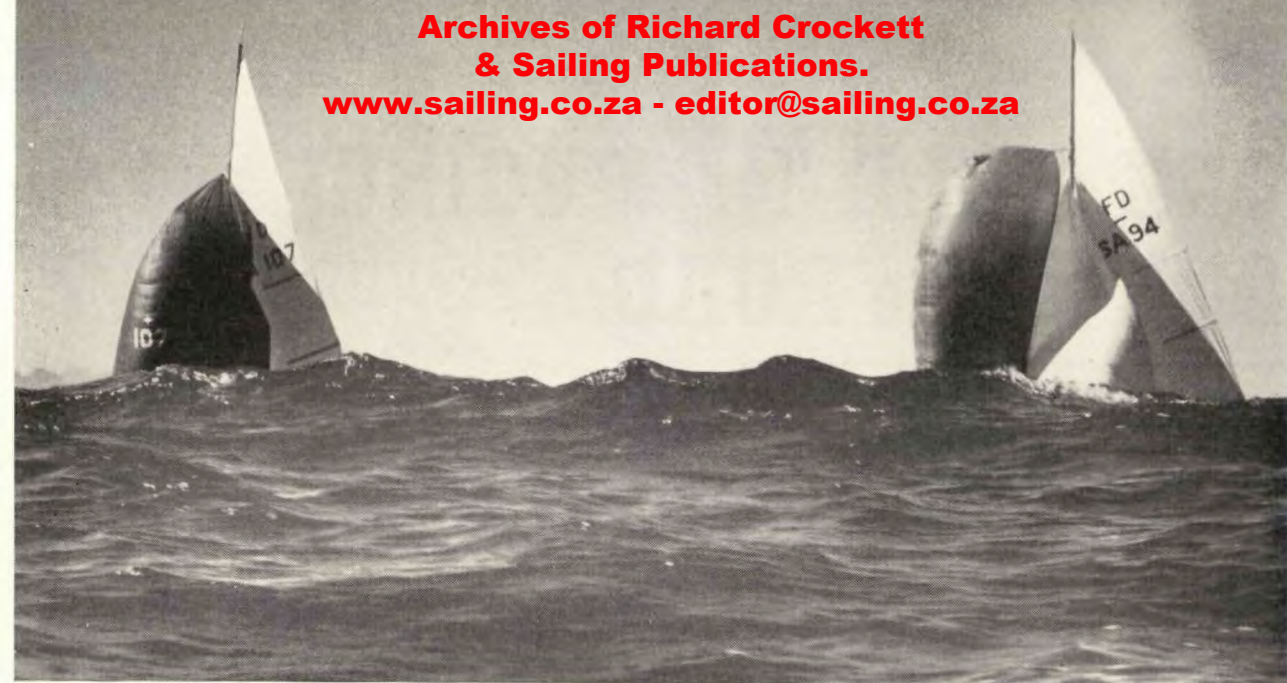




HIGHVELD SAILORS among the swells in Mossel Bay made a picture to remember, with Don Ord's poppy red spinnaker (left) and Walton's bottle green one vivid against the blue sky. Ord, E.R.Y.C., was sailing the new fibreglass Dutchman and Walton, Flamingo Y.C., Welkom, split his keelson under the mast step during this afternoon.

EXPERIENCE TELLS at Olympic Trials

MATURITY won the day after a week's keen sailing for the Olympic dinghy trials on the waters of the Mossel Bay Yacht Club early in September. And although it is probably small consolation to that justly ambitious group of young yachtsmen who sailed so brilliantly, there is every expectation that the selectors of the South African Yacht Racing Association will be proved right in the Bay of Naples next September.

South Africa's team will be:

Hellmut Stauch, T.Y.C., Flying Dutchman skipper;
Robin Standing, R.N.Y.C., Flying Dutchman crew;
Gordon Burn Wood, R.C.Y.C., Finn skipper;
Donald Ord, E.R.Y.C., team manager.

In the Flying Dutchman trials two gifted young Cape helmsmen in John Hunter, Z.V.Y.C., and Neil McCarthy, U.C.T.Y.C., put in some slashing first places and, with the Bongers Brothers, and John Sully and Noel Horsfield of Durban, had the edge on Stauch—statistically at least—until he ran off with three firsts and a second on the one day when conditions were definitely right as a pointer for the Olympics. On that day he had clear superiority, quite apart from the placings.

