



A general view of a start. Johan van Nimwegen obeys a recall; John Howard of Durban, current Spearhead champion, takes an early lead. Sailing Sagacity for "Tiny" Walford, who could not compete because of a damaged hand, Howard was always prominent. Nearest the camera is Reg de Villiers of Kimberley (SA 110) who improved dramatically towards the end of the series.

REPORT: E. R. BRIDGES

PICTURES: NORMAN OLIVER

JOHN SULLY of Natal won the South African Flying Dutchman Winter Championship at Durban by 6,677 points against Hellmut Stauch's 6,325. David Butler of Rhodesia was third with 5,255 points.

The final race was a dramatic climax to a most exciting series. Even the weather—which had been sulky and light for most of the time—responded to the mood of tension and a stiff south-wester began to blow ten minutes before the start, giving the best sailing wind of the week.

The log state at that stage was that the cup would go to whichever of the leading skippers finished ahead of the other no matter what his position in the race. In the event, Sully sailed second and Stauch third—with Butler winning by a mile. Sully and Stauch changed places three times on the two beats before Sully got the overlap at the final windward mark.

Hellmut repeated a mistake he had made in an earlier race, by touching the sandbanks which lurk in Durban Bay.

As Sully and Stauch tied for first place at their last meeting at the L.M. national, this result gives Sully the honours. But the statistics, of course, never tell the whole story. There is no doubt that Stauch was the moral victor and, but for shocking bad luck, would have taken the title.

He had in fact won the fifth race convincingly—Sully having already been put out by a leeward boat—but for some reason the judge failed to shorten the course

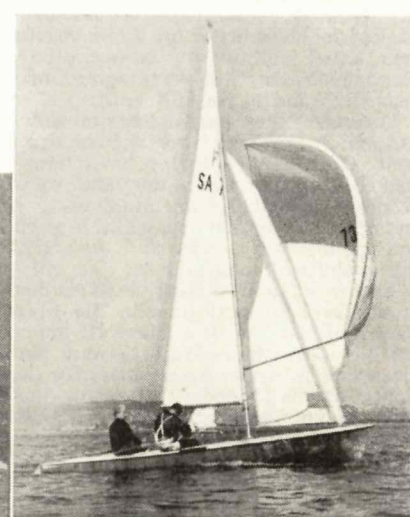
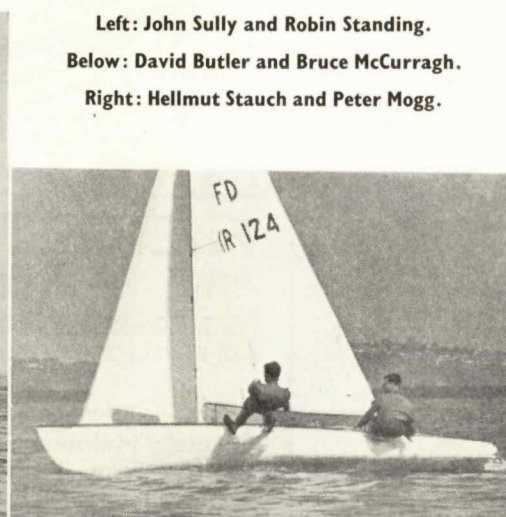
although it was apparent that three rounds could not be completed in a dying wind. Since Stauch at that stage had a lead of 300 points, the cup would have been firmly within his grasp with another 1,516 for a win.

The yacht bank talk was that Stauch should have been recalled at the start, but since the flag did not continue to fly for him, there is no authority for such gossip.

The abandoned fifth race was sailed on Friday the 13th—an appropriate date, for it marked a sudden change in what had been until then a remarkably smooth-running regatta. With two races to complete on the final day, all was hurry and confusion. Stauch's bad luck overran Friday the 13th, for in the following morning's re-sail he had to retire immediately after the start. He did this on being told that a protest would be lodged because he had not responded to a call for water when moving up to the line for the start.

Actually Stauch, after a study of the rules, was satisfied that under the circumstances the protest would not necessarily have been upheld and he might well have continued.

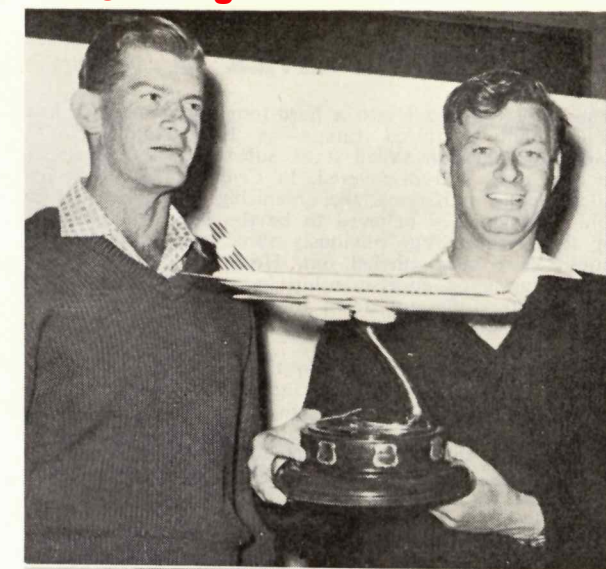
From the Durban helmsman's point of view, the races were sailed in light weather—except for the final day—but up-country skippers had no complaints. However, a taste of a Durban "buster" was given those who sailed in the Island Sailing Club's regatta on the previous Sunday. Terry Fisher and George Walton both had their aluminium masts broken, and Dick Adams, the one-legged yachtsman from Johannesburg, had his mainsail torn when he was driven on to a stake.



Left: John Sully and Robin Standing.

Below: David Butler and Bruce McCurragh.

Right: Hellmut Stauch and Peter Mogg.



John Sully won the first race in convincing style—an encouraging omen for him, and the more creditable since his new boat, *Athena*, was completed and launched the day before the race. David Butler won by four minutes from Sully in the next race, with Stauch able to add only a third to his previous day's second.

Stauch came into his own from the third day. He beat Sully by 13 minutes in this race and was a mere sail on the horizon for most of the fleet. The struggle was closer in the fourth race; but Sully, in an effort to close the gap, chose to delay his tack and stand on towards the T-jetty when beginning the beat across the bay. In a southerly, the winds in the T-jetty area are notoriously tricky and Sully lost a place to Butler.

Of the fifth race, perhaps the less said the better. The decision of the judge, Bill Cranko, not to shorten the course after two rounds was, to say the least of it, surprising. Sully had been put out of this race at the first mark when, standing away on the port tack, he touched G. Kloehn's *Rurik II*, which was coming up on the starboard tack to round the mark.

There was some poetic justice in this, as Sully had put Kloehn out of the third race—in which the Transvaal helmsman had finished third—a protest that Kloehn had tacked too soon across his bows.

