

more CLUB NOTES

theatre tickets, and so on as well as small-change banking during the Regatta.

It will be essential for all boats entered for class events at the Federal Regatta to be able to satisfy the Sailing Committee that they conform to class rules and measurements. The alternative is sailing in the handicap class.

Copies of the new I.Y.R.U. racing rules have been forwarded to all clubs, and we know of at least some clubs which have arranged discussion meetings so that members will be familiar with the new rules by the opening of the season.

It will, of course, be in the discretion of Clubs as to whether they adopt the new rules or not during the coming season, but the Council is obliged by the constitution to adopt the then existing R.Y.A. and I.Y.R.U. rules for the Federal Regatta, and the inter-territorial team races.

The Kariba Lake Co-ordinating Committee, which is the body responsible for the planning of developments on the lake shore, is not in a position to make grants of, or alienate, land pending decisions by the territorial Governments on their respective policies.

Four so-called harbour sites have been selected, accessible by existing roads, at Binga on the Southern Rhodesian bank, Sinazongwe West and Chipepo on the Northern Rhodesian bank, and near the dam site itself where first steps for a yacht club are afoot.

The Director of Federal Surveys has published a 1 : 500,000 map of the Kariba Lake area, obtainable at 4s. copy.

When it is possible definitely to allocate sites in the harbour areas, it has been suggested that R.N.Y.A. should be the negotiating body with the authorities, and that Clubs should deal with the Association.

A Yacht Club has now been formed at Kariba. No further news is yet available, but a request has been received for information regarding any yachts and motor boats which may be for sale in other clubs. The Hon. Treasurer, Mr. I. V. Leto, P.O. Box 92, Kariba, would be pleased to receive details of make, type, price, condition, and where to be viewed. The address of the Hon. Secretary is P.O. Box 5, Kariba.

"KR" has now been officially approved by I.Y.R.U. as the international sail lettering of the Federation of Rhodesia and Nyasaland.

A sailing section of the Chrome Country Club, Selukwe, has been formed, and we understand that the G.P.14 will be one of the principal classes. Address is P.O. Box 124, Selukwe.

For the information of G.P.14 owners, the Executive Committee of the U.K. G.P.14 Class Association has adopted the following method for the introduction of woven synthetic fibre sails into the Class:

1. Forthwith to allow all boats to have sails made of woven synthetic fibre.
2. To allow clubs at their discretion to permit the use of woven synthetic fibre sails, as well as cotton sails for Club racing.
3. To continue to allow cotton sails only for all open meetings and championships until December 31, 1960.
4. From January 1, 1961, the use of both woven synthetic fibre and cotton sails will be permitted.
5. It was agreed that the minimum weight of cloth be 4½ oz. a square yard.
6. It was agreed that the maximum price of a set of woven synthetic fibre sails be £30, for mainsail, jib, battens, insignia, numbers, jib hanks and sail bag.

It follows from Item 3 of the above that only cotton sails in the G.P.14 class can be allowed in the Federal Regattas in 1959 and 1960.

All yachtsmen in the Federation congratulate Chris Bevan, sailing *Shilly-Shally*, who won the S.A. Sprog Championship at Hermanus, and Peter Morgenrood who won the single-handed Sprog event.

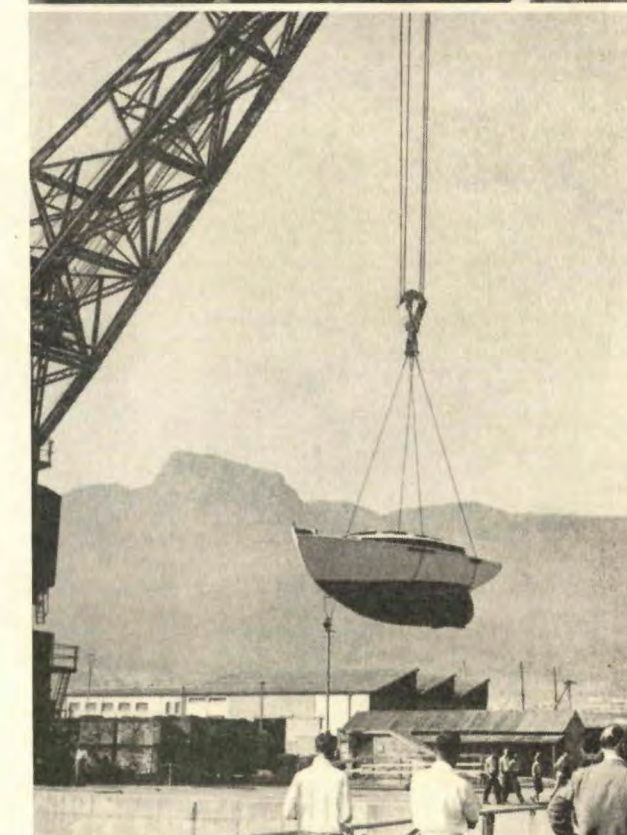
King William's Town Y.C.:

At the beginning of the past season, and after years of battling, permission was granted for us to sail on the Rooikrantz Dam. This to us was a marvellous acquisition, and we feel will be the turning point of the Club, writes Tony Smith.

Before moving to Rooikrantz we had our site at Laing Dam (East London's water supply), which although being a wonderful stretch of water had many difficulties, chiefly over launching facilities. If you can imagine having to use a winch to launch and pull a Sprog out of the water, as well as having it firmly lashed on to its cradle to prevent it slipping off, you can probably visualise the gradient of the slipway. Imagine also the battle to get a Sharpie out.

I am not a poetic type, but definitely think that Rooikrantz Dam needs a little describing. One of our members who has travelled South Africa extensively says that he has not seen a prettier dam in the country, the nearest he has seen are the lakes in Austria. Our "lake", which is a puddle compared with some of the yachting centres, is only about a mile and a half in length by about four hundred yards wide.

It is surrounded on three sides by the pine covered Pirie Mountains which come right down to the water's edge, and the water itself is crystal clear (we drink it in town unfiltered) and teeming with trout. The shore on which our site is situated is comparatively flat, allowing the south westerlies a clear path. This is a favourite picnic spot of the



OWNER-BUILT: New recruit to the select band of doughty grafters who have successfully built themselves a cruising yacht is Vic Glaysher of Cape Town, seen in the top picture in the bows, after his 32-footer was launched by the big crane near the Royal Cape Yacht Club basin.

Kingites who, we hope, will soon give up picnicking and start sailing. The big relief, though, is to be able to pull your boat out anywhere along the banks, without all the nonsense we had at Laing Dam.

Our Club is only small, five Sprogs, one Sharpie and one Winger, so when a freak storm hit the dam one night and seriously damaged half our fleet, it was decided to cancel racing till repairs were finished.

(Continued on page 46)



Bloemfontein Yacht Club:

BECAUSE no Bloemfontein notes have appeared in the past few issues of the S.A. Yachting, readers should not get the impression that yachting in this part of the Free State has come to a sticky end! On the contrary, the racing at Kaffir River Dam reached a fever pitch of keenness before the National Regatta at Hermanus, when such stalwart skippers as Reg Tahan, Rusty Rheeder, Jannie Witthuhn and Clive Tattersall had their crews out every week-end cramming in practice for the Regatta.

