

CLUB NOTES

Bluebird, owner David Susman, one of the more successful SA Marlin and Tuna Club boats, photographed on the fishing grounds far off Cape Point recently. These craft and their crews put in probably more sea time than any other amateur sailors on our coast. Photo: David Baker

SA MARLIN AND TUNA CLUB . . .

EIGHTY-NINE tunny caught by three men in one day—that was the outstanding achievement of brothers Desmond and Teddy Hare, and Geoff Sonnenberg, fishing from *Speranza* on October 12. And if that is not a world record it must be very near it, particularly as there were only three men on the vessel, and they had to take turns skipping it as well as catching the fish.

That was the start of the most fantastic run of big fish ever known off Cape Point. Tremendous concentrations of tunny were massed in an area about 20 miles west of Cape Point for the whole week-end—certainly the largest ever seen off the South African coast. Conditions were ideal, with warm, calm water and a long, easy swell.

The next day (Saturday), 140 tunny were caught, but on the Sunday a clear world record was established, when more than 445 tunny were boated by anglers on rod and reel on the one day. Fish were striking freely, and from the Friday to the Sunday night probably more than 700 tunny were caught.

Speranza (the Hare brothers) was again in the lead on the Sunday with 86 fish. *Norsemann II* (Sonny Derman) had 72 and *Seaforth* about 70. Other boats had from 23 to 65 fish.

At that time commercial fishermen, using the Japanese long-line method, were also making good catches. Then the weather deteriorated, and when conditions improved again the fish were found to have a tendency to mill near the surface, instead of feeding at depths where the long-line hooks were set. The result was that, with immense shoals still in the area, the commercial fishermen were making very meagre hauls. Attempts to catch the "surface feeders" on hand line were equally fruitless—the fish struck so fast that the hand lines snapped, or the hooks were torn through the tunny's mouth.

The Annual Prize-giving dinner-dance at the Vineyard Hotel, Newlands, in October attracted 110 people.

The prizes were presented by Mr. Len Abrahamse of the Shell Company, who made a clever and humorous speech. Other guests of honour included the Mayor of Cape Town, Councillor A. H. Honikman, the Port Captain of Cape Town, Captain R. P. Jackson, and the Commodore Superintendent of the Naval Dockyard, Commodore Robertson. In the absence overseas of Chairman David Susman, Vice-Chairman Rudy van Rooyen deputised capably.

TRANSVAAL YACHT CLUB . . .

THE water level of Hartbeespoort Dam has been dropping and dropping this year, to reach a low point previously recorded only in the droughts of 1933 and

1954. For the past few months the level has been oscillating about the 3-ft. mark, 55 ft. below the full supply level, and our sympathies go out to those farmers who are dependent on water from the dam for their livelihood.

Boating folk can have no complaint about the extent of water available to them, though. The level is measured from the outlet valves in the dam wall, and these are set about 80 ft. above the old river-bed. The present surface area, though only a fraction of the full dam, is still nearly 1½ square miles; this compares as follows with some other sailing venues:

Hartbeespoort Dam (level 2.7), 410 morgen; Hartbeespoort Dam (full), 1919 morgen; Boskop Dam, near Potchefstroom, 436 morgen; Ebenezer Dam at Magoebaskloof, 447 morgen; Loch Athlone, Bethlehem, 195 morgen; Henley Dam, Maritzburg (after raising), 80 morgen.

The main snag, of course, has been launching. The water lies below all slipways, and boats and dollies have to be manhandled through yards of black, sticky silt to reach deep water. This has been so discouraging that some T.Y.C. members are sailing with other clubs. T.Y.C. records with thanks the invitation extended by the Victoria Lake Club.

The Transvaal Yacht Club was to act as host for the Transvaal Inter-Club Regatta over the Day of the Covenant week-end this year. After a careful study of the inflow and outflow records for the past 39 years, the committee reluctantly came to the conclusion that the possibility of the water rising enough, by December, to make the launching of the number of entries expected a practical proposition, was poor.

The T.P.S.A. was informed of the findings and agreed that an alternative venue should be arranged. The Boskop Yacht Club was approached and the Dingaan's Regatta will be held there.

OFS PROVINCIAL REGATTA . . .

LIKE part of a National Regatta is the only way to describe the scenes of unprecedented activity at Allemanskraaldam for the O.F.S. Sailing Association Regatta on November 3 and 4.

Allemanskraaldam is a comparatively new irrigation project in the central Free State, water almost wholly in the Willem Pretorius Game Reserve. Notwithstanding its recent completion the dam is already a massive expanse of water on which two three-lap courses could be accommodated side by side, both in full view of the pleasure resort buildings.

With 78 entries this "provincial" must surely rate among the largest that have been held in the Republic. East Rand Y.C., V.L.C., Florida, Iron Crown, Tvl.Y.C., Flamingo, De Beers, B.Y.C., Klerksdorp S.C., Athlone, Spurwing, not to mention Queenstown and Royal Natal in the person of Gordon Neill, President of S.A.Y.R.A., were all represented.

From the first lap of the first race it became evident that the F.D. Class would develop into a tussle between Don Ord in the new *Thalia* and Jan van Nimwegen in *Fantastica* with Reg de Villiers' *Elusive* a strong challenger.

F. Milachowski manifested an early superiority in the Spearhead *Mamzel* and went on to win three races in succession from Al Leenstra and Jannie Witthuhn.

In the Finn Class K. Dagleish in *Frith* was perhaps a trifle lucky to hold off R. Mitchell, Archie Park-Ross, Gordon Neill, Ken van der Walt and one or two others in three races.

Brian Metcalfe once again proved his ability to get the best out of a Sprog and was not seriously challenged in any of the three races in which he sailed. His sister Marion sailed well in *Smoothie*, to take second place in the series, while Norman Parker's (B.Y.C.) third must be rated as most commendable.

To my mind, however, the Sharpies stole the show. Not in any race could the winner be named till the line had been crossed. Old masters such as Keith Elliott, W. Przybylski and Ian Haggie were involved in a continuous tussle with comparative newcomers as Gerald Thorburn (*Kingklip*), Gilkison (*Umsalo*), Moses (*Jezebel*) and D. Murphy (*Impala*).

The "O" Class consisted of only two Graduates, one Dabchick and a new Fireball entered by A. Saul.

Owing to poor winds on Sunday the fourth race finished rather later than scheduled. Most competitors, however, stayed for the prize-giving at which the President of O.F.S.S.A., Mr. G. Walton, thanked the trophy secretary, Poppy von Bredow, bridge officials and all those responsible for the organisation and, last but not least, all those competitors who had come such a long way.

Results were:

F.D.:

(1) D. Ord (E.R.Y.C.) and J. van Nimwegen (V.L.C.); (2) R. de Villiers (de B.Y.C.).

Spearhead:

(1) F. Milachowski (Florida); (2) A. Leenstra (K.S.C.); (3) J. Witthuhn (B.Y.C.).

Sharpies:

(1) I. Haggie (E.R.Y.C.); (2) K. Elliott and W. Przybylski (E.R.Y.C.); (4) G. Thorburn (F.Y.C.).

Finns:

(1) K. Dagleish (T.Y.C.); (2) A. Park-Ross (F.Y.C.); (3) R. Mitchell (E.R.Y.C.).

Sprogs:

(1) B. Metcalfe (V.L.C.); (2) Marion Metcalfe (V.L.C.); (3) N. Parker (B.Y.C.).

"O" Class:

(1) G. McKay (F.Y.C.); and C. Saul (E.R.Y.C.).

The photograph showing the yardarm with signals may be of general interest to yachtsmen by virtue of its unusual features. A shortened course for all classes was authorised by the judge of the morning race. As the shortening had to take place at one particular point in the course it was necessary to do so for each class as its leader passed the relevant point. Hence the six class flags below the "S". The answering pendant with three shapes was, of course, to postpone the afternoon race by one hour. Flags in stops are Blue Peters which had been set up for the next race. The bridge was a temporary structure for the occasion.

One last point. Somebody, while leaving after the prize-giving, dropped a pair of binoculars from his car. The binoculars were picked up, but unfortunately the number of the car was not noted. The Honorary Secretary of O.F.S.S.A., Mr. D. E. Wood, P.O. Box 176, Welkom, has them.

R. E. Ehlers, B.Y.C.

BLOEMFONTEIN YACHT CLUB . . .

SINCE the move to Rustfontein Dam, the members of the Bloemfontein Yacht Club have recently been concentrating their efforts in building boat sheds and improving the site. Now, thanks to the efforts of individual members, a club house has been finished during the off-season, electric light has been installed and the amenities have been improved generally. The water is permanent and provides first-class sailing, in a fine setting.

Among the recent additions to the fleet are Ken Harpur's Sprog *Sergeant*, a home-built job the workmanship of which could certainly not be bettered by a professional. The veteran Sprog *Salome* (No. 33), virtually re-built, has returned to the fold under the house-flag of Brian Hosking, after some time in Kimberley.

