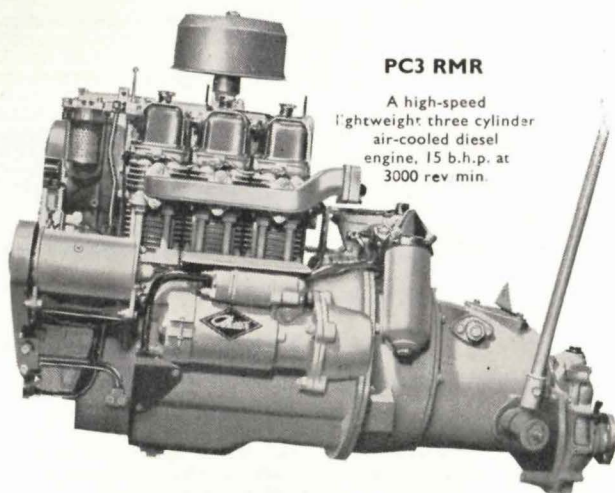


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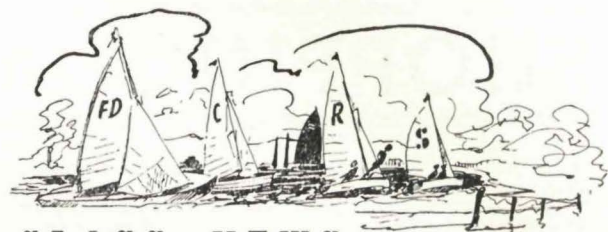
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CLASS NEWS



FOR WORLD CHAMPIONSHIPS: South Africa's two Flying Dutchman representatives for the F.D. world title at Whitstable in June, Geoff. Myburgh (left) and Bobby Bongers watch as the new Bongers-built hull is christened by Mrs. Myburgh. We are confident that they will do us proud.



THE all-Flying Dutchman Regatta ever held in Central Africa was staged in Beira over the Easter holiday. This Regatta, held in the Beira harbour, was the outcome of the enthusiasm of Snr. Humberto Braja, the International Flying Dutchman Association's representative for Mocambique, and a great tribute to him and his fellow F.D. skippers is acknowledged.

Ten Flying Dutchman took part, five British boats, which travelled down from the Federation and five Portuguese, which virtually turned the Regatta into an international affair.

Mazoe Sailing Club were represented by the two old stalwarts, "Bimbo" Wenborn, Trader Horne, and David Butler, a newcomer to Regattas in Beira, but already known as a very promising young skipper in the Federation, and at the "National" in Hermanus, and Bill Burdett Coutts, also a newcomer.

C.A.N.A. was represented by Dusty Miller and the four boats were trailed the 370 miles to Beira.

Of the Portuguese team Humberto Braja, Dr. O. Monteiro and Francisco Barrao were familiar to us and their knowledge of local conditions gave rise to a little apprehension on our parts. The Regatta started with a fine cordial atmosphere usually associated with F.D. skippers everywhere.

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more CLASS NEWS

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We launched our boats at the Clube Nautico some five or six miles from the harbour and the preliminary full plane to venue of the Regatta was well worth the trip down. It was quite exhilarating particularly over the shallows where the sand spits pumped up the centre plates, we tore along at great speed over about one foot of water.

Entering the main Pimjwe Estuary the rip tide running out churned the sea into quite an alarming chop, and it was here that Bill came to grief, capsizing *Avocet* and had to be pulled out quite unceremoniously by Trader.

A cyclone warning over Madagascar by the Port Captain gave rise to some doubts, but we got off to a good start in the first race and the ten boats streaked away on a close haul to the first mark of the nine-mile course.

The Dutchmen were virtually "taking off" on the top of the heavy seas, sailing became a question of the survival of the fittest (or heaviest). Seven out of the ten boats retired before reaching the first mark, leaving David Butler sailing *Saluki* an easy winner, completing the course in 43 minutes. Bimbo Wenborn in *Cingalee* was second and Trader Horne sailing a borrowed boat (*Tempest* having been sold) third.

Skippers and crews needed a little sustenance after this one. Bill Cuttle, Bimbo's crew, nursing a bruise as large as a soup-plate on his starboard buttock.

The second race, which was sailed in much better conditions, was declared null and void as half of the fleet went wrong.

The third race, still in robust conditions but very definitely lighter, saw the Portuguese Skippers in the hunt. Bimbo was first, Braja second, Butler third, Dr. O. Monteiro fourth, Barrao fifth, Trader sixth—a fine race.