Their efforts were subsequently well rewarded, especially in the case of Reg Tahan, who after leading the Robert Pyott series on points at Hermanus in *Jezebel*, finished a well-deserved fourth. Well done Reg and Crew for the Vrystaat!

The O.F.S. selectors Reg Ashman and Commodore Dick Bryson, from Welkom, had a difficult task to select the Free State team for the Inter-Provincial event, but finally came up with the following from B. Y. C.

Sharpie—*Ricochet*, skippered by Clive Tattersall with Edgar Petersen and Al Leenstra; Goodriche—*Rapidity*, skippered by Rusty Rheeder with Casey van der Leek; Sprog—*Suiderster*, skippered by Jannie Witthuhn with Anthony Giffard.

These members did well to gain a fourth place for Free State in the Inter-Provincial Race although no Finn was entered.

At Kaffir River during the National Regatta all eyes were focused on the results of the racing at Hermanus and thus enthusiasm for local racing lagged. However, after the return of the Bloemfontein boats and sunburnt crews from the Regatta racing soon got under way again.

This started off with a crew's race on Sunday February 8, which Ivan Kruger, sailing Al Leenstra's newly-acquired, ex-John Hunter *Avenger* easily won against a strong field. Edgar Petersen in *Ricochet* finished a good second. That afternoon in the Junior Race a fleet of eight Sprogs manned by the youngsters did battle for the honours. Peter van Bredow emerged the winner in the Sprog *Simba*, owned and crewed by Cas Borgreve.

The following race day Sunday February 15, two teams took part in the Team Race. These were led by Rear-Commodore Reg Tahan and the 'Klapped-Out Commodore' Reg Ashman. After a disqualification in the Rear-Commodore's Team, the honours were taken by Reg Ashman's Team.

In the second round for the Crews Cup the victor of the first series, Ivan Kruger, could not take part in *Avenger*, so Edgar Petersen in *Ricochet* had a well-deserved win to take the lead on points.

Dr. Colin Allen, will be pleased and amused to hear his two elegant copper ships lamps are being regularly polished each Sunday by defaulters in the races (that is, 'caught on port', no burgee, no declaration signed, best capsized and so on.) which are 'blacklisted' to perform this duty by Clive Tattersall the Sailing Chairman, who exercises his prerogative with a certain air of cunning.

Mike Hopkins, now in Durban, will also be glad to hear that his 'Bone of Contention' Trophy has been challenged for but is still held by Ronnie Ultermohlen Mac.

Natal Outboard Club:

THE new Peattie Lake at Cramond about 15 miles outside Maritzburg is a natural venue for speedboating and is likely to become a major centre for this rapidly-growing sport.

The Natal Outboard Boating Club organised a mixed Regatta for Hydroplanes and Runabouts on February 8, to mark the official opening of the Lake, the ceremony being performed by the Mayor of Maritzburg, Mr. C. B. Downes, and drew a record crowd of more than 5,000 spectators.

Among the competitors who came from Durban, Maritzburg, and Richmond, was South Africa's No. 1 pilot, David Mann of Port Shepstone.

The racing was keen and exciting and the handicapping exceptionally good—so much so, that in the hydro event immediately after the lunch interval, four hydros came down the straight on the last of three laps, neck and neck. Spectators surged forward as the craft raced past the finishing line, with less than half a boat length between them.

Eddie Forder, with the latest Anzani, achieved the fastest lap of the day in the under 500 c.c. division, clocking 55 seconds; and the fastest lap in the over 500 c.c. went to Trevor Gray with a Mercury 40 H, and clocking 53 seconds.

The ski-ing section put on a spectacular show during the morning, which included ramp jumping, a pyramid and trick ski-ing by our South African champions, Alf Korving, Mike Plotz, Deborah Korving and Johanna Keuning.

The Commodore, Mr. Eddie Schultz and all his assistants, and the Peattie Brothers are to be congratulated on the organisation, and great success of this Regatta.

The results of races:

5 Lap Hydro Scratch Race (Under 500 c.c.) 1. D. Mann. 2. M. Sanzin. 3. T. Mason.

5 Lap Hydro Scratch Race (Over 500 c.c.) 1. T. Gray. 2. R. Smith. 3. G. Shonning.

3 Lap Scratch Race Outboard Runabouts. 1. B. Harrison. 2. D. Vacey Lyle. 3. A. Fisher.

3 Lap Scratch Race Inboard Runabouts. 1. E. Frow. 2. S. Robinson. 3. F. Baxter.

3 Lap Hydro Handicap (All classes) 1. E. Forder. 2. G. Shonning. 3. T. Mason.

3 Lap Handicap Outboard Runabouts. 1. M. Plotz. 2. M. Bielovitch. 3. H. Relph.

3 Lap Handicap Inboard Runabouts. 1. F. Baxter. (2nd and 3rd were disqualified).

5 Lap Handicap Hydros (All classes) 1. T. Mason. 2. E. Forder. 3. V. Botha.

3 Lap Handicap Outboard Runabouts. 1. J. Lefevre. 2. M. Plotz. 3. E. Felton.

3 Lap Handicap Hydros (All classes) 1. T. Mason. 2. M. Sanzin. 3. G. Shonning.

3 Lap Handicap Inboard Runabouts. 1. F. Baxter. 2. E. Frow. 3. S. Robinson.

5 Lap Scratch Race Novice Runabouts. 1. B. Harrison. 2. D. Vacey Lyle. 3. T. Mason.

3 Lap Sunset Handicap Hydros. (All classes). 1. R. Smith. 2. M. Sanzin. 3. V. Botha.

3 Lap Sunset Handicap Runabouts. 1. J. Rodseth and P. Wolhuter (Dead Heat) 3. M. Kohrs.

Federal Yachting:

THE coming sailing season will be an active one, from all the portents, ending with the Federal Regatta in September on Lake MacIlwaine 25 miles from Salisbury.

The organizing committee, comprising representatives of the Lake MacIlwaine clubs, is well into its stride. The Hunyani Hills 400 yards from the Mazoe S.C. clubhouse, has been reserved for competitors and visitors to the Regatta, and arrangements have been made for tents and caravans to be parked in the hotel grounds.

An advance information office is being set up, which is intended to help competitors with airways return bookings, hotel reservations,



HIGH SPEEDS at Cramond. Top: The new Lake Peattie had its baptism of fast craft when the Natal Outboard Boating Club held its first outing there. Above: Mike Plotz, S.A. ramp jump champion, trying the helicopter spin. Photos: D. H. Leeney.



fitting-out time ... the time to find out about fire safety

Fitting-out time is the time to make sure that your fire protection is everything it should be. Official figures show that more motor craft are lost through fire than from any other cause—make sure that your vessel and the lives aboard are not so endangered. Telephone or write us today and let us give full details of PYRENE Fire Protection for Motor Boats and of the Extinguishers designed to meet fire dangers on all types of motor-driven vessels.



