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COMPLIMENTARY

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DURBAN SHOWED its superiority in the Finn class at Hermanus, winning five out of the first six places. Here is *Finatic*, C. B. McCurragh, who took second place in the Eric (Abe) Benningfield Trophy.

CHAMPIONS HAD TO FIGHT HARDER FOR HONOURS

WINDS BLEW HIGH AND LOW

REVOLUTION IN SAILS

CAMP JOLLIFICATIONS

ADMIN. WAS TOPS

THOUGH there was no centenary this time to add lustre to the event, the 1959 S.A.Y.R.A. National Regatta on Hermanus Lagoon gave hundreds of yachtsmen one of those rare experiences that will live on in their memories when later jaunts are forgotten. Many are already concocting excuses to come back to Stofvlei. Even Cape sailing folk are talking of asking the Hermanus Yacht Club and its model Commodore, Ion Williams, to think of acting as permanent hosts for the annual Western Province Regatta.

In spite of a couple of erratic breezes, when luck played too big a part in the final placings, sailing conditions were good and varied against a back-drop almost alpine in its beauty, but within sound of the sea.

All this tempted a strong contingent from the High Veld and a very welcome safari from the Federation, led by Trader Horne himself. The Rhodesians sailed hard and well, made many new friends and we hope that more and more of them will brave the long journey to the yearly Nationals. Times have changed, and people are becoming more boundary conscious in Africa, but we hope that they will continue to regard our sailing fiesta just as much their "National" as ours. Any way, the real business of these annual affairs is competitive sailing and learning from daily contact with the keenest and most intelligent skippers in the country.

This time, perhaps, the biggest revolution has been taking place in sails. The process is still going on, and when conclusions are drawn from the final placings in the Flying Dutchman class—the most sail-conscious—it can be seen that new tendencies and theories have not yet sorted themselves out.

One unquestioned fact is the final triumph of terylene (Dacron, call it what you will). Except in the Finns, cotton sails have disappeared from top-flight competition, and they are going to be accepted in the Finn class in 1960

An interesting point is that, with the passing of fine Egyptian cotton duck, the former *sine qua non* of the name of Ratsey is in eclipse locally. This, of course, may be only a temporary fad and not indicative of a real shift in skills to other quarters. The visit of the Finn world champion, Elvstrom, to Durban last year, and all the attendant publicity has brought about a tremendous vogue for his sails. Many of them have, in fact, been outstanding, so he seems to have cornered for himself a very useful share of the local market.

However, for the technically-minded, it is useless to range up and down the "hard" examining Elvstrom's sails in an effort to unravel the secrets of his cutting methods. Every sail is different.

One finds immense broad panels in some sails and, to fox you, a few others with seams only six inches apart in the style of the best old-fashioned "fancy cottons". There is broad-seaming at tack and clew, but then some startling dressmakers "darts" that are only possible because terylene does not stretch and take a bias like cotton duck and all other woven materials.

The answer is, of course, that Elvstrom exploits to the full the qualities of synthetic fabrics. These are becoming less and less true woven materials and, with various after-treatments are closer to homogeneous sheets of amazing innate resistance to distortion.

Every Elvstrom sail is individually set after treatment on one of the masts and booms rigged in front of his loft, and this dashing maestro of the palm-and-needle and zig-zag sewing machine does just what he deems necessary to meet the situation for that particular sail. Each time his solution may be different—and few of these techniques and devices will be found in the two modest available text books on sail-making.

All this is not a far cry from the Hermanus Regatta, but was the very substance and background of the racing in the top class.

The sail most contemptuous of sail-making tradition was the big Murphy and Nye (Chicago) genoa jib seen on occasion



SPINNAKER WORK was again all-important in the Flying Dutchman Class. Here green, red, pink and white sails make an almost fragile picture against Maanskyn Kop. Left to right: *Frenesi*, John Sully, *Quest*, Geoff Patterson, *Sheelagh*, D. N. J. Walton and *Valkyrie*, Wibo Swart.

on Noel Horfield's *Perfidia*. This sail had no mitre at all and seemed to be merely four wide and horizontal panels cut to the peripheral shape of a genoa jib. Not so unique was its lack ot piston hanks, as many F.D. jibs these days are set up on their own tough wire luff ropes, while the jib stay is a comparatively flimsy affair serving only to make the mast behave itself. This mitreless jib did not seem to set well and had a badly shaking leech, but this is only a superficial judgment made from a photographer's tender out on the course.

That wily perfectionist, Helmet Stauch, came with both his *Hakahanas*—one ably sailed by his wife Carmen with her nephew Donald Robertson crewing—and a magnificent wardrobe of sails. Stauch claims that to-day no one can shop in a single sail loft and remain in world class competition. Owning a Dutchman can be like trying to outfit a miniature *Columbia* with flat and full mainsails, jibs of many persuasions and great subtleties in spinnakers.

Best name in the specialized F.D. field, he avers, is Walter Moritz of Luebeck, near Hamburg, Germany, who by meticulous concentration has got the edge on the other big names. Like females' bras, spinnakers are building in more and more uplift and makers are struggling just as hard as lingerie tycoons to achieve this most effectively. Even the fabulous French Herbulots are being superseded. Just before Helmut left Europe Moritz rushed up, he says, with his latest spinnaker—one with horizontal panels uncommonly like the much-publicized Hard Sails job that was passed to *Columbia* by *Vim* for the America's Cup series.