The fourth race was sailed in conditions very similar to the previous race and was won convincingly by David Butler in 55 minutes 30 seconds, the first six boats all completing the course within 4½ minutes of each other.

The F.D. championship was over, and the points and honour of this delightful regatta went to David Butler sailing *Saluki*, crewed by his wife Joanna.

Results: 1. David Butler, *Saluki* 2,688 points; 2. Bimbo Wenborn, *Cingalee* 2,563 points; 3. Trader Horne, *Cookson* 1,211 points; 4. Fernando Barrao, *Eolo* 934 points; 5. Humberto Braja, *Ofir* 754 points; 6. Dr. O. Monteiro, *Pandora* 730 points. 7. Bill Burdett Coutts, *Avocet* 663 points; 8. F. Miguel, *Impal* 311 points; 9. "Dusty" Miller, *Bonny Jean* 304 points.

To round off this excellent regatta a 20-mile race had been arranged, which meant starting on the usual line, rounding an island on the horizon tack through the course and on to the Clube Nautico—20 miles, but the conditions prevailing were not suitable for the "round the island" so we sailed to the furthest mark in the course which reduced the distance to about 12—14 miles.

For this race a most handsome replica of the K.L.M.'s latest aircraft was presented by that company and was won, again convincingly by David Butler, followed two minutes later by Bill Burdett Coutts who slipped through the wiley Bimbo beating him by 30 seconds. Trader Horne was 4th, two minutes later. The plane back to the Club was something quite out of this world, so much so that some of us kept on right past the finish, miles out into the blue water of the Indian Ocean.

A wonderful Regatta with wonderful people, thanks to our Portuguese F.D. friends. *Viva do Sportico—Viva O Flying Dutchman.*

Trader Horne.

Carmen Stauch, who figured on the front cover of the latest *International Flying Dutchman Bulletin*, which had a fine showing of South African pictures, excelled herself at Hartebeespoort recently by beating the F.D. cracks, including John Sully and Lew Evans from Durban, to take the Riva del Garda Challenge Trophy—which had been presented by Helmut!



THE COMPILING of a comprehensive list of boat owners and their addresses, in the Sharpie Class, proceeds apace and in due course it is intended to publish this list *in toto*. Unattached Sharpie owners should, therefore, contact the Honorary Secretary at P.O. Box 351, Springs, advising *inter alia* sail number and name.

The liaison officers in the different centres are doing yeoman work and for the benefit of members their names and addresses are appended:

Clive Tattersall, P.O. Box 287, Bloemfontein. W. O. Haukohl, P.O. Box 337, East London. K. Comber, P.O. Box 68, Paarden Eiland. W. A. Longlands, P.O. Box 2036, Port Elizabeth. Dr. Hugh Foord, 47, Jesmond Grove, Durban. Maurice Dobeyn, P.O. Box 276, Maritzburg. Dick Richards, P.O. Box 394, Pretoria. Eric Holdsworth, P.O. Box 144, Bedford View, Johannesburg. D. A. Hammerschlag, P.O. Box 351, Springs.

Clubs whose areas are not covered by these liaison officers should contact the secretary direct. Every effort is being made to have this list as complete as possible and if your Sharpie is omitted—well you have only the Skipper to blame this time.

All the proposed optional items to the existing rules, namely: (i) alloy centreboards. (ii) alloy rudders. (iii) alloy masts. (iv) transparent windows in sails. (v) battens on foresails which were agreed to by members, are before the technical sub-committee, R. Nuttal, W. A. Longland, K. Comber and E. Ehlers, for precise wording and will thereafter be submitted to S.A.Y.R.A.

The Sharpie has carved an everlasting niche for itself in the South African yachting world by its longevity, flexibility of performance and the fact that it allows of the training of future crews in the sheethand (centre or third) position without affecting the performance and is as easily sailed by grandfathers as by athletic youngsters. H. M. (Steve) Elliot after 30 years' sailing, still holds his own in the 14 year-old *Kittiwake* without terylene sails; and Mr. A. W. Flitton in *Calypso* is another shining example.

The simplicity of the running of the association is however, not as simple as collecting the 15s. subs—this is a reminder—you won't have to pay for this journal when you are in good standing.

Congratulations to Maurice Dobeyn (*Caru*) on winning the Natal Championships over Easter and to *Circe* (Donald Ord) on winning the Exclumar Trophy at V.L.C.'s successful Easter Regatta, where *Sturgeon* (Arthur Saul) put the seal on an outstanding season by winning the Emdon Trophy (being an all comers' handicap).