PYRENE
FIRE
APPLIANCES

Sole Southern African Agents

H. ALERS HANKEY LTD.

3 and 5 NEWTON STREET VILLAGE MAIN

JOHANNESBURG

P.O. Box 3897

Phones 835-4771 (10 lines)

Also at: CAPE TOWN, DURBAN, PORT ELIZABETH, KITWE.

more CLUB NOTES

(Continued from page 31)



SON OF A WITCH, the 90 m.p.h. hydroplane which has thrilled many a Transvaal crowd. Belonging to Arthur Maxwell, it is here shown with his mechanic, Martin Buys, who has also piloted it to good effect recently. The power-plant is a 266 cu. in. V8 Chevy with a lot of extras, including fuel injection.

This took some time, and was not a good start to our new headquarters, and rather dampened our spirits.

We eventually got going again, and towards the end of the season had the Border Sprog Trophy races on the dam, this is an inter-club event between King and East London, and were fortunate in winning this Trophy for the first time.

It was heard said by an East Londoner that we had trained the trout to push us round the course.

After much trial and tribulation plus lots of financial difficulties our building operations on a club house are really underway. We started with plans for a gloriously-elaborate log-cabin type of club house, with committee rooms, changing rooms, hot and cold running water, chamber maids—in fact all the frills. When we found out the cost of this, we nearly gave up yachting for good.

However, other plans and ideas came forward and, after much deliberation, we decided to build a plain 24 ft. x 15 ft. breeze-block building with a thatched roof and lots of big windows. This rugged type of shelter, we hope, will be more conducive to retaining the "atmosphere" our Club has always had.

I would like to extend to any fellow yachtsmen who happen to be in this area a cordial welcome to join us at Rooikrantz for a day's fun and games. If it happens to be a week-day there is always someone at the Grosvenor Hotel (adv.), the unofficial headquarters of the Club who will be only too pleased to talk yachting.

Island Sailing Club:

WHILE on tour in the Cape, Geoff Wingrove and Ernie Boer took the opportunity of looking around Zeekoevlei, Zwartkops, East London and Royal Cape Yacht Clubs and Ernie Boer visited Redhouse and Mossel Bay Clubs.

On returning it was amazing to find the amount of progress made in clearing the ground and beach at what we hope will be the site for our club premises on Salisbury Island. Working parties have been very well supported and their labours have produced a substantial slipway, a groynes, a flagmast and starting line. High on the priority list are latrines and a bridge.

Encouraging letters wishing us success have been received from the Natal Yacht Racing Association and the South African Yacht Racing Association. The club has applied for full membership of the former and affiliated membership of the latter.

The first race under the clubs burgee was sailed on Saturday January 3 when seven boats started. Due to a very strong easterly wind all but two boats were forced to retire. The race however was a great success and from it much was learned, particularly with regard to handicaps and proposed courses. First to finish was *Gusto* followed by *Glee* which, on handicap, was declared the winner.

On the following Saturday another open handicap race was sailed

in a light easterly breeze and there were eight starters. Six boats finished but *Frantic* (Len Stone) was forced to retire when he received an urgent call from St. Johns and *Dilly* the Dabchick hit a mark. The result of this race which was really sailed for assessing performance for handicap purposes was *Cyclone* first, who was 21 seconds ahead, *Gusto*, *Gay*, *Grey Goose* and Hamish Dickie Clark's unnamed Finn were next in that order.

These two races were essentially tuning up races and the Club's Summer Series started on January 24. Results: Graduate Class: *Gusto*, *Ghost*; Handicap Class: *Cyclone*.

There has been a fine list of applications for junior membership. There is good material among these youngsters. One Junior is of particular interest, that is Peter Simons. Peter has designed a sailing yacht and is building it himself—buying all his materials out of his pocket money.

His father assures us that he is entirely on his own and receives nothing but encouragement. Those who have seen his effort agree that he is doing a first class job.

A kind gesture by Finn Andersen has enabled the Club to buy a boat, complete with outboard motor, for use as a rescue launch.

East Rand Yacht Club:

THE National Regatta, which is almost history by the time this edition is published, is rapidly becoming a legend in this club—eight boats and 41 members (man, women and child) attending at Hermanus to our way of thinking, probably as good a turn out (if not better) than any other club.

Congratulations to Donald Ord (*Circe*) on his second successive win in the Robert Pyott and on capturing the Sharpie Inter-club Trophy. Not enough thought is given to the winning crews, but Keith Elliot and Pip Lorenz deserved their brief appearance on the "African Mirror". A great deal of speculation and discussion went on about the Chevrons blazoned on *Circe's* spinnakers—at this stage without authority I do now tell all and sundry that Mrs. Tish Ord's idea of covering up the patches with the "Chevrons" should be patented. However, if her new wardrobe performs as well as her old, *Circe* ought to make it three in a row.

Tony Nelson had the mortification of having to cut off *Sinzano's* (second in Single Handed Sprog Trophy) spray rails but this Sprog is really something. Gorps Guzzle at Florida in February, East Rand Yacht Club Sprog Championship the following week—Tony's Elvström Dacrons have established the popularity of that firm at least for the present.

Our sixth Finn (Edric Thomas's *Nautilus*) is due for launching any week and will mean racing in this class—first in the Transvaal. Big Ernie Davies, who acquired Jack Brink's, of V.L.C., Finn *Desire* is now in stern competition with Little Ernie who sails Noel Evins *Favour* (Noel, who won it in the Elvström Raffle, being overseas)—one wonders what happens when Dad gets beat.

In an effort to engender enthusiasm both for sailing members and the "Easy Chair Fleet"—squadron racing (three squadrons) is being experimented with, but more hereof when the position crystallizes.

With Sharpies possibly having alloy masts, rudders and centre boards soon, there is much talk of the "new look" among the knowledgeable, but some of the older boats, which probably won't have their "faces lifted", will still be hard to beat.

Windows in sails will probably mean much "quieter" sailing—secretary please note.

The day the Robert Pyott and Sharpie Inter-club Trophies were filled, refilled and filled again *ad infinitum* will long be remembered, specially by all those skippers who ended in the water. Good clean fun and a bit of horseplay shows good Club spirit and is accepted in the intention in which it is given. If *Mata Hari's* bottom had not been scrubbed that morning Ken Jenkins would not have escaped the "swimmers".

The heavy squall that knocked down a fleet of 14 yachts on Cinderella waters on a Sunday afternoon during the National really was frightening. Luckily no serious results, but it only goes to show that even inland, with the light weather conditions prevailing, rescue facilities must always be on the topline.

Transvaal Yacht Club:

THE "holidays" have now finished and sailing has commenced again in earnest at the Dam. The first race was held on Sunday February 15, but unfortunately due to adverse weather it was possible to start only at 1.30 p.m. There were 11 boats in the race, three Flying Dutchmen, four Sharpies and three Finns, the course being three laps.

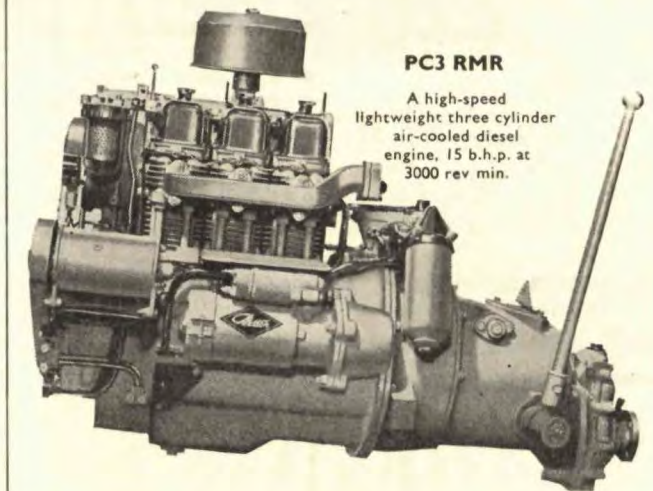
Carmen Stauch, skippering *Hakahana*, took the lead from the start and was closely followed by *Kingklip*, skippered by Peter Mogg. These two boats pulled away from the rest and had a race on their own, finishing as mentioned above.