Starts are of vital importance in international cut-throat

racing and here Stauch again and again showed himself the master tactician with his exploiting of the leeward position, herding and crowding the field off balance. And then, just to unsettle everyone, he would sometimes lunge off suddenly into one of his fruitful bits of unorthodoxy. And in spite of early fumbles with spinnaker work before they had settled down as a team, he was expertly helped by his talented crew Robin Standing.

The selectors could not have failed to be impressed by the way he took a galling collision in his stride just before one of the starts and fought on to a third place. No histrionics or bad blood came out of this incident, as is too often the case when so much is at stake. Methodically he and Robin Standing went about enlisting the services of Dick Harris (Mossel Bay's fibre-glass pundit) to repair the damage. A fine job was done under difficulties in time for the run of victories later.

Early in the week Stauch was at one time leading the Finn series, trying out a boat on loan from Thesens in Knysna, with Gordon Burn Wood right on his tail. At this stage these two clearly led the fleet; but Stauch had one win and then a run of disappointment on the morning before his FD splurge.

After that he stopped Finning and young Bruce McCurragh fought his way up to challenge Burn Wood.

The Finn racing was never dull, or entirely one-sided. Wins and places came to Jimmy Whittle of Durban, Dick Richards of Pretoria, Nuttall of Victoria Lake, Wibó Zwart of T.Y.C. and even Dick Brink, in Whittle's red-sailed *Fun*, after gamely tailing most races. Bobby Bongers and ex-Olympic Finn skipper Eric sailed only on the first day—Eric in a new boat *Shoestring*, launched on the "hard" of the Mossel Bay Yacht Club and using the only terylene sail in the fleet. As boats were switched among skippers from race to race, there was nothing unfair in this. The sail did not do well, but seemed to go best for Gordon Burn Wood.

As usual when the wind blew hard, the Bongers's *Crusader II* carried off a rattling series of good places including a first, when others were struggling or capsizing—but some people say they might nevertheless have been wise to persist in the Finns as well.

In the short Finn races a good start meant a battle half-won. Here the fleet gets away under the eye of the selectors on the committee boat *Seal*.



Apart from Stauch, the only other skipper to try his luck in both classes was Wibó Zwart. He had some impressive sails single-handed and two-up, but faulted with a capsize and a series of uncertain starts. On the day when Olympic conditions prevailed he was afloat from eight in the morning till after sundown, contesting more than a dozen races—too much for even his youthful enthusiasm.

In the conditions needed for the tests at Mossel Bay—a lumpy sea and light winds—the Finn sailing was good to watch, for its accent on boatmanship to coax the simply-rigged hulls along. An unusual instinct for trim and how to ease a bobbing hull's action in the water was what paid dividends. The sensitive helmsmanship, sucking up to windward in a joggle, was a delight to watch. Especially educative were "old masters" like Burn Wood and Stauch for the way they exploited such subtle things as the change of pressures as the face of the swells passed under the hull as it heeled and hobby-horsed in light airs. And that intuitive feeling which cannot be measured, except in decades of experience, of just where the next catspaw will lay its stealthy tread on the face of the sea.

There is no doubt that young skippers like McCarthy and Hunter have a great natural flair for sailing the magnificent hulls imported for them by their proud parents. It will be a fortunate thing for the future of South African sailing if they have the guts and enthusiasm to keep sailing in spite of just missing high honours, first at the past National and now at the trials. They can console themselves that one of the virtues of yachting is that it is not a flash-in-the-pan affair like many other intensely-competitive sports. Win or lose, the sailing alone always makes the game worthwhile.

Like the FD World Championships (reported elsewhere in this issue) skippers found much of value in the way of technicalities. It now seems that, except under the most placid of conditions, a rigid Flying Dutchman hull performs best. This, of course, is only to be expected with such a simple rigging system being asked to control so much wind-power. Former Springbok Noel Horsfield—whose reappearance as a top-notch skipper delighted everyone at the trials—had put a lot of thought into stiffening up his Fairey hull. He had triangulated the whole structure at the mast partners and step and had another strut running right down to the curve of the stem. The floors were also stiffened. Testing himself against the watch, he claimed that the improvement could be measured in minutes.

Walton, of Flamingo Yacht Club, Welkom, split the keelson of his Bongers-built hull under the fluctuating mast pressures in the jumpy seaway. A touch of Horsfield's triangulation would have avoided this.