Eastern Cape Yacht Racing Association's Easter Regatta at East London Yacht Club had an entry of 12 Sharpies and that event was won by *Excalibur* (J. Coutts) E.L.Y.C., from *Mischief* (L. Hills) of Z.Y.C. Several boats came from Z.Y.C. in Port Elizabeth while Reg Tahan and Clive Tattersall made the long haul from Bloemfontein to sail *Jezebel* and *Richochet*.

Jan Slootweg of V.L.C. has a new hull being built by Len van Velzen of Germiston who also has a second one to build for Les Wahl of E.R.Y.C.

These two professionally built boats will be decided acquisitions to the inland Sharpie fleet, while the launching of *Mffanwy*, the Morton family's Sharpie, makes four new boats for E.R.Y.C. in one season.

Dabchick Association

IT is pleasant to say that Dabchicks are still spreading fast. Sail-numbers will soon reach the 300 mark. It has now become necessary to form a Dabchick Owners' Association sponsored by the Western Province Sailing Ass. Although we do not want rigid control like some of the other classes, a measurement certificate of the boats that want to race will now be necessary.

The hull shape, centre-board and sails must conform to the rules, otherwise some boats will be slower or faster than others. Of course it is better to know that your boat is right in all respects.

We have come to the end of the season and winter is the time to sandpaper and varnish or paint the woodwork. Check gear and sails, remove rust and cover wires and fittings with some metal varnish, such as "meta-glaze" or similar. Boats that sail in salt water should also cover the fittings with anhydrous lanoline.

To check the boat for leaks, put her on chocks and pour water in the boat. Now look underneath and see if and where water is coming out. These places must be carefully prised open and filled with waterproof glue. Then, with some small ½ in. brass screws fastened back again.

A ½ in. glass-fibre band can also successfully be used to prevent leaks. Ask your dealer how to use it.

If glass fibre is not available, ordinary tape can be used. Clean the part where the strip is to go, so that no paint or varnish is left. Next, put a thick layer of glue on the bare joint, dip the band in hardener, and press

(Continued on page 50)



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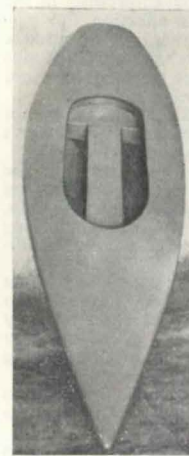
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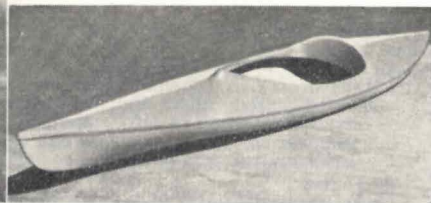
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more CLASS NEWS

(Continued from page 49)

down in the glued part. Scrape excess glue off and allow to dry for 12 hours. File, sandpaper and revarnish.

Nyasaland have started a Dabchick group, headed by Mr. Warren of the Nyasaland Police. The newly formed yacht club in Tzaneen (near Pietersburg), Eastern Transvaal, is going in for Dabchicks, too.

Do not hesitate to contact us in Pinelands if you have any queries. We will advise you to the best of our knowledge with carpentry or sailmaking.



THE EASTER week-end regattas gave the Spearheads and Goodrickses another chance to show their paces and we are able to report that they acquitted themselves outstandingly well.

At East London, in varying sailing conditions, L. Leenstra, who acquired *Avenger* from John Hunter and who visited the Eastern Province Regatta, showed a clean stern to all types of boat throughout the Regatta. It is very good to know that a skipper who has so recently come into the Class is obviously getting the best out of his boat.

In case some of our readers might think that this was merely because he might not have had competition, we hasten to

mention that at Victoria Lake where the clubs in the Transvaal held a Regatta over Easter, and where they put on special races for Spearheads, Hilary Spears in *Presto II* sailed an identical course at the same time as the wizard Helmut Stauch, and covered the distance in six minutes less than Stauch's Dutchman.

At the coming S.A.Y.R.A. meeting in July, the unanimously approved amendments to the Goodricke rules will be going forward for ratification.

To list the names of all those who are now either building or having Spearheads built, would be to take up too much space.