As far as the other five were concerned, positions changed continuously. The most remarkable achievement was that of Helmut Stauch sailing Harry Findstrup's *Finn*. None of the remaining eight boats could get away from him, in spite of the use of spinnakers,

(Continued on page 48)

it goes
much better
powered by

PETTER



PC3 RMR

A high-speed
lightweight three cylinder
air-cooled diesel
engine, 15 b.h.p. at
3000 rev min.

For all marine applications, Petter diesel engines provide the ideal power. As main engine installations in fishing vessels, ships' lifeboats, yachts and cabin cruisers, Petter air-cooled diesels have proved their reliability under all conditions and in all climates. As auxiliary power units for compressors, pumps, generators and loading gear, Petter diesels are the answer. The range of marine engines includes 1 to 8 cylinder types of 5 to 104 b.h.p. Remember, too, that every Petter engine is fully tested and will give years of reliable running, backed at all times by immediate service and spares facilities. Technical advice is freely available on request.

when ordering new equipment
insist on **PETTER POWER**



HAWKER SIDDELEY BRUSH
(SOUTHERN AFRICA) LIMITED

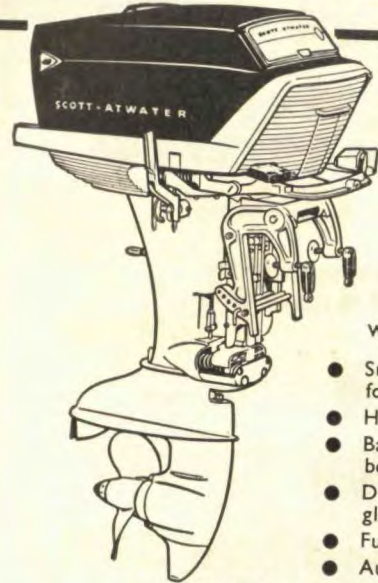
Brush House, 44/46 Third Street,
Booyens Reserve. P.O. Box 75

Telephone: 835-4511 Booyens

Johannesburg.

MEMBER OF THE HAWKER SIDDELEY GROUP

For Exciting Power... the New SCOTT-ATWATER



3-6 — 5 — 7½ —
10 — 16 — 22 —
40 and now
the new
60 H.P.
motor

weighing only 160 lbs.

- Superb pace-setting performance.
- Hush quiet operation.
- Bail-a-Matic... Bails your boat automatically.
- Durable dent-proof fibre-glass snap-off hood.
- Full gearshift.
- Automatic fuel pump.

Authorised Distributors:

**AUTOMOTIVE EQUIPMENT
CO. (CAPE) LTD.**
124 Buitengracht Street
Phone 2-7701
CAPE TOWN

**AUTOMOTIVE EQUIPMENT
CO. LTD.**
Cor. Eloff St. & Wemmers Jubilee Rd.
Phone 23-1341/9 P.O. Box 5207
JOHANNESBURG



Why do men get sick at sea?
The smell of bilges it must be
Please don't feel you'd rather drown
Get POLAGRIC and sluice them down

POLAGRIC with sea water cleans and sweetens bilges. Cleans grimy and sooty decks. (Including deposits left by our feathered friends.) Washes dishes and clothes. Cleans everything on board. Used with fresh water, desalts sails.

POLAGRIC THE YACHTSMAN'S FRIEND
Manufactured by
W.M. SPILHAUS & CO. LTD., CAPE TOWN
STOCKED BY ALL GROCERS

more CLUB NOTES

(Continued from page 47)

and it was only towards the end that *Calypso*, skippered by Barbara Richards, managed to cross the line just ahead of Helmut.

This achievement should prove interesting to all Finn owners, of which the number continues to increase practically weekly. It just goes to prove that with expert helmsmanship there is no limit to one's success.

Because of the large influx of new members over the past few months, the berthing position has become extremely acute and it has been extremely difficult accommodating all the new craft.

We have had a proposal from one or two members suggesting that more "Flitton" week-end rooms be built. They are prepared to pay for the cost of two rooms on the understanding that they have the full use of them as required.

In such a scheme, of course the rights of ownership must be invested in the Club, in the form of a signed agreement granting immediate donations to the Club, but a lease will be issued to the donor concerned.

Only brick buildings, similar to the present "Flitton rooms", are allowed, no pre-fabs or similar constructions.

Dick Richards and Barney Austin made the following interesting report on the National Regatta at Hermanus.

"My first impression of Hermanus waters was one of elation, seeing wide open waters lying roughly east and west with a massive 3,000-foot mountain on the northern shore and very low hills to the south.

"We were received with friendliness and enthusiasm by the local people, and in particular Ian Williams—their Commodore and, in fact, Hermanus Yacht Club in person—who assisted us to unload and showed us to our berth and camp site, which was well situated in a blue gum plantation immediately behind the club house on the actual slopes of the "Mountain of the Moon".



GUARDING THE PORTALS of a yachtsman's home, this figurehead is from one of Nelson's flagships, the 32-gun frigate *Medusa*. It was photographed at The Poop, riverside home in Port Elizabeth of Herbert McWilliams and Albert Milde. Mr. C. S. Love, an antique dealer discovered it in London in a shipbreaker's yard and had it brought out to this country. Photo: Port Elizabeth Herald

"After settling ourselves down we took part in some of the tuning up races and soon discovered that the wind conditions made sailing extremely difficult. It was, for example, a common occurrence for the wind to hit through hard in three or four different directions during the duration of one race, and in between the wind belts we would battle through dead calms or headers infinitely worse than anything produced by Hartebeespoort Dam.

"The first official race was the Inter Provincial Race in which five Provinces were represented in five different classes. I consider that T.Y.C., were highly honoured to have three skippers out of five in the Transvaal Team.

"George James (V.L.C.) in a Sprog won his class handsomely in *Kingklip* were second and Helmut Stauch—F.D's, Ray Mitchell (E.R.Y.C.) Finn's and Wibo Swart in 16-footers each gained third positions. This was a very sound combined effort and resulted in a win by 40 points over Western Province, who were fully expected to win by all present.

"The changeable wind conditions persisted almost throughout the Regatta except for the last two days which produced a south easterly, which was gusting over 35 m.p.h. Sailing, of course, was in a complete different category and finished a highly successful regatta on a high note.

"Hermanus Yacht Club members really excelled themselves in providing facilities which were pretty good considering that they were virtually in the "bundu". The only complaint I have of Hermanus is that it is an awful long way to tow a boat."

Rhona Robertson, a member of T.Y.C. for many years, has had to change her sailing ground to Port Elizabeth, much to the regret of all here.

