

Tony Cable 2010

### “Janzoon Boy”, Dick Norman Turns 80.

Ocean racing veteran, “Bart” Norman recently enjoyed a surprise 80<sup>th</sup> birthday party. Joining him were old mates, Colin “Bettsie” Betts and Richard “Sightie” Hammond.



Betts

Norman

Hammond

Here is some background. It is not to show just a happy snap, but to register some archival material and to pass on to newer sailors some nostalgia from the old days.

With the turnover of members of the C.Y.C. reaching hundreds every few years, the time may be nigh, when sadly, such elite ocean racers as these, are all but forgotten. In an era now, where star yachties are in many cases, professionals. These three superb seamen, raced as amateurs, yet their records today, still take some beating.

A point could be made that the three could be described as being in a “second generation” of Sydney ocean racers. The first, being those, who kicked off the CYC in 1944; did the first Hobart in 1945 and continued sailing the initial races. These quickly, established the Hobart’s early reputation, developing it through the forties and early fifties. Many of these founders were ex-servicemen of the ilk of great navigators the late Stan Darling and Bill Fesq, to name just two of many.

The next generation could be said to be the teenagers of the fifties. Sightie, having had 16’ skiff experience (as did his two mates), did his first Hobart in 1952, aged 19. On the Launceston yacht Wanderer, (along with CYC veteran Bruce Jackson, often seen with Sightie at “Mickleborough’s Corner”, Coasters Retreat).

All three of them joined Russell Slade’s celebrated Janzoon, for the 1955 race. This was the first of 5 trips with her, through to 1960. Interrupted though, in 1958, when they went as a crew package deal, on the English entry Uomie. They then all did 3 races together on Russell’s new Janzoon 11, the first Australian built fibre glass ocean racer; Alan Payne designed.

With Janzoon, they had remarkable success. (Placings, 3:4:13:6:7) For instance, a straight run of 8 Bird Is. wins. With Janzoon 11 they had Hobart placings 2:11:3.

(From 1957 Hobart programme :)

## "JANZOON"—Sail No. 40

**L.O.A., 42 ft.; L.W.L., 28 ft. 6 ins.; Beam, 9 ft. 6 ins.; Draft, 6 ft. 6 ins.**

This yacht, designed by Englishman, Robert Clark, was built in Sydney in 1945 and sailed by here present owner, W. R. Slade, with a very keen crew has performed quite spectacularly in offshore races. She has competed in the last 3 Hobart Races being third in 1955 and fourth in 1956. At one stage it looked as if "Janzoon" was really going to monopolise C.Y.C. racing when she won seven consecutive Bird Is. Races.

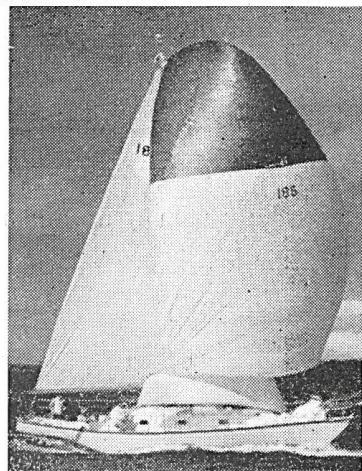
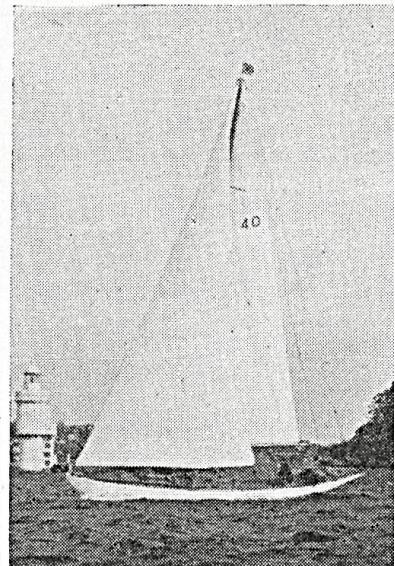
**CREW.**—Owner and skipper: W. R. Slade (1 F.R., 3 H.R.s, 3 M.I.s). Navigator: D. J. Browne (3 H.R.s, 4 M.I.s). C. G. Betts (2 H.R.s, 3 M.I.s); R. Hammond (5 H.R.s, 3 M.I.s); R. F. Norman (2 H.R.s, 2 M.I.s); J. H. Fitzell (4 H.R.s).

## "JANZOON II"—Sail No. 185.

**L.O.A., 41ft. 7ins.; Beam, 11ft. 10ins.**

This is the most controversial yacht to be launched in Sydney for many years, but the controversy has come to a sudden end with her advent into competitive racing, for she has shown herself to be a real threat in any fleet and in any weather. Her unusual shape and fibreglass construction have been club bar chatter for many months, but at her only ocean race at time of writing, she was beaten 30 seconds by "Anitra" over a 200-mile course in conditions which perhaps did not suit her. Round the buoys she has done equally well with other wins and places to her credit. She has a really experienced crew aboard and appears to sail well within her time allowance and is considered by many to be the yacht to beat.

