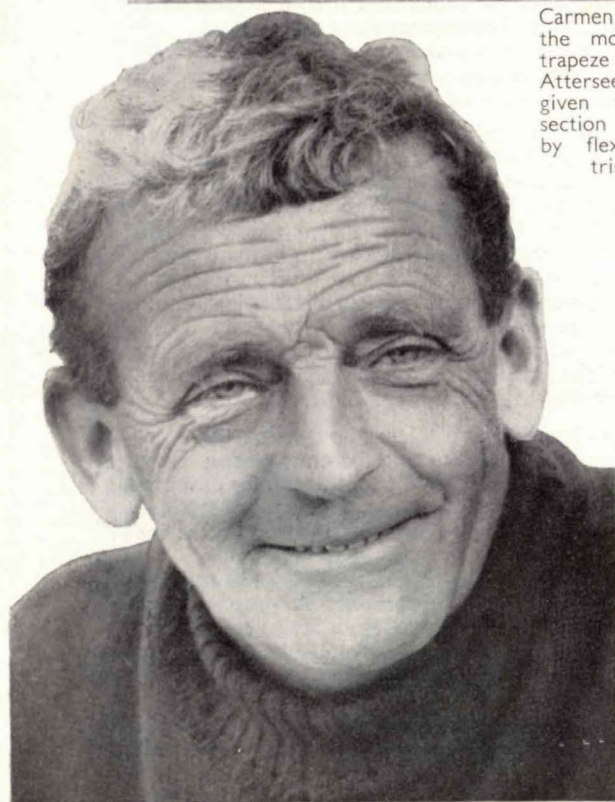


HAKAHANA II Stauch IN EUROPE sums up

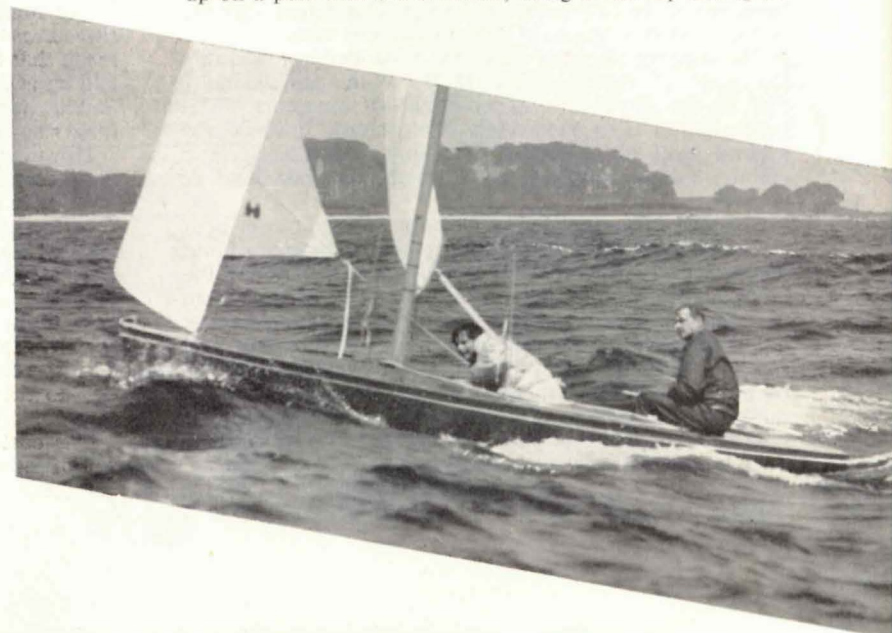


Carmen Stauch hits the most efficient trapeze angle on the Attersee. Note aid given to aerofoil section of mainsail by flexible boom trimming.



Above: Helli Stauch, characterised by Schirner of Berlin, as he is known by hundreds of South African yachtsmen.

Right: Climbing up . . . up . . . up during the force 7 blow at Kiel—rough water with a woodland backdrop. "Surfing in front of the waves, boats were completely out of water to midway of centreboard", Stauch wrote in our August issue, about this race.



HOW wonderful it is to be back home again. We had our first sail at Hartebeespoort the day after we arrived, and found it just as nice (and tricky) as anywhere overseas.

I am now getting our whole trip a bit into perspective, and there are a few impressions which stand out strongly.

Of these the difficulties in arranging proper starts seem to be the most obvious. We found that the only satisfactory starts were made on a flexible line, which could be set for a windward start in such a manner that the boats starting on port tack had a slight advantage. This made for an even distribution of boats along the line, giving everybody room and causing fewer protests and recalls.