Apart from being an excellent "yachtswoman" she was always brimful of good spirits and her infectious smile and cheerfulness was a tonic to all. How she managed this after crewing with Lew is one of the mysteries of life. However, the experience gained in sailing in *Attack* will no doubt stand her in good stead wherever she goes.

Interesting anecdote from last November: Dick Richards, in an open handicap event, when Hellie was away for a while, tried his hand at the tiller of the Flying Dutchman *Hakahana*—and did so well that he beat Wibo over the line. Peter Mogg, crewing with Dick, discovered that the genoa jib is really larger than the jib carried on *Kingklip*.

Knysna Yacht Club:

KNYNSNA, sailing on home waters, won the third and final leg of the inter-club contest for the Sutton-Walton Cup, scoring 361 points.

The Rietie Barnard cup for the most successful helmsman in the series between teams drawn from Mossel Bay, George Lakes and Knysna Yacht clubs was won by Melville Stevens of Mossel Bay.

Mossel Bay had difficulty in raising a team because some of their members were busy with the laying of the oil pipe line.

Those who could make the journey sportingly came over and gained experience in racing in unfamiliar types of craft loaned by Knysna clubs for the occasion.

Scores in the Cup contest were: Knysna 361 points; George Lakes second 226.7; and Mossel Bay third, 173.3 points.

Scores for the Rietie Barnard cup were: Melville Stevens, (Mossel Bay), 218.7; Malcolm Fraser (George) runner up, 205.3.

Local knowledge of tides was a big factor in Knysna's success. The third and final round of the Devereux Cup race, a six-mile event, attracted nine boats.

Cinglant a catamaran, a visitor from the George Lakes Club, broke a fitting off her rudder and had to retire.

The race was won by *Cherokee* (C. L. Thesen) who crossed the line 1 min. 30 sec. ahead of *Dianne* (H. K. Mathiessen).

The cup was won by *Cherokee* with two firsts and one second.

Haenertsburg Moves:

PRELIMINARY steps were taken at a well-attended meeting at Haenertsburg in the Eastern Transvaal to form a yacht club, which will come into operation when the New Ebenezer Dam is navigable, probably next year.

A commodore and a committee were elected with power to co-opt and a constitution adopted.

The dam will provide facilities for aquatic sport generally.

A committee was also appointed to interview the Director of Water Services to ask for his co-operation.

Carmen Stauch writes about this latest venture:

"We were invited by Louis Gillett, an attorney in Pietersburg, who was instrumental in getting the ball rolling, animated by H.W.E. who kept on repeating everytime we were in Pietersburg: "What wonderful sailing waters the Ebenezer Dam will make". So Gillett got busy and sent notices to all likely interested. We were all surprised at the good turnout at the Magoesbaskloof Hotel—at least 60

(Continued on page 53)



This month
we recommend:

the easy-to-build

12'—6" × 4'—7"

GRADUATE

A. SHELL

Transom, bulkheads
and stringers built-in
£40

B. COMPLETION KIT

For hull £15



Also: 8' FLITE, 10' LITE, 11' MARINER
12' DABCHICK, 13' ENTERPRISE

FINN ANDERSEN (PTY.) LTD.

13 BADGER LANE — P.O. BOX 1932
DURBAN

ORMARINE

Stainless Steel Wire Rope

The ideal wire for your rigging.
Stocks available from 1/8" upwards

* Unlike ordinary 18/8 stainless steel, this special alloy with molybdenum for marine use is proof against "shielded corrosion" and does not "whisker" or suffer from treacherous fatigue.

COOPER WOLMARANS & CO.

(Pty.) Ltd.

77 BREE STREET . . . P.O. Box 799
CAPE TOWN

The leader in quality & design the LEICA M3

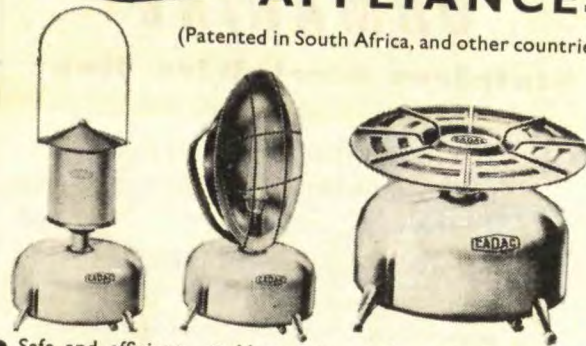
- * Two interchangeable lenses—90 mm Elmar f/4 with rigid or collapsible mount, and 135 mm Hektor f/4.5.
- * Automatic indication of field of view with the different lenses.
- * Focal Plane shutter with speeds from 1 to 1/1000 sec.

The LEICA M3 is unrivalled in its very highest standard of precision craftsmanship and in its use of only the finest materials. Examine this camera at your nearest LEICA dealer.

Leica

CADAC HANDIGAS APPLIANCES

(Patented in South Africa, and other countries)



- Safe and efficient
 - Non-toxic burning
 - Economical
 - Clean-
- HANDITANK only 39/9 Attachments: Heater 29/6, Lamp 19/9, Cooker 19/9

Operating Times Per "HANDIGAS" fill of 2 lb.
COOKER AND HEATER—average 20 hours, LAMP ATTACHMENT 50 hours

★ Cadac/"Handigas" Filling Stations throughout Federation and Southern Africa

Available at all Hardware Stores and Handigas Dealers

Manufacturers

CADAC ENGINEERING WORKS (PTY.) LTD.

19 KARL STREET, JEPPE, JOHANNESBURG, SOUTH AFRICA
P.O. Box 105, Jeppestown. Tel. Add.: "Cadac," Johannesburg. Phones 24-6920 & 24-6917



CLASS NEWS



FLYING DUTCHMAN owners and yachtsmen generally will be pleased to hear that Bobby Bongers (victor at the National Regatta in the class) and Geoff Myburgh, who has already represented South Africa at the Olympics, are taking over a new F.D. to do battle at the coming world championships which are to be sailed at Whitstable from July 16 to 20. The Bongers brothers have sold *Crusader* their winner at Hermanus, to Geoff Simpson of Zeekoevlei and are already well advanced on a new hull to take to England. There will be nothing revolutionary in its conception—another modern layout with a few refinements and ideas added from hard-won experience.

But it will be planked in spruce. A good move this, for there is no wood near the weight of spruce that is anything like as strong. Many of the instances of damage to F.D.'s can be traced to the use of the brittle or soggy so-called mahoganies used in the laminations of some hulls. And it is folly to use laminations of ply—as is also sometimes seen—for then half the grain at any given point is running in a direction that gives no longitudinal strength. Anyway, the Bongers-Myburgh yacht is being shipped in advance and the crew is to fly over on July 10. We hear it whispered that they have come to some spartan conclusions about the need for fitness, and can be seen three times a week at Issy Bloomberg's Cape Town gym., toughening up and hoping to put on weight the hard way.

There is talk, too, of John Hunter going over to campaign in furrin parts; but he will not be able to sail in the world competition under the rule limiting one entry to each country. But a whole week of top-class sailing among international F.D. skippers has also been laid on at Whitstable which, alone, should make a trip worthwhile.

While the world championships are being sailed a Flying Dutchman Week will be staged simultaneously, but separate races and quite distinct courses will be sailed daily. For the "Week" there is no restriction on the number of entries, and competitors from all countries will be welcomed.

