early going into the lead to win from P. Roost, who was the most successful of the Swiss helmsmen. The British team therefore won the series by 1,589 points to 1,387.

Local opinion held that, while the Swiss helmsmen were probably as good as the British at the steering of the boats and the utilization of shifts of wind, they failed in their team tactics to make the best use of covering positions, and in the art of delaying one boat of the other side to let one of your own through.

The hospitality shown to the visiting team was of the highest possible order, and they will retain for a very long time the impression of friendship they received.

The Times, 21st June 1939: Stuart Morris, Ben Everton Jones, James Blewitt, Peter Scott, D. Hinks all mentioned

YULE OLDHAM CHALLENGE CUP

The inter-University sailing match between Oxford University Yacht Club and Cambridge University Cruising Club for the Yule Oldham Challenge Cup was begun at Bembridge yesterday, when the first two races were sailed off. The final races will be sailed to-day. The races are being sailed in the Bembridge Sailing Club's One-Design boats, three of which are allotted to each University.

The starts were made from Major R. Blewitt's motor-cruiser Marina, and the first heat answered their gun at half-past 11 o'clock. Owing to light airs the race was stopped after one round of the Wreck and Dean Buoys. Oxford gained $11\frac{1}{2}$ points and Cambridge 10. The result was:—J. R. Tiller (Oxford), 1; J. F. Paxton (Cambridge), 2; J. C. L. Palmer (Oxford), 3; J. G. Lubbock (Cambridge), 4; J. Blewitt (Cambridge), 5; B. S. Wood (Oxford), 6.

The boats left the gun at half-past two o'clock to sail round the Wreck and Dean Buoys three times in a fair breeze. As in the morning Oxford gained $11\frac{1}{2}$ points and Cambridge 10. The result was:—J. Mair (Oxford), 1; M. J. Ellison (Cambridge), 2; B. Everton Jones (Cambridge), 3; J. W. Richardson (Oxford), 4; R. H. Tizard (Oxford), 5; K. O. George (Cambridge), 6.

The Times, Varsity Match 1937

Appendix D

Ian MacDonald Smith

OLYMPIC PROFILE

Supercalifragilisticexpialidocious!

From RONALD FAUX

Superdocious, the Flying Dutchman sailed by Rodney Pattisson and Iain Macdonald-Smith, has won an Olympic gold medal for Britain. The dark blue dinghy led in all six of the races before yesterday's final, in which she finished second, and old Olympians after much head scratching and record searching, cannot find a precedent. It will be surprising if Superdocious does not prove to have made Olympic history.

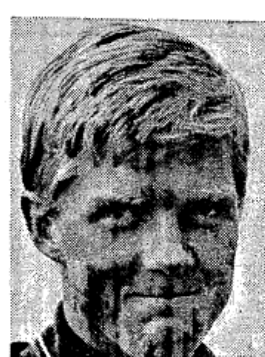
The British boat was disqualified in the first race after a protest by the Canadians, but in the following races showed she was far faster than anything the world had to offer. Even when she was well down the fleet on the first leg, Superdocious was always able to pull into a clear lead and finish one and half to three minutes ahead.

Her performance is a tribute to the faultless tactics of Rodney Pattisson, a 24-year-old Royal Navy lieutenant from Poole, Dorset and his crew, Iain Macdonald-Smith, aged 23 of Westbourne, Hampshire. Their skill, linked to the superiority of Superdocious, made an unbeatable combination.

Thirty Flying Dutchman dinghies have been competing. The class was introduced into the Olympics in 1960.

Among Continentals it is a point of great argument, conjecture and theorizing about how two Englishmen could achieve such unprecedented success against the world's finest Flying Dutchmen exponents in conditions which could not be more un-British. Even disqualification in the first race, which might reasonably have been crippling, left the two untouched and untouchable.

The conditions have not been as severe as most predictions. The Pacific laps this magnificent coastline in a series of long swells each the size of a deeply concave football pitch. The yacht club, where at night the Olympic flame splashes reflected fire on an indigo sea, is sheltered by a curve of high craggy hills upon which perch the chalets and penthouses of the internationally rich.



Rodney Pattisson (left), Iain Macdonald-Smith and their Flying Dutchman yacht Super . . .

For millionaires, romantics and sedate yachtsmen in their brightly canopied craft, Acapulco is a setting from some lavish Hollywood musical. For dinghy sailors exposed to the full strength of a burning sun and the sickening discomfort of the swell, it is less of a dream.