It also gives the skipper who really can start well a chance to gain a slight advantage with less danger of being handicapped by the "wild" starters and bargers.

An interesting feature of this start was the fact that often the boats which started on starboard tack towards the leeward end of the line—presumably to "catch out" the port-tackers—found themselves at the last moment, with eased sheets in order not to beat the gun, in a position where they were not strictly sailing close-hauled, thereby forfeiting their right of way.

This ideal start was nearly always achieved on the olympic courses; but even in Hamburg, where the sailing water is the same size as Germiston Lake, this was achieved by always starting at the best spot for this purpose, off a starting ship with flags on poles stuck into the bottom. Marker buoys would of course do the same trick, except that they are harder to adjust and do not give such an accurate line of sight.

In Hamburg our system of recall was used—that is, flag and signal for *all* early starters, while everywhere else in Europe the old system of showing individual numbers, and even hailing them, was used. I much prefer our system, because in the latter one relies on seeing one's recall number, which is sometimes shown belatedly. (We had the experience, in Geneva, that our number was shown only 10 minutes after the start, and then at the side of the judges' box, so that even our competitors admitted that they could not have seen it.)

One feature which I found very good is used without exception, by which a signal is given, indicating the passing of every full minute. This consists usually of a ball pulled up on a pole with five divisions, being at the top during the

last minute, and falling down with the start. It is a great help when your second-hand has jammed, or you forgot to count the minutes.

The bad discipline of many skippers was very noticeable, barging in at the start, with bumping competitors and marks the order of the day. It has happened more than once that on such occasions, where at least 15 people were involved and probably five culprits should have been disqualified, the committee were not up to their task and let everybody off.

Surely, if there is a collision, it must be somebody's fault.

I was amazed at the apparent inefficiency and weakness of most committees. The weakest was, strangely enough, that of the World Championships.

They must have made at least a dozen decisions which would not stand up to careful scrutiny. One had the feeling that the members of the Protest Committee were there to defend the interests of their respective country's crews, and expressions of very biased personal views and opinions were often heard. You will be amazed to hear that one committee at Attersee had no copy of the I.Y.R.A. racing rules published after 1956, and *no* F.D. rules.

I know this because they borrowed mine.

Another interesting feature relating to the boats is the variety of the construction of hulls, layout of cockpits, and rigging. There were mostly four-layer laminated skins, some with longitudinal external skin; most of these were varnished or painted. The Swiss and Italians were covered with plastic skin. Taskers *Falcon* was a two-layer job with lots of internal bracing, most of which had apparently come loose, creating a terrific rattle when the boat was turned over. (Perhaps he ended up with a superior hull-shape—one never knows why people do unusual things.)

An Italian firm brought out an efficient fibre-glass boat, well thought out. I sailed it and was favourably impressed. I believe that it is even slightly cheaper than the usual high-class wooden job. It was made of the shell and the upper part, consisting of deck with gunwale, buoyancy tanks, cockpit floor (raised) and what was left of the platebox. This gave a self-draining cockpit—which one can see on many boats now and seems to be very efficient, provided that one can keep the weight down. The fibre-glass job was only five pounds overweight.

The Italians still favour their fixed side tanks, giving longitudinal support; the Dutch and the Germans stick to their well-proved layout. Elvstrom increased his decking aft and put in two bulkheads to form buoyancy fore-and-aft.

The rigs seem to all end up with the standard F.D. cross-trees, although Revenier, famous Swiss Snipe champion, started off with a stayless Snipe rig. While most are agreed on the desirability of flexible masts, opinions differ with regard to flexible booms versus stiff booms. Both seem to perform well, and it is mostly a question of how the sails are cut.

Opinions vary greatly as to mast position and rake.

The Dutch sail theirs fairly far back and well raked, and do best in strong winds. The Kraans moved theirs forward and dead plumb at Attersee and became lightweight specialists. The Italians sail their masts entirely freestanding, as do the Dutch, while the Germans wedge the mast at deck level. Tasker sails his completely fixed, I am fixing front and sides

Classic picture by Peter Cornelius of Kiel . . . South Africa's first racing Dragon planing spectacularly. DSAI was built like a violin by the famous German firm of Abeking and Rasmussen. At least two other Dragons are coming to the Union besides.





Wibo Swart, with Anthony de Wet, put up a magnificent show for a first effort in international class racing, Hellmut Stauch says. Here FD 88 phlegmatically copes with the heavy slop running in the fifth race at Kiel.

only, leaving the back free, to get as taut a luff as possible.

Plates are now generally of wood, or fibre-glass with a wooden core.