April 1 is the last day for estimates of boats attending, although the actual closing date for entries is July 1.

Helmut Stauch will probably be going over to sail his *Dragon* in European regattas in May and it is well on the cards that he will find his way to England as well with one of the *Hakhanas*.

Whitstable is in the Thames Estuary, where conditions are more likely to suit the South Africans than ticklish venues like Attersee and the Gulf of Naples. The Estuary is in the south-east of England. It is 59 miles from London and 20 miles from Dover and can be reached easily by road.

Sailing conditions are excellent. The waters are protected from nearly all quarters and, as winds are relatively constant, high sailing speeds are obtainable under safe conditions.

The address is Whitstable Yacht Club, Whitstable, Kent, England. One way and another, it looks as if we will have a good chance again of surprising the overseas talent.

We have news from Italy of a full programme of Flying Dutchman events, in preparation for Olympic Games, open to all F.D. crews in the world.

These are the races recommended:
May 17—15 (Whitsuntide): Lake Ideo, Associazione Nautica Sebina, Brescia, Via Del Mille n26.
July 14—12 "Hundred Miles": Lake Garda, Club Vela Motore-Gargnano (Brescia).

July 16—20: Riva del Garda: Club Fraglia della Vela, Post Box 54-Riva (Trento).



SHARPIE NEWS, incorporating extracts from the minutes of the General Meeting of the Association at Hermanus Yacht Club during the National Regatta in January, and data pertaining thereto.

Headquarters of the Association having been changed from Maritzburg to the East Rand with the election of Donald Ord of E.R.Y.C. as President-Chairman—Eric Holdsworth of V.L.C. as Vice-President and Dennis Hammerschlag of E.R.Y.C. as Secretary, there might perforce be a slight delay in attending to the business of the Association due to the distance between the two centres (Maritzburg to the Reef) and the little

time the new Secretary had to take over the papers of the Association and acquaint himself with the aspects thereof. This is regretted and apologies are herewith tendered.

Seventeen members attended the meeting and Mr. Maurice Dobeyn (Henley), the President-Chairman, reported on the issue of numbers and measurement certificates, advising that very few lower numbers remained unissued and the new measurer's report form as per S.A.Y.R.A. requirements—which had been designed to do away with the word "complies", but which required the measurer to insert the actual measurement figure, as also the fact that the S.A.Y.R.A. handbook portion of which included the class rules, etc.—was presently being reprinted.

The question of changing the Sharpie to better its performance was discussed at length and in great detail from which emerged the following facts which were accepted by the meeting:—

(a) That the Sharpie was not to be compared with the Flying Dutchman—they were two different classes of yachts, different in design and performance and both serving and catering for different needs.

(b) That the omission of the third (centre or sheet) hand in the Sharpie would greatly effect its performance as well as lose to the yachting world an excellent training position for yachtsmen.

(c) That although the use of plywood in the building might reduce the cost of the hull, this material did not appear to be warranted by reason of the extreme weather conditions and temperatures encountered inland and that the life of the hull might be substantially decreased vide: the delamination of plywood yachts in fewer seasons than the 12-year and longer life of the planked Sharpie hulls.

(d) That anything that could be done to increase the performance of the Sharpie should be considered, excepting that nothing that might render the existing fleet obsolete be changed or made optional and, on this basis, the recommendation of wooden centre boards and rudders which would entail new plate boxes and rudder stocks were not considered.

(e) (1) The meeting recommended for consideration by members and for ratification thereafter by S.A.Y.R.A. that the following deviations from existing plans and regulations become optional:

- (i) Alloy centre boards of same shape and size as existing item.
- (ii) Alloy rudders of same shape and size as existing item.
- (iii) Alloy masts conforming to existing regulations.
- (iv) Transparent windows in both fore and mainsails.
- (v) Battens on fore sails.

(2) That there be no divergence from the basic measurements as provided, but to beat any variation by "rule beaters" on the plans as presently provided, that "profile" drawings of the hull shape be included in the plans which would tighten up this position.

After a general discussion it was decided that the S.A. Yachting News would become the official journal of the S.A. Sharpie Association that all communications and notices to members hereafter would be by means of this publication and that membership of the S.A. Sharpie Association would include a subscription to the S.A. Yachting News and that the Association's subs would be increased from 5s. per annum to 15s. per annum. Members will receive the bi-monthly Yachting News magazine directly from the publishers as soon as the increased subscriptions are received by the Secretary, who will furnish the names to the Yachting News.

All members who were already subscribers to the publication would have their unexpired subscriptions refunded to them. This information should accompany the subscriptions.

The meeting decided that a ballot need not be entered into in respect of the changes detailed herein but that all members were to be circularised herewith with the request that their remarks and views would be submitted to the Secretary at P.O. Box 351, Springs, and failure to reply by the 31st March would be taken to be complete acceptance of the position, views, proposed optional changes set out herein.

The meeting closed with a vote of thanks to Mr. Maurice Dobeyn for his work in the past and with the hope that the S.A. Sharpie class would continue to grow as before, albeit quicker in the inland centres than at the coast.

(Continued on page 55)

Go Boating in Glass

Glass-fibre reinforced plastic

"Vycraft"

add pleasure to your boating

- ★ Excellent in design
- Well finished — No painting
- Rot Proof — Strong
- Safe — built in buoyancy tanks

- 8' Car top dinghy
- 12' G.P. for fishing & pleasure
- 12' "Flash" decked speed boat 2 & 4 seats
- 15' Cabin Cruiser 2—6' bunks

★ Manufacturers:

Plastic Fabricators (Pty) Ltd.

Phone 2-7194—Chiappini Street, Cape Town.

Trade Enquiries invited

Foamite

PORTABLE FIRE EXTINGUISHERS

2 lb. DRY CHEMICAL PRESSURISED EXTINGUISHER

Equal to four 1 qt. vaporising liquid-type extinguishers.

- HARMLESS
- NON-TOXIC
- NON-CORROSIVE
- Operate with one hand
- Aim like a pistol
- Accurate—Trigger quick

Only £6-10-0 complete

Write for nearest stockist to:

W. S. THOM & CO (TVL.) LTD.

P.O. Box 85 Phone 32-4567
JOHANNESBURG



The foregoing is the actual text of rules 31 to 35 and it will be appreciated that compared with the rules that you at present sail to, there are some fundamental changes. May I suggest that those of you who have not got copies of the new rules retain this issue of S.A. Yachting News till the next issue, when I shall give you the definitions and some explanations and examples of how these rules will apply. ■■

more CLUB NOTES

(Continued from page 49)

people from the surrounding districts—Pietersburg, Haenertsburg, Tzaneen and Lowfeld—one couple had travelled 100 miles and had come all the way from Bochum.

"As most of them had never set foot on a yacht, not seen into the intricacies of a Yacht Club, Hellmut was asked to give them some elementary facts from his experience. He gave a word of advice regarding choice of site, drawing their attention to the awkward position when water in the dam falls and boats have to be hauled over yards of mud. He then gave them a summary of popular classes in S.A. and relative prices.