Among helmsmen and crew, a variety of fashions have developed, including odd triangular nose caps and hats with a touch of the Foreign Legion. The British disdain protection. Rodney Pattisson helms bareheaded, almost bare-backed and not even wearing sun glasses against the bright glare. Both he and Iain Macdonald-Smith are the colour and toughness of young teak.

The two men are unlike yet entirely complementary. Pattisson, is short, with spiky, sun-bleached hair: an intensely practical man who takes the task of hammering the opposition with deep seriousness. He rejects theory for action.

Each day before racing he takes an exercise run along the road to Acapulco and is now spartanly fit. No one could have better utilized the pre-Olympic three weeks in training and preparation, and his attention to Superdocious has now paid fine dividends. Asked any question about

their success he is laconic as a tomb. Pattisson began sailing when he was a child. He and his brother won the national Cadet championship when he was 15. He went to Dartmouth and has had impressive success sailing Fireflies. He was in the Olympic trials in 1964, but his boat was too old and the competition too great.

It was in March, 1967, that his partnership with Iain began. Iain Macdonald-Smith, aged 23, is tall, blond, and powerfully built. A cheerful and excellent crew, his height and weight match perfectly the demands of Superdocious's trapeze. His experience includes an American tour with the British Universities sailing team.

He has now bought a Finn single hander from the British team manager, Vernon Stratton, and plans to race it. At the Olympic trials in Poole Bay, both he and Pattisson raced against the cream of Finn helmsmen: Macdonald-Smith finished ninth in a field of 40 experts and far ahead of Pattisson. The crew beat the helmsman.

The third member of the team is Supercalifragilisticexpialidocious, a "fun" name which curls in hippy print along the boat's seascratched flanks and which, happily, can be

abbreviated. With mainsail, jib and genoa set ripe and bright as a boiled sweet, she touches 18 knots.

She has two strong advantages. First, there is the Australian alspar section mast which curves along the leading edge of the mainsail with the slender taper of a feather stem, and which was fitted in time for the Olympics only through Pattisson's stubborn determination. Second, the yacht has a dial in the cockpit on which the helmsman can read the wind direction without having to make observations and calculations which cost seconds.

The genoa erupts swiftly from a chute like a hawse hole in the bows and can be retracted as quickly. When Superdocious turns from a run on to a beat the genoa can be left hoisted almost to the mark.

Britain has been premier in developing the Flying Dutchman as a fine racing machine. There is a nucleus of helmsmen and crew of championship standard who meet regularly and sharpen each other keenly. Through John Oakeley and David Hunt, Britain hold the world title, Pattisson and Macdonald-Smith are the European champions, Keith Musto and Tony Morgan in Lady C won the silver medal at Tokyo, and the world championship also came to Britain in 1965.

The Times, October 22nd 1968

Appendix E

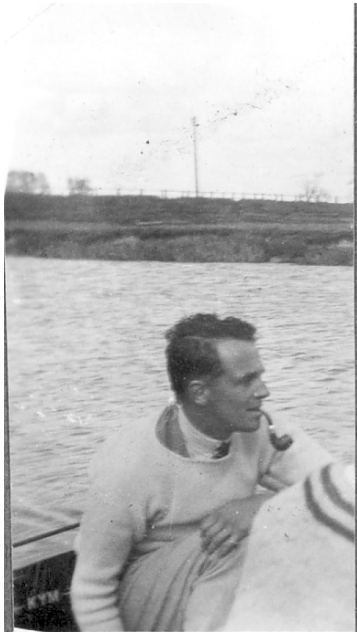
Photos from Stuart Morris Album



1. "Match versus Cambridge University Cruising Club. Start of first race, also a damaged scow."



2. L to R. "Henley Guy, John Nicholson, J."



3. "Charlie"



4. "Charlie and Peter"



5. "My skipper. Harry 42 minutes from Folkestone."



6. Loose uncaptioned photo in the album. Stuart Morris is second left in the mac. John Winter third left and Peter Scott is far right.



7. "C.U.Cr.C. Inland Waters regatta Ely. All in race won by James Burroughes." Other captions indecipherable.