Though the regatta became a "a tale of two rivals", there were some redoubtable duels and splendid sailing in the middle of the fleet. In particular, it was shocking bad luck for Kloehn to be put out of two races. He undoubtedly would otherwise have been high up the log. Reg de Villiers, of Kimberley, acting on a tip from Stauch about the rake of his mast, sailed brilliantly in the unfinished fifth race, battling with Jardine for a second place. Graham Snowball of the Cape, the current national Sharpie champion, sailed with extreme consistency.

The best of Adrian Jardine was not seen until towards the end of the series. Arriving a day late after his hectic flight from Christmas Island in the Pacific by way of Lon-

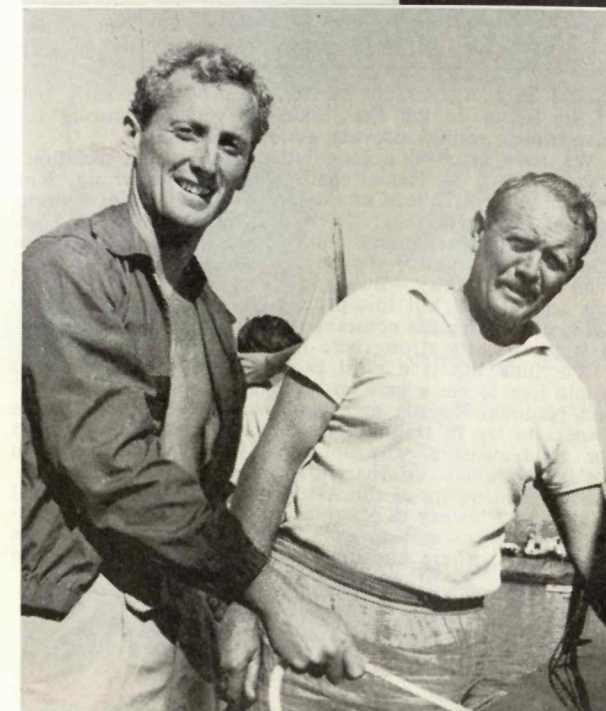
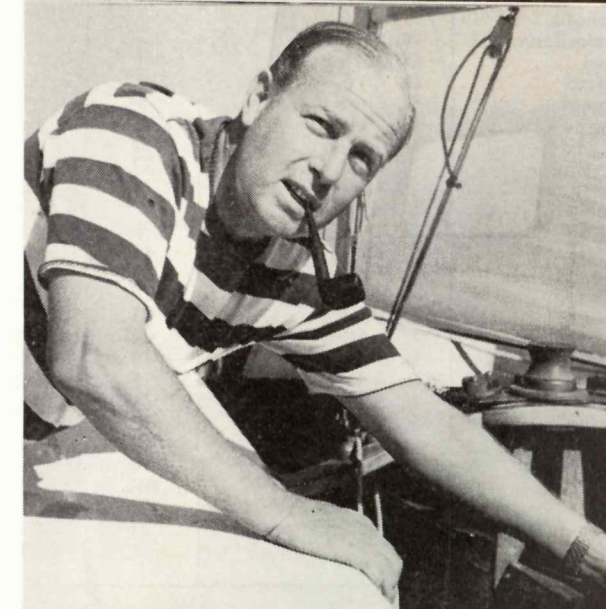
(Continued on page 60)

Top to Bottom: John Sully and Robin Standing with the Booth Championship Bowl and the Daily News Trophy.

Crew Bruce McCurragh and David Baker with the K.L.M. Trophy, for the winner of the final race.

Hugh Foord, chairman of the Durban organising committee, gets to work on Talon. Hugh and his committee did a magnificent job in putting the F.D. Regatta on the S.A. calendar.

Adrian Jardine (left), visiting skipper from England, and Bill Perry of Durban who crewed for him. Jardine's late arrival left him no time to do essential tuning on the boat allotted him, but towards the end of the series it became clear why he is one of Britain's top three F.D. helmsmen.



F.D. CHAMPS (Continued from page 59)

don, he was plunged into a hard-fought regatta in a boat which badly required tuning—as Eric Holdsworth of Johannesburg, who sailed it as substitute skipper in the opening race, had discovered. In *Crusader II*, which had sailed second at Knysna, the organising committee had got hold of what they believed to be the best available boat for their visitor; but obviously some preparatory testing should have been carried out. However, Jardine—whose unassuming good sportsmanship has won him a host of friends—cheerfully got down to work with his crew, Bill Perry, and had her moving much more sweetly towards the end of the week.

One cannot praise too highly the work of Hugh Foord and his Durban committee in the organisation of this regatta. After weeks of painstaking work and propaganda, it was the worst of bad fortune that their smooth-running championship should have stumbled over Friday the 13th.

The indefatigable Trophy secretary, Malcolm Gibbs, and his charming assistant, Doreen Wright who bore the heat and burden of that and all the other days, coped as admirably with the resultant last-minute rush as they had with the hundred-and-one other problems that were their backroom lot.

A winter championship series for Flying Dutchman has certainly been put firmly on the calendar: every one of the 26 competitors will spread the good news that it was a resounding success—a great boost for the future of this international class in South Africa, and a grand holiday to boot.

The prize winners were:

Booth Championship Bowl (donated by J. B. and F. B. Booth): John Sully.

The Daily News Trophy for the best Natal helmsman: John Sully.

The K.L.M. Trophy for the winner of the final race: David Butler.

The Natal Yachting Association Trophy for the best boat over three seasons old: G. Snowball's *Quest*.

YACHT	HELMSMAN	1st RACE	2nd	3rd	4th	5th	6th	TOTAL POS. PTS.	
Athena	J. Sully	1	2	2	3	1	2	6677	1
Hakahana IV	N. Stauch	2	3	1	1	Ret.	3	6325	2
Peri	D. Butler	3	1	7	2	4	1	6200	3
Rosso	D. Ord.	4	6	6	4	Ret.	4	4218	4
Quest	G. Snowball	5	4	3	8	9	6	4121	5
Perdita	N. McInnes	7	5	11	7	5	5	3793	6
Sagacity	J. Howard	12	7	8	10	7	7	3142	7
Crusader II	A. Jardine	22	13	4	Ret.	3	9	3091	8
Guenvere	B. Poznanovich	18	18	10	13	8	Dns	2792	9
Rurik II	G. Kloehn	6	Ret.	Dis.	5	2	Dns.	2770	10
Delta	M. Dobeys	9	12	9	20	5	12	2514	11
Mischief	N. Briggs	13	8	Ret.	11	15	11	2305	12
Elusive	R. de Villiers	8	17	15	9	6	Ret.	2253	13
Okay	R. White	14	14	14	22	12	8	2160	14
Susan	D. Walton	25	11	13	15	13	10	2135	15
Fantastica	J. v Nimwegen	16	Ret.	5	6	Ret.	Ret.	2069	16
Lorelei	E. du Plooy	10	10	18	12	17	Ret.	2016	17
Satire	R. Adams	15	Ret.	12	14	Ret.	15	1588	18
Taderoli	H. v Hoogstraten	11	16	19	19	18	Ret.	1521	19
Talon	H. Foord	17	9	17	24	19	Ret.	1507	20
Mystic	G. Raas	19	20	20	18	14	14	1453	21
Psyche	D. Purll	20	15	22	23	16	13	1443	22
Perfidia	D. Mathews	Dis.	19	Ret.	17	11	Ret.	1099	23
Eco I	E. Eversmeyer	21	21	21	25	20	16	1051	24
Hirondelle	J. Tidbury	23	22	16	14	Dns.	Dns.	798	25
Kite	J. Fisher	21	23	Ret.	21	Dns.	Dns.	542	26