**Crew members:** W. R. Slade, owner/skipper (6 H.R., 5 M.I., 1 F.R.), C. G. Betts (6 H.R., 6 M.I., 1 B.G.), R. L. Hammond (9 H.R., 6 M.I.), R. F. Norman (6 H.R., 5 M.I.), W. D. McPhee (3 H.R., 4 M.I., 1 B.G.), M. Polkinghorne (4 H.R.).



Hobart programme 1961  
**"UOMIE"—Sail No. 817**  
**L.O.A., 38 ft. 5 ins.; L.W.L., 32 ft.;**  
**Beam, 9 ft. 7 ins.; Draft, 8 ft.**

This is the first yacht to have competed in the three major ocean races of the world—the Fastnet, Bermuda, and Sydney-Hobart races. Her owner-skipper, G. P. Pattinson, shipped her to America for the Bermuda Race where she was first to finish in Class C and D, finishing 25th out of 113 starters. "Uomie" has won Class 2 of the R.O.R.C. Championship in 1953, 1954 and 1955. Designed by Arthur Robb, she was built in 1952. Her owner, G. P. Pattinson, also owns the 57 ft. "Jocasta," which he races extensively in England. She arrived in Australia by ship in November and is now being prepared at the Cruising Yacht Club for this year's event. She will be crewed almost completely by the most successful team that races on Russel Slade's "Janzoon." Australian yachtsmen generally will be watching with interest the performance of this world-rated yacht.

**CREW.**—Owner and skipper: G. P. Pattinson (extensive world ocean racing). R. L. Hammond (6 H.R.s, 4 M.I.s), navigator; C. G. Betts (3 H.R.s, 3 M.I.s); J. H. Fitzell (5 H.R.s); W. D. McFee (2 M.I.s); M. Clarke, of New Zealand, has raced on "Jocasta" in England.



1958 Hobart programme

Unlike the present day Hobart programmes which just lists the number of Hobarts started by each crew (10). In the early days the Editors also listed various other races, thereby building a profile of total experience. Sightie had forgotten this when he asked me, "what M.I. (Montague Is.) stood for?"

They all shared the overall win aboard Koomooloo '68. The trio sailed again, on Ragamuffin '79.

In all, Bart did 35 Hobarts (2 wins, adding Love & War '74); Bettsie 34 (3 wins, adding Freya '65, Sovereign '87); Sightie first to 40 (2 wins, add Sovereign '87).

All had a lot of overseas experience; variously, England, Hawaii, Onion Patch and much more. Bettsie was one of the famous 1962 Gretel team. Unfortunately, not crewing that pivotal day, when she beat Weatherly.

All did Admirals Cups. Bart did three and was in the winning team in '67. Sightie was in 7 series with 2 wins. Bettsie did two including the first with Freya in 1965.

One cannot present all of their achievements here. Just to point out again, that there would be few amateurs and professionals today with more impressive CV's.

On the lighter side; an anecdote or two from the Uomie visit.

English gentleman Geoffrey Pattinson, responded to the early reputation of the Hobart and shipped out his Uomie for the '58 race. This was later followed by his Zarabanda in '60 and Fanfare in '65.

Aiming to show Geoffrey an attractive spot in Sydney, they booked him into the old Astra hotel overlooking Bondi Beach.

They met him there for a crew conference. They discussed what preparations they had made to the yacht and such matters as finances and what was on the menu---- Christmas cake etc. With this mention, Geoffrey innocently completely broke the Australian crew up, in directing a question to the red haired Sightie; "food---- do you have Ginger Nuts?"

Later, when circulating at the start line, Geoffrey said in his plum voice. "Gentlemen, I see we have six crew, but you are talking to each other with at least 12 names. For the rest of the voyage kindly use just one each!"

Well, we know six of these monikers, as above, adding Shanghai, Sightless and Dick, for Hammond. Betts also owned to Col, Wino and Grape. Norman was also Dicky Bart and because of **his** foreboding, (or optimistic), weather predictions, was called Clouds. Then list at least, Merilyn, Merv, Mervyn Clarke; (yes, the chap who ran the CYC "available crew" white board, until his recent death). William, Bill, Wasp, Dromedary, McFee; and John Fitzie, Faugal, Fitzell.

The other incident came, as they rounded South Head. Here there was; not so surprisingly, a spectator on a surf board. Pattinson drew attention to this, exclaiming. "Goodness, see there! There is a fellow floating on an ironing board."

Before concluding, it is worth remembering that for years, it was Geoffrey, who supplied all those prized individual medallions, presented to each member of the winning Hobart crews.

I have experienced 15 assorted trips south with these great sailors, on Sovereign, Vengeance, Condor and Final Approach. They were just so outstanding. One felt like a Rugby player from the Rushcutters Bay 4ths, lining up with some representatives, just back from the Bledisloe Cup!

They all were calm and purposeful at sea and into the fun ashore. One found they were all vulnerable to a bit of a stir, as in, "did it ever blow this hard on the old Janzoon, Sightie?" One could sense him struggling for a meaningful answer!