YOUR OWN PHOTOS

COPIES of these staff regatta photographs can be obtained from "Yachting News" at 5s. for a 8½" x 6½" enlargement and other sizes in proportion. These are only a few of the pictures we have on our negative file. Send your sail number if you do not appear here, and we will see if there is an action shot of your boat.

Put to the test at Hermanus results were inconclusive for any pet theory. Although he came second in the series, Helmut did show marked superiority on occasion in light weather using the bloated wasp-like "bag"; but the winner, Bobby Bongers, often picked up places off the wind with his Elvstrom spinnaker; and young McCarthy, who came third, with a German hull and Moritz sails and "old-fashioned" Moritz spinnaker, was in one race, at least, timed at four seconds faster than anyone else on the down-wind leg.

Early in the week the pundits were talking about giving up F.D.s unless they could raise about £700 to invest in Moritz sails, a German hull, duralumin plate and rudder blade and simply-rigged alloy mast by Ian Proctor. Yet the Bongers brothers, who fought their way through to the lead with two outstanding hard-weather efforts, achieved success with a hull built by themselves, a complete set of Elvstrom sails—except one small jib by Lucas—a completely inflexible girder boom and a wooden mast with the older style of rigging.

Young McCarthy made his sterling effort against needle competition with a German hull and a limited suit of Moritz sails, by more lavish standards.

Fourth boat, *Quest*, was Spears-built in Cape Town and fifth was a Fairey hot-moulded hull. But most reassuring of all, perhaps, to the keen but impecunious, was Jack Koper's fine effort in getting seventh place in this really-classy field with his home-built *Sagacity*, which even had a terylene mainsail skipper-sewn and cut.

It is a healthy thing for the sport that a real trier can still get results by hard work and application, and that keen men are not hopelessly priced out of top-class competition in the finest dinghy class ever raced in South Africa.

There was nothing fluky about the Bongers' win. Their positions in the six races (best of five) show this plainly. They were: 3, 3, 2, 1, 1, 6. Against this Helmut Stauch chalked up: Disqualified, 4, 1, 3, 4, 4. Nineteen-year-old McCarthy had two wins and put in some fine races, but inconsistency kept him in third place. His positions were: 14, 1, 6, 11, 2, 1.

One of the constant threats in every race was John Sully,

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TOP TO BOTTOM: A. D. Butler, crew Mike McFadden, brought the Rhodesian Flying Dutchman *Saluki* into sixth place. Note his square-section, flexible boom. He also had the new Ian Proctor alloy mast with simplified spreader system.

Paul Anstee takes a wallop in his Finn *Honeybee*. He is the new secretary of the Finn Association.

Don Ord brought his Sharpie *Circe* into first place, taking the Robert Pyott Trophy for the second year in succession. His reacher had a distinctive chevron blazon.

The Sprog *Spatterdash* gives the Nitoslawkis a lot of fun on one of the more breezy days.

REGATTA REPORT (continued)

sailing a beautifully-prepared Fairey hull. With remorse, we have to record that he was rammed by a *Yachting News*-skippered Sharpie while unsighted as a spinnaker was going up.

It was an infuriating thing to happen to an Olympic skipper and must have upset his whole racing temperament. After this *contretemps* the committee wisely sent the Dutchmen off first, instead of 10 minutes after the Sharpies, so that the F.D.'s were not forced to sail through a keen and preoccupied fleet ahead. Sully's boat was repaired successfully, in spite of the large rent in the topsides, and the following placings show the calibre of his sailing: 1, disqualified, 4, retired, 3, 2. With better luck on the second or fourth days, the top end of the log could have been very different.

A sixth place for the Rhodesian, A. D. Butler's, *Saluki* gives the measure of the sailing up in the Federation these days, but, of course, their most convincing success came in the big Sprog class, where young Chris Bevan, of Mazoe Sailing Club, was too good for a really determined bunch of contenders. His *Shilly Shally*, sailed by another skipper, also took the Single-handed Sprog Race. It was a well-deserved and popular win. Very soon Sprogs will be up in the 400's as far as sail numbers are concerned and the class is still going like a bomb, providing a fruitful nursery of talent for the international categories.

It is good to see, too, how dispersed the interest is. All of the first six craft came from different clubs—Mazoe, Victoria Lake, Redhouse, Hermanus, Zeekoevlei and University of Cape Town. Talking of water-born students, a bunch of boys from St. Andrew's College, Grahamstown also put in a welcome appearance at Hermanus.

While Flying Dutchmen, alone among the dinghies, seem to be endowed with a type of swift dignity usually found only in large Corinthian-type keel boats, the Sharpies still manage a special sort of Cossack dash in their racing which is peculiarly their own. Watching them sizzling and knifing along on a day of hard wind, the appeal that still brings recruits to the class is obvious.

Competition among the sharpies this year was as hot as ever, but Don Ord, from the East Rand Yacht Club, pulled it off again with the very good tally of: 1, 6, 2, 4, 1, 3.

Since he finished fairly low down last year in *Romany*, those who knew Basil Joyce of Royal Cape realized that he had his sights on a win when he invested in his new *Nemesis*. As things turned out, he was a close second, after finding aggressive form in the latter half of the regatta.