more CLASS NEWS (From page 57)

should be a memorable regatta. Winds in the early part of the season in the Free State are generally strong and true, which should provide good, hard sailing.

We have received a long letter from the Association's correspondent at Henley Sailing Club, Maritzburg, Ron Weston, who is Vice-Commodore at the time of writing, of that Club. He says: "I would very much like to see Sharpies gain the largest entry at the National. It is not impossible except for the Sprogs, which are the strongest class in the country. 'Buts and ifs' Sharpies could manage this feat, it will kill this propaganda (that Sharpies are a dying class) which is constantly sniping at the S.A. Sharpie. It is particularly strong here in Natal."

We think this is a most excellent and worthy aim and would like to see a very strong Sharpie entry for the Durban National Regatta and would seriously ask all Sharpie owners to try to translate the suggestion into reality. Just for good measure, why not some 40 or so starters both for the National and Sharpie Regattas?

Several members of the Association have expressed great interest in a history of Sharpies in South Africa being compiled. We have sent to each member a list of all boats and owners, where known, and hope that everybody who

knows anything of interest about any boat will write in and let us have their knowledge. This should be able to be developed into a history of the Class and also a history of each individual boat and it will depend on the co-operation of each boat owner as to how good, how full and how accurate this history can be. There must be many yachtsmen who are no longer members of this Association who know of the early history of many of our Sharpies still sailing and we will be most glad to have their reminiscences and nostalgic memories of sailing in the Sharpie Class.

Sid Ellis writes from East London that they have had an excellent season's sailing, and that everyone is madly busy refitting and putting in those secret gadgets which will make the boat go at least ten knots faster. Clive Deary writes from Port Elizabeth that he has bought C.7 *Wings*, his previous boat C.101 *Flash* having unfortunately been wrecked at the Swartkops River Mouth.

Wonderful news from Mr. Kruger at Flamingo Yacht Club that his son Butch has just won the cup for the "B" Class Series for the second year in succession—this is on skipper's handicap and an excellent achievement as Mr. Kruger says that *Javelin* is now plus or minus 15-16 years old and a heavy boat.

Butch is writing his Matric this year and hopes to go into the Naval Gym next year so Mr. Kruger will have to

come off his beloved trapeze and sail the boat—he says he finds that it is not as easy as it looks.

More news from Flamingo: *Dunelm* was damaged about November 1961 by a nasty wind while she was in her berth; however she has been repaired by Hans Weis and is now in excellent condition. *Cheetah* has been completely replanked and started sailing about the beginning of April. *Trident* was out of commission during the early part of the season but went on the water during the latter half and it looks as though Don McKerrow and George Nesbitt will be turning out regularly during the coming season with Ann McKerrow (age 13) as a regular crew.

Since Barry Barbour left for University, *Impala* has had several skippers this year. Nevertheless, Basil Goldsworthy sailed her at the Bloemfontein Club Regatta and came first. Latest news is that Dennis Murphy, a Sprog skipper, intends sailing her next season. *Impala* got a first in the Sharpie Shield Races. We hear that Gerald Thorburn, owner of *Kingklip*, is all mysterious when discussing maintenance and overhauling and it looks as though his boat is going to get a real workout. There is talk of a new deck, special pockets for spinnakers etc. and no excuses for the crew in future! Needless to say he kept all the other skippers on their toes during the season and walked away with the "A" Class Series Cup and was just beaten by a narrow margin by Butch Kruger for the "B" Class Series Cup. In the third race, after 2 hours' and 20 minutes' sailing, Butch won by one second, allowing for a handicap of three minutes!

Before closing we would like to correct the figures for the Sharpies at the Knysna Regatta—16 entered and 15 competed, not 11 as previously published.

SPEARHEAD-GOODRICKE—Hon. Sec.: Mrs. E. J. Tarrant, 107 Ringwood Drive, Pinelands, Cape.



AS THE SEASONS at many of the yacht clubs have drawn to a close for the winter, racing news will become sparser. However, this is atoned for by the Provincial events. This month we are able to report on the Western Province Sailing Association's Annual Regatta which was held in False Bay for the first time. One of the youngest clubs was host for this year's regatta, and with the co-operation of the Navy and Simonstown, they offered sailing men in the Western Province an excellent venue and well-organised regatta.

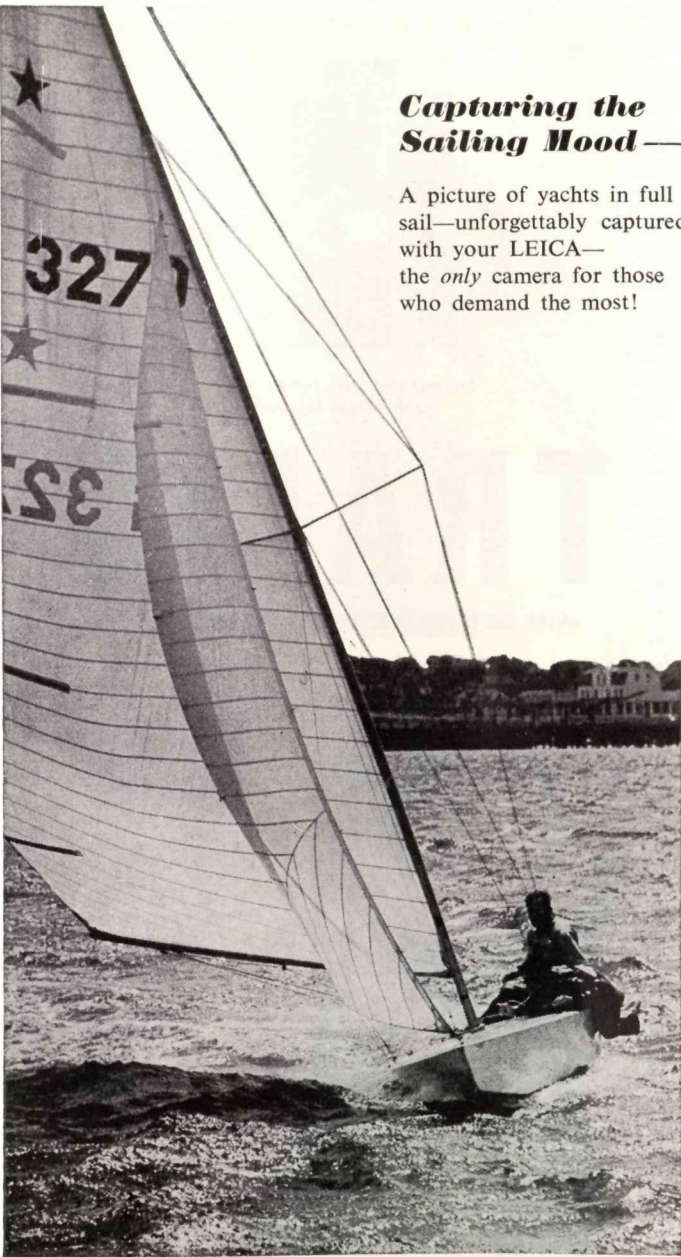
False Bay in the autumn season is one of the most beautiful stretches of water and yachtsmen were given excellent sailing conditions without impossibly strong winds. Congratulations go to Martin Mauve, sailing one of the U.C.T. Yacht Club's Spearheads, *Orion*, who with three straight wins, won the Spearhead-Goodricke Championship. It was not as easy as all that, however, because Leonard Pelton in *Allegro*, another of the University's boats, ran him a close second and gave him a lot of food for thought during the racing.