8. As above John Winter sailing scow on left. Stuart Morris on right of photo.



9. Another of the above - un-captioned.



10. "C.U.Cr.C Marine meeting July 1st - 4th. Ryde"



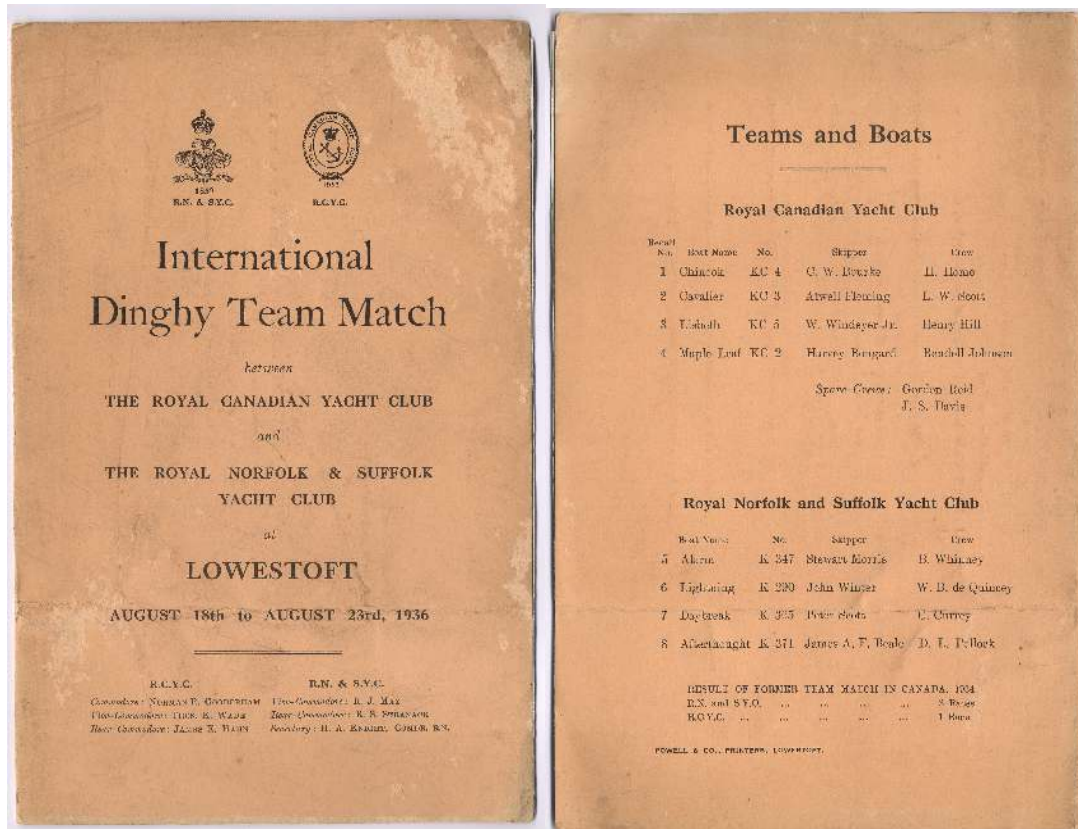
11. C.U.Cr.C. Marine meeting. Ryde. July 2nd. Start of heat for double handers."



12. "Watching the Inter University Races. June 30th from RTYC Pavilion. Ryde. (l. to r.) Tom, Yule, Stuart Morris, Guy.



13 "Oxford University Yacht Club, Abingdon. The Fox 12 footers."



14. 1936 team race programme. Of the Canadian team Charlie Bourke was their Capt and a well known 14 man and Walter Windeyer jnr (? - cant quite read it without blowing it up again) later won the Dragon Gold Cup.



16. Dinghies in Lowestoft harbour. The Canadian boats were 40lbs lighter and fitted with zippered decking



17. RN&SYC team. L to R. Stewart Morris (capt) Brian Whinney, Billy de Quincey, John Winter, Uffa Fox (manager and hon. member of C.U.Cr.C) Peter Scott, Charles Currey, James Beale and Duncan Pollock. Between them they accounted for 19 PoWs, three Olympic medals, one was the leading small boat designer of the 20th century, another helmed an Americas Cup challenger, held a sailing speed record and became President of the IYRU. Yet another became vice commodore of the RYS.



18. The visitors were accommodated in wherries moored in the harbour.



19. RN&SYC clubhouse in 1936.

Appendix F

Miscellaneous Photos



Figure 1: Tozer Tankard



Figure 2: Prince of Wales Cup

Appendix G Correspondence