But we must mention the fact that Mr. Hoseck has used fore-and-aft planking on the second layer of his boat and reports that he is only sorry he did not put it on the outside layer, because it looked so smart. This is a thing to be considered by other builders, although Hilary Spears feels that a stronger job is obtained by putting the first layer transversely across the boat and the other two layers at 45 degrees in opposite directions. All these opinions and ideas are invaluable to the rest of the Class.

Following Jack Köper's success in the making of his own terylene sails, we hear from Hilary Spears, who has to build himself a new boat to replace *Crescendo* (now owned by Mr. Brighton and sailing in Rhodesia), that he is importing terylene material and will be making his own sails.

We have to conclude on a sadder note. It will be remembered that Hemmo Alting Mees was one of the first Spearhead builders. His regular crew in *Sciolto*, Hilary Coleman, who was also his fiancée, passed away with tragic suddenness and her death will be a loss not only to Hemmo, but also to the enthusiastic young yachting community at the Cape.



FINN OWNERS will be interested to note that the class is gaining popularity all over the country. The total number of registered craft now stands at 66 and there are at least 12 new hulls in the course of construction. News from the Transvaal is to the effect that there are 21 Finns sailing there at the moment and that they expect to launch seven more during the next few weeks.

One of the difficulties experienced by the Association's executive is the difficulty of tracing all Finn owners as, in some cases, members have not advised the Association of their change of address nor of the fact that they have sold their boats.

All Finn owners are therefore asked to write to the secretary S.A. Finn Association, P.O. Box 10, Constantia, Cape, as soon as possible giving details of their present address so that Association circulars reach them promptly.

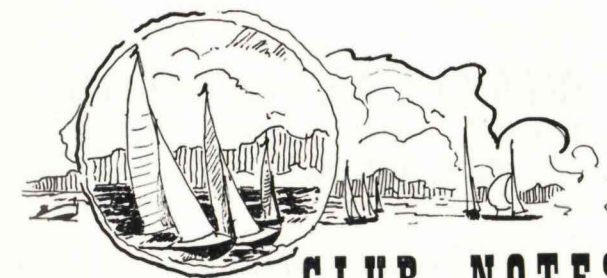
There have been several recent events of interest among Finn types in Durban, we learn from the Island Sailing Club. Len Stone has been unable to wait any longer and has bought a new terylene sail. In the amended rules for this class which comes into effect in 1960 terylene sails and watertight bulkheads will be permitted.

Arthur Hunt has bought Ernie Morrison's Finn, a beautiful boat complete with Elvstrom sails, so it looks as though Len Stone is going to get some real competition. Hamish Dickie-Clark has split his mast and is busy fixing it ready for the winter series.

Sad news amongst Finn men is the news that George Matthews will be out of things for nearly a year because of his leg.



POWER BOAT CHIEFS: Taken during a recent session in Johannesburg, this picture shows the full Council of the S.A. Power Boat Association. Sitting, left to right: M. Tolken, Emergency Committee; J. Marcus, Gold Cup Committee; M. Böhm, President, Emergency and Gold Cup Committees; P. Bothner, Gold Cup Committee; T. Noake, Vice President, Emergency Committee; H. Harridene, Treasurer; C. D. Bulman, Commodore, Gold Cup Committee. Standing, left to right: D. Burrow, J. Anderson, C. Samson, M. Tremayne, J. Cheney, G. Thomas, S. Herrick, K. Kultin, M. Phillips.



CLUB NOTES

Federal Regatta

THE first full-scale Federal Regatta is to be held under the auspices of the Rhodesia and Nyasaland Yachting Association at the Mazoe Sailing Club on Lake Mcllwaine from August 31 to September 6 inclusive. The R.N.Y.A. is now recognised by the I.Y.R.U. and we are sure that this National event will prove an historic occasion in the development of competitive sailing in Central Africa.

A strong Regatta Committee has been working for months to cater for enthusiasts who will be coming from all over the Federation—and we also hear that some of our sailing friends from South Africa, Portuguese East Africa and Madagascar are preparing for the trek to Lake Mcllwaine: we believe their long journey will be amply rewarded with good sailing and much fun for all.

The following information may be of interest to yachtsmen attending the Regatta.

Lake Mcllwaine is the main reservoir for Salisbury. It is 19 miles along a first-class tarmac road (the main Salisbury/Bulawayo Road) from the city. The sailing water is approximately three miles by two miles and it is possible to sail nearly six miles in a straight line. The total surface area is 10 square miles, which all adds up to plenty of room for everyone and a variety of courses for all conditions.