Rudder blades of aluminium are used as well as wooden ones. I have tried both and find no difference, except that the wooden one, when up, creates a rather nasty drag. Tasker uses a wooden one fixed in one position to prevent this.

The only new development in sails is a mainsail of spinaker material, which the Dutch tried at Geneva with no success, and the new cross-cut spinnakers with rounded leeches, which are very chesty on top and very difficult to keep full in light airs, but seem to draw very well in a breeze. Many boats have now three-mitre jibs, some of which look quite good.

I tried them and did not like them—perhaps I happened to have a bad one?

As far as general performance is concerned, there seem to be pronounced specialists: Holland, Denmark, Australia—heavy weather; Italy, Switzerland, Germany—light weather.

Very notable is the inconsistent performance by some top skippers: Orlemans (Holland) was third at Attersee, first in Norway, seventh in Geneva, and also ran at the Dutch Championships; Verhagen (Holland) was first at Gardasee,

tenth at Muiden, twenty-first at Attersee, and towards the front again at the Dutch Championships; the Kraans won at Muiden, were ninth at Attersee and behind in the Dutch Championships; the former Swiss Champion and European Champion, Siegenthaler, came only thirty-third at Attersee while last year at Rimini he was fifth.

The best skippers for constant performance were Norbert Wagner (Germany), who was fourth at Kiel, fourth at Attersee and first in Hamburg; Helder (Holland), who won the Dutch Championships, was fifth at Attersee and fifth in Hamburg.

Very interesting was the participation of Jardine (Britain) in Berlin and Hamburg, where he came third and fourth respectively. I believe that he did very well at Steinhude, where he is stationed with the British forces. Last year he was the most successful skipper in 12-foot Nationals and Merlin-Rockets. He seemed particularly good in light airs.

Very encouraging was the performance of Wibo Swart with Anthony de Wet—Kiel eighth, Geneva fifth, Muiden seventh, Attersee twelfth, particularly considering that it is De Wet's second year of sailing and Wibo's first effort in international competition.

And here is a summary of the races for the World Championship:

CONDITIONS at Attersee were quite different to what we had expected. Usually at this time of the year the winds are constant and fairly light, but this time a fresh north wind prevailed of increasing strength of force three to five. The starting line was most unfortunate, in that it was not at right angles to the first mark and favoured starboard boats—so that the whole field conglomerated on the weather mark and no less than 30 boats collided in the first race.

I was amazed to see how many skippers tried to barge in and still more amazed that, although many protests were lodged, no one was disqualified.

In the first race Tasker barged in and touched Wagner, Kiel. A protest by Wagner was disallowed. Reason: hoisting of flag too late. He did in fact hoist it after completion of first beat.

World champion crewing. Burly Paul Elvstrom of Finn fame helped Poullain of France (at the tiller) get third place in his *Flying Dutchman* at Kiel Week. Seas running here look more like Table Bay. Stauch was first.

The handling of protests and general decisions by the Committee were very erratic and, in my opinion, not always just and correct; many people got away free and others were unduly penalized. This had a great influence on the final result, which is not a true reflection of performances.

We had an amazing experience at the first start. Approaching the line in reasonable position on weather mark, all set for a good take-off when a horde of boats came reaching down on our weather. Since I did not want to bear off and touch boats to leeward, I chose to extricate myself by gybing and sailing back through the fleet to approach again, dodging 20 boats successfully, getting to the line finally practically in last position.

We were one of few without collision, but had I known that no one would be chuckled out I would have continued on my course and have had a good start instead.

As it was, we had the satisfaction of passing a number of boats in first beat, rounding weather mark in twentieth position, making up another six places on the run and finally passing another seven or eight on the last short beat and run finishing seventh, just ahead of Wibo, who managed to keep in the front group throughout the race, after a reasonable start.

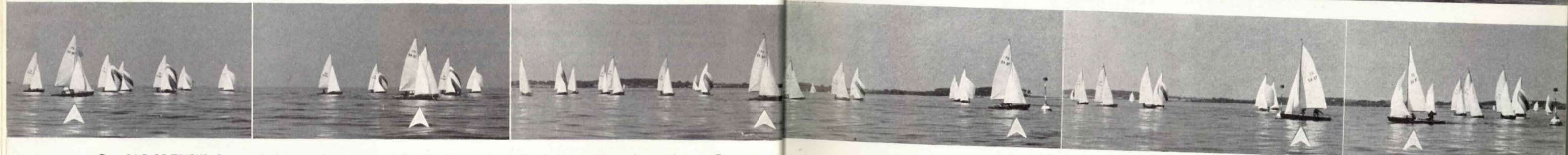
Winner of this race was Norbart Wagner from Kiel, who turned out to be one of the hottest contenders for the title.