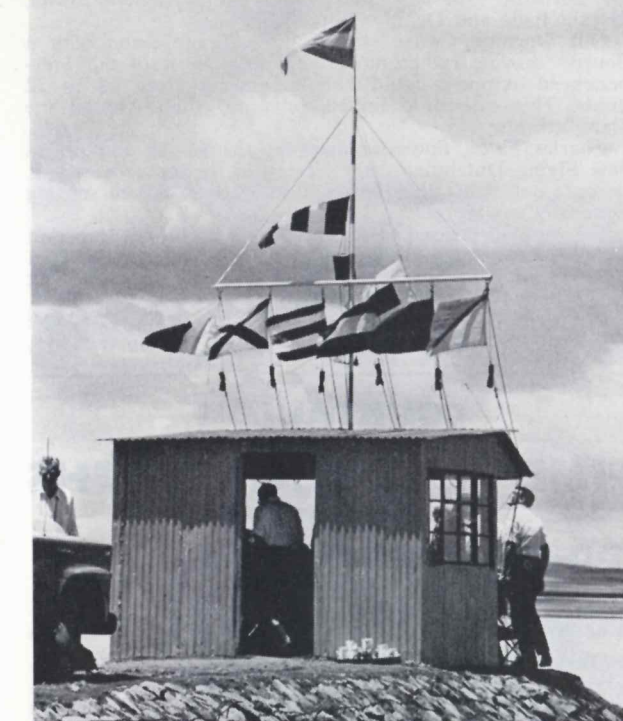
Giles Sheldon has started sailing in a cat-rigged utility built by Finn Anderson, but rumour has it that he is already looking round for a class boat. Two new fibreglass Goodricke-Spearheads will be laid down soon and there is talk of the Sharpie *Coquette* being put into commission after a lengthy lay-up.

The Flag officers for this season are: Commodore, Peter Barker; Vice-Commodore, Andre Hamming; Rear-Commodore, Sid Featherstone. Poppy von Bredow continues to hold the post of Honorary Secretary.

FLAMINGO YACHT CLUB . . .

WE regret to report that our Commodore, Basil Goldworthy, has left Welkom to make his home in Johannesburg. His departure is a great loss to the club. We wish him, Merle and the boys good sailing and fair winds in their new environment.

During the past two months club members have taken



TOP: J. van Nimwegen holds his lead on Don Ord at the OFS Provincial Regatta on the Allemanskraal Dam. They eventually tied in the F.D. Class.

ABOVE: The signal arm at one of the Republic's newest yachting centres. It is discussed in the notes on the left. Photos: A. Billett

part in several interesting regattas. Three triangular contests were arranged between Klerksdorp Sailing Club, Boskop Yacht Club and Flamingo Yacht Club. The first was held in conjunction with Klerksdorp's Regatta on 29 and 30 September, the second at Boskop's Regatta on October 6 and 7, and the third at our Annual Regatta on October 27 and 28. Teams from this club won all three of the contests.

There were 45 entries for our Annual Regatta: five Flying Dutchmen, six Spearheads, five Sharpies, nine Finns, 14 Sprogs and six "O" Class. Jeff Walton (F.Y.C.) won the F.D. Class in *Susan*, Ivor Louw (F.Y.C.) the Spearhead Class in *Presto*, Dennis Murphy (F.Y.C.) the Sharpie Class in *Impala*, Bunny Wickens (E.R.Y.C.) the Finn Class in *Lynne*, Roy Parker (B.Y.C.) the Sprog Class in *Suidester* and the De Villiers boys (K.S.C.) the "O" Class in their Dabchick, *Margie*.

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more CLUB NOTES

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Our thanks are due to all our visitors who supported our Regatta and helped to make it such a success. We look forward to seeing you all again as often as possible.

Dick Pearson.

Klerksdorp Sailing Club . . .

THE following Flag Officers and Committee have been elected at the Klerksdorp Sailing Club: Commodore: H. N. Williams (re-elected); Vice-Commodore: D. Miller (re-elected); Rear-Commodore: L. Geraghty. Committee: C. J. Edwards (Secretary) (re-elected), E. V. Mulder (Treasurer), G. S. de Villiers, P. Hunt, J. Meyer, A. Trollip.

The expected enlargement to our fleet has come about in the appearance of the following boats, to whom we extend a hearty welcome: Flying Dutchman: *Geunvere*, C. T. Paice; *Vino Rosso*, C. J. Edwards. Spearhead: *Chieftain*, Al Leenstra. Sprogs: *Shearwater*, Paul Richter; *Swan*, Gerald Ingle and Dennis Aldred.

Our Opening Cruise started our sailing season with a flourish, having rather more wind than most of our inexperienced skippers could handle, gusting from 18 to 22 knots. This caused a limited entry for the "Around the Dam" trophy.

Charles Paice, finding himself at the wrong end of his new Flying Dutchman, now having to do his own sailing, missed out half the buoys and retired after starting extremely well.

We were all pleased to see the arrival of Lionel Dalgleish with his Finn from Boskop Yacht Club, although the last that was seen of him in the race was bailing furiously at No. 1 buoy!

Fortunately the wind had dropped to 10 knots for the Sail Past, which was taken by Commodore Harold Williams.

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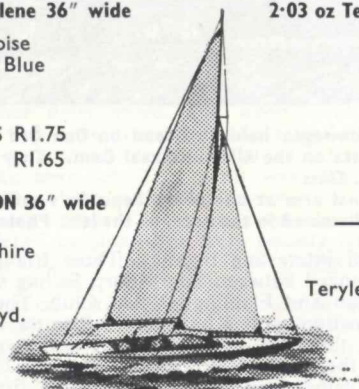
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The official opening of the club house by Councillor Rudolf and the presentation of the "S.F.W. Around the Dam" trophy to Al Leenstra followed.

Many members, staying until late in the evening, celebrated or chatted in the unaccustomed luxury of a very new club house.

Florida Yacht Club . . .

FLORIDA has had 60 entries for the 1962-63 racing season. With ten Graduate owners on the water, the Race Committee have arranged for a separate Graduate series, as well as a Saturday series for the keen racing skippers.

These are the Handicap results to date:

Saturday Series

1. *Salbar* (Sprog), J. Borain; 2. *Mamzel* (Spearhead), F. Milachowski; 3. *Sorcerer* (Sprog), T. Kirkpatrick.

Cygnets

1. *Hermia* (L. Proctor); 2. *Volare* (B. Lancaster); 3. *Ariel* (R. Palmer).

Spearheads

1. *Mamzel* (F. Milachowski); 2. *Tursiops* (R. McCall); 3. *Nhlanzi* (J. Bucknall).

"O" Class

1. *Odin* (O.K.) A. Currie; 2. *Eclipse* (Enterprise) T. Bennington; 3. *Puffin* (Dabchick) D. Sherwell.

Sprogs

1. *Slainte* (G. Harrowsmith); 2. *Suzette* (Dr. Loubser); 3. *Stint* (T. Buccolli).

Graduates

1. *Pandora* (N. Cox); 2. *Clickety Click* (R. Gorven); 3. *Glowfly* (A. Holmwood).

Y.M.

Victoria Lake Club . . .

THE closed season this year was marked by the intense activity of yachtsmen working on their boats and it took a little time to get used to the new colour schemes adopted for the 1962-63 season.

The Opening Cruise was held in September with enough wind to keep the yachts moving, and the sail-past the new Commodore, Tony Day, went off well and finished with the usual splash.

It is not often that we here at V.L.C. can report a surfeit of wind, but this season we have, so far, been living in a yachtsman's paradise. There has been plenty of wind, even if it was not as steady as it might have been, and I heard one skipper say that he would welcome a quiet week-end. Certainly the "farrard hands" on Dutchmen have had a torrid time and they bear honourable scars to prove that sailing can be a stern affair.

Every race has been finished and only once did the judges have to shorten course. In some of the races we have had record times, and those on the foreshore have had to listen to the boys coming off the water with beaming faces talking about fantastic "kites" on the long reaches and wonderful sailing to weather.

Owing to lack of water at Hartebeespoort our executive committee invited T.Y.C. members to accept honorary membership and sail with us. So far we have four Dutchmen and three Finns and we will be glad to welcome others.

Some time ago a Marathon Race was introduced and this season it was sailed in a real blow, so that the ten laps needed less time than that usually taken for an ordinary race. There were many casualties and retirements and I think the honours went to Fred Barti and his crew who capsized so many times that he lost count and they were so tired at the end that they finished only with the greatest difficulty.

The social side is very much alive this year and started off with the "Blue Peter" Dance, voted a first-class affair. Rear-Commodore Trevor Wellbeloved and his enthusiastic committee of hard workers are to be congratulated. The next effort was called the "Shipwreck" Dance with the

hall beautifully decorated with palm trees to represent the island of "Wacky Wacky". The club can be proud of its entertainment committee.

On Sunday, October 28, we had the soccer match of the season when the Velci Blades (Rowing section) played the Velci Barbarians for the Kastle Keg. The Blades trained on the water, with water, while the Barbarians trained in the bar, with very little water. The result, not unexpected, was a win for the Blades by six goals to one.

For Saturday, October 27, a team race was arranged as follows:

Red: 4 F.D.s, 6 Sprogs, 4 20 ft. Scows, 4 Finns.
White: 4 F.D.s, 6 Sprogs, 4 Spearheads, 4 Finns.
Blue: 4 F.D.s, 6 Sprogs, 4 Sharpies, 4 Finns.

This proved to be a needle affair and a very enjoyable and instructive race for both the participants and the spectators.

The Sailing Committee wishes all yachtsmen good sailing and the Compliments of the Season.

W.E.D.

Federal Yachting News . . .

THE Council of the Rhodesia and Nyasaland Yachting Association has confirmed that Beira is to be the venue for the 1963 Federal Regatta.

