

SEA * * MAN SHIP * * RACE



"Rauby's 27th try."



"Jas waiting patiently in the cold, cold vlei."



"Jas tried to drop in from the trapeze."

by Hilary Spears

THERE was one course only pinned up in the University Yacht Club, which had to be learnt off by heart before the start and it sure was something to remember. It read like this:

SAILING INSTRUCTIONS (U.C.T.Y.C. SEAMANSHIP RACE.)

Start at 2.45.

At start each boat to be in water in front of Club, held by crew. Skippers to be lined up at back of Club lawn with mainsail, jib, battens and flag in separate piles. On starting bell, skippers proceed to boats and rig them.

1. START AT CLUB TO FLAMINGO BUOY (Mark to be left to starboard).

2. FLAMINGO BUOY TO FLOATING TUBES (Tubes to starboard).

3. TUBES TO DINGHY.

At no time between Flamingo and arriving at Dinghy is any member of any crew on any boat to touch ground. In event of boat running ashore, spinnaker booms, etc., will have to be used to get off.

One member of crew to be left on Dinghy while boat sails round Island and returns to pick up crew.

4. DINGHY TO CLUB HOUSE.

At Club House one member of crew to report to bridge, where he will be issued with one piece of rope on which one splice—at least three tucks—and one whipping will be done to Bridge's satisfaction.

5. CLUB HOUSE TO FARMSHORE (Starboard).

6. FARMSHORE TO FLAMINGO (Backwards).

This leg to be sailed stern first, leaving Flamingo to port (sailing backwards!).

7. FLAMINGO TO CLUB HOUSE (Forwards).

At Club House each boat to obtain from Bridge one piece of ribbon.

8. CLUB HOUSE TO FARMSHORE (Starboard).

9. FARMSHORE TO FLAMINGO (Starboard).

10. FLAMINGO TO CLUBHOUSE.

Between Farmshore and Flamingo, ribbon to be tied to mast head (i.e. Top!) and mainsail to be lowered. Leg Flamingo to Club to be sailed under jib only. Report to Bridge with rudder, tiller and pintles, which are to be deposited ashore.

11. CLUBHOUSE TO FARMSHORE (without rudder).

Farmsore on either hand, but must be rounded.

12. FARMSHORE TO FINISH (Still without rudder).

Finishing line is between Tube and Flagpole and may be crossed either way.

AMEN

Well, all Skippers were lined up and answered the roll-call, and having waited for the signal, gathered up their sails and flags and dashed to their craft where, with much haste and little speed, they battled to rig them in spite of hindrance from their crews. It is surprising how many thumbs a crew has on such occasions.

*Presto, Romany, Crescendo off in a bunch,
Hurry there! Spidereen, Shumba, Sprite,
It is time to leave—It's long past lunch!
Haul that foot out good and tight,
Up the jib with all your might.
See! There's Presto near Flamingo—
Hoist that burgee quick! By Jingo,
Now we're rigged and set to go,
But darn it all, we were ruddy slow! !*

From Flamingo to the tubes, beating in six inches of water and then to the Dinghy. *Presto* first, followed by *Romany* and *Crescendo*, dropped their crew in the eight-foot Dinghy. Jas tried to drop into it from the trapeze but miscalculated, nearly sinking it and everybody else. Three men in a tub, but later eight men in that same tub, with $\frac{1}{2}$ inch freeboard. Lucky it was anchored in the lee of the island.

Romany overtook poor Geoff in *Presto*, who was battling on his own against a stiff northerly.

The Commodore, with his light weight, of course, got twice as much wind as anybody else and capsized six times sailing in the wrong direction. Eventually, in sheer desperation, he downed his mainsail and proceeded under foresail only, to make his way round the island.

Poor despondent, deserted Jas was still faithfully waiting in the dismal half-sunken dinghy. He was very pleased to climb aboard his ship and his skipper was even more pleased to have his 200-lb. weight of crew again.

They sailed quickly back to the Club where Popeye proceeded to attempt a splice in a devilishly-hard piece of rope, with cold, wet fingers, while Jas held *Crescendo*'s bow and patiently watched the rest of the fleet dwindle into the distance.

The next item on the programme was sailing backwards. This is very easy to do when you get caught in stays in the middle of a close race with all your self-bailers down, but not so easy on other occasions.

The first thing is to get started going arseversy and then to think of which way to push the ruddy tiller. Usually the wrong way, when you very soon find yourself sailing forwards again and you start right from scratch a second, third and fourth time and—in Rauby's case—a 27th time!

Presto, with Paterson at the helm, having repassed *Romany* on the splicing manoeuvre, managed superbly, while Basil found it quicker, in spite of the icy water, to push *Romany* backwards along the shore. *Crescendo* passed all the Sprogs which were spinning round like tops. The *Flying Junior* took second place.

Back to the bridge, where each boat collected a piece of ribbon later to be attached to the masthead. The keen people capsized between Farmshore and Flamingo in attempting this, but the wise avoided a swim in the cold vlei by going ashore.

Crescendo passed Rauby again (still trying to sail backwards!) and sailed foresail only from Flamingo back to the Club.

The last lap—to Farmshore and back without rudder. The Bridge required the skipper's signature as proof that he had surrendered his steering gear.

Just at this moment Bobby and Eric decided to pace *Presto* in their newly-launched *Flying Dutchman*. After they had sailed alongside *Presto* on a planing reach, for some 100 yards, Geoff managed to draw attention to the fact that the sixteen-footer was in a screaming plane with no rudder. A very alarmed Bobby headed away from the danger zone mighty quick and looked on from a safe distance.

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S.A.Y.R.A.