His blue Lucas terylenes were a treat to see, but they were not easily come-by. He has had a long struggle in the past months to get his sails right and worthy of the hull and fittings. Sharpies may now have dural boards and rudders as well as spray deflectors. He ordered his the same day that the decision approving them was taken at the annual meeting. We know who will be the most determined contender next year. This was his card this time: 4, 9, disqualified, 1, 3, 1.

Third best effort—8, 1, 3, 3, 6, disqualified—was made by Bobby Nuttall's *Aeolian*.

Sharpies also showed widespread support, the first six boats coming from East Rand, Royal Cape, Victoria Lake, Bloemfontein, Zwartkops and Transvaal Yacht Club.

The irritation of split garboard planks under the mast-step still seems to be with the cedar-planked boats. Surely a small structural change without a weight penalty seems to be indicated here?

Alloy masts, probably the same section as the F.D. Proctor's are also allowed now for Sharpies.









TOP TO BOTTOM: Out in front, Helmut Stauch flies his latest Moritz spinnaker with horizontal panels, sheeted to windward, while Patterson in *Quest* comes up with more conventional sheeting.

John Sully keeps his Dutchman footing fast with a Moritz multiple-mitre genoa jib. His cockpit is a model of ordered efficiency.

Sharpies on a down-wind leg. Left to right: *Mischief*, *Kingklip*, *Skua* and *Jezebel*.

Dick Richards knifes along on a close reach in *Kingklip*.

MORE REGATTA

Of the first six Goodricke-Spearhead dinghies, five were based on Zeekoevlei, four from the University of Cape Town Yacht Club and one from Zeekoevlei Yacht Club. The other was *Snowgoose*, from Flamingo Yacht Club in the Free State. All the crews were young and mettlesome and, perhaps, there is something in the university temperament that is in tune with the vivid performance of these racing machines. Certainly they have the best money-to-speed ratio on offer these days. With John Hunter foraying in the F.D.'s, the Spears Brothers carried off their expected victories in this class.

Durban, in its turn, seems to be the focal point of Finn talent, for Point Yacht Club provided the first two places and Royal Natal fourth and fifth. Third was *Frolic* from Redhouse and *Desire*, sixth, came from Victoria Lake. The Finn hull is a wholesome thing, and when the winds were gusting hard and Hermanus Lagoon was putting up its funny rolling chop, the boats took it nicely in their stride, in spite of the sail unbalance when sailing down-wind with nothing to offset the mainsail.

It was noticeable in Durban last year that Ernie Morrison—who came seventh then—was always in close attendance on Elvstrom, the visiting world champion. His win this time showed he was an apt pupil. Perhaps thanks to his weight he always had that relaxed confidence at the helm, which was also very noticeable among top-flight skippers in other classes.

In spite of being so close to the Peninsula, the racing weather was not dominated by the South-easter, as so many expected. There was weather to test the skill of everyone—for the first days of racing the light westerlies were backing and veering through 90 degrees in the course of a race, often falling away in the mid-afternoon or suddenly switching to a medium southerly. Twice full-blooded South-easters did come through, gusting up to 40 knots, causing 20 boats to capsize in one race; but the fact that there were so many finishes in the Flying Dutchman class showed how well skippers and crews have mastered two-up sailing in hard winds, in spite of the gloomy forecasts of a year ago.

And it is not sheer weight that does the trick, because the Bongers brothers excelled in heavy weather and there are many heavier pairs sailing Flying Dutchmen to-day. Young Neil McCarthy, who came third, was also giving away some weight.

The shady camping sites overlooking the clubhouse and the sailing waters lived up to expectation, and there were no admin. breakdowns. There was a great interchange of social visits, especially among the young fry, who had what can only be described as a rip-roaring time.

Yachtsmen seem to have taken to caravans in a big way. There were dozens scattered among the trees and the tents, and we are sure many of these folk will be returning to the same spot for subsequent holidays.

A full programme of evening entertainments was laid on for all the visitors, starting with the Western Province Sailing Association cocktail party and finishing with a Mayoral reception at the Birkenhead Hotel. In between there were impromptu bop nights at the club and all over Hermanus. Many an older yachtsman took surreptitious advantage of these distinctly-informal affairs to tune up his "zapp-zapp" technique! The hypnotist was a bit nonplussed at his first encounter with yacht club barracking, but he soon had the crowd under control and appropriately flabbergasted.

There must have been 600 or 700 people at the big Regatta Ball at the Bayview Hotel and, thanks to plenty of reception rooms, pleasant outdoor table sites and a fine night, there was plenty of elbow room for the dancers.