The Beira Municipality has agreed to support the Regatta and waive the by-laws which prohibit camping on the sea front next to the Clube Nautico and they will help with facilities for people camping in this area. (It is expected that this Regatta will commence over the week-end of August 24/25 1963 and last approximately ten days.)

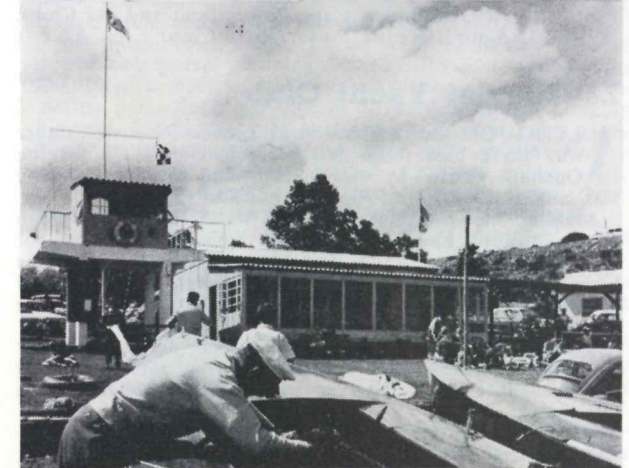
The Chairman pointed out to a recent meeting that in accordance with Council's agreed policy the 1964 Federal Regatta is due to be held in the Northern Territories and that in accordance with the principles of strict rotation it would be the turn of Nyasaland to stage the event, but members were generally of the opinion that Nyasaland would find it extremely difficult under present circumstances to stage an event of this size. Mr. Hedges, Ndola, then proposed that the Regatta should be held in Northern Rhodesia and this was generally agreed.

It was unanimously agreed that the 1963 Federal Regatta Organising Committee should be: C. R. Hutchings, A. D. Butler, G. A. F. Lincoln, A. Marsh and two members from the Clube Nautico da Beira.

The Copper Bowl . . .

Council made an exhaustive study by the process of elimination as to when this contest could most satisfactorily be staged. The Northern Rhodesian clubs were not in favour of staging the event unless it was run at the same time as the Federal Regatta but careful examination of the time available and the amount of racing to be fitted into the Federal Regatta showed that it was impracticable to change the racing structure of the Regatta in such a way that the Team Racing could be accommodated without drawing out the event unnecessarily. At this point, Mr. Paterson from Umgusa suggested that this trophy had really outlived its usefulness. He pointed out that it had done a great deal in the early days to get keen sailors from the three Territories together but now the Federal Regatta had become so much more important and the racing calendar so full that in his opinion it had outlived its usefulness. He therefore proposed that the trophy should be made over to some other contest or event. The meeting agreed to this suggestion with a great measure of relief and it was obvious that similar thoughts were in the minds of most delegates. Mr. Paterson was therefore unanimously supported by the meeting, and committee are requested to consider the future of the trophy in the light of this decision. (This decision does not, of course, have any bearing on the Sir Malcolm Barrow trophy between Nyasaland and Southern Rhodesia, the next round of which is due to be held in Nyasaland.)

The idea of a team racing challenge to the Republic of South Africa has met with general support. Mr. Williams suggested that such an event could provide a most suitable home for the Copper Bowl. The incoming committee have been asked to examine the possibility of staging such an event and make contact with the South African Yacht



WORCESTER REGATTA: Flying Dutchmen skippers from far and wide went to Worchester to dice for the handsome KLM Trophy, based on one of the famous "Vliegende Hollander" airliners. Here Worchester Yacht Club members George Colebank and Johnny Laubser are presented with the trophy by Mrs. R. P. Dyker. CENTRE: Mrs. Brian Ashton at Worchester. The Ashtons are among the keenest sailing families in the Western Province these days.

ABOVE: Worchester's pleasant and effective clubhouse with its neat bridge, "HMS Neversail." Photos: David Baker

Racing Association on the subject.

Following the transfer of the secretaryship of the Association from David Butler to Geoffrey Lawson, would all members and other correspondents please note that the business of the Association will henceforward be conducted from P.O. Box 3497, Salisbury; Telephones, 61441 (office hours) and 8875213 (residence).

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more CLUB NOTES (Continued from page 55)

Cape Powerboat and Ski Club . . .

FOLLOWING a lively annual meeting of the Cape Power Boat and Ski Club, the following office bearers were elected for the ensuing year: Commodore: Mr. H. Singer; Vice-Commodore: Mr. R. Steyger; Secretary: Mrs. J. Steyger; Treasurer: Mr. W. Souma; Committee Members: Mr. H. Farquhar, Mr. F. Lown, Capt. H. Friedmann, Mr. B. Tyler, Mr. A. Fairbrother.

Because of present restrictions, it was decided that an "Opening Cruise" would not be held this year.

Following protracted negotiations with the Cape Town City Council, the club has decided to accept the offer of a site at South Bay, Zeekoevlei, with a frontage of 200 ft. x 150 ft. depth.

The Show put on by the club at Velddrift in September was, considering all the difficulties encountered in breaking in new ground, successful. The weather was miserable, but the racing and skiing fraternity stuck to their guns, and in spite of shallow water, cold and windy conditions, turned in a very creditable performance.

The Western Cape Power Boat Association has been formed, at a meeting attended by registered pilots licensed by S.A.P.B.A. Very briefly, local power-boat clubs at present affiliated to S.A.P.B.A. will have delegates to represent their interests at council meetings of the above association. The Zonal Council will, in turn, have a delegate to attend quarterly council meetings of S.A.P.B.A. in Johannesburg.

It is therefore definitely, in the interests of all pilots to be "registered" pilots.

The following council members were elected: *Chairman*: Mr. H. Singer; *Vice-Chairman*: Mr. H. Farquhar; *Secretary*: Mr. B. Friedmann; *Treasurer*: Mr. W. Souma; *Delegates*: Mr. K. Navratil (Cape Power Boat and Ski Club); Mr. R. Alexander (Cape Power Boat and Ski Club); Mr. L. D'Aguir (Oceana Power Boat Club).

Zeekoevlei Yacht Club . . .

ALTHOUGH the new season at Zeekoevlei is well under way there have been few pleasant Sundays since the Opening Cruise in mid-August, and week-end racing was cold and stormy till the end of October.

Making the most of the high-water level, the Club Championships have already been sailed, in a series of four races, three to count. The Flying Dutchman class was keenly contested, with Ken Waar (*Oriole*), D. Woodward (*Lochinvar*) and H. A. van Hoogstraten (*Taderoli*) taking the first three places.

The small Sharpie group continued to enjoy their strenuous private battle and Basil Joyce sailed *Nemesis* into first place from *Cha Cha* (Eric Bongers) and R. Nelson (*Romany*).

Insufficient entries caused the cancellation of the Spearhead contest, while the Finn class shows healthy growth, and was dominated in this series by Bobby Bongers (*Flexion*) with three wins. Keith Nicolls won the remaining race taking third place overall, the runner up being G. Myburgh after steady good results in *Kululu*.

Harry Watson Smith (*Sortie*) continued to be successful in the Sprog class, winning the championship from *Saga II* (B. Mouat) and *'Scuse Me* (M. Kearney).

Other results were:

X Class: 1. *Shamrock* (T. Jessop); 2. *Kalulu* (G. Myburgh); 3. *Kite* (H. Beele).

Junior Championship

1. *Taderoli* (A. van Hoogstraten); 2. *Skirtso* (D. Warr); 3. *Sortie* (H. Watson Smith).

Dabchick Championship

1. *Blitz* (T. Beele); 2. *Polar Star* (A. van Hoogstraten); 3. *Gypsy* (P. Watermeyer).

Apart from this serious sailing, club members have enjoyed a club picnic-cum Pirates Pot treasure hunt over on the sandhills, and other social events have included an in-

teresting *Stormvogel* slide show, and a hilarious Shipwreck dance.

In the next stage of the season until Christmas, the club will be hosts for two important fixtures, the Inter-club Team event for the Hallowe'en Trophy in November, and the Western Province Championships in December. The latter event has been organised to take place before the water level drops too far for comfortable sailing on the Vlei.

All this takes place at present amid clouds of flying sand, bulldozers, road building, and general upheaval, for Zeekoevlei is in the process of being transformed from a sleepy haven into a neatly planned township. The water-side plots remain unchanged, but the small vlei in the middle of the peninsula has been filled in and will soon be built up with houses and amenities.

False Bay Yacht Club . . .

THE recent annual meeting has brought about the usual changes in the committee and officers of the club, and the membership of the governing body is now as follows: Flag Officers: Commodore—D. H. McCormick; Vice-Commodore—V. C. Glaysher; Rear-Commodore—M. J. H. Elliott; Hon. Secretary—L. A. Walter; Hon. Treasurer—E. H. Fry.

The committee members will each have charge of a particular department of the club's activities, and are: L. Fridjhon—Sailing; J. H. F. Lilley—Entertainments and social activities; A. T. Hartley—House Committee Chairman; R. Docherty—Junior Training.

This rapidly-growing club held their third annual dinner-dance at a new venue this year—Rhodesia-by-the-Sea Hotel. The choice was a happy one and it was a highly-successful evening enjoyed by all the guests who came from as far as Worcester. The food and music were good and the whole organisation efficient. During the cabaret interlude all those present enjoyed the charming dancing of Iris and Ginger Wiese of the Victoria Circle of Old Time Dancing, and afterwards Pip Freedman, radio personality, kept everyone in gusts of appreciative laughter with his clever impersonations and jokes and highly-skilled simulation of trumpet playing.