No hard feelings though, in the middle of the Strait one year, they gave me a custom made tee shirt, emblazoned with the slogan:

**"HAVE YOU EVER SAILED WITH THE JANZOON BOYS; I HAVE."**

Tony Cable

C.Y.C. Archives Committee.

	<b>Richard Hammond</b>	<b>Richard Norman</b>	<b>Colin Betts</b>
<b>1952</b>	<b>Wanderer</b>		
<b>1953</b>	<b>Wanderer</b>		
<b>1954</b>	<b>Wanderer</b>		
<b>1955</b>	<b>Janzoon</b>	<b>Janzoon</b>	<b>Janzoon</b>
<b>1956</b>	<b>Janzoon</b>	<b>Janzoon</b>	<b>Janzoon</b>
<b>1957</b>	<b>Janzoon</b>	<b>Janzoon</b>	<b>Janzoon</b>
<b>1958</b>	<b>Uomie</b>	<b>Uomie</b>	<b>Uomie</b>
<b>1959</b>	<b>Janzoon</b>	<b>Janzoon</b>	<b>Janzoon</b>
<b>1960</b>	<b>Janzoon</b>	<b>Janzoon</b>	<b>Janzoon</b>
<b>1961</b>	<b>Janzoon II</b>	<b>Janzoon II</b>	<b>Janzoon II</b>
<b>1962</b>	<b>Janzoon II</b>	<b>Janzoon II</b>	<b>Janzoon II</b>
<b>1963</b>		<b>Kaleena</b>	
<b>1964</b>	<b>Janzoon II</b>	<b>Janzoon II</b>	<b>Janzoon II</b>
<b>1965</b>	<b>Janzoon II</b>	<b>Janzoon II</b>	<b>Freya #</b>

<b>1966</b>	<b>Janzoon II</b>	<b>Janzoon II</b>	<b>Bacchus D</b>
<b>1967</b>		<b>Mr.Christian</b>	<b>Bacchus D</b>
<b>1968</b>	<b>Koomooloo #</b>	<b>Koomooloo #</b>	<b>Koomooloo #</b>
<b>1969</b>	<b>Crusade</b>	<b>Boomerang VII</b>	<b>Crusade</b>
<b>1970</b>		<b>Apollo</b>	<b>Taurus</b>
<b>1971</b>	<b>Prospect of Whitby</b>	<b>Stormy Petrel</b>	
<b>1972</b>	<b>Gingko</b>	<b>Koomooloo</b>	
<b>1973</b>		<b>Love &amp; War</b>	<b>Love &amp; War</b>
<b>1974</b>	<b>Apollo III</b>	<b>Love &amp; War #</b>	
<b>1975</b>	<b>Apollo III</b>	<b>Love &amp; War</b>	<b>Ruthless</b>
<b>1976</b>	<b>Matika III</b>		<b>Matika III</b>
<b>1977</b>	<b>B195</b>	<b>Ragamuffin III</b>	
<b>1978</b>	<b>Apollo IV</b>	<b>Superstar</b>	<b>Priority</b>
<b>1979</b>	<b>Ragamuffin IV</b>	<b>Ragamuffin IV</b>	<b>Ragamuffin IV</b>
<b>1980</b>	<b>Inch By Winch</b>	<b>Patrice III</b>	<b>Police Car</b>
<b>1981</b>	<b>Apollo V</b>	<b>Patrice III</b>	<b>Sweet Caroline</b>
<b>1982</b>	<b>Bondi Tram</b>	<b>Patrice III</b>	<b>Police Car</b>
<b>1983</b>	<b>Vengeance</b>	<b>Vengeance</b>	<b>Sweet Caroline II</b>
<b>1984</b>		<b>Vengeance</b>	<b>Vengeance</b>
<b>1985</b>	<b>RagamuffinVI</b>	<b>RagamuffinVI</b>	<b>Defiance</b>
<b>1986</b>	<b>Sovereign</b>		
<b>1987</b>	<b>Sovereign #</b>		<b>Sovereign#</b>
<b>1988</b>		<b>Otella</b>	
<b>1989</b>		<b>Haupia</b>	<b>Condor</b>
<b>1990</b>	<b>Condor</b>		<b>Condor</b>
<b>1991</b>	<b>Final Approach</b>		<b>Freight Train</b>
<b>1992</b>	<b>Condor</b>		<b>Condor</b>
<b>1993</b>	<b>Maxi Ragamuffin</b>		<b>Freight Train</b>
<b>1994</b>	<b>Canon Maris</b>	<b>Tandelayo</b>	<b>Cherana</b>
<b>1995</b>	<b>Margaret Rintoul II</b>	<b>Margaret Rintoul II</b>	
<b>1996</b>	<b>Canon Maris</b>		
<b>1997</b>	<b>Canon Maris</b>		
<b>1998</b>	<b>Canon Maris</b>	<b>Margaret Rintoul II</b>	<b>Margaret Rintoul II</b>
<b>Total</b>	<b>40 (# 2 wins)</b>	<b>35 (#2 wins}</b>	<b>34 (# 3 wins)</b>

{Acknowledgement, to David Kellett, for providing the above data.}  
Thanks also to Steve Old for help in scanning and layout.

Ed. Sighty died in October 2013