Congratulations also go to J. Bucknall, sailing *Nhlanzi*, who registered a first at the annual Easter Regatta held at Victoria Lake Club. There was an excellent entry of 13 boats and, with Florian Milachowsky and John Massyn among them, *Nhlanzi* clearly had some keen competition.

From London, news has been received from Johnny Spears, who by this time will be sailing *Presto III* at Whitstable. In the letter to hand, however, he had just had his first sail after a lapse of some six months, and was obviously excited to have his beloved boat in the water again. A quotation from his letter gives some idea of what a Spearhead can mean to someone who has been kept from her for a little while:

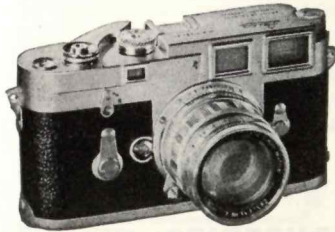
"Jaz and I got down to Whitstable at about 1.30 to find a force 5 wind building up heavy seas on the stony beach. The race scheduled for 3.00 was cancelled and none of the Flying Dutchmen looked like going out, so

(Continued on page 62)



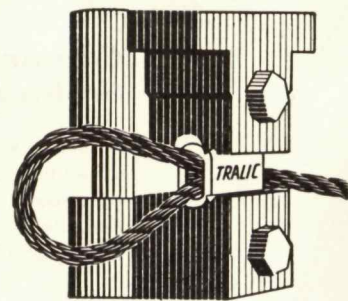
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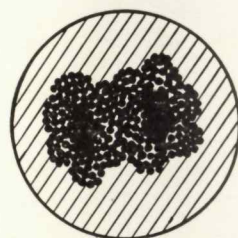
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JOHANNESBURG

more CLASS NEWS (Continued from page 61)

I was rather tied. However, John Hunter came to the rescue and said he and Peter his brother would go out if Jaz and I went—so went we did—right into the teeth of some of Whitstable's most severe conditions, watched with interest and, I may say, a great deal of scepticism by the other skippers.

"Jaz and I were away first in *Presto* and as soon as we were afloat I knew we would show up well. I was pretty sure it would be all right before setting out, but I had been faced with the difficulty of deciding whether or not to use the storm jib which arrived last week. There was no denying that the wind was gusting well over 30 m.p.h., but I had been warned of the famous Whitstable chop and knew that power was an essential if I wanted to drive through it. After a confab with John, I chose full sail and off we went.

"*Presto* felt like a live animal and answered every command as we took off on a screaming plane. Then came the test to windward, straight into the seas and the tide. She leapt out of the water up to the centreboard on every wave, but instead of crashing down into the next, we knifed into it as clean as a whistle, as she took the steep breaking wave with a smoothness that would not even have cracked an egg. What a joy it was after months of doubt, delays and uncertainty! It was as if she were designed specially for these conditions. And believe me they were hard.

"A steep, breaking wave about five to six feet from top to trough is not the easiest to weather. I just can't tell you how excited and thrilled Jaz and I were. We screamed hither and thither across the wild and foaming sea, but the harder the wind blew and the bigger the waves got, the faster we went with the new alloy mast behaving as if we had a charm on it—just the right amount of bend in just the right place.

"After about 15 minutes John and Peter came on the scene and made a long windward leg out to sea. On seeing them we decided to follow some distance behind. If the waves were big where we had been, they were like mountains farther out. We decided not to venture too far and came in closer again and waited for John. Then he set off just in front of us on a broad reach, with Peter out on the trapeze. Jaz was half in on this point, but we just held John until he headed up slightly, whereupon Jaz was able to use his full weight and we shot through to weather and just at that moment John's extension came adrift, so that put paid to our little race while he fixed it.

"Thereafter we paid off on to a very broad reach and surfed down those mountains. Having no spinnaker required added concentration and once, while looking around at John, we failed to anticipate a large wave we were overtaking, and collected it green over the foredeck. *Presto* shook herself clear like a sleek seal and in a few seconds our 1 in. copper pipe bailer had sucked us dry. Needless to say, we kept an eye open after that and did not repeat the operation.

"We then decided on final tests. All that was left to do right way up was to gibe. This we accomplished three times with a high degree of success, although I was nearly thrown out by the vicious swells on the first occasion. After thus testing every point of sailing, except for the spinnaker and capsize, we decided that an hour was enough for our unfit muscles, so in we went.

"The wind was on-shore and the waves were breaking on the stony beach. This was going to be tricky! It did not require any second thoughts for me to decide to drop the main first and was I thankful I had done this. As it was, we fought the jib and eventually in sheer desperation allowed her to capsize on her own and, while Jaz held her off the rocks, I furled the jib—one of the few situations where a jib halliard would have helped. With mutual assistance we got the two boats safely ashore and set about unrigging in the driving rain—a typical English summer's day.

"Only now do I realise how fortunate I was to have a very much fitter and lighter than usual Jaz as crew, for it meant that I did not have to think of anything in his



Martin Mauve and D. Newmark, sailing Orion, made a clean sweep of the Spearhead class at the recent Western Province Championships sailed in False Bay. Photo David Baker

department. He had even provided a splendid lunch which we ate amongst the apple blossom and sheep in the Kent landscape."