Altogether a very pleasant social get together for yachtsmen at the beginning of the summer sailing season.

DURBAN DOINGS BY E. R. BRIDGES

THE Durban summer racing season was officially opened on September 29 when the salute after the joint opening cruise was taken by the Commodore of the Point Yacht Club, Mr. R. A. Prior.

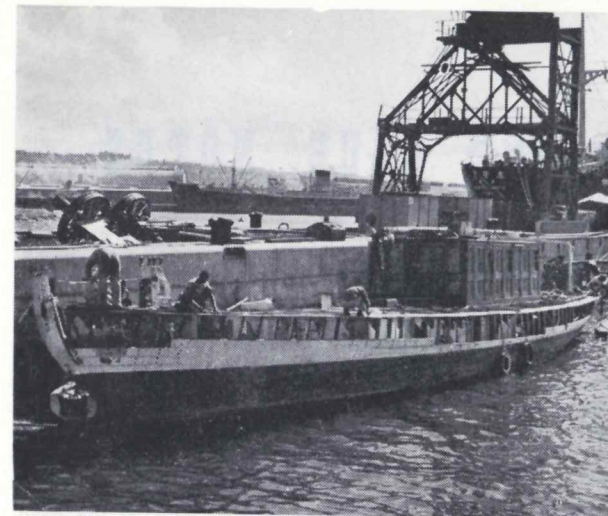
Because the National Regatta will be held at Durban next February, it is a season of special importance for Natal helmsmen. With the advantage of competing in familiar conditions, they intend to see to it that boats and skippers alike are in perfect form for the country's principal regatta.

Entries of 60 to 70 boats in club races were a regular feature of the past Durban season, and the indications were that the numbers would be even higher this year. The Sprog and F.D. classes in particular have been strengthened.

The surge in Flying Dutchman numbers occurred just before the championship series in July and there are usually ten boats racing in this class, with two to come when "Tiny" Walford and Mike Butcher finish work on their new hulls (Butcher sailed in the Reb division last year).

The National Sprog Championship is the one title that has so far eluded Natal helmsmen, so special interest attaches to the progress of this class. So many new hulls have been built and so many boats have changed hands that it is difficult to keep track of numbers, but the total is now well into the thirties.

Norman Oliver, three times Natal champion, had *Sabu*



This sad-looking "derelict" is *Cariad I*, the 129-ton Queen of the South African yachting fleet. But every picture does not tell the whole story. *Cariad* is undergoing the biggest and most expensive refit in her long and aristocratic career, with a view to a new Lloyd's classification. Her timbers, it is reported, are as sound as ever and the stripping shown in the picture has been necessary only for the removal of rusted iron frames. *Cariad*, which came from Cape Town to Durban about two years ago, is now owned by L. C. M. Rattray, a Durban businessman.

tuned to perfection by the end of the past season. One of his main challengers, David Cox, has launched a new boat, *Sachem*, but he in his turn expects to trail for a while. Cox, a most successful amateur sailmaker, is confident that he will iron out some initial weakness in windward work. He has, incidentally, pioneered "windows" in Sprog sails.

Of the other national classes, Sharpies, sad to say, remain dormant—with only John Thompson's magnificent refit job on *Thandiwe* (Formerly Don Purl's *Hawk*) to set an example.

Spearheads, for which there once was such splendid prospects in Durban, remain static at eight boats. However, Basil Bevan of the Island Sailing Club is building a new boat, and it is hoped that his *Saluki* will find a local buyer. *Riptide*, occasionally raced last year by Ernie Booer of the I.S.C., is also under new ownership.

Finn figures have shown a rise. Bruce McCurrach, current Natal and Glinane Finn Week champion, has done a major refit on *Finatic*, including the installation of watertight bulkheads. He will certainly make an all-out bid for the South African title, with an eye on the next Olympics. Jimmy Whittle, after a season's concentration on his sea-going sloop, is back in Finn racing. It is reported that Bobby Nuttall and John Louter, who have been "doing" the European circuit, will return with new fibreglass hulls.

Of interest to Natal yachtsmen is the fact that Finn Andersen's yard is now building Sprogs. Work has begun on the first three—one of which is destined for Natal's fastest growing club, the Zululand Y.C. at Richards Bay, which now has more than 40 boats.

Andersen reports that while sales of the Enterprise remain buoyant, considerable interest is being taken in his 16-footer Cosmo cruiser-racer (also popular at Richards Bay).

Unquestionably there is a real need for a medium-sized dinghy which will carry a family, behave in a mannerly

fashion, and yet look lively in a race. The local 14 ft. Reb is easily the best of this type afloat on Durban Bay, but their lives cannot be indefinitely lengthened and, as they are of clinker design, they are too costly to duplicate.

At one time the Enterprise was looked to as a Reb replacement, but this boat, for all its attractive qualities, does not quite fit the bill. It has been suggested that Jack Holt's latest design—the 15-footer Lazy E, an adaptation of the Enterprise—may be the answer. Plans have been received in Durban and it is likely that a prototype will be built.

Women Win Through . . .

THE Point Yacht Club, last remaining Natal stronghold for men, has taken a step towards opening its doors to women members.

At the general meeting it was decided by a large majority that the incoming committee should be instructed to call a special general meeting to consider an amendment to the constitution.

The Royal Natal Yacht Club took this step two years ago.

Notable Commodore . . .

A PLAQUE above the cosiest corner of the Point Yacht Club bar that overlooks the fairest bay in southern Africa bears the words "Cecil's corner".

This simple but meaningful tribute was paid to Cecil Nathan, Commodore of the club, two years ago. He certainly has cut himself a niche in the club's history, and members had cause to reflect on it at the annual general meeting when he stepped down after a record seven years in office.

He has guided the club's fortunes wisely and well: in those seven years membership has soared to above the thousand mark; an R18,000 rebuilding programme has been finished; a Cadet section founded and a fleet of 13 boats acquired at a cost of some R2,800; a new judge's bridge built and a new starting line laid out.

All these projects have borne his imprint, and have required continuous planning, fund-raising and campaigning. His biggest undertaking, one which has seen him hammering persistently on official doors and buttonholing influential people, has yet to come to fruition: this is the Yacht Bank extension scheme which will give the club an extra acre and a private slipway. Lack of public money has delayed this scheme, but there are good hopes that a start will be made before the middle of next year.

As Mr. Nathan will remain on the committee, he will retain his watching brief for the club's interests.

The Point Yacht Club's new Flag officers are: Commodore, R. A. Prior; Vice-Commodore, J. Harris; Rear-Commodore, R. Fraser.

The Royal Natal Yacht Club has re-elected last year's officers, namely: Commodore, Mr. Justice Caney; Vice-Commodore, Dan Smillie; Rear-Commodore, Gordon Neill.

The Bluff Yacht Club also re-elected last year's trio—Commodore, J. Ash; Vice-Commodore, A. Oldfield; Rear-Commodore, C. Crickmore.

N.Y.A. officials are: President, Ernie Morrison; Vice-President, Bob Lambert; Secretary, Peter Haygarth.

(Continued on page 58)



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more CLUB NOTES

(Continued from page 57)

Back at Moorings . . .

Alas, poor Arioi, I knew her well

It is some 18 months now since a grey steel-hulled ketch, the *Arioi*, first felt the embrace of salt water in Durban's bay and began to dream of the rolling swells beyond the bar where a sound ship may go where she will with only a star for guide. ("To sail wherever there is six feet of water," said her owner-builder, 62-year-old Harry Irvine—with more poetry than fact, for she drew seven feet.)

Alas, after her second essay, *Arioi* is back at the head of the bay, moored among the craft that never put to sea, where the music is not the song of the wind but the rattle of the wrecker's hammer.

Arioi may try again—but not with Harry Irvine at the helm. He's swallowed the anchor for good, and *Arioi* is up for sale.

No one can charge that Harry did not "give it a good go" (as they say Down Under, where as a boy he first dreamed of a trim ship to call his own). A retired electrical engineer from Vereeniging, he laboured long under the hot Durban sun, building his "floating home" on an open patch of ground. He went at it—literally you might say—hammer and tongs, calling in a welder only for the tricky jobs. There was little time to spare for the questions of the curious and the inevitable offerings of advice.

When *Arioi* put her 44 ft. of hard-chine hull in the water and clapped 800 sq. ft. of canvas on her two hexagonal shaped steel masts, she seemed pretty solid. So, after a couple of shake-down cruises round the bay she headed for Lourenço Marques and whatever might lie beyond.

But *Arioi* was not shaped for windward work. The light winter airs and the Mozambique current set her somewhere off the Transkei coast. With a failed engine and a dejected crew of three, she resigned herself to a tow back home.

It might have been her first and last voyage had the Union Whaling Company demanded towing charges. Sportingly they waived them and Harry Irvine, undaunted and as resolute as ever, set to work to make the necessary changes to a keel and rudder that had been designed for a timber hull. So *Arioi* tried again, and this time motored and sailed a pleasant trial passage to beckoning L.M.

Months passed before her skipper was able to sign on two adventurers who longed, like him, to get away from it all. Rich in experience and stocked for a long voyage (even to the ingredients for ship-brewed beer), *Arioi* was blessed by a priest and waved on her way by a host of well-wishers.