The Mazoe Sailing Club is the host for the Regatta and is one of the oldest active sailing clubs in Rhodesia having celebrated its 21st last year. The club has an ideal situation on the north shore not far from the dam wall with the Hunyani hills rising behind. From the club terrace, 15 feet above water level, spectators can see the whole area on which sailing will take place—they also have an unusually fine view of the starting-finish line which comes to within a few feet of the water's edge immediately in front of the club. The club has quite extensive buildings to serve the present membership of 350, of whom nearly 100 are boat owners.

There is 1,000 ft. of cleared foreshore, enough for 125 competitors to have their own launching spot without double parking.

The R.N.Y.A. have appointed a local Regatta Committee in accordance with their constitution. The members are: G. A. F. Lincoln, Chairman; G. A. Duffin, Hon. Secretary; G. Pollitt, Chairman Sailing Committee; A. D. Butler, Information & Publicity; L. A. Rose, D. Phillips, Accommodation; G. Carr, Chairman Entertainment & Catering appointed by M.S.C.

All inquiries concerning the Regatta, including requests for accommodation, should be addressed to the Hon. Secretary, Federal Regatta Committee, P.O. Box 2121, Salisbury, S. Rhodesia.

Entries close on July 20 for class races. The Hunyani Yacht Club, C.A.N.A. Sailing Club and the B.S.A.P. Yacht Club, who

all sail on Lake Mcllwaine, will be helping the Mazoe Sailing Club in providing all Regatta necessities.

There is certain to be a good turn out of Flying Dutchmen, 505s, G.P. 14s and Finns. The R.N.Y.A. is also expecting entries from Tornados, Jolly Boats, Hornets, Sprogs, Fireflies, Enterprise and Keel Boats, also handicap races for non-class boats are planned.

Valid Certificates of Measurement must be held by all boats wishing to compete for the National Championship of its class.

Royal Natal Yacht Club

ONE more step forward in the history of the Club. The University of Natal Yacht Club held a general meeting recently, when they adopted a Constitution and elected their officers and committees. The Vice-Commodore of the R.N.Y.C. attended that meeting and was impressed by the business-like manner in which these young people went about their proceedings. It would seem that we shall soon have a very welcome influx of youth in the Club.

The Secretary, Mr. J. S. McAlister, has commenced duty and has already made his presence felt. We trust that he will be happy among us.

Another season behind us, and one more to look forward to. The Easter Regatta was a success, with fine weather, and just that variation of wind strengths to suit all types of yachts—and yachtsmen.

The 30 square metres have been busy at Sunday morning races, the Commodore, in *Mariquita*, usually shows them the way home, with Bill Gunn sailing *Vanja*, *Sun Rose*, Jimmy Whittle. With the Lipton Cup in the immediate offing these Sunday morning races are taking on an added interest.

We hear from Guy Reynolds (during his recent visit to the Cape) that the R.N.Y.C. sailing school for juniors is also doing well, thanks to the assiduous teaching put in by John Sully, Dudley Lello and Guy Reynolds.

There is a hard-worked flotilla of four Y.W. Cadets doing yeoman service—three of them having been given by Norman Reynolds.

Noel Horsfield has bought Noel Redfern's Flying Dutchman and seems determined to make a real effort in this class. But a peculiarity of this class in Durban seems to be the necessity for handicap racing, owing to disparity in talent and boats between ordinary clubmen and the handful of "cracks". Among the latter, John Sully not only maintains his dinghy form but has done well in 30 square meters.

Spurred on, no doubt, by the impending Olympics, two spanking new Dragons have been imported to Durban Bay by Judge Caney and Guy Reynolds.

The Reynolds boat, *Galatea*, is a magnificent piece of boat builder's craftsmanship (from Borresen, Vejle, Denmark) that brings back the memories of Fife and the Fairlie yard, and days gone by when the creation of yachts was more a labour of love than a tussle with a bank overdraft.

In these times, when we hear of fanatics squandering £900 on a Sharpie and its outfitting, the cost of this boat which Guy Reynolds has been good enough to make public is reassuring.

With violin-like finish and equipped in detail down to mops and bailers, it cost £1,242 F.O.B. Freight and insurance came to £130, and sails and customs duty £250—total: £1,620.

Apparently the other Durban Dragon—while a fine ship, too—is rather more workmanlike than fancy, yet cost considerably more from a British yard.

As a matter of interest, it seems that the Dragons' performance

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more CLUB NOTES

(Continued from page 51)

sailing in a mixed fleet against Flying Dutchmen has been interesting. In moderate winds they hold the F.D.s. to windward and can get an edge on them in choppy conditions. Off the wind in light weather the story is the same; but reaching, of course, and under planing conditions generally the dinghies romp away.