Many Spearhead-Goodricke yachtsmen will remember Jaz Taylor who crewed for John Hunter at various times when he was sailing in the Class.

Readers will be interested to know that *Presto III* has been fitted with a Proctor aluminium mast (her own wooden mast made difficulties for shipping), and that it is behaving very well indeed, as regards both stability and bending in the right places. News from the Transvaal also endorses the use of aluminium masts, where the locally-made article seems to be doing very well indeed. We hear from Doug. Harrowsmith, who is busy refitting *Admetus*, that as far as Transvaal conditions are concerned, the aluminium masts do not require spreaders, but they have yet to be tested in strong conditions of wind and water.

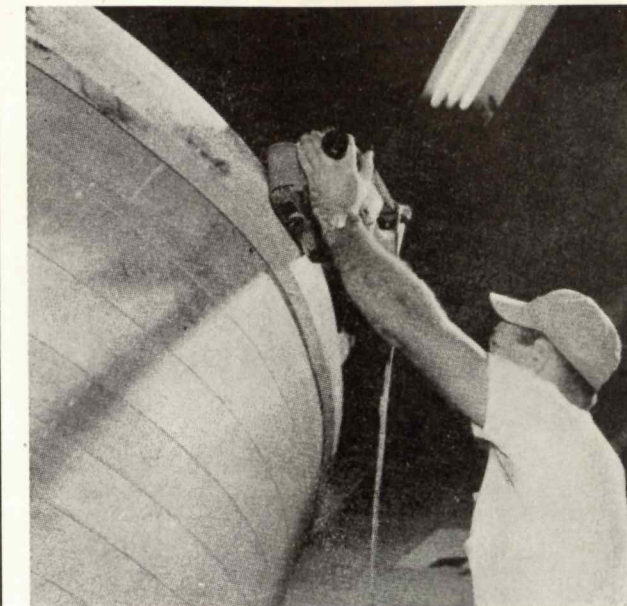
One of the most recent Spearheads to be launched is *Tursiops*. She has been built by Bob McCall and is sailing at Loch Vaal. He writes: "We have derived a terrific amount of pleasure out of our Spearhead already, and feel that it was worth the months of work put into building." Yet another wise man has joined the Spearhead-Goodricke ranks.

ANDY ASSOCIATION—Hon. Sec.: Miss Ruth Vance, 250 Main Road, Walmer, Port Elizabeth.



ANDIES WERE WELL REPRESENTED ON False Bay waters when they pushed off from Simons-town to contest the Western Province Sailing Association championship races. The Western Province regatta was held for the first time in these waters and the Andies showed themselves highly capable of meeting the requirements of a course on deep salt water. Wind conditions covered everything from light and variable to good fresh sailing breezes, and there was a big swell which meant

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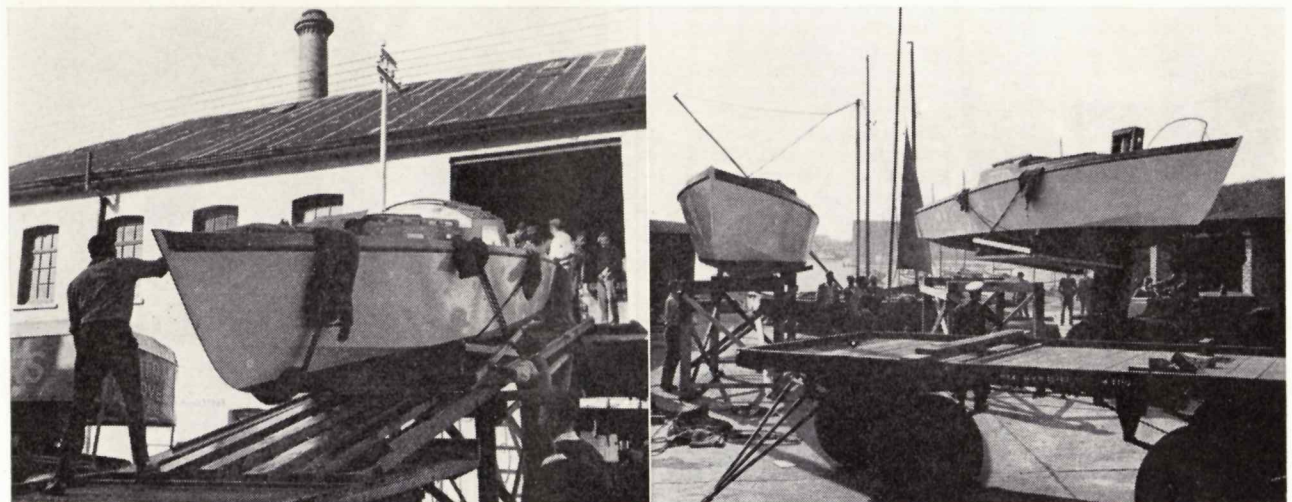
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CLUB NOTES



ROYAL CAPE'S ONE-DESIGN: Big day for South Africa's best-known deep-water club was early in July when two of their new craft, for Table Bay racing, emerged from builder Munna's workshop at the same time. Shown here is the loading for the trip to the docks and the ingenious manner in which Leon Policansky, who has been supervising their construction, used a sturdy fork-lift truck to do the man-handling. The heavy, deep fin keels and masts and rigging were fitted after they were placed in their special cradles. RCYC will have at least four of these semi-planing hulls, based on Van der Stadt's famous Zeeslang, racing this summer. Photos: David Baker.

Flamingo Yacht Club

THE season closed on May 13 with races for the Commodore's Prizes in the morning and a sail-past in the afternoon. The morning races were sailed in classes, with crews taking over the tiller for alternate laps. Commodore Dick Pearson sprung a surprise by ruling that crews' names were to be drawn from a hat just before the race started.

After the sail-past, the season's cups and trophies were presented to Series winning skippers and crew by Marie Pearson. The results were as follows:

Shield Races: Sharpies, *Impala* (B. Barbour); Spearheads, *Snowgoose* (B. L. Goldsworthy); Sprogs, *Skal* (M. MacGregor); Finns, *Flaxedil* (A. G. Park-Ross); Graduates, *Gannet* (H. Henwood); Others, *Skal* (M. MacGregor).

A. Series: Sharpies, *Kingklip* (G. Thorburn); Spearheads, *Presto* (I. Louw); Sprogs, *Shillelagh* (D. Murphy); Finns, *Falcon* (W. Grobler); Others, *Susan* (D. N. J. Walton).

B. Series: Sharpies, *Javelin* (B. H. Kruger); Spearheads, *Snowgoose* (G. F. Ogilvie); Sprogs, *Sparrow* (R. Findlay); Finns, *Finatic* (R. Martin); Others, *Snowgoose* (G. F. Ogilvie).