"Now they all knew more or less what they were letting themselves in for, they proceeded to form a club with name, burgee, constitution, committee, fees etc. After much discussion the name "Mountain Aquatic Club" was chosen.

"Tall, handsome Mr. Stuart Gilkison, with appropriate beard, was chosen to take the chair as Commodore, ably helped by Mr. Robbie Turner from Haenertsburg as secretary. Mr. Mickie Williamson, who has a beautiful farm on the shores of the lake, was elected Vice-Commodore. Rear Commodore, Mr. Therston. Treasurer: Mr. Peter Betton, who with his wife, were most hospitable hosts to the Committee and guests in the afternoon. Committee: Mr. Hans Boekie who has sailed Dragons in Holland, and Mr. Basil Harris, from Pietersburg.

"After lunch we were asked to accompany the committee to inspect the two sites, which Mr. Barry the chief engineer of the dam construction works had made available, subject to the approval of Minister of Waterworks.

"Hellmut gave them his advice as to the best site, and then—all sitting on their haunches on the future site, consisting of bare scraped mountainside—long discussions took place about yachts and yachting, everyone visualising the beautiful lawns, trees and club house which would stand on this site a year hence. They have our best wishes".

Zeekoevlei Yacht Club:

THE level of the water of the Vlei has now reached its lowest ebb since 1941, but in spite of this, racing is as keen as ever. Capsizing has become a simple matter in that all that is necessary is for the crew to jump overboard and pull the yacht upright. The committee has taken advantage of the shallows and has extensively increased the slipping facilities and are now investigating the possibilities of operating their own dredger on the same basis as the old weed cutter.

It is with great regret that the members will be saying farewell to their Commodore, John Prevost, who is being transferred to Salisbury. His drive and unfailing energy has been one of the main factors in the club's phenomenal development in recent years. We will all miss the "Sheriff" and would wish him all the best in his new territory.

Rhodesia, you are gaining a first class yachtsman, don't let him take up bowls.

The club is very proud in that it will be represented at the Flying Dutchman World Championships at Whitstable this July by Bobby Bongers and Geoff Myburg, and we wish them every success.

The annual Pirates Pot sailing treasure hunt clues mystified many, and the race was won by P. Foster sailing a Dabchick, the biggest rogue pirate of them all having only found the last few clues.

A mystery day was held in the form of a club picnic at the sandhills, and those that were there thoroughly enjoyed themselves. There was a tug-o-war in which the ladies seemed to end up in the water, foul play somewhere! The main event was the sailing relay race, beer bottles were used as batons. This was controlled most (un) fairly by Charlie Mouat.

It would appear at times that anchors had been tied to the yachts and there were many helpers to hold the yachts during the change of batons.

A good time was had by all.

The annual seamanship race trophy which was introduced by the late Greg Joyce was a great success, being won by Crusader (W. Bongers and G. Myburgh). The season is now rapidly drawing to a close with all the main races sailed. Many yachts are now changing hands, Crusader and Osprey have both been sold and Ken Warr is also getting a new Dutchman. The fleet never stops growing. ■■



MARCONI-FERROGRAPH

MARCONI (SOUTH AFRICA) LTD.
MARINE BRANCH

Marconi House, 15 Chiappini Street, Cape Town

FIBRE GLASS BOATS BY "HUNTER CRAFT"



"THE HUNTER"

Single seater Eskimo Kayak 13'6" x 26 1/2". Weight 50 lbs. Built in buoyancy tanks.

PRICE F.O.R. JHB £27:10:0



"KINGFISHER" two seater, wide beam, ideal fishing and pleasure Kayak. 13' x 44", built in buoyancy tanks. Weight 66 lbs. Price F.O.R. JHB £37:10:0

THE MOTOR WORLD (Pty.) Ltd.

Phone 23-9530

37 Kruis Street
 JOHANNESBURG

P.O. Box 6676

P.O. Stone

(Continued from page 54)

(d) Will the CAT conform with the road transport regulations, in that it can be transported by trailer?

(e) Are plans for the CAT available and what is the approximate cost of the materials?

If in your opinion the CAT is not the most suitable catamaran for my purpose, will you kindly let me have your suggestions.

P. S. Cilliers (Captain).

8 Approach Avenue, P.O. Discovery, Transvaal.

Dear Sir,

On page 29 of your Jan./Feb. 1959 issue you make brief mention of the 20 ft. Power Cat Cruiser, designed by Ted Jones.

Is it possible to obtain further details of this cruiser, and, if possible, building plans?

B. J. Stevens.

We have written to Ted Jones in America for fuller details of his craft and will pass them on. In the meantime, a 10 h.p. motor should be enough for trolling with this design and a 40 h.p. for cruising, but speeds to be expected must be answered by the designer. Of course, this is a much more substantial job than those Shearwaters which are already used in False Bay successfully for fishing with smallish out-board engines. It should be even more stable and seaworthy. As we have not got the exact beam, the question on road transport will have to stand over till the designer replies.—Ed.

Class News

(Continued from page 51)



AT THE ANNUAL meeting of the Goodricke Class Owners' Association, held at the National Regatta, Mr. Frank Spears was re-elected president and Mrs. E. J. Tarrant was elected honourable secretary. Particular mention was made of the selfless and painstaking work which had been put in by Eddie Kuter during the time that he was secretary of the Association and the thanks of all concerned were recorded.

It is worthy of note that Eddie Kuter has by no means lost his interest in the Class and news comes from Point Yacht Club that he has built a Spearhead mould and that plans are afoot for building up to 10 hulls, to be used both in Durban and Maritzburg. Durban has always been one

of the prime sponsors of Goodricke dinghies, and their decision to encourage the unification of the design in the form of the Spearhead is a wise one which will be welcomed by all Goodricke skippers.

This means that all the Provinces are now strongly represented in Spearhead-Goodricke type boats and the Class as a whole will be guaranteed many years of inexpensive sailing in fast and exciting craft.

At the Goodricke Class Owners' Meeting it was unanimously decided to recommend to S.A.Y.R.A. that the Goodricke rules should be amended as follows:

Weight Limit: It was proposed by Mr. Rheeder (Bloemfontein) and seconded by Mr. Louw (Welkom), and unanimously agreed, that the following changes should be made in the Class Rules:—

(a) That the thickness of the skin should no longer be specified, the measuring of this being difficult and impracticable, but that a minimum weight limit of the hull, excluding centreboard and rudder, but including essential fixed fittings, should be set at 160 lb. Any shortfall to be made up by the addition of lead attached to the fore and after decks in equal quantities.

(b) That one spinnaker only be allowed. This to be cut either as a reacher or balloon, provided the total perimeter does not exceed 43 ft.

(c) That black lines be painted on the mast, 20 ft. apart, measured from the top of the lower line to the bottom of the upper line. The top of the lower line to be so placed as to coincide with the top of the boom when the sail is set.

To accommodate sliding goose neck fittings, other sets of lines in distinctive colours, likewise spaced at 20 ft., will be allowed—provided the top of the boom is set to coincide with any one of these lines and the head of the sail rises no higher than the bottom edge of a line of similar colour 20 ft. above.

From Victoria Lake comes news that George James and John Burlands have both decided to build Spearheads and local competition with other clubs around Johannesburg and on the Rand will be greatly improved by their decision. The advantage of the Spearhead is that it can be crewed under both Spearhead and Goodricke Rules with two people.