These two Dragons are South Africa's first two, with Hellmut Stauch's, bearing "SA 1", on stand-by in Europe. By comparison, the British fleet alone is 160, with about 15 building.

Royal Cape Yacht Club

THIS year's Easter Cruise to Saldanha Bay was not as well supported as usual and only 12 boats made the trip. The racing was, however, keenly contested and the main results were as follows:

Paraffin Cup (fastest time to Saldanha): *Parergon III*, R. J. Jamison.

Dr. Jamison Cup (handicap race to Saldanha): *Zeeslang*, C. Bruynzeel.

Silverman Trophy (Saturday race in Saldanha Bay): *Zeeslang*, C. Bruynzeel.

The Silverman Trophy Race, in which starting times are based on handicap, with the fastest boats starting last, was sailed in ideal conditions and provided an exciting finish with *Parergon III* only just failing to catch *Zeeslang*. After enjoying the usual festivities, the homeward passage turned out to be a most enjoyable run with most boats carrying spinnakers for the full 63 miles.

The keel-boat racing has attracted good entries for the races so far sailed with *Parergon III* (R. J. Jamison) and *Windsong* (R. Chidburn) both performing very well.

The Club's challenger for the Lipton Cup this year will be *Rapid*, sailed by L. Policansky. The longest 30 sq.-metre in S.A., *Rapid* is at her best in a fresh breeze and we are hoping that the series will not be sailed in consistently light weather.

The number of National Class dinghies taking part in the Club races this year has again shown a marked increase. The Finn Class, in particular, is growing rapidly here. Our conditions seem to suit this class very well and new owners are being attracted from the ranks of the keelboat sailors.

We have been very pleased to see Bobby Bongers sailing and tuning his new F.D., *Crusader II*, on Table Bay preparatory to shipping her overseas for the World Championships.

Island Sailing Club:

TO become officially recognised as a Yacht Club seems to be a lengthy process and so it is with that feeling of another hurdle overcome that the Island Sailing Club, Durban, has received official notification that application for membership of the Natal Yachting Association had been accepted. As a point of interest proposer and seconder were delegates of the R.N.Y.C. and the P.Y.C.

Application for membership of the South African Yacht Racing Association will be considered at their annual general meeting in July, but in the meantime they have sent a letter expressing good wishes for the success of the Island Sailing Club.

The first summer series of races has concluded and the final positions are as follows:

ALL IN HANDICAP: *Cyclone* 238.8 points (Ron Jones), *Glee* 209.2 points (Basil Kimble), *Ghost* 176 points (Ernie Booer), *Gusto* 166.3 points (Eric Sabin), *Frantic* 138.5 points (Len Stone), *Gay* 131.9 points (Arthur Hunt), *Ganza* 88.9 points (Stan and Brian Weatherburn).

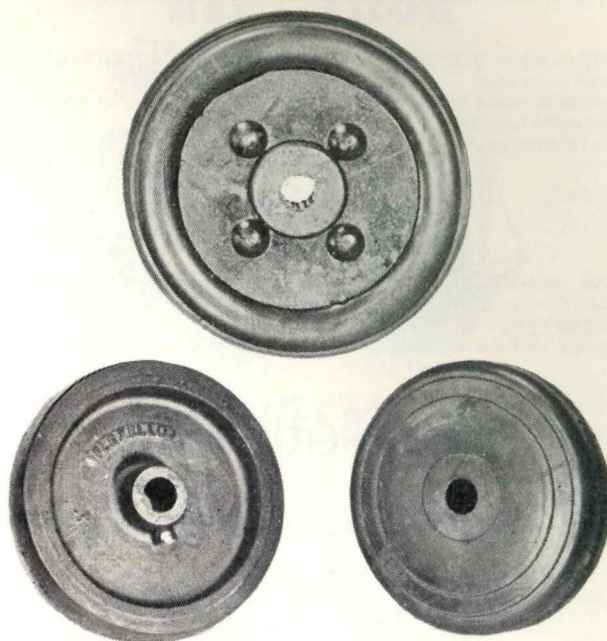
COMBINED CLASS: 1st *Cyclone* (Ron Jones), 2nd *Frantic* 3rd *Fantone* (George Matthews).