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NATIONAL REGATTA

INTERNATIONAL FLYING DUTCHMAN TROPHY

Pos.	Yacht	Helmsman	Club	Points
1	Crusader	W. Bongers	Z.V.Y.C.	488·5
2	Hakahana	H. Stauch	T.Y.C.	471·3
3	Puffin II	N. P. McCarthy	H.Y.C.	458·5
4	Quest	G. Paterson	U.C.T.Y.C.	443·3
5	Perfidia	N. Horsfield	P.Y.C.	432·5
6	Saluki	A. D. Butler	M.S.C.	421·7
7	Sagacity	J. Köper	Z.V.Y.C.	410·9
8	Sorceress	R. A. Scott	R.Y.C.	392
9	Curlew	K. Warr	Z.V.Y.C.	389·3
10	Frenesi	J. A. Sully	R.N.Y.C.	384·8
11	Osprey	G. Burn Wood	R.C.Y.C.	356·9
12	Ariadne	G. Ross	R.C.Y.C.	343·4
13	Tern	J. Terlien	Z.V.Y.C.	340·7
14	Valkyrie	W. Zwart	T.Y.C.	340·6
15	Tania	J. Hunter	Z.V.Y.C.	324·4
16	Veloce	E. F. Vos	Z.Y.C.	321·8
17	Pandora	J. Andrews	W.Y.C.	289·3
18	Jacana	A. F. King	Z.V.Y.C.	259·5
19	Hakahana II	C. Stauch	T.Y.C.	256·8
20	Calypso	P. J. Musson	H.Y.C.	245·9
21	Inyala	V. Sampson	W.Y.C.	235·2
22	Skua	G. Colebank	W.Y.C.	232·4
23	Sheelagh	D. N. J. Walton	Fla. Y.C.	219
24	Venture	Justice L. van Winsen	Z.V.Y.C.	198·6
25	Champagne	J. F. Largier	Z.V.Y.C.	164·8
26	Aquila	I. Williams	H.Y.C.	151·3
27	Narina	H. S. McKenzie	Z.V.Y.C.	129·7
28	Ocypete	E. L. du Plooy	Henley Y.C.	127·7
29	Tempest	V. E. Horne	M.S.C.	124·3
30	Wahoo	G. Devine	E.R.Y.C.	118·9
31	Dragonfly	J. Simpson	Z.V.Y.C.	91·8
31	Grebe	J. Dalgleish	R.C.Y.C.	91·8
33	Cingalee	A. H. J. Wenborn	M.S.C.	73
34	Intrepid	E. V. Budd	Z.V.Y.C.	54

ROBERT PYOTT TROPHY (SHARPIES)

Pos.	Yacht	Helmsman	Club	Points
1	Circe	D. Ord	E.R.Y.C.	472
2	Nemesis	B. L. M. Joyce	R.C.Y.C.	437
3	Aeolian	R. C. Nuttal	V.L.C.	421
4	Jezebel	R. J. Tahan	B.Y.C.	405
5	Mistral	W. Longland	Z.Y.C.	375
6	Kingklip	S. J. Richards	T.Y.C.	365
7	Romany	D. Jackson	R.C.Y.C.	350
8	Mata Hari	K. E. Jenkins	E.R.Y.C.	340
9	Skua	E. E. Holdsworth	V.L.C.	305
10	Mazurka	R. L. Emdon	E.R.Y.C.	280
11	Scimitar	G. J. Neill	R.N.Y.C.	210
11	Ricochet	C. D. Tattersall	B.Y.C.	210
11	Mischief	L. A. S. Hills	Z.Y.C.	210
14	Outlaw	D. Hammerschlag	E.R.Y.C.	205
15	Challenge	K. F. Nicholls	Z.V.Y.C.	151
16	Encore	T. S. Haggie	E.R.Y.C.	145
17	Bambi	W. J. Flesch	Z.V.Y.C.	135
18	Caru	M. Dobeyn	Henley Y.C.	130
19	Umsalo	A. Harris	P.Y.C.	120
20	Cheetah	W. S. Symonds	Flam. Y.C.	90

DEVELOPMENT CLASS. WINGERS

Pos.	Yacht	Helmsman	Club	Points
1	Willy Nilly	A. Milde	Z.Y.C.	451·9
2	Wenche	E. Girdlestone	R.Y.C.	436·4
3	Whisper	D. C. Kemsley	Z.Y.C.	350
4	Whirley Bird	A. Knight	Z.Y.C.	284·3
5	Water Nymph	C. C. Smidt	S.A.C.S.C.	233·3