Seasickness overtook the crew one by one; Harry, alone on deck, wearied of the struggle against a fresh northeaster, then heaved to and went below.

That was three days out, somewhere north of Umhlanga. The next fix was 18 miles south of Scottburgh. *Arioi* motored home.

The honeymoon with *Arioi* is over for Harry Irvine. But another will soon begin. He intends to marry and settle down in a home that will not move—maybe with a view of the sea.

Zululand Sails . . .

THE Zululand Yacht Club, now two years old, proved itself a lusty adolescent on October 27 when its new clubhouse was officially opened.

Word of the happy spirit among its 150 members and the fascination of its island-dotted sailing waters at Richards Bay, some 100 miles north of Durban, had, of course, circulated among Natal yachtsmen and there was a large attendance from the elder clubs for the occasion. Flag officers of the Royal Natal Yacht Club, the Bluff

Yacht Club and the Island Sailing Club were among the many guests on hand to help the Commodore, Dr. J. M. McCall, "launch" the building.

Zululand's achievement by any test is a remarkable one. Admittedly in the heart of sugar-land long distance travelling is a normal part of the way of life; but to gather regularly a crowd of enthusiasts every week-end from a radius of 50 miles, and flourish as rapidly as the club has done, is a tribute to the pioneering enthusiasm of the half-dozen founder members, of whom the Commodore is one.

The sailing waters are a yachtsman's joy. Twice the size of Durban Bay, the navigable water extends eight miles inland and provides an exciting number of small and large islands for ports of call. The largest of these is Penguin Island, lying immediately opposite the clubhouse. As its name suggests it is a bird sanctuary.

The bay is also an angler's paradise. Happily the crocodiles keep to the upper reaches!

The club has become the spearhead of a Zululand campaign to halt the silting of the Bay, long a source of grievance among nature lovers and anglers alike. Naturally the yachtsmen have a vested interest in this, since the mudbanks at low tide are an annoying impediment. Nonetheless it is widely acknowledged that to permit the slow strangulation of the waters is an offence that posterity would not easily forgive.

Both as a natural asset as a sanctuary for wild life, and as a potential commercial and industrial asset on a coastline starved of sheltered waters, the preservation of Richards Bay deserves top priority. Happily, in the Z.Y.C., the cause has now a doughty fighter.

As a sailing area, the Bay has so many attractions that one looks forward to the day when the growth of the club will warrant it acting as host to a national regatta.

Near the bar the current flow at the turn of the tide is something like six knots and calls for good judgment in rounding marks. The tale is told that initially the club used a light plastic buoy anchored on a light line. When a rounding boat was so positioned that it cut off the wind and broke the current strength, the buoy sprang back as if on elastic as much as eight feet, disqualifying the surprised helmsman!

The co-operative spirit of the club is indicated by the fact that it has rear-commoed for the different interests of its members—sailing, power and angling. The yacht strength is now 38, consisting of Sprogs, Enterprises, Cosmos, OKs, Graduates and Dabchicks, in roughly that order of popularity.

The Flag Officers are: Commodore, Dr. J. McCall; Vice-Commodore, C. Matheson. Rear-Commodores: Sailing, A. Haage; Power, E. McLaren; Angling, D. Haines. The Secretary is W. Davidson and the Treasurer S. Black.

SUSAN among the dreamers

THE ocean-going fraternity, those dreaming about building a boat, those in the process of doing it and those who have more or less finished building and are negotiating the first knotty problems of getting afloat, are deeply interested in each other's doings. Apart from keen interest in progress, it is also very helpful to hear about each other's problems and how they have been overcome. I would like to ask these deep-sea enthusiasts to drop me a line to Box 3416, Johannesburg, and report progress; not just those on the Rand, all over the country.

There is no need to write a letter. Rough notes scribbled on that pad you are using to make out immediate urgent lists of "Things to be Done" is just the thing.

The Bellairs have finished their "pottering" and are making their first passage. I quote from a letter written by Guy in September: "Yacht *Ermelinda*, At Sea; about 30 miles N. of Cape St. Vincent. It is a grey, overcast day at sea, with a slight swell and very light breeze from the west—in fact, I think that it is the first overcast day that Bodile and I have known for four months. The ship ploughs steadily on her way southward, both engines buz-



TOP: A big group of Eligwa ski-ing enthusiasts: On ground: Mr. B. Schonberg and son, Janet Rumbak. Behind L to R: Mrs. E. Schonberg, Mrs. M. Rumbak, Mr. S. Rumbak, Miss Rose, Mr. Elma and Mrs. Maerki.

ABOVE: Max Böhm on the right, Commodore of Eligwa Club with the Mayor and Mayoress of Vanderbijl Park, Dr. and Mrs. Roos, talking to some of the caravan dwellers on the banks of the Vaal at Eligwa. The caravan section now resembles a small town and the occupants are encouraged to plant trees and flowers round their plots.

zing away at a comfortable 900 r.p.m. which gives us about 7½ knots. At times we catch a glimpse of the cliffs of the Portuguese coast away to port, but at present we have only ourselves for company. Our Portuguese hand, Domingos, stands at the wheel, steering a wiggly course; Bodile stands on deck in the lee of the deck-house, for it is far from hot, and has pulled the hood of her windproof jacket up over her head. And I sit at the writing-desk in the wheelhouse, feeling very happy and even slightly triumphant to be here, at last, at sea in our own ship, the ship that I designed at my drawingboard in Hillbrow, Johannesburg, three or four years ago. . . .

This is perhaps the most glorious moment of all. The final escape after the endless fitting-out jobs, trial trips and petty irritations. In the case of Guy and Bodile, their little creek where they fitted out served as a main drain for Alhandra and the smell at low water on a hot summer night could well be imagined.

From first to last they were a nine-day wonder in the village and had to endure the basilisk stares of the multi-

(Continued on page 60)

SUSAN GADS ABOUT

(Continued from page 59)

tude whatever they did, even during the simple action of taking a walk.

Utter exhaustion set in as they fought to keep to their sailing date. It sounds odd, perhaps, to insist on keeping to an agreed date. After all, what does a day matter? But in fact, one starts to have the desperate feeling that one never will get away, that one is chained for ever to the fitting-out berth while the list of jobs to do gets longer and longer. They made it, and anchored for the first night off Lisbon.

The next few days were spent in last-minute chores, filling the bunkers with duty-free fuel from the oil wharf, having the standard compass adjusted very competently by two officers of the Naval Hydrographic Office, and loading scrap-iron ballast and cement on top. Then the troubles began.

I quote again: "I put the ship aground in the river (very easy as the charts are out of print) and damaged the steering gear. The refrigerator and the water boiler both packed up, and the starboard engine seized an exhaust valve. We fouled our anchor and dragged it, and in fact did nearly all the 'don'ts' in the book. Still, we sorted out all these things in time without outside help. I speak too soon of the boiler, which one night choked itself and continued to burn with clouds of oil soot escaping into the dressing-room. The mess next day was indescribable; it looked as if black rain had sprayed on everything."

Then off down the Tagus, with a final salute to the memorial to Henry the Navigator.

First port of call was Setubal where they had an early taste of pompous officialdom. An objectionable jack-in-office from the Maritime Police demanded the Certificate of Registry, impounded it and ordered *Ermelinda* to be moved into the dock and Guy to report to the Port Captain at 0950 the next day. The dock proved to be an excellent berth and the next day Guy donned his "Gieves" cap and prepared to do battle.

No need, The Port Captain was charming, explained that a complicated form had to be filled up, but said that his assistant would help. The assistant turned out to be the gauleiter of the previous evening, now reduced to proper size and shown as a mere humble cog in the administration. All this took so long that Bodile had become quite resigned to the thought of Guy doing a stint behind bars. They decided to recover from the shock of still being free by way of a lunch at the Clube Naval. This was such a success that for the first time since leaving South Africa they felt that yachting could be fun and not all hard grind.

Next stop Sines. Sines is only an open roadstead, but the weather is so settled that in summer it shelters quite a large fishing fleet. They found it a pleasant spot, a quiet seaside town, catering mostly for the Portuguese. Here Guy took his lovely green form, covered with Setubal stamps, to the Port Captain. This worthy welcomed him with open arms, the only worry being where the form should be stamped. This being settled to everyone's satis-

LEFT, TOP TO BOTTOM: Mrs. Roy Tedder gazes up fondly at the hull of her husband's 38-footer. The workmanship on this boat is exceptional.

Frank Thomas and Malcolm Maidwell of Banshee fame and, in the foreground, Barney and Pat Mast. Pat has recently become engaged to the skipper of the Chinese junk which arrived in Durban a few weeks ago.

The people who really do the work at a regatta: L to R: Henry Lindeman, Barney Perrens, Stewy Allen and Steve Elliot, President of the T.P.S.A.

R. N. Lambert of Boskop and China Wilcox of V.L.C.

A group caught on the steps at V.L.C. Back: Cynthia Davies and Glyn Graham. Front: Mary Crompton-Hayward, Ernie Davies, Marion Metcalfe and Anne Layfield.

faction, the talk turned to important subjects like the local restaurants.

* * *

Latest news of the Fraser Williams is that Fraser has landed a good job at East London and intends, with the help of some friends from the Yacht Club, to sail *Rixana* from L.M. to East London. Erica feels queasy at the mere sight of *Rixana*, and has decided firmly that boating is not for her!