(Continued on page 54)

NATIONAL REGATTA

THE South African Yacht Racing Association has now officially fixed the date for the next National Regatta—February 8 to 18, 1960. The venue is Loch Athlone, Bethlehem, in the Free State.

The 13th Annual Meeting of SAYRA will be held in the Island Dance Hall at Loch Athlone, Bethlehem, on Monday, July 6, 1959, at 9.00 a.m.



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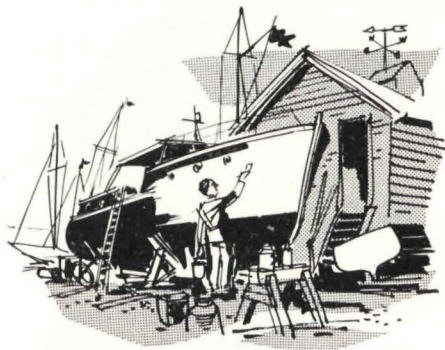


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more CLUB NOTES

(Continued from page 53)

The Graduate Trophy races will now take place during our Winter Series when all the newcomers will stand an equal opportunity of competing. Our club is going to continue racing until August.

There are so many Graduates under construction in Durban now that one loses count, but one thing seems certain, this is going to be one of if not the biggest class on Durban Bay within a year. Finn Andersen has constructed two shells, one for Geoff Wingrove and the other for Robin Wall. The experts speak highly of these hulls and consider that they are a good proposition for those unable to spare the time for building the complete boat.

The Island Sailing Club is hoping, eventually, to equal Zeekoevlei's fleet of 27 Dabchicks. There are six on the "board" and many more under construction. Regular racing has started off Salisbury Island and among the entrants have been folk from Henley Sailing Club.

Cape Power Boat and Ski Club:

THE winter season opened on May 3, and turned out to be a very successful day with a very good turnout of runabouts.

Four races were run during the afternoon, two of which were won by Karl Navratil, Les D'Aguiar and H. Jerram took the other two. Incidentally, Karl Navratil won the Dolphin Cup for winning the two races.

Preparations are underway for our big annual regatta held over Saturday, Sunday and Monday, June 30, 31 and July 1. The Saturday and Sunday will be set aside for open skiing championships, the Monday be taken up with the motorboat races. We are hoping that the Alfred Rowing Club and the U.N.C.T. Rowing Club will participate in this regatta. There will be 12 races run on the Monday, of which three will be for cash prizes.

Just recently we have done a lot of excavation in which we have made a large inland bay for parking the hydroplanes and any other small craft, and work is in progress at the moment for building a parking area to take the club members' cars.

As a result of Webster breaking the S.A. speed record, a number of our club members are laying plans to have a go at it.

East Rand Yacht Club:

SCRIBES and secretaries of clubs seem to be overlooking a heaven sent opportunity of publicising their clubs and stimulating enthusiasm among their own members by not using these columns more. It is felt that East Rand Yacht Club's eminently successful season just concluded is in no small measure due to these columns and our sincere thanks to *S.A. Yachting News* for filling, from that aspect, a large gap in our yachting world. A semi-permanent display of this magazine and subscription form on the notice board seems to retain this interest, but have you filled in your form?

The Club's Sharpie Championship was won by *Circe* (Don Ord) followed by *Mata Hari* (Ken Jenkins). Don, the South African Champion, still maintains the miraculous form that we have now come to associate with him almost automatically. In club races on handicap however, he only gets the gun—very bad.

This season must surely rate an all-time record for us. Don Ord, in *Circe*, having won the Robert Pyott for the second time, the S.A. Sharpie Interclub Trophy at the National and the

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DEATH OF RONNIE HILL

IT was with shock and great sympathy that the members of the Cape Power Boat and Ski Club heard of the sudden death of Ronnie Hill in Salisbury, Rhodesia, at the beginning of April.

He was well-known to all members of the Club, and he was a foundation member of the Club. He was the pioneer of hydroplane racing in Cape Town, and his keen interest and ability as a hydroplane pilot will be long remembered.

There is a great deal more that can be said about Ronnie—but perhaps it will be most fitting just to say that we miss him, and that he will always be remembered by us.

more CLUB NOTES

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Exclumar Cup which might be termed the Transvaal Sharpie Championship at Victoria Lake Club regatta.

Arthur Saul in *Sturgeon* has also concluded a remarkable season for a 10-year-old boat. The Correia Borges and Hellmut Stauch Trophies for Sharpies in Lourenco Marques, our Boksburg Anniversary Trophy, which developed almost into a "Regatta" and the Emdon Trophy (the all-classes handicap) at Victoria Lake Club's Easter Regatta.