Proceedings



- Bethlehem Gets National
- Measurement Rule

- Flying Dutchman Trophies
- Protest Appeals

AT the recent annual meeting of the South African Yacht Racing Association, held at the Zwartkops Yacht Club it was decided, among many other matters of interest to yachtsmen, that the venue for the 1960 National Regatta be at Bethlehem on the waters of the Athlone Yacht Club.

Plaques will now be made available to clubs, recording past successes in inter-club events, on the basis that the Club pays £2 10s. and the Association the balance for each plaque.

St. Andrew's College Sailing Club was admitted to SAYRA as an affiliated member, and the Flamingo Yacht Club became a full member.

Rule 3 of the Racing Rules was deleted and the following substituted:

No yacht may be accepted by a sailing committee appointed for any contest held under the auspices of the South African Yacht Racing Association, without being covered by a certificate of measurement issued by the South African Yacht Racing Association, provided that this rule shall not apply in cases where the yacht entered is not of a recognised South African national class.

All yachts entering national regattas will now need a S.A.Y.R.A. certificate, which can be obtained by exchanging the existing measurement certificate.

Rule 43 of the Racing Rules (1958) was deleted and the following substituted:

43. Appeals.

(1) A protest which has been decided by a sailing committee shall be referred to the South African Yacht Racing Association: (a) If the sailing committee, at their own instance, should think proper to do so; (b) If either of the parties interested make application for such reference, on a question of interpretation of these rules; (c) In the latter case this reference shall be accompanied by a deposit of £2 payable by the appellant, to be forfeited to the funds of the Association in the event of the appeal not being sustained, provided that in the event of any decision of the South African Yacht Racing Association being set aside by the Royal Yachting Association, the appellant is refunded.

(2) The Association shall have power to uphold or reverse the decision of the sailing committee and may disqualify a yacht if it considers such yacht has infringed any of these rules.

(3) The appeal, the grounds of appeal and the deposit of £2 shall be lodged with the sailing committee of the club within ten days of receiving the sailing committee's decision and shall be forwarded by the sailing committee to the secretary of the South African Yacht Racing Association within one month of receipt by the sailing committee.

(4) Either party dissatisfied with a decision given by the Association may appeal to the Royal Yachting Association of Great Britain within thirty days of receiving the Association's decision.



New Honorary President of SAYRA, Mr. E. Maurice Green, M.B.E.

The voting on the motion to amend sprog rules not being unanimous, the motion was not adopted.

The Flying Dutchman Trophy at present sailed for in the 20-footer class, will be transferred as the floating trophy for the International Flying Dutchman Class.

The arrangement by which the Flying Dutchman sail either

two or three up with the 20-footer class in the Dewar Congella Shield Contest will continue for one year only. Thereafter the contest for that Shield shall be discontinued and the trophy returned to the donor.

An Inter-Club Trophy will be provided for the International Flying Dutchman Class and the present 20-footer Inter-Club Contest will be discontinued immediately and the trophy returned to the donor.

The meeting agreed in principle to the policy of inviting prominent yachtsmen from overseas to participate in National Regattas, provided that no expenses are incurred by the Association.

Rule 17 of the Racing Rules to be deleted and the following substituted:

"Manual power only shall be used for hoisting and working sails, weighing or recovering anchors."

The changes in Rule 26 are discussed fully in the "Rule Book" feature in this issue of YACHTING NEWS.

Mr. C. E. Donne, the Association's Representative to the Royal Yachting Association was elected an Honorary Life Member of the Association, for his services to the sport of yachting and in particular to the South African Yacht Racing Association.

Other senior elections were as follows: Honorary President, E. Maurice Green, M.B.E.; Honorary Vice-Presidents, present Vice-Presidents were re-elected; Executive Committee, G. O. Graham, Chairman; B. R. Lindhorst, Vice-Chairman; E. A. Burner, Secretary/Treasurer.

The S.A. Sprog Association is to be asked if the single-handed Sprog race at National Regattas should continue.

The principle of having South African Yacht Racing Association car badges manufactured for use by members was agreed to.

Votes of thanks were accorded to the Executive Committee for the large amount of work the re-drafting of the Constitution had entailed and for their work throughout the year; and to the Zwartkops Yacht Club for its hospitality.

The new Constitution will be posted to all members as soon as it is received from the printers.

At the time of going to press the Executive Committee of the South African Yacht Racing Association had received the following nominations of people to serve on the Council of the S.A.Y.R.A. which came into being on October 1.

Full list will be published in the next issue. P. L. Anstee, G. R. Ashman, R. A. Bell, R. H. Bryson, A. W. Flitton, W. O. Haukohl, V. E. Horne, V. Sampson.

SEAMANSHIP RACE

(Continued from page 36)

Presto came in first by nine minutes, followed by *Kleine Bever*, *Romany* and *Crescendo*.

But just a moment—where are *Spidereen* and *Shumba*? Their rudders are here, but where are they?

As the sun went down over the Constantia Mountains, Rauby dwindled farther and farther into the distance, tacking, gybing; gybing, tacking; and gybing again, but all the time averaging a course downwind and away from home. Someone must go to his rescue, but who?

One volunteer, good for John!
Up with sails and soon was gone
With Spidereen's rudder to Rauby's aid,
Down towards Sandhills a course he laid.
Rauby, shivering and wet was delighted
When his rescuer Fane he sighted.

Rauby sailed home, now under full control, with rudder and tiller, and shivered over a hot cup of tea.

Thus ended a race enjoyed by all, particularly the spectators who welcomed the afternoon of entertainment, thrills, and spills—as long as they themselves were dry.