Harry Irvine is reported as having set sail for L.M. Two days out he hit bad weather and after 36 hours of being hove-to found himself off Durban once more, so put in for a rest. Now I hear he is getting married, intends to sell the boat and become a landlubber again.

(See also 'Durban Doings'.)

Friends of David and Rowena Lord will be pleased to hear that they have launched at last. It has been a long slog.

I would like Dusty Miller of C.A.N.A., Lake McIlwaine, to know that his words fell on fertile ground ("Don't wait, do it now"). An Eventide appeared for sale on the Rand and we bought her. Perhaps we shall meet some time on Kariba or Lake Nyasa!

Even rubber-necks can have their uses. I hear from Chris van der Vliet that after the report in the July issue describing his fitting out in the garden of a block of flats in Southern Suburbs, he gets even more visitors. They now announce meekly that they are rubber-necks and please may they come aboard. One asked if Chris had tried out the engine.

On being told "not yet", the visitor remarked that he was a diesel mechanic and would be pleased to help. They started the engine, the mechanic made several adjustments and now it goes like a bomb—a kind offer, very much appreciated.

* * *

When a dam is littered with wrecks, one can be sure that yachtsmen are having a really good time. So it was at this year's Ken Bryson Memorial Trophy at Boskop Yacht Club. Although the winds were fairly strong, they were steady and an absolute joy to those of us who sail on little switchy waters.

Word had got round that last year's regatta provided excellent sailing and 46 boats turned up this year. The number of entries actually received by Boskop was precisely three. Obviously this places an impossible strain on a club and Boskop did marvels in feeding the multitude and providing the necessary prizes, etc. Competitors are lazy about sending entry forms for the smaller regattas and yet it is harder on the small clubs with limited resources than on the bigger ones, not to know how many boats are coming.

Possibly the other clubs could help by simply having a list on the notice board for competitors to sign and thus avoid separate entry forms for the less formal regattas. Judging by the excellent time everyone had, Boskop may expect an even bigger entry next year.

Results: Winner of the Ken Bryson Memorial Trophy: F.D.: 1. *Fantastica*—J. van Nimwegen, 2. *Mystic*—F. Raas, 3. *Okay*—J. G. Liddell.

Class Results: Flying Dutchmen: *Fantastica*—J. van Nimwegen.

Sharpies: *Impala*—D. Murphy.

Spearheads: (Tie) *Quixie*—D. Miller, *Chieftain*—A. Leenstra.

(Continued on page 69)

RIGHT, TOP TO BOTTOM: At Loch Vaal's opening cruise, Gordon Lanham-Love, hydroplane ace, leaves his usual steed for this little Fibreglass 'Flight' from Finn Anderson of Durban. A sudden gybe removed Gordon's hat and he had to retrieve it before rejoining the line for the sail past.

A happy group of ski-ers at Eligwa's opening cruise. Back: Gail and Brian Cousins. (It was Brian who had his 70 h.p. Mercury stolen.) Front L to R: Elizabeth Wayman, Pammy Wayman and Jeanette Joubert.

At Boskop Regatta. L to R: Len Gibbs (Boskop), Hans Weis (Flamingo) and Alick Trollip (Klerksdorp).

Arising out of the recent South African Yacht Racing Association meeting, we have to submit to them sail plans whereby painted bands on the mast and boom will be used to control the mainsail. The technical

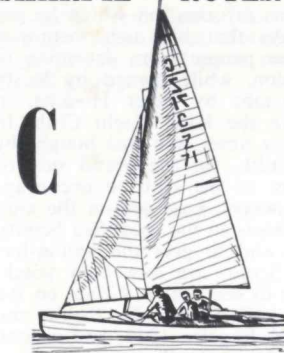
That is all for now, please let us have more Sprog news for the next edition.

(b) The Japan Yachting Association has invited Paul Elvstrom to Japan to advise on the manufacture of sails and fibreglass boats for the 1964 Olympic Games. In regard to masts the present suggestion is that each helmsman will be issued with two masts which can be shaved to suit

South Africa, incidentally, was one of the 15 countries represented at this meeting and our thanks are due to our committee member, Bob Nuttall, for ably doing so. At local regattas this year Bob, with Johann Louter and Robin Vorster, will prove a mine of information on the latest Finn developments in Europe.

The prevailing winds are expected to be from the northeast which are usually moderate, increasing slowly over about a two-day period. The wind then backs through the

SHARPIE NOTES:



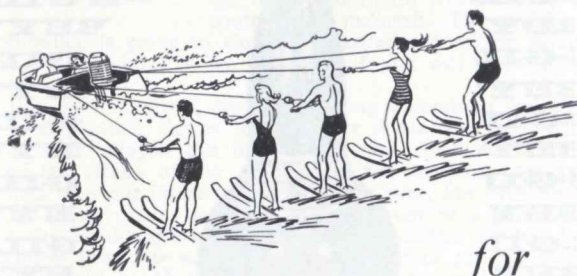
He writes: "As I was screaming along with, I swear, only my tiller blade in the water an Enterprise was banged over in my water way and I had all my cross trees broken, four in all, and stay wires attached thereon as a 20-ft. boat with about a 32-ft. mast crashed over on top of *Ricochet*—I had an inexperienced crew and I have never plopped so many times in one day in my life." As Ron Weston and *Ricochet* are the Natal Champions it must have been

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more CLASS NEWS (From page 63)

quite a Regatta.

Mr. Weston has bought C.5 *Merlin* for the Juniors of Henley Sailing Club who are busy working on it, and C.6 *Poignard* has been bought by Mr. Seymour, a new member of the same club, and he is doing the boat up from stem to stern. Glendee Yacht Club, which have two Sharpies at the moment, are working hard to get more and they have two buyers at the present time for Sharpies at a fairly low price.

Sid Ellis of East London sends congratulations from the Border for the wonderful turnout of Sharpies at the Sharpie Regatta and says that it does the heart good to hear of such a strong entry. The news from East London Yacht Club is that their season opened on October 13 with the Commodore's Cruise and that *Panga*, *Cloud*, *Excalibur* and *Toledo* will be at it again, with a change of skippers in *Cloud* to Jan van de Venter.

Mr. J. C. Thompson of Durban has got C.102 *Thandiwe*—formerly *Hawk* and before that *Shamrock*—back on the water and he says that she is literally flying over the bay. He writes: "I am pleased to inform you that I witnessed a wonderful event the other day. This was the launching of a brand new Sharpie here in Durban. This brings the class total in Durban to six, three of which will definitely be racing during the season."

The History continues to build up and some fascinating stories are coming to light. C.4 *Ripple*, the King William's Town Yacht Club club boat, was scratch Sharpie at Zwartkops for years. In one buster at Zwartkops she actually capsized by going head over heels, or should one say transom over stem—unheard of since.

Tony Smith, who sent me this information which he got from Herbert McWilliams, says that his own memories of *Ripple* are: She saved three people from drowning in the Mahoon River, East London, while owned by Rusty Vos of E.L.Y.C. She was bought by Peter Hoskyn, in 1949, and was the first boat in the King Yacht Club. In 1954, after changing hands many times, she was bought by our President, Major W. C. Smith, for the grand sum of £16, and he then presented her to the club to encourage members who were not boat owners. Last season the club loaned *Ripple* on a permanent basis to the local Sea Scouts, to be used as a training boat and to give the youngsters experience in racing. The Sea Scouts are now busy patching and repainting, so we hope to see a new *Ripple* on the water next season. *Ripple* was built by Mr. D. Hobbs and she was second in the National Regatta 1937, and second in the National Regatta 1939.

Mr. B. E. Elliott, of Glendee Yacht Club and owner of C.118 *Kozuka*, says that she was built by "Jimmy the Indian" in plus or minus 1947 and has had three first places in Provincial Regattas and was second in a National Regatta—but gives no dates. We are gradually being able to build up a record of results of Provincial and National Regattas in this way and should be glad if you will put the dates of the placings.

From T.Y.C. I have news of many Sharpies. C.55 *Swift*, sailed by C. A. Lavrano, was built in Pretoria for A. W. Flitton, who died a few years ago. Mr. Lavrano writes: "He was a well-known yachtsman and one of the principal founders of T.Y.C. He won a number of important races in *Swift*, including a National. She came second in 1961 and in 1962 in T.Y.C. overall points in each year (with *Calypso*, sailed by Doug Kruger, coming first both years). She holds at present the Pioneer Cup for 1962."

As to other Sharpies at T.Y.C., *Wyndways* is a sister ship to *Swift*. Just recently *Scalpel* has been bought by Freddie Verspyck, who has joined T.Y.C. The following boats have just had major, and successful overhauls, *Maleesh*, *Impala*, *Nimrod*, *Dart* and *Attack*.

We are sad to hear from Bob Snowball that the twins will not be sailing *Mistral* at the National Regatta in Durban. They have got a new F.D. and without them on board *Mistral* will be sailed only at Z.Y.C. We wish them the best of luck in their new boat.

For those Sharpie owners who are not members of this Association I should like to quote the following resolution which was passed by the S.A.Y.R.A. at their annual meeting in July:

that rule 4 of the rules relating to the Robert Pyott Trophy Contest be deleted and the following substituted therefor:

Any Sharpie Class Yacht conforming to the S.A. Sharpie Class Rules and restrictions, in possession of a valid measurement certificate and registered with the S.A.Y.R.A., shall be eligible for the contest. The owner of each yacht entered shall be a member in good standing of the S.A. Sharpie Class Association.