Don Ord brought down the new fibreglass Dutchman, from Holland, which was very impressive as to finish and in generally making the material acceptable to those who like to see a boat look right. Like "Tinker" Clarke of Zeekoevlei's new Catamarans, woven glass cloth (rather than random mat) seems to have been used to give the unusually strong and smooth finish. Unfortunately boat and skipper were not familiar enough with each other. The alloy stick was one of the earlier light Proctor efforts and the spruce job was "soft" as well. A bit of very resourceful rigging in a Mossel Bay workshop was not enough to set things to rights; but the first plastic FD is certainly a handsome affair with the skin "you love to touch".

(Continued on page 37)

PICTURES, TOP TO BOTTOM:

Crowning achievement for Hellmut Stauch, T.Y.C., in the pirate shirt, was the honour of representing South Africa as Flying Dutchman skipper. His crew will be Robin Standing (right) of R.N.Y.C. while Carmen Stauch completes the trio.

Best men among the Finns were Bruce McCurragh of P.Y.C., Durban (left) and Gordon Burn Wood, of R.C.Y.C., who finally won Springbok honours after a dour tussle.

Gashed bow on *Hakahana III*, after an accidental ramming by Eric Vos. Stauch took it all in his stride and gained a third place.

Rescue services were well run by the members of the fine new Mossel Bay Yacht Club. Here two of the boats succour Wibó Zwart's Finn after it was caught by a tricky puff.



Olympic Trials...

(Continued from page 25)

One year away from the Olympics, FD techniques seem to be stabilising themselves with established premises to tune from—but work is going to be the keynote from now on. This is where we are hoping for great things from Stauch and Standing, who both have behind their yacht racing minds cultivated by professional training and the mental resilience, resourcefulness and trained ability to argue out problems logically. Stauch came to Mossel Bay with *Hakahana III*. He already has an immense wardrobe of sails and, we hear on the grapevine, three other unfinished imported hulls in the workshop dormitory of his fascinating Pretoria home—making six in all! Temperamentally he and Standing act as catalysts to one another. Robin's good record in team sports such as rugby are a great asset, but as a crew he is unlikely to be passive.

There is a good chance that Stauch will go over to Europe to begin his jousting with Europe's best in the summer. Of course, everyone knows that he has had Olympic experience as far back as 1952, at Helsinki, and that he won Kiel Week the year before last and has victories over Capio and Rolf Mulka.

He says this latest selection is the biggest thing in his life. He is obviously going to make an all-out effort.

The same goes for Gordon Burn Wood. His list of attributes is formidable. He is one of the most assiduous dinghy sailors in South Africa, with a hard physique that even surpasses that of Elvström, the Danish champion—210 lb. in his socks.

He has a great bent for nautical skills fortified by the backbone that a distinguished naval career in the war has left with him. He has been busy experimenting with sails for a long time—knows all the foibles of the great sail-makers and is skilled enough to make his own in cotton, and now terylene.

He managed the Olympics team in 1956, but this time will be able to throw his full weight into the arts of sailing, while Don Ord—national Sharpie champion and wartime Air Force commander—does all the organising, worrying and speechifying. He, too, by background and inclination, will bring great technical talents to the team and is certain to set a relentless pace for his charges till he brings them under starter's orders in Naples.

He cannot be too demanding to achieve success.

The selectors this time were Gordon Graham of Cape Town, chairman; G. R. Aschman, of Bloemfontein; T. Toft, of Redhouse; D. I. C. Kemsley of Port Elizabeth; H. M. Elliott, of Johannesburg; and W. O. Marriott of Durban.

All the trialists, of course, have a specially benevolent feeling for their hosts, the Mossel Bay Yacht Club. Only 10 months old and new to the arduous of staging competitive yachting, they did a yeoman job with such pleasant friendliness and forbearance that they have won an affectionate niche in all our hearts.

Their new club-house and its site are already a delight to those who feel that there is no boating like boating on open waters. The slipway runs directly into the cleansing tides of

(Continued on page 57)

MOSSSEL BAY PIONEERS who did the donkey work to make the trials the success they were. Commodore Peter Johnson sports the white wind-breaker in the centre, Vice Commodore Melville Stevens is on his right and Alan de Villiers is on the extreme right. The other stalwarts in the picture are: Bob Holloway, Owen Harris, Frank Horler and Natie Myerson. **JOHN SULLY**, as he has done before, sailed SA 90 brilliantly on occasions, but could not make luck run for him every day. He was Olympic Sharpie skipper in 1956.

SWOPPING BOATS was the drill every race among Finn skippers, and this was done in seamanlike style without damaging hulls or poking boom-ends through sail finery. Here Zwart and McCurragh tranship.