NATIONAL SPROG TROPHY

Pos.	Yacht	Helmsman	Club	Points
1	Shilly Shally	C. G. Bevan	M.S.C.	484·36
2	Swan	G. E. James	V.L.C.	475·52
3	Screech	B. Carter	R.Y.C.	460·8
4	Sappho	W. B. Evans	H.Y.C.	445·12
5	Shambles	S. Midlane	Z.V.Y.C.	438·28
6	Shumba	A. Bruins	U.C.T.Y.C.	410·84
7	Schnaps	B. Mouat	Z.V.Y.C.	409·84
8	Stampede	I. W. Lochhead	R.Y.C.	407·88
9	Sheba	A. J. Ward	P.Y.C.	405·88
10	Spice	A. V. Paterson	R.Y.C.	398·08
11	Sirius	T. M. Wyatt	R.Y.C.	382·4
12	Shiralee	S. J. Fitton	Z.V.Y.C.	376·52
13	Sinzano	A. D. Nelson	E.R.Y.C.	375·52
14	Stripey	H. H. McWilliams	Z.Y.C.	364·72
15	Skidaddle	V. K. Giles	Z.Y.C.	358·88
16	Sylvia	J. Whittle	R.N.Y.C.	341·24
17	Soekie	I. Williams	H.Y.C.	333·4
17	Saraloo	J. Leites	P.Y.C.	333·4
19	Satan	N. Spilhaus	H.Y.C.	323·6
20	Shingles	Dr. Anderton	Z.V.Y.C.	317·72
21	Sweet-Su	C. S. Oosterberg	Z.V.Y.C.	302·04
22	Stoat	J. B. Burland	T.Y.C.	280·4
23	Shingaan	D. L. Cox	P.Y.C.	272·64
24	Sagitta	McL. Thomas	Z.V.Y.C.	260·8
25	Sash	N. R. L. Curry	E.L.Y.C.	249·12
26	Scurry	M. E. Price	Z.V.Y.C.	247·16
27	Scarlett O'Hara	F. Milachowski	Florida Y.C.	243·2
28	Shaya Moya	F. Meynell	Z.V.Y.C.	241·24
29	Suiderster	J. C. Witthuhn	B.Y.C.	239·24
30	Scaramouche	L. L. v. d. Walt	R.C.Y.C.	237·32
31	Seray	D. B. Peddie	A.Y.C.	231·44
32	Spidereen	D. S. Raubenheimer	U.C.T.Y.C.	221·64
33	Sonbry	R. H. Bryson	Flamingo Y.C.	211·88
34	Swish	A. J. Louber	Florida Y.C.	205·96
35	Sibrina	R. T. Dobeyn	H.S.C.	204
36	Surf	E. S. Ratcliffe	S.A.C.S.C.	202·08
37	Shrimp	E. Drouly	W.Y.C.	200·08
38	Sheherazade	M. V. Hopkins	W.Y.C.	182·4
39	Star	M. R. Goldswain	S.A.C.S.C.	176·56
40	Spatterdash	I. Nitoslawski	Z.V.Y.C.	170·72
41	Seraph	L. Guelke	U.C.T.Y.C.	164·84
42	Sans Souci	J. F. N. Sturrock	S.A.C.S.C.	164·8
43	Skat	J. H. Schaeffer	Z.V.Y.C.	158·92
44	Shu-Shu	H. French	W.Y.C.	158·88
45	Stiletto	E. V. Budd	Z.V.Y.C.	147·12
46	Sonata	R. Godfrey	Z.V.Y.C.	127·52
47	Shooks	J. Williams	H.Y.C.	117·68
48	Sprite	J. Robertson	U.C.T.Y.C.	98·16
49	Snowwhite	G. R. Debbie	S.A.C.S.C.	82·44

ERIC (ABE) BENNINGFIELD TROPHY. FINNS

Pos.	Yacht	Helmsman	Club	Points
1	Fame	E. Morrison	P.Y.C.	471·75
2	Finatic	C. B. McCurragh	P.Y.C.	470·75
3	Frolic	T. C. Evans	R.Y.C.	400
4	Falcon	D. M. Thorne	R.N.Y.C.	376
5	Fun	J. M. Whittle	R.N.Y.C.	331·25
6	Desire	Dr. Brink	V.L.C.	325
7	Dolphin	R. Mitchell	E.R.Y.C.	281·25
8	Honeybee	P. Anstee	Z.V.Y.C.	275
8	Flair	T. A. Senn	R.Y.C.	275
10	Enfin	R. G. Robertson	Z.V.Y.C.	250
10	Huckleberry	Barker	P.Y.C.	250
12	Dashca	G. Phillips	R.C.Y.C.	218·75
13	Flook	H. Hammond	U.C.T.Y.C.	100

OFFICIAL RESULTS

EMDON TROPHY. (GOODRICKE DINGHIES)

Pos.	Yacht	Helmsman	Club	Pos.
1	Crescendo	H. Spears	U.C.T.Y.C.	496·8
2	Presto II	J. Spears	U.C.T.Y.C.	480·4
3	Sciolto	H. Alting-Mees	U.C.T.Y.C.	357·1
4	Bagatelle	N. G. Tunbridge	Z.V.Y.C.	342·8
5	Snowgoose	E. L. Goldsworth	Flamingo Y.C.	307·2
6	Con Brio	H. Weir	U.C.T.Y.C.	300
7	Vivace	J. P. Massyn	Florida Y.C.	264·2
8	Rapidity	D. J. Rheeder	B.Y.C.	228·5
9	Allegro	G. Isaac	U.C.T.Y.C.	150
10	Lundi	A. J. Liddiard	Matopo Y.C.	142·7