Ron Weston has also written to us on the subject of the National Regatta at Durban and says that it is his earnest desire to see Durban Bay crowded with Sharpies for this show. After the success of the Sharpie Regatta and its good entries, although held at a time inconvenient to many people, we too would like to see Sharpie owners make a special effort to make this season's entry an all-time record.

From all accounts it seems likely that the days of the National Regatta, in its present form, are numbered and it would be fitting that so old and honourable a National Class should display its strength and enthusiasm to the end.

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



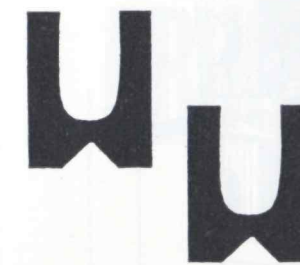
AN INTERESTING letter has arrived from Mr. R. W. Hawkins, with which he enclosed two colour photographs of his recently completed Spearhead-Goodricke *Jade*—No. 162. It is always pleasant to receive letters of this nature, particularly when they are accompanied by photographs. These photographs have been sent especially to show that the construction of the foredeck, afterdeck and side decks consists of two layers of $\frac{1}{2}$ in. spruce glued together to the appropriate shape, so as to form a completely laminated construction. Mr. Hawkins points out that this method eliminates cracking at the joints between the fore- and afterdecks and side decks, and also does away with the strain of the curve on the side decks, which sometimes causes the veneer to open when conventional plywood is used. Our thanks to Mr. Hawkins for this tip, which is now passed on to all other owners.

The telephone has just interrupted the writing of these notes and Ken Holliday has informed us that the two hulls which he has been building for America are finished and will be shipped within the next two weeks. Mr. Lowe was anxious to have the boats in the United States in time for the American Boat Show, but unfortunately the freighter which is to carry them has many calls to make around the Caribbean and will arrive in Los Angeles only late in January. Let us hope no Cuban disturbances will interfere with the Spearhead-Goodricke journey.

Members should take note that since the formation of the one-design it has no longer been necessary for the letter "R" to appear on the sails. Several boats at the past National did not carry the letter and it is certainly easier for all concerned when the sails bear the insignia and the number only. Do not forget that the official insignia now consists of an isosceles triangle, 12 in. high on a 6-in. base, with a "V" in the base line rising 2 in., to form an arrowhead. This was officially approved at the S.A.Y.R.A. meeting, so that there will be no confusion between the Spearhead-Goodricke and the Merlin Rocket. Anyone who has had to put a letter "R" on both sides of the mainsail will be pleased to hear that it can be omitted.

We welcome Mr. R. C. Baker of Point Yacht Club to the Spearhead-Goodricke Class. He has acquired *Riptide*—No. 141—from Mr. Boer and we wish him every success. Another new member in the Association is Mr. O'Gilvie who has taken over *Snowgoose* from Basil Goldworthy. *Snow-*

(Continued on page 66)



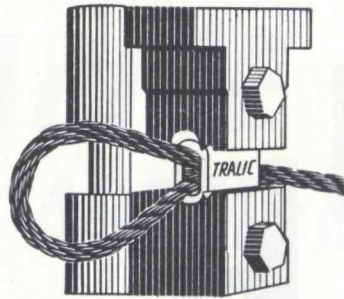
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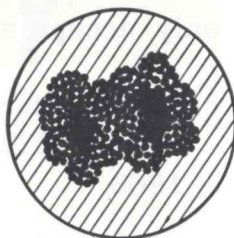
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more CLASS NEWS (Continued from page 65)

goose was built by Hilary Spears some years ago, and she will no doubt give a good account of herself with her new owner.

Gerald O'Grady has finished a new fibreglass hull for Niko Stutterheim, who has joined the Association. His boat, No. 173 (name not yet to hand), will without doubt prove a keen competitor in Transvaal racing. She is just about identical with Hilary Spears' *Vivace II*, which was also built by Gerald.

This issue of the news seems to be full of information about new owners and new boats, and it cannot be completed without mention of Gert Wiebols who has also just about built a new boat, after having to interrupt himself to finish his examinations, while from East Rand Yacht Club we hear that Mr. J. E. Jarvis is ready to launch *Lady Lynne*—No. 167.

At the time of writing the racing seasons in most of the country clubs are getting under way and it is hoped that the remaining weeks between now and the National will see some very competitive sport, so that Durban Bay will prove an interesting place next February.

FLYING DUTCHMAN OWNERS' ASSOCIATION OF SOUTHERN AFRICA. NEWS LETTER NO. 40.

Acting Hon. Sec.: Ian H. Beynon, c/o Trigonometrical Survey Office, Rhodes Ave., Mowbray, Cape.



ION WILLIAMS, our Class Secretary, has returned from Europe after a protracted tour in which he had some splendid sailing on the Loosdrecht Lakes and was royally entertained by Conrad Gülcher. Welcome home, Ion!

I have just received from Holland an advance copy of the *F.D. Bulletin* and quote therefrom some of the more important points discussed at the annual meeting of the General Committee of the I.F.D.C.O. held on August 10, 1962.

The World Championships in 1963 will be held on the Starnberg Lake in Germany near Tutzing in the second half of September. An Olympic

course will be used.

The new Venturi spinnakers are "out" as far as F.D.s are concerned, for the time being at any rate. Consideration will be given to this design next year. In the meantime, the trends and the experience in other classes will be carefully noted.

Those owners who intend fitting roller-reefing to their genoas will be happy to know that a recommendation will be submitted to the I.Y.R.U. "to leave the position of the forestry free", so that a roller-reefing arrangement can be installed without difficulty.

Of interest to measurers is a new definition of "fixed decking" in the cockpit measurement rules. This is to read as follows: "Fixed decking is decking which is screwed, nailed, glued or moulded-in with the hull and shall not be removable during the race. Fixed decking is considered that part of the deck which is above the thwartships projected line between the top of the sides."

Also of interest to measurers is that it has been decided to show several measurements of the centreboard on the official plan and to allow a tolerance of 6 m.m. Although a thicker centreboard would be acceptable it was decided not to alter the thickness because it would be impossible to install a thicker board in most existing boats. Here the secretary remarked that a centreboard should not be made of plywood. This I can heartily endorse, having once been shipmate with such a board which sheered off flush with the bottom of the boat in a hard blow.

It would be very interesting to hear the views of an expert in yacht design of the effect of a thick board scientifically shaped in section. Would it provide more "lift" and consequently better performance to windward than one fitted with a plate of thinner section? If any reader is qualified to speak on this subject, I am sure it would be of interest to many.

The Committee was of the opinion that it would be impossible to frame a rule to prevent people from sailing in layers of wet jerseys to obtain additional weight, "however bad and unsporting this habit might be". Quote!

A suggestion to allow a tolerance of 3 per cent on the measurement of spinnakers in a wet condition did not meet with a favourable reception. It was decided to leave the rule unaltered, which means that spinnakers can be measured only when completely dry.

It is always interesting to follow the fortunes of South Africans and South African built boats in regattas overseas. Gerhard Köper and John Hunter both feature in reports of meetings in Europe. John at Whitstable and at the Loosdrecht Easter meeting in which he steadily improved his placings as the racing progressed. His best race was a tenth. There were 45 boats competing. Gerhard, using his own sails on a boat lent by Slotty Dawes, is also mentioned as participating in the Whitsun Regatta at Whitstable.

Studying the photographs published in the *F.D. Bulletin*, one cannot help but notice the magnificent finish on the products of overseas boat-building yards, so it is all the more gratifying to read in a description of the North American F.D. championships the appearance of an F.D. built in South Africa. I quote the relevant paragraph: "The wind increased at the start of the fourth race and trapezes were in use for the first time in the series. Angus MacDonald of Montreal, sailing his beautiful F.D. built in South Africa, rounded the weather mark first, closely followed by Sindle and the Duanes." This boat is a Bonger's hull, completed by John Sully and used by him at the World Championships in Florida earlier this year.

For those of us not in the championship class and to all those newly caught by the virulent germ of sailing. I should like to recommend to them a series of articles published by the I.F.D.C.O. These are of lasting interest and have appeared in back numbers of the *F.D. Bulletin* from time to time, and deal with all the problems of rigging and trim and the special technique of handling a Flying Dutchman. They are available at 16 Dutch Guilders (R3.14 approx.) from the Hon. Sec., C. Th. Gülcher, Naarden, G. W. de Oudelaan, 69, Holland.

I have received a letter from Syd Morgenrood of Salisbury Southern Rhodesia, in which he says that at a meeting of owners in Salisbury it was decided not to form a Central African Association of the F.D. Class at the present time, but to form a local committee with himself as Secretary and A.D. Butler as Chairman. Judging by the success of our Durban members, this should be a very satisfactory solution. All that remains now is to amend the Constitution to give these local committees greater representation, to achieve closer co-operation with the Technical Committee.

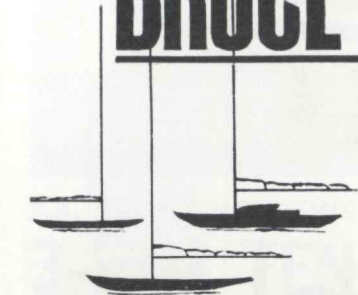
Zeekoevlei is the venue this year for both the Western Province Championships and the Hallowe'en Inter-Club races—the Hallowe'en in November and the Western Province a month later on the week-end of December 15-17.