ONE OF THOSE awkward Mossel Bay swells caused this upset when it caught Neil McCarthy "on the wrong foot." Crewman Conrad Guelke gets in the main sail while his skipper bears down on the board.

BREASTING the swell is Jack Brink, who never relaxed his sailing although he had disappointing times in the Finn class. A sudden win one day pleased everybody.

Report and pictures by Brian Lello.



more CLUB NOTES

(From page 53)

Brian Hallock (Z.V.Y.C.) came second and *Falcon* (Lendon King, Z.V.Y.C.) third. Colin Foster (Z.V.Y.C.) on *Dolphin* deservedly won the prize in the under fourteen-years section.

The Ladies' race was sailed under rather light wind conditions. This however did not daunt Billy Maister of U.C.T.Y.C. who sailed *Presto II* very well to win the Lake Marais Cup. *Curlew* skippered by Molly Warr (Z.V.Y.C.) was second and Rosalind Sampson of W.Y.C. third in *Inyala*.

A special vote of thanks must go to Mr. and Mrs. Alan Phillips for so ably manning the curry pot and the rescue launch.

Final results of the Western Province Championships.

Flying Dutchman Championship:—(1) *Sagacity* J. Köper (Z.V.Y.C.); (2) *Elusive*, G. Köper (U.C.T.Y.C.); (3) *Curlew*, K. Warr (Z.V.Y.C.); *Pandora*, J. Andrews (W.Y.C.).

Dabchick Championship:—(1) *Calypso*, C. Köper (Z.V.Y.C.); (2) *Skua*, B. Hallock (Z.V.Y.C.); (3) *Falcon*, L. King (Z.V.Y.C.).

Goodricke Championship:—(1) *Presto II*, H. Spears (U.C.T.Y.C.); (2) *Allegro*, D. Hudson (U.C.T.Y.C.); (3) *Bagatelle*, N. Tunbridge (Z.V.Y.C.).

Ladies' Race—*Lake Marais Cup*:—(1) *Presto II*, B. Maister (U.C.T.Y.C.); (2) *Curlew*, M. Warr (Z.V.Y.C.); (3) *Inyala*, R. Sampson (W.Y.C.).

Finn Championship:—(1) *Valiant*, N. Teifel (Z.V.Y.C.); (2) *Dascha*, G. Phillips (Z.V.Y.C.); (3) *Affi*, H. Strauss (Z.V.Y.C.).

Sprog Championship:—(1) *Shumba*, A. Bruins (U.C.T.Y.C.); (2) *Schnapps*, B. Moutat (Z.V.Y.C.); (3) *Shambles*, S. Midlane (Z.V.Y.C.).

Olympic Trials... (From page 37)

Munro Bay and, outside, the grand swells of the southern seas march into the Bay. But sheltering Cape St. Blaize tempers both wind and wave. Across the bay from the club lie the blue Outeniquas which enfold the leafy town of George, where they grow the hops that put the tang into our beer.

In establishing the club the yachtsmen have won the keen interest of the mayor, town clerk and citizens of their community and—round the corner in the Harbour—presides Port Captain Rose, who is a club member and keeps a friendly eye on the fledgling seafarers.

Under their Commodore, Dr. Peter Johnson, club members just about worked themselves to a standstill ashore, manned a well-found committee boat, the *Seal*, and ran an efficient rescue and tender service. Vice-commodore Melville Stevens is putting up plushy extensions to his hotel overlooking the club-house and harbour; but we specially admired Alan de Villiers's seamanlike clinker-built tender, and his handling of it.

One always leaves people's names out on occasions like this, but on behalf of all the guests we would like to say thank you to—among the others—Frank Horler, Owen Harris, Bob Holloway, Natie Myerson, Pop Lucas, Peter Robertson, Lionel Phillips and to the club President, Cecil Shepherd.

For the great oyster feast, the braaivleis and the mothering generally thanks to Sue Johnson, Mrs. Lucas, Molly de Villiers, Mrs. "Queenie" Claude, Joy Stevens, Mrs. May Shepherd, Donette Harris, Mrs. Nellie Hogarth, Pat Harris, Gladys Taboni, Anne Scholtz and Doris Wassung.

Upcountry folk who like nothing better than a bash at the briny once or twice a year would be very clueful if they put aside one guinea and tried to get themselves elected absentee members of this happy club with its doorstep in the sea and the Southern Cross on its "burgee".

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