S.A. INTER-CLUB CONTESTS

Class	Pos.	Club	Yacht	Helmsman
SHARPIE	1	E.R.Y.C.	Circe	D. Ord
	2	V.L.C.	Skua	E. E. Holdsworth
	3	R.C.Y.C.	Nemesis	B. L. M. Joyce
	4	R.Y.C.	Mischief	L. A. S. Hills
	5	T.Y.C.	Kingklip	S. J. Richards
	6	Z.Y.C.	Mistral	W. A. Longland
	7	H.Y.C.	Romany	D. Jackson
	8	H.S.C.	Caru	M. Dobeyn
	9	P.Y.C.	Umsalo	A. Harris
	10	Flamingo Y.C.	Cheetah	W. S. Symonds
	11	R.N.Y.C.	Scimitar	G. J. Neill
FLYING DUTCHMAN	1	T.Y.C.	Hakahana	H. W. E. Stauch
	2	R.N.Y.C.	Frenesi	J. A. Sully
	3	U.C.T.Y.C.	Quest	G. Paterson
	4	Z.V.Y.C.	Crusader	W. Bongers
	5	P.Y.C.	Perfidia	R. N. McInnes
	6	R.Y.C.	Sorceress	A. Scott
	7	R.C.Y.C.	Osprey	G. Burn Wood
	8	W.Y.C.	Pandora	R. J. Andrews
	9	Z.Y.C.	Veloce	E. F. Vos
	10	M.S.C.	Saluki	A. D. Butler
	11	E.R.Y.C.	Wahoo	K. E. Jenkins
	12	H.Y.C.	Calypso	P. J. Musson
GOODRICKE	1	W.Y.C.	Presto II	M. J. Spears
	2	U.C.T.Y.C.	Crescendo	H. Spears
	3	Z.V.Y.C.	Avenger	J. Hunter
	4	H.Y.C.	Con Brio	N. Grant
SPROG	1	R.Y.C.	Screech	B. D. Carter
	2	Z.V.Y.C.	Shambles	S. Midlane
	3	M.S.C.	Shilly Shally	C. G. Bevan
	4	U.C.T.Y.C.	Shumba	A. Bruins
	5	V.L.C.	Swan	G. E. James
	6	H.Y.C.	Sappho	W. B. C. Evans
	7	P.Y.C.	Sheba	A. J. Ward
	8	R.N.Y.C.	Sylvia	D. M. Thorne
	9	T.Y.C.	Stoat	J. Burland
	10	B.Y.C.	Suiderster	J. C. de Witthuhn
	11	Flamingo Y.C.	Sonbry	R. H. Bryson
	12	R.C.Y.C.	Scara-mouche	K. van der Walt
	13	W.Y.C.	Shu-Shu	H. French

S.A. INTER-PROVINCIAL CONTEST

1	Transvaal	361
2	Western Province	342
3	Natal	241
4	Orange Free State	240
5	Eastern Province	201

SINGLE-HANDED SPROG RACE

Pos.	Yacht	Helmsman	Club
1	Shilly Shally	P. Morgenrood	M.S.C.
2	Sinzano	A. D. Nelson	E.R.Y.C.
3	Shumba	A. Bruins	U.C.T.Y.C.
4	Stripey	H. H. McWilliams	Z.Y.C.
5	Screech	B. D. Carter	R.Y.C.
6	Shambles	S. Midlane	Z.V.Y.C.

W.P.S.A. ALL-IN OPEN HANDICAP RACE

Pos.	Yacht	Helmsman	Club
1	Hakahana	H. Stauch	T.Y.C.
2	Huckleberry	P. Barker	P.Y.C.
3	Kingklip	S. J. Richards	T.Y.C.
4	Skua	E. E. Holdsworth	V.L.C.
5	Mata Hari	K. Jenkins	E.R.Y.C.
6	Presto II	M. J. Shears	W.Y.C.
7	Nemesis	B. L. M. Joyce	R.C.Y.C.
8	Ariadne	G. Ross	R.C.Y.C.
9	Rapidity	D. J. Rheeder	B.Y.C.

PRESIDENT'S PRIZE

Pos.	Yacht	Helmsman	Club
1	Sylvia	M. Thorne	R.N.Y.C.
2	Cingalee	A. Wenborn	M.S.C.
3	Skat	J. H. Schaefer	Z.V.Y.C.
4	Sonata	R. Godfrey	Z.V.Y.C.
5	Jacana	Mrs. M. Warr	Z.V.Y.C.



"Floating trophy, my foot!"

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MORE REGATTA

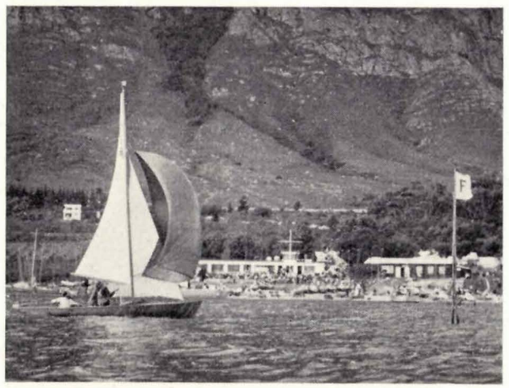
(Continued from page 17)

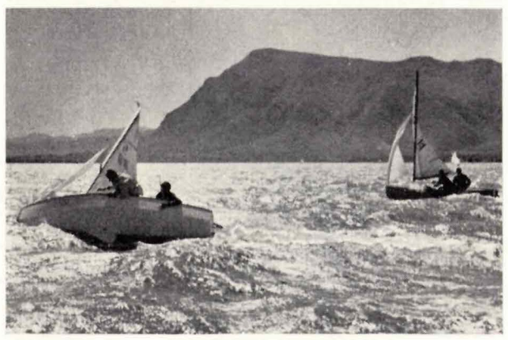
ABOVE: Trapeze work was as good as usual in the Goodricke class. Here E. L. Goldsworthy's *Snowgoose* shows her transom to the camera.