At the annual meeting, the Commodore reported that a lease agreement had been entered into with the Welkom Municipality for the Club grounds and the Pan. The agreement is for 24 years and 11 months, the longest period that a lease can be entered into in the Free State.

He also pointed out that steps will have to be taken soon to assure our water supply, because the present source, water pumped from the mines in the district, is slowly diminishing.

Flag Officers elected for this year were B. L. Goldsworthy, Commodore; G. Thorburn, Vice-Commodore; A. G. Park-Ross, Rear-Commodore; the other committee members being J. B. McLoughlin, hon. secretary; H. Weis, hon. treasurer; R. S. Pearson, Past Commodore; D. N. J. Walton and D. E. S. Wood.

The only regular and active sailing has been done by Jeff Walton in his F.D. *Susan*. He and his crew, Gordon Knell, spent time polishing up their drill in preparation for the regatta at Durban in July.

Dick Pearson.

Florida Yacht Club

THE results for the 1961-62 racing season at Florida once again justify our handicapping system, in that the scratch and handicap trophies do not go to the same skippers.

These were our results:

Class	Handicap Trophies	Scratch Trophies
Cygnets ...	<i>Hermia</i> , L. Proctor; <i>Vincent</i> , W. Main.	<i>Vivien</i> , K. Larkin.
Sprogs ...	<i>Su-Su</i> , N. Gray; <i>Soignee</i> , F. Folkard; <i>Slaite</i> , G. Harrowsmith.	<i>Su-Su</i> , N. Gray.
Spearheads...	<i>Vivace</i> , J. Massyn; <i>Skebenga</i> , J. Roux.	<i>Mamzel</i> , F. Milachowski.
"O" Class ...	<i>Nereus</i> , P. Buckley; <i>Glofly</i> , A. Holmwood.	

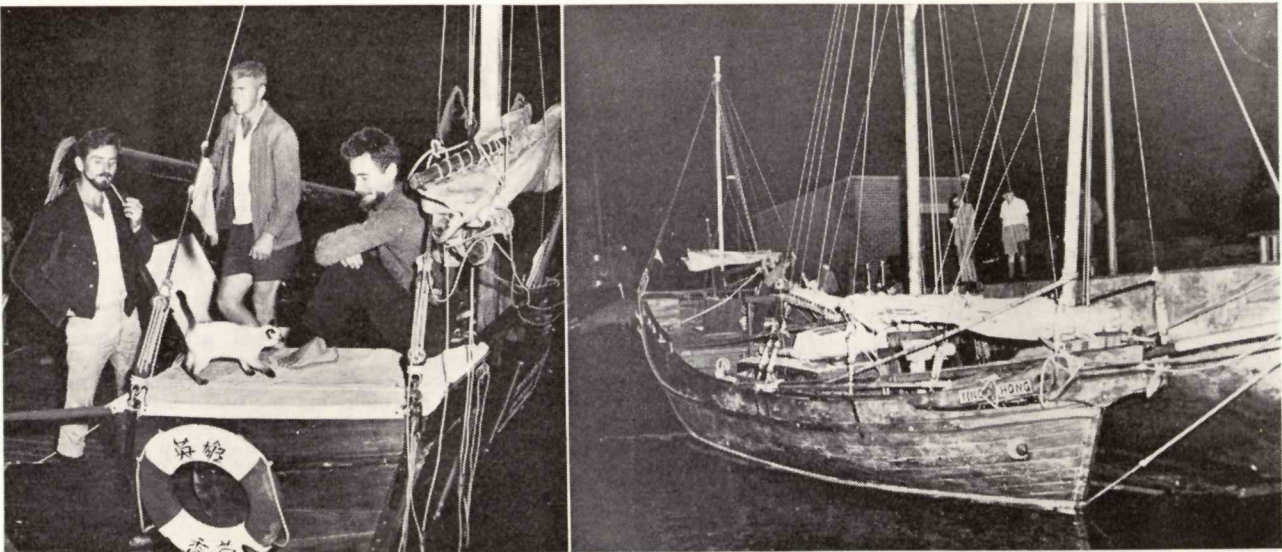
The Haynes Trophy and the Junior trophy were won by Graham Harrowsmith, the skipper who has improved most steadily throughout the season.

Florida start the new season on 1 September and racing for four different classes will be arranged.

Our active racing fleet in these classes will consist of eight Cygnets, five Graduates, 12 Sprogs and nine Spearheads. Among the "O" Class we have two Enterprises, Dabchicks, an "O.K." and a G.P.—quite a record for our nine cubic feet of navigable water!

At our annual meeting a central management committee was elected as follows: Commodore, F. Christie; Vice-Commodore, F. Milachowski; Rear-Commodore, D. Evans-Davies; Treasurer, T. Neville; Secretary, D. Holmes; and five other members—N. Gray, A. Holmwood, B. Haynes, A. Carter, A. Heathcote.

Y.M.



AFTER five inadequate winters, Cape Town has at last had plenty of rain, in fact non-stop for more than three weeks and enough to provide inland boating water all over the Peninsula.

The wide beach between the grass verge and water at Zeekoevlei has disappeared and at last a Flying Dutchman can sail there without running aground in mid-channel.

The new club committee contains many of the most active sailing members and has planned an early start to the new season. This will ensure the maximum water for all major events such as the Halloween Team Trophy, and the Western Province Championships. These take place on November 17 and 18, and December 15-17, respectively.

The Opening Cruise date is Saturday, August 18, and, if the present wintry conditions continue, is likely to be a cool affair.

To have a longer windward starting line in all winds, the Club has leased the island at the end of the Peninsula and proposes to erect a starting box there in time for the new season.

Arrivals at the Vlei include Eric Bongers and his family back from Stil Bay, and Clive Tattersall, who is welcomed after a long stay elsewhere. He brings his Finn *C'est Si Bon*, to join the rapidly growing Finn fleet, which also now includes Bobby Bongers, with *Fluxion*, and Jan Sloodweg with his meticulously self finished *Finesko*.

Johnny Schaefer has departed for Dundee on transfer and will be missed by the Sprog-sailers. They wish him success and feel that Dundee should benefit by the coming of John and his wife and new boat.

At the Annual Meeting of the Club, the following office bearers were elected: President, P. L. Anstee; Vice-President, H. S. McKenzie and I. Beynon; Commodore, J. A. Simpson; Vice-Commodore, D. A. Woodward; Rear Commodore, G. V. Myburgh; Sailing, K. Nicolls; House, A. F. King; Entertainments, W. Combrink (Jnr.); Juniors, W. Bongers; Handicapper, L. Fitton; Treasurer, M. Warren. Other Members of Committee: E. Bongers, P. Forster, and H. A. van Hoogstraten.