At the National Regatta there was a good turnout of Spearhead-Goodricks. All the entries, in fact, for the Goodricke Class were

(Continued on page 56)

YOU'RE AT HOME ANYWHERE

WITH YOUR

GYPSEY
CARAVAN

SEND FOR DETAILS



AFRICARAVANS LTD • BOX 115 • PINETOWN
PLEASE SEND GYPSEY BROCHURE, PRICES, TERMS

NAME

ADDRESS

MY CAR IS (MAKE, HP)

Y

GRIMWOOD'S of Durban

Have Re-opened their

YACHTING AND BOAT FITTINGS
DEPARTMENT

Your enquiries are invited

461 West Street P.O. Box 1357 Durban

"MUNNABOAT"



25 Years of Boatbuilding
and Sea Experience go
into every Munnaboat

Known all over Southern
Africa

A. MUNNA, CAPE TOWN
10 BAIN ST., off Dock Road. Telephone: 3-5710

SAM HERRICK'S
BOATING CENTRE

Stockist of:

EVINRUDE MOTORS — WEST BEND MOTORS
MERCURY MOTORS



MANUFACTURER OF THE
FAMOUS
METEOR RUNABOUT

£167 AS ILLUSTRATED
(excluding motor)

Phone 24-6412

401 Commissioner St.,
Fairview, Johannesburg

CLASSIFIED ADVERTISEMENTS

Classified Advertisements should be sent to the Advertising Manager, S.A. YACHTING & POWER BOAT NEWS, VAN DER STEL BUILDING, 58 BURG STREET, CAPE TOWN, or to P.O. Box 3473, Cape Town. Telephone 3-6761. Cheques or postal orders must be sent with the advertisement. The cost is 6d. per word (minimum charge 10/-) including name and address, or "YACHTING NEWS" Box Number if required.

CLOSING DATE FOR THE NEXT (MAY 1959) ISSUE:— 1 MAY 1959.

FOR SALE:

TAEPING: S.A. twenty-footer class yacht, present holder Dewar Shield. In perfect condition built 1953, hull of Californian redwood. Fittings stainless steel or chrome, twin stainless steel rudders, teak centreboard. Three masts, five mainsails, four jibs, three spinnakers—Standard rig is F.D. Class sails. Price £350.
 Apply: A. A. Goudswaard, Point Yacht Club, Yacht Basin, DURBAN.

18 ft. LENTZ sailing dinghy. Good 'family' boat—ideal for beginner. £100 o.n.o. FRANK ROBB, Yacht Broker, P.O. Box 3473, CAPE TOWN.

OUTBOARD MOTORS: Large variety of JOHNSON and MERCURY second-hand engines carrying three months guarantee. Apply: Stansfield Ratcliffe & Co. Ltd., 105-107, Strand Street, CAPE TOWN.

THREE COMMERCIAL FISHING BOATS. 45 ft. L.O.A. In commission and with fishing gear. £2,750 each. FRANK ROBB, Yacht Broker, P.O. Box 3473, CAPE TOWN.

SHARPIE "Strodelin." Reg. No. 108, built by Strodel of Durban, all fittings stainless steel, in perfect condition. One suit of Terylene sails, brand new. One suit of stormsails. Numerous accessories. Complete with pneumatic-tyred cradle. £250. Apply: R. H. Fisher-Hill, P.O. Box 278, GERMISTON. Phone: 51-7828 (Business) or 51-8994 (Home).

25 ft. CABIN Cruiser. Penta 15/35 Petrol/Paraffin engine—12 knots. Ideal deep-sea fishing, cruising. Inspection welcomed. £1,000. FRANK ROBB, Yacht Broker, P.O. Box 3473, CAPE TOWN.

DABCHICK hull and mast (Painted), never been used, still needs boom, sails and rudder. £24 cash. Apply: L. Trichard, 37, Julius Jeppe St., Waterkloof, PRETORIA., or phone 78-3064 (evenings).

20ft. GLASS-FIBRE BOATS—BRAND-NEW for only £300. Hulls only, complete with buoyancy tanks. Unsinkable, capable over 40 knots, excellent sea-boats, use immediately and build your own cabin spare-time. Can be trailed. Delivery one week if you order now. Other sizes 'bare-boat' glass-fibre hulls down to 8 ft. at £30. FRANK ROBB, Yacht Broker, P.O. Box 3473.

INYONI 14 ft. SAILING CANOE with sails in good condition. £35. Apply: A. Rayner P.O. Box 231, PRETORIA, or phone 71-3115 (Evenings.)

12 ft. RUNABOUT with all fittings, trailer, and 40 h.p. 1957 outboard. £275. FRANK ROBB, Yacht Broker, P.O. Box 3473, CAPE TOWN.

PERSONAL:

EXPERIENCED SEAMAN: with good boat considering long (possibly world) cruise October, 1959. Anyone interested who can afford three years of time plus expenses write: Yachting News, Box 3473, CAPE TOWN.

MARINE PLYWOOD

Available from

National Flooring
Company  **(Pty) Ltd.**
 P.O. Box 872 PORT ELIZABETH

RIGID FOAMED PLASTIC

SURFACE-TREATED: UNTREATED: REINFORCED FIBREGLASS PROTECTED:

The answer to all your buoyancy problems. Supplied in blocks 4'x3'x8", easily cut to shape. Fits snugly into any shape of hull. Will save your outboard motor in event of capsizing.

REINFORCED PLASTICS EXPLORATION CO. (PTY.) LTD.

P.O. Box 9294	—	Johannesburg	—	Phone 44-3223
P.O. Box 785	—	Durban	—	Phone 2-0719
P.O. Box 1255	—	Cape Town	—	Phone 3-7560
P.O. Box 2190	—	Bulawayo	—	Phone 6-0657

CLASS NEWS:

(Continued from page 55)

Spearhead boats which came from as far as Rhodesia and everybody enjoyed excellent racing and sport. Once again the honours came to the Spears brothers, one of whom won the Goodricke and the other the Emdon trophy—but now that Victoria Lake and Durban are coming to the fore, it is doubtful whether they will be able to keep ahead of the fleet for much longer.

They will be the first to welcome the stiff opposition which is promising.

As different builders approach the pleasant task of building moulded plywood Spear head hulls, all sorts of tips and short-cuts are discovered. The secretary of the two Associations, Mrs. E. J. Tarrant, 107 Ringwood Drive, Pinelands, Cape, is looking for communications from those people who have discovered some new ideas which will save time, trouble and money. It is the intention soon to issue a bulletin dealing with Spearhead and Goodricke activities and any article or observation on either the building or sailing of these boats should be sent to her.

We have to welcome L. Leenstra who has acquired *Avenger* from John Hunter and who will be giving Rusty Rheeder some heavy competition at Bloemfontein. It is also interesting to know that D. C. Brighten of Gwelo, Southern Rhodesia, has bought *Crescendo* from Hilary Spears.

KEEP A FULL SET

OF



a limited number of back issues are
 now available for those who
 want to complete their col-
 lection. Make sure you
 get yours—write
 at once to

**YACHTING NEWS, P.O. BOX 3473,
 CAPE TOWN**

and enclose 3s. for each copy you want