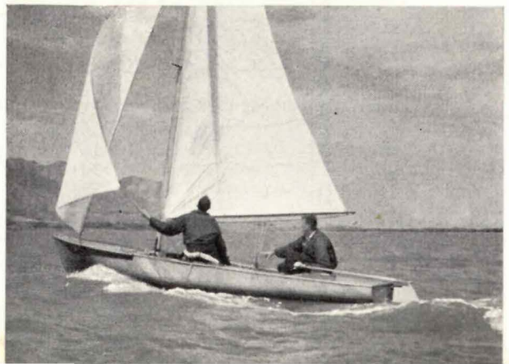
BELOW, top: *Ocypete* from Henley Sailing Club passes the Hermanus Yacht Club with E. L. du Plooy at the helm. In the trees behind the clubhouse is the caravan and camping site.

Centre: This is what happens when you lose the tiller in a gybe. A sprog takes a tumble in the jobble at Number Five buoy.

Bottom: Winning Flying Dutchman *Crusader*. Helmsman Bobby Bongers waves an admonishing hand at brother Eric, who is using his long arm to advantage as a human whisker pole. Note the mainsheet arrangements and rigid "T" boom.







Mrs. Cohn and her willing helpers ran a very efficient information kiosk which saw to each and every need of the many campers and visitors, from daily milk orders to lost babies! There was a loudspeaker system which worked so well that one visitor, who was having a swim at the end of the jetty, could be called to answer a trunk telephone call.

The sailing committees—bless them—were hard at work early in the morning trying to decide the day's courses, and often until late at night sorting out protests. Prominent among them were such noted yachtsmen as A. W. Flitton, Billy Kingswell, Steve Elliott, A. J. McCarthy. SAYRA Chairman, 'Spud' Graham, kept a watchful eye on the daily racing and genial Eric Burner, SAYRA's Honorary Secretary, kept all the staff work running smoothly.

But some of the hardest workers of all were the trophy secretary, Charlie Mouat and his assistant, John Prevost, who were charged with the unenviable yet necessary task of keeping tally of the daily scores. They saw to it that the office faced the bar door but Mrs. Mouat, who helped by doing the typing, kept a weather eye on the traffic.

Mrs. Sheila Williams, wife of the H.Y.C. Commodore, had charge of the galley arrangements which coped exceedingly well serving daily meals and snacks and even bottled honey and pickles to all visitors.

Among the most senior officials attending the Regatta were Elkan Green, President of the S.A.Y.R.A., and Basil Lindhorst, who as Secretary of the W.P.S.A., and Commodore of the R.C.Y.C. had many official duties to attend to. In spite of this both Elkan and Basil crewed enthusiastically in Eric Budd's and Graham Ross' Flying Dutchmen.

As predicted in our past issue, launching facilities were better than they have been in any previous regatta conducted

(Continued on page 22)

OPPOSITE, top to bottom, left to right: Typical of Sharpie thrills, W. A. Longland's *Mistral* planing on a close reach while displaying a well-setting suit of terylenes.

Finnwinner Ernie Morrison, P.Y.C., had no bother in holding *Fame* upright in brisk breezes.

Young Neill McCarthy, sailing in home waters, more than held his own with the cracks by sailing *Puffin II* into third place (top right).

Out of this race, but not the regatta, was Graham Ross's *Ariadne*. R.C.Y.C. Commodore Basil Lindhorst (right) was his crew. Geoff Patterson sails past in the background.

Sprog *Shrimp*, E. Drouly, battling in a hard breeze, where any false move would mean disaster.

Bottom left: *Screech* took third place in the National Sprog Trophy. Brian Carter and his crew are here enjoying a crisp plane.

Winning Sharpie *Circe* in the foreground in a neck-and-neck spinnaker tussle with Y119, *Cheetah*, W. S. Symons, and *Mistral*.

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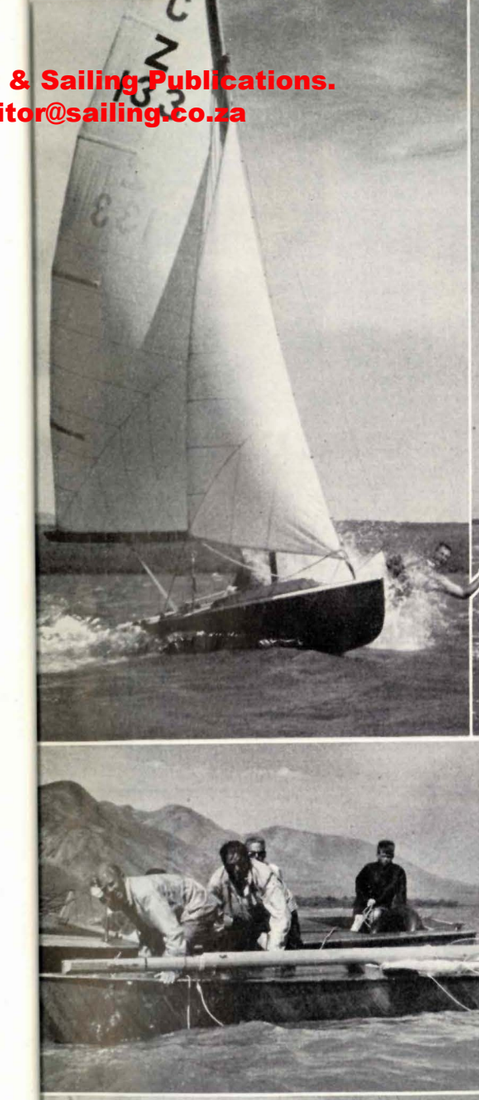
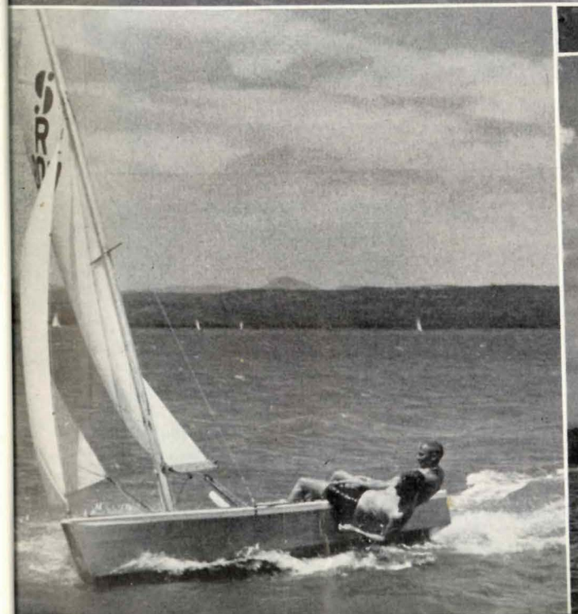