The highlight of the Transvaal Season was our winning of the Transvaal Cup at the Triangular Interclub contest between Transvaal Yacht Club, Victoria Lake Club and ourselves at Hartebeespoort.

The O Class was won by the F.D. *Wahoo* (Gavin Devine) who held off a determined challenge by the Finn *Dolphin* (Raymond Mitchell) who has had a very successful season and who, in club handicap races, also only seems to get the gun.

In the Sprog Class *Shoal* (Mike Thomas) scooped the pool at Lourenco Marques by winning the General de Carvalho, Fred Bolton, Reunidas and Camara Municipal Ten-Mile Open Trophies and has now gone into the Finn Class where he sails a 1960 model with terylene sails and bouyancy compartments.

Tony Nelson's new Sprog *Sinzano* has won the Club Championships, two Gorps Guzzles and a second in Singlehanded Sprog Trophy at the National. His first in the final race of the Sprog Championships at the National presages a lot for Bethlehem. Tony, do you and John sleep in your sailing kit?

Clive Hornby's new Sprog and the Morton family's Sharpie are decided acquisitions to the Club, being launched at the close of the season.

The end of the season sees six Finns on the water. Class racing with these boats will therefore start next season and will attract other Finn owners. Class racing has definitely come to stay in this Club and has made a big difference to the sailing enjoyment of all concerned.

Our F.D. Fleet is now three, with indications of the required six to allow of Class racing next season and the same position of attracting new boats to the Club must operate.

In all, a very successful season and congratulations to Commodore Ian Haggie who in his own quiet, unassuming and efficient way has worked wonders with the members.

The Honorary Secretary, Dennis Hammerschlag, seems to feel that if one must be on the administrative side of yachting then no sinecure must be sought, he is now the Honorary Secretary of the Sharpie Association and the Transvaal Provincial Sailing Association.

Mossel Bay Y.C.:

MOSSEL Bay was treated to the fine sight of white sail on the bay over the long weekend and those who followed the racing saw a grand exhibition of sailing—especially when there was a fresh breeze which enabled the skippers of the Flying Dutchmen to show their paces.

This was a fellowship visit by Worcester Yacht Club who sent over three Flying Dutchmen and two Sprogs, with the Mossel Bay entry of one Dutchman and one Sprog and two Dabchicks there were at times nine craft on the water.

As Mossel Bay could not match the Worcester entry the race on the Friday afternoon was a team race which was won by the team representing Mossel Bay. The rest of the races were individual handicaps, the overall winner being John Andrews of Worcester. The trophy for the series was the "Oyster Cup" which consisted of an attractive arrangement of oyster shells set in a plaster of paris base.

Zeekoevlei Y.C.:

A HIGHLY-SUCCESSFUL and competitive season has come to an end. In all 125 races were sailed and at times there were as many as 55 yachts competing. This season club championships were introduced for each of seven classes, four races being sailed, with three to count for points.

These races were very popular. The sailing committee encouraged protests and about 15 were heard throughout the season and two appeals were lodged with the newly-formed S.A.Y.R.A. appeals body, one being upheld and the other dismissed.

The membership has reached the phenomenal figure of 755 members, 300 juniors, which has meant that approximately 20 new



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members join the club every month. The fleet steadily increases and the parking of boats may become a problem again in the near future. Next season should see a big class of Finns taking to the water.

To end the season the commodore led the fleet on a short cruise and after tea the trophies and prizes were graciously presented by his wife Peggy Prevost. Prizes were well distributed among skippers and only Bobby Bongers made a clean sweep of all the F.D. events.

The additions to the slipway were just finished in the nick of time, as the Vlei is now rising fast after the recent rains.

Enterprises at Umgusa:

THE photograph was taken at the Umgusa Yacht Club, showing seven Enterprise class dinghies being led across the starting line by a 505 (below).

The first Enterprise was launched just over a year ago, and so popular have they become that there are already 10 on the water at Umgusa with several more building. An Enterprise Association of Rhodesia and Nyasaland has been formed, and Anglo African Glass Co. have given a floating trophy for the class, to be sailed for annually on the Umgusa Dam.

It is anticipated that other Enterprise owners from Gwelo, Fort Victoria and Salisbury will travel to Bulawayo for this event.

Any more information which readers may require with regard to this class or the Association, can be obtained from G. C. Brown, the Secretary, at P.O. Box 569, Bulawayo. ■■