Here is the Chinese junk *Ying Hong* which slipped romantically into Durban harbour recently and, on the left, her crew. (See Durban Doings.) Photo: Natal Mercury.

intending to sail her to the United States where they hoped to sell the craft. They abandoned the voyage after being caught in a China Sea typhoon, which snapped the mainmast. Repairs were carried out in Formosa, from where they travelled leisurely in the direction of Africa. Christmas was spent in Borneo, and fair weather saw them safely to Mauritius.

(Continued on page 66)

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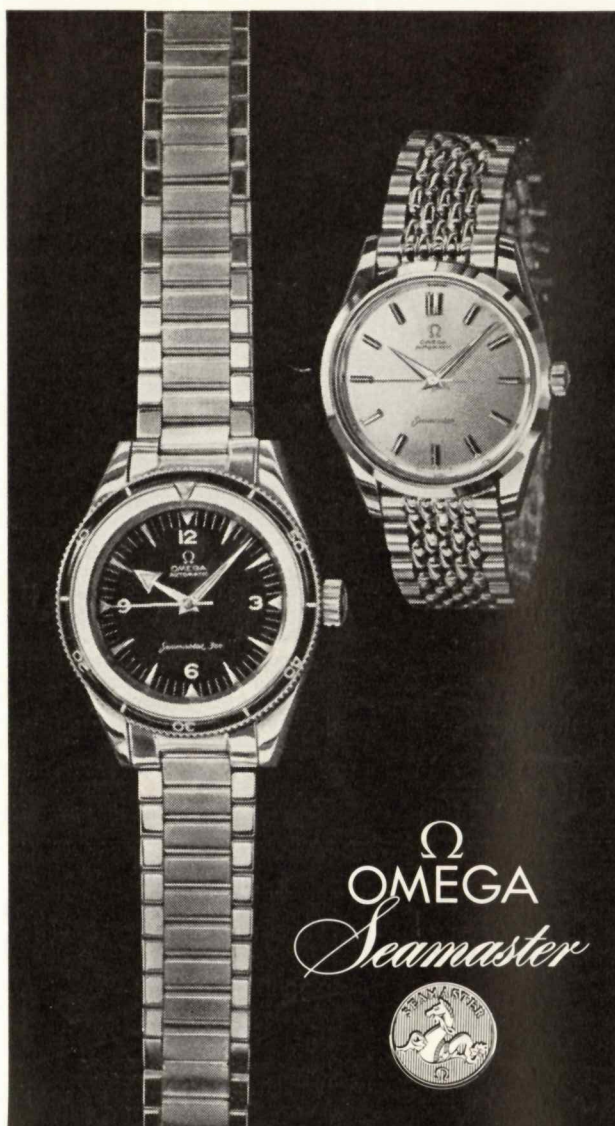
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Durban Doings

By ERIC BRIDGES

A GEN-U-INE 42-ft. junk sailed into Durban harbour in June, and is now attracting more admiring spectators than a South Coast Beauty Queen.

She was brought to South Africa by her two owners—Michael Briant of Cape Town and Colin Ogg of Southbroom. Natal, both former General Botha graduates—and Harold Hawthorne, an engineer of Doncaster, England. Briant and Ogg had the *Ying Hong* built in Hong Kong,



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more CLUB NOTES

(Continued from page 65)

On the last leg, bad weather again overtook them; the weak mast was snapped and they had to put back to Port Louis for repairs.

Colin Ogg intends to stay ashore, and his share of the junk is for sale at R3,000. If a buyer is found, the voyage to America will be continued.

A Siamese cat joined the crew at Borneo. She fell overboard in the Indian Ocean—but after a stout swim rejoined her ship.

It was thought that the junk was the first to have ever entered Durban Harbour, but the noted historian, Dr. Killie Campbell, has brought to light the fact that a junk of "800 tons burthen" was in South African waters in 1848, causing a sensation at Cape Town and other ports. She reached Gravesend in March 1848—the only junk known to have rounded the Cape of Good Hope.

National Regatta

THE fact that 23 sub-committees of the Natal Yachting Association are now in being, to plan for the 1963 National Regatta at Durban next February, is an indication of the mammoth preliminary organisation required for an event of this size.

The decision to hold the regatta in February instead of during the January school holidays has, naturally, caused disappointment in other centres. It goes without saying, however, that the decision was not taken lightly.

The N.Y.A. were prepared to accept the January date, but they urged S.A.Y.R.A. to consider how magnified the organising problem would become if the yachting influx were to coincide with the height of the Durban holiday season—more especially as the date would have had to be very close to the New Year to take advantage of spring tides.

As it is, the 23 sub-committees—particularly those concerned with boat parking and accommodation—will need headache tablets before their job is done. Durban, of course, has more than enough hotels to absorb the yachting visitors; but questions of price and convenience have to be taken into account.

Fortunately the N.Y.A. has been able to obtain the use of a large open site between the Island Sailing Club and the Bluff Yacht Club on Salisbury Island, where a tent and caravan park can be erected. It is expected that accommodation for about 100 units will be possible.

Bob Lambert, Commodore of the I.S.C., is chairman in charge of this operation. Arrangements are in hand for hiring tents and caravans, and the installation of water and toilet facilities and electricity. A shop will be opened.

Boat parking will be no problem on Salisbury Island and visitors will have the use of either the I.S.C. or Bluff Y.C. slipways—the latter was formerly a flying-boat launching ramp. Two-way radio will be part of the communication system; and for those not sailing across the Bay to the starting line in the Maydon Channel, ferry transport will probably be available.

Officials are holding thumbs that the City Council's plan to extend the Yacht Bank on the city side of the bay will be started well before the regatta—but there is not much likelihood that this will happen. If not, it will be necessary somehow to make a quart go into a pint, for the Yacht Bank is already jam-packed with local boats. At week-ends, when speedboats are trailered to the slipway, conditions are particularly difficult: two cars manoeuvring speedboats into the water can hold up all other traffic for a painfully long time.

The N.Y.A. is planning for 250 boats: there may well be more; the Durban Sprog fleet alone is likely to top 35 by next year.

The regatta will start with tuning-up races on February 4 and 5 and will continue until February 14, the day of the prize-giving. To avert congestion on the water, three classes will sail in the mornings and another three in the afternoons. During the spring tide it should be possible to

set Olympic-type courses over the flooded central sandbanks.

Up-country yachtsmen are warned that February has powerful lungs: they should look to it that gear designed for light weather is suitably strengthened.

Towed Home

THE 17-ton double-ended *Colin Archer*, brought to Durban about two years ago by Donald Shave after a single-handed voyage from England, was badly damaged in May while being towed back from a fishing expedition near Port Shepstone, about 100 miles south of Durban.

Colin Archer has changed hands twice since Shave's voyage. The present owner, Bert Armitage, acquired her from a Maritzburg combine who had thoughts of a world voyage.

Her troubles began (it is understood) with an involuntary gybe which smashed the gaff. This was no cause for alarm, however, as the weather was good; but unfortunately a sheet trailing from the boom fouled the propeller. An effort to clear it by going astern ended in the propeller pin shearing.