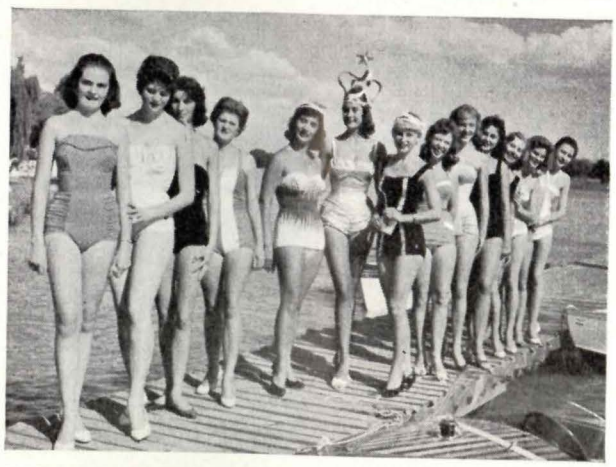




REGATTA PERSONALITIES

1. Mrs. 'Elkan' Green, wife of S.A.Y.R.A.'s President, presents the International Flying Dutchman trophy to winner, Bobby Bongers of Z.V.Y.C. while his brother, Eric, his crew, looks on.
2. Ian Haggie, Commodore of East Rand Yacht Club, takes charge of the South African Interclub trophy for Sharpies, which was won for his club by Don Ord (centre) in *Circe*.
3. Left to right: Revelle Fox, Geoff Paterson and Mr. Justice Louis van Winsen modifying the centreboard of the Judge's new F.D. *Venture*.
4. Chris Bevan of Mazoe Yacht Club, Southern Rhodesia, with the well-deserved National Sprog Trophy.
5. Finn Champion, Ernie Morrison, from Durban, shows his young fry how to work the mainsheets.
6. Jovial and energetic Dennis Hammerschlag (left) and his crew sailed their new Sharpie *Outlaw*. Dennis, who is the popular and hard-working secretary of E.R.Y.C., has also been elected Secretary of the Sharpie Owners' Association.
7. Still smiling in spite of their arduous duties are trophy secretary, Charlie Mouat and his wife who helped him by typing all the Regatta records.
8. Professor R. G. Robertson sailed his Finn *Enfin* into 10th place, against stiff competition from much heavier competitors.
9. A trio of Rhodesians who braved the long trek from the Federation: left to right: Mike McFadden, a 505 exponent at home; A. D. Butler, skipper of *Saluki*, and V. E. "Trader" Horne, who brought the F.D. *Tempest*.
10. Melville Stephens, the enthusiastic founder of the Mossel Bay Yacht Club, looked in on the Regatta as a spectator.
11. The ladies of Hermanus Yacht Club were hard at work throughout the Regatta. Three of the keenest were Miss Ann Cameron-Taylor, Mrs. Ruth Cohn and Mrs. Dorothy McCarthy, seen here doing duty at the information desk.

All Regatta pictures by Brian Lello



QUEEN OF THE VAAL: In the centre is Vivienne Goosen, with her princesses Sylvia Morgan and Tarin Robredt, and some of the competing river girls.

(continued from page 20)

in South Africa. Cars were able to tow trailers right on the lawn and there was ample space for careening and sail drying, and the grass stood up astonishingly well to the rough treatment.

The official entry list gave a grand total of 141, but with late comers the figure was substantially larger. Probably never before in South Africa have such a concentration of boats turned out for a start as were seen for the President's Prize race. In this one event there were 120 boats on the water—a sight fit for Cowes Roads at its best. The spectators —very many of them farmers who seldom see yacht racing— were able to get a fine overall view from the main road on the lower slopes of Maanschyn Kop, and thanks to the authorities who sent water carriers out every day, dust was kept at bay.

One thing is certain, The Hermanus Yacht Club has immensely enhanced its status and carved for itself an important place in South African yachting history. ■

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