Second Race.—The starting line was changed, the wind was stronger, but very similar to first race, giving those with good starts good places at the end. Again no action was taken against culprits at the start, where many collisions occurred. Tasker won, we came eleventh, Wibo fourteenth.

Third Race.—Was unreasonably postponed for an hour, as a stronger wind was expected and the representatives of those nations with better chances in stronger wind voted for this postponement. We felt that this was highly irregular, as the advertised time should be adhered to. As it turned out, the wind increased to force five, which was too much for our light weight. The American, who was also crewed by his wife, did not even start as they could not hold the boat.

Wibo had an excellent start and finished the second reach in second position. On the long beat he fell back to twelfth place, but made up again off the wind, finishing tenth.

At this race the committee suddenly changed its attitude and followed up all protests in great detail, disqualifying boats in the leading group, among others N. Wagner, who was second, which



BAG OF TRICKS: By a hundred to one chance, a knowledgeable photographer twigged what was happening and here catches The Fox in the act of pulling off his famous leeward break-through—showing the entire manoeuvre in sequence. (Follow across both pages.) Tactical guile of this sort produced the results listed below.

HELLMUT sailed his final race in Hamburg on Sunday, October 12, and, in spite of a very strenuous tour, again took part in races held at Hartebeespoort Dam on Saturday and Sunday the 19th and 20th. He won both races, which included the Centenary Shield, sailed for on Saturday.

Immediately Wibo returned to South Africa, he also wasted no time in coming down to the Club. Although without a boat, he borrowed Hugh Cumming's single hauler and, in spite of never having before sailed a Finn, he was soon out in front. Unfortunately, he was the victim of a capsizing. He was back again the following day and won the Finn race well ahead of his more experienced Finn competitors.

Here is the official record of the European campaign of *Hakahana II*, F.D.S.A. 87, June to October, 1958:

KIEL WEEK (Germany), 27 entries from seven nations: 2, 3, 1, 3, 3, 1, 5. Adenauer Prize, Foerde Prize, 1st Points Prize.

LAKE GARDA (Italy), 32 entries from seven nations: 7, 5, 4. 5th Points Prize Long Distance Race 2nd.

GENEVA WEEK (Switzerland), 33 entries from eight nations: 1, 3, 2, 8, 16, 1. 4th Points Prize. Single-handed Race 1st: Ladies' Race (Carmen) 1st.

MUIDEN (Holland) Week, 32 entries from six nations: 2, 2, 15. 3rd Points Prize.

ATTERSEE (Austria), World Championship, 47 entries from 18 nations: 7, 11, 8. 8th Points Prize.

BERLIN (Germany), Special F.D. races for "Buergermeisterpreis", 18 entries from three nations: 1, 4, 1, 2. Buergermeisterpreis, 1st Points Prize.

HAMBURG (Germany), Special F.D. races for "Senats Preis", 33 entries from six nations: 1, 2, 8, 3. 2nd Points Prize.

SUMMARY

I, 9; II, 7; III, 5; IV, 2; V, 2; VII, 2; VIII, 3; XI, 1; Unplaced 4; 35 Starts.

deprived him of the possibility of winning the title. These disqualifications brought Wibo up to seventh place and into seventh position of total score at this stage, while our twenty-second made us tenth in total score.

Fourth Race.—Fairly light winds. An hour's postponement was advertised, so we left to try out some new sails, when we suddenly noticed great activity at the Club and found that the postponement had been shortened to 15 minutes, leaving us no time to set our proven sails, as was our intention.

In light airs Tasker could not keep up at all and sailed at tail of fleet.

After the first run the wind dropped completely, leaving the leaders motionless at leeward mark. The rest of the fleet came up in a fresh breeze with spinnakers set. For these the temptation to barge in was so great that they could not resist it, with the result that there was a mass of 40 entangled boats pushing and pulling one another.

Wibo and I had a reasonable position at this mark, but chose to gybe and sail outside this mob. After sailing for a while in opposite direction I noticed this block of entangled boats had drifted from the mark and spotted an opening which I used to get through into about fifteenth position.

Wibo was left at the leeward end and had no chance of extricating himself. He put in a protest against all boats which did not round the mark in regular manner which would have meant disqualification of half the fleet. He suggested a re-sail of this race, but the

Committee maintained this could not be done after the race had been finished.