The boat drifted unpleasantly close to the rocks before her distress signal was sighted by a passing freighter, the Royal InterOcean *Tjimenteng*. The cutter was towed alongside, with Armitage at the tiller, but eventually he had to be taken on board as the *Colin Archer* began to ship water and batter herself dangerously against the freighter.

The *Tjimenteng* was delayed as a result of the tow and had to spend the night outside Durban Harbour. The *Colin Archer* was brought in by a tug, and is now undergoing major repairs in Nicolls' yard.

more CLASS NEWS

(Continued from page 63)

that sometimes the waves almost concealed the boats from one another.

At the risk of appearing monotonous, we have to record that once more Albert Bruins and Dave Porter sailed their own boat *Rebel* to win the championship. Competition with the other eight entries, however, was very keen and in one of the races George Meek, sailing *Elf* (No. 11), covered a most excellent course to a convincing win. George Meek's boat, which he built himself over *Andy-One's* mould, was one of the very earliest Andies to take the water and he has taken her round various inland waters with his young family sailing for pleasure. It is quite plain, however, that he is going to be a tough competitor on the racing course, especially when his youngsters get a bit older and have a little more weight.

The new spinnaker has now been tried thoroughly by Albert Bruins and Dave Porter and they have given the Association the measurements and design which they worked to in expanding the spinnaker under the new rule. The sail plans issued by the Association have been amended and the new sizes put on to them, and if anyone is interested they can obtain a copy of the plan on payment of 50 cents, if they apply to the Secretary of the Association.

A letter has arrived from Mr. Wooldridge of Wedza in Southern Rhodesia, asking advice as far as handicaps are concerned. This letter has made it clear that in the Republic of South Africa there does not at the moment exist a scale similar to the Portsmouth Scale, which gives comparative handicaps for the national classes. Proper advice has been sent to Mr. Wooldridge, giving him comparisons between Andies and Sprogs, on the basis of equal skippering.

The Western Province Sailing Association has appointed a sub-committee to make recommendations covering comparative handicaps for all classes, and it is hoped that this will be the beginning of a national system of handicapping which will provide proper guidance for all the clubs. If any of the Andy owners have any useful information based on actual sailing, which would help this sub-committee, they are asked please to send it to the

(Continued on page 68)

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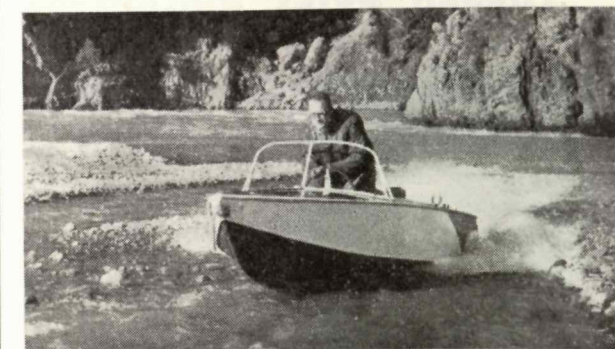
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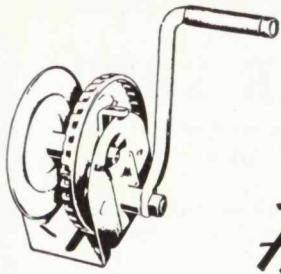
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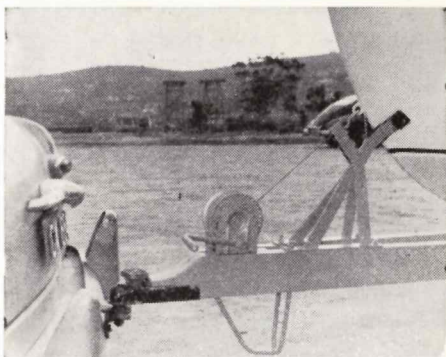
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class news . . . (Continued from page 67)

Andy Owners' Secretary who will pass it on. Obviously such a basis of handicapping could be amended by any individual club by the introduction of skipper factors and other ingenious devices to make racing as fair as possible.

The fleet of Andies sailing at Oranjemund is having excellent sport and Len Solomon reports that everybody is getting better each time they sail. He emphasises that setting the foot of the jib as far forward on the stem head as possible gives Andies the best balance and the best performance to windward, so if anyone is designing a stem-head fitting for himself, he should bear this in mind.

KITE SKIING

(Continued from page 30)

practising behind a new tow-boat, suffered a rather hair-raising spill which broke his wrist and ankle and put him right off the water for the rest of this season.

He is determined to fly again and is satisfied that the main reason for his crash (he got out of control at about 75 ft. and held the kite in a spin to 15 ft. above the water before falling off—his skis causing the injuries to his arm and leg) was a short tow-rope.

While all this had been going on I had sadly neglected the completion of my own kite. However the prospect of a visit to Queenstown set me off on a final flurry of building. Chonkie Hampson, Barbara Drimie and myself had been invited there to take part in a regatta organised by the Bongolo Dam Club and they expressed a special desire to see the kite in action.

I finished the kite the night before leaving for the regatta and took the air at Queenstown full of advice, warnings and instructions from the various kite flyers with whom I had spoken, but completely lacking in experience of actual flight.

As a result, my first flight, of about 10 seconds' duration and 15 ft. height, ended in the waters of the Bongola Dam to the considerable detriment of the terylene sail and the amusement of the 3,000-odd spectators.

Since then I have had enough flying time to realise that a kite has to be adjusted initially before safe flight is possible. But the feeling one gets on finding oneself suspended as if by sky-hooks way up behind the boat is a truly thrilling one and quite makes up for the strain on the arms.

Almost all one's control of the kite seems to come through the arms—the slightest transference of weight from one hand to the other sends the kite off at a tangent. And as the kite is, anyway, prone to setting off on its own accord, one's arms are doing continual press-ups while in the air.

To the aspirant kite-flyer I would advise plenty of arm exercises and, even more important, a life-jacket. As there are no kites available in this country they have to be built locally according to the plans that have been imported from overseas.

I have since had two more kites built to my particular design, using lightweight aluminium tubing as a framework with a combination of jiffy-joints and welding to make the assembly as easy as possible and still reduce the 13 ft. by 11 ft. area to something easily portable.

The system has worked well and the kites seem to stand up to their rough usage without falling apart at crucial moments. A bad prang almost always tears the sail (which is 2 oz. terylene), and buckles some tubes, but patching and rebuilding is not impossible provided one has gas-welding facilities.

Next summer will probably bring out a rash of kite flyers all over South Africa, as the boating types are not slow to get going, once plans and know-how are available.

If any readers are interested in kites or engaged in the flying thereof I would be very interested to hear from them and will be glad to make plans available to those who want to build their own. ■■