It was mentioned that the Committee had the power to cancel the race immediately after this incident, in which case a re-sail could have taken place, but I am not sure whether this is correct. We managed to get our boat going reasonably well on the last beat and finished eighth, and Wibo twenty-fourth.

The Italian champion, Porta, won.

Fifth Race.—Turned into a typical Hartebeespoort drift, but started in a good light south-easterly breeze. We had a perfect start and led the fleet till shortly before first mark, again bringing all boats together and another shambles occurred at this mark. We had inside position and got away after Porta, whom we passed easily, sailing through his lee. The leads changed frequently between the first five boats, about a mile ahead of the rest of fleet.

This race became a fight against time, and first when approaching last mark in favourable position to take the lead again the time limit was up and the race over. This race would have improved our total standing considerably and I am happy to say that the boat seems outstanding in light to medium wind conditions. Since weather conditions tended to be light for the remainder of the week we were confident of putting up a good show in the final race.

Now the Committee chose to make another amazing decision. It decided to cancel the fifth race and decide the results on the

(Continued on page 50)



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CLUB NOTES (Continued)

The battle honours must, however, go to No. 3, *Puffin* (now No. 53), for she was the original prototype built in Holland, and her scars are almost too numerous to mention. She has probably suffered more than any other boat from both accidental damage and wounds inflicted by her owners in their experimental efforts. There have been many holes knocked in her hull—I seem to recall Mac hitting Buchanan Buoy with dire results, and no one will forget the time when, abandoned to the elements in mid-vlei, the mast knocked a hole three feet in diameter through the bottom, much to the distress of her new owner, Dr. Cohn.

Nevertheless, she still sails—and very well, too, with her new German Dacrons, and we are proud to have her in our fleet.

As was to be expected, Zeekoe Vlei Yacht Club soon became the stronghold of the F.D. in South Africa with by far the biggest fleet sailing regularly. Their efforts to beat *Conquest*, the Sharpie, were singularly unsuccessful in spite of using reaching spinnakers and sailing three-up, and a sigh of relief went up when *Conquest* was sold and disappeared from the scene.

And now we have reached the present day with the F.D. as the two-man boat for the next Olympic Games, and the popularity of the Class increasing all over Southern Africa. But most of us "Old Timers" are shaking our tillers and wondering how on earth we are going to sail our boats in the coming season two-up.

We will have a jolly good try and the climax, as far as the Hermanus Yacht Club is concerned, will be reached when the National Regatta takes place next month on our waters with an entry of F.D.'s which is expected to reach 40 boats.

ION WILLIAMS.

STAUCH SUMS UP (Continued)

four races already sailed, with the worst result in these four races being dropped. This decision was, of course, highly irregular and deprived the light-weather skippers of a chance to show their paces.

We therefore feel that the final results do not represent a true picture, although I do admit that we can be pleased with eighth position in this very strong competition (48 boats—Wibo twelfth).

Incidentally, Tasker did not perform well in this light wind and chose to retire, as he could not loose his title any way. It must be said to his very great credit that this is his first attempt in F.D.'s; he built his own boat and made his own sails; and, although he was one of the lucky ones in this Regatta, he certainly is a great sailor and fully deserved his victory.

We are happy in the thought that the boats placed second and seventh at the championships were regularly beaten by us on various occasions this season, including N. Wagner, who was only once ahead of us in Kiel. We managed to leave behind the Dutch champion, Kraan; Austrian champion, Auteried; German champ., Hist; English champ, Dawes; and the Swiss and European champ., Siegenthaler.

We felt strongly that too much emphasis was put on nationalities because, due to the different number of boats sailing for various nations, it was not true national representation. Also a number of competitors became overkeen to do well for their country. As a result the atmosphere was tense and the spirit not too good; and this spirit seemed to affect the decisions taken by the Committee which did not appear always to be entirely impartial.

A suggestion has been made that next year a championship should be held in the South of France with one representative from each nation and a Flying Dutchman week at Whitstable for all-comers, and we feel this a good suggestion.

Remarks by Carmen Stauch

I feel that I was largely responsible for Helmut's rather disappointing results. Had he had his Kiel crew, or Robin Standing, a strong young chap of about 170 lb., he would have done as well as he did in Kiel, where he beat Wagner every time in all weather. For crewing at Hartebeespoort my weight and strength suffices, but not in this competition.

The last race in light wind was just about right for us and we were among the first three all the time. A great pity that the wind was so much stronger than we had experienced last year.

We enjoyed ourselves overseas and saw many new places, but in spite of it all, it was really good to come over the koppie and see the Dam in the distance, our water being equal to any we sailed on.