These are generally the most keenly contested events on the racing calendar of the Cape and the Hallowe'en can always be relied on to produce team racing at its best. After a severe and prolonged winter there will be no lack of water in the vlei and the prospects for an evenly contested competition appear to be unusually good this year, especially between the Zeekoevlei, University and Hermanus Yacht Clubs. The Worcester Yacht Club, though somewhat handicapped by older boats, always can be relied on to pull something out of the bag, especially in heavy weather as might very well be the case with the South-Easter season upon us. The Royal Cape Yacht Club have generally a team of very experienced skippers headed

(Continued on page 68)

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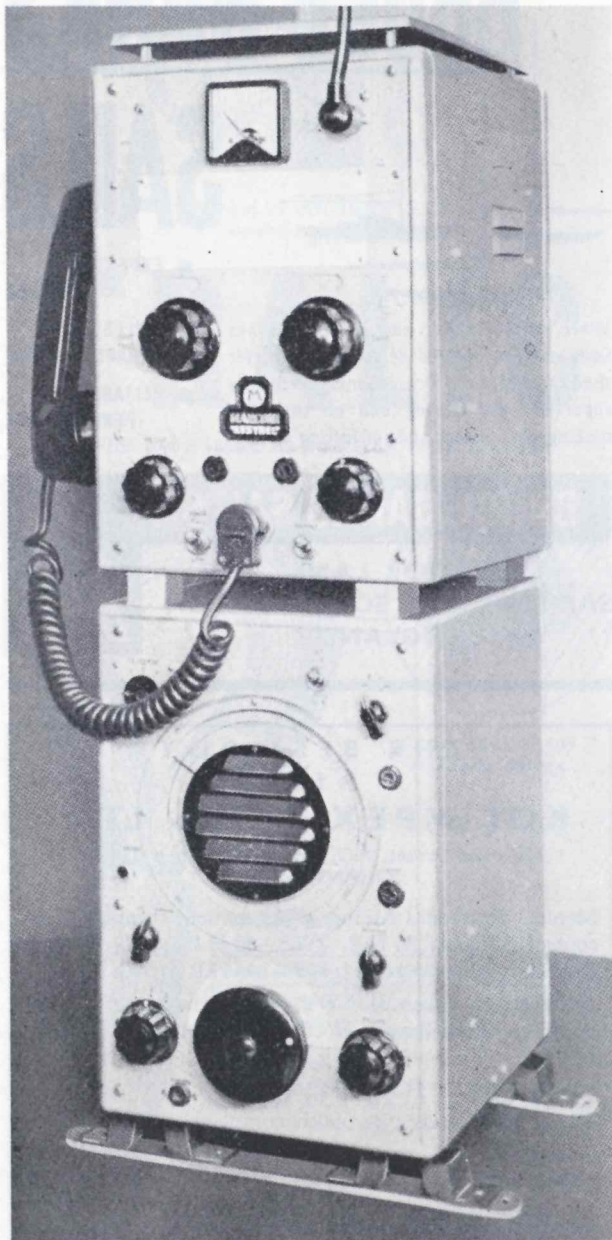
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more CLASS NEWS (From page 67)

by Gordon Burn-Wood. Basil Joyce and Jacko Jackson, who are more than capable of holding their own against the wiles of Bobby Bongers and the keenness of the Snowball Twins and the aggressive students.

With the National at Durban following early in the New Year, there should be no complaint of a dearth of competition and excitement.

Ian Beynon.

In accordance with our constitution, nominations are called for the membership of the Technical Committee for 1963. These are for President, Vice President, Hon. Secretary, Measurer and two other members, one of whom to assist the Secretary as Treasurer.

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



FRANK REYNOLDS, whose Andy, as we remember, was fitted with watertight compartments right round the cockpit, refers in a letter to difficulties which some Andies have experienced when built of two skins with a joint down the middle. The question of the strengthening of the hull when this method of building is adopted has been ventilated before, and suggestions made for stiffening by means of the mast step. Mr. Reynolds now suggests that one other method of avoiding trouble would be to increase the length of the fore-deck to 4 ft. 6 in., thereby bringing the forward bulkhead right back against the mast step. We quote a portion of his letter:

"Now, I know why Frank Spears designed the Andy with a 4 ft. foredeck and a 2 ft. aftdeck—because it is cut from a 6 ft. sheet of ply, but my suggestion is to increase the foredeck to 4 ft. 6 in. and reduce the aftdeck to 1 ft. 6 in.—still out of a 6 ft. sheet, but the forward bulkhead is now up against the mast step. This now means that the mast step can be made a fixture to the bulkhead, so that when a capsize (only due to bad sailing!) occurs, the 'punch' from the mast is spread over the full width of the hull through the bulkhead and not transmitted straight down on to the keelson."

Mr. Reynolds promises to send a photograph of his Andy/Volkswagen double cab ensemble, which has caused great interest, and we hope that when this arrives it will be possible to reproduce it in these columns.

Mr. Reynolds' suggestion regarding the foredeck and afterdeck is certainly worthy of consideration, and members are invited to give their views so that if it is the consensus of opinion that the foredeck should be increased, proper steps can be taken. Perhaps it would be a good idea to let this measurement be optional at 4 ft. or 4 ft 6 in., because many people find the 4 ft. measurement so useful when it comes to setting the spinnaker.

Welcome news comes from Arie Blacquiery who had so much to do with the starting and running of the Andy Class. He writes to say that they are going to start building Andies again at St. Andrews. Three boats are on the list, one for the club and two for private owners, and two more are also showing a keen interest. He is going to build these boats of three layers of Tola veneer in the same way that Hilary Spears built his boat *Alpha*.

There was great excitement at Zwartkops on Sunday, October 21 when not only did the Zwartkops official season open, but also Lester Smith's brand-new fibreglass Andy was launched. He has made the sails himself and an on-looker vouches for the fact that they set absolutely perfectly. The hull is the first fibreglass Andy which has been built by that expert at fibreglass construction, Gerald O'Grady.

We wish Lester good sailing and warn those who we hope will meet him at the National that they will have to face some pretty stiff opposition.

SOUTH AFRICAN YACHTING: November/December, 1962

The Wingers

At the start of a new season it is high time Winger notes appeared. We apologise for having little or no news of other clubs, but the Wingers at East London are booming.

Last season saw competition among the fleet mount weekly, with some tense sailing matches. The redoubtable Rusty Vos in *Warrior* took the Winger championship, and a worthy champion he is, but several Wingers pressed him hard for his laurels.

The Wingers took their fair share of races against Sharpies, Sprogs and other classes in the season's handicap events.

A number of East London Wingers visited Redhouse and pitted their skill against the local boys (and girl). They returned with awesome stories of the Redhouse boats' skill with their reaching spinnakers.

The season finished in a high state of enthusiasm and plans for the future were legion.

The Winger specifications have been beneficially redrafted in detail, although they have not yet been issued. One of the major decisions reached is to make the type of spinnaker optional, as the original reacher was not found to be suitable for all the conditions met with by Wingers dotted around the country. Interesting experiments on the lines of general-purpose spinnakers have already been carried out and more are to follow.

The opening of the new season of East London augurs well, with two experienced skippers adding Wingers to the fleet which is now the largest there. No doubt the racing will be keen.

The class continues to grow with steady applications for new registrations, and many inquiries with which we are always pleased to assist.

Good sailing, and let us have some news from other centres. The Association's address is: P.O. Box 860, East London.

SUSAN GADS ABOUT . . .

(Continued from page 61)

Finns: Valdo—R. Vorster.

Sprogs: *Stagalee*—B. Metcalfe.

"O" Class: *Tee Vee*—R. Mackay.

Team competition between Flamingo, Klerksdorp and Boskop was won by Flamingo with the following team: D. Murphy, G. Walton, E. C. Park-Ross, G. Thorburn, R. H. Joynt.

Once again news comes from the three big clubs on the Vaal River, Eligwa, Loch Vaal and Riviera, of plans to entertain handicapped people with boat rides and fun on the river. It takes a lot of effort to entertain complete strangers and make their day happy. It is so much easier to laze around in the sun, with a little boating and ski-ing mixed in. But each year the river folk turn out in force to give their guests the most memorable day of the year.

The annual Queen of the Vaal contest takes place at Eligwa on December 26. The first prize is a two-week holiday in Durban with all expenses paid and pocket money supplied. Entries should be addressed to P.O. Box 288, Vanderbijl Park.

One night a few weeks' ago thieves arrived at Eligwa. They cut the telephone wires to the club house and stole two engines, a 70 h.p. Mercury belonging to Brian Cousins and a 85 h.p. Mercury belonging to Hennie Lourens. There are only eight models of this latest 70 h.p. engine in the country and it is just possible it might turn up mysteriously somewhere and be recognised by some knowledgeable boating man.

To Brian Cousins, this mean and shabby crime has meant the crash of all his hopes. After 5½ years' successful ski-ing, he desperately wanted to try for his colours. A motor of his own was an absolute necessity and his family saved hard to make this possible. Brian had had the motor only two weeks when it was stolen and the crowning tragedy was that it was not insured.

Friends have been most kind and generous, but the hard constant practice necessary for top flight ski-ing is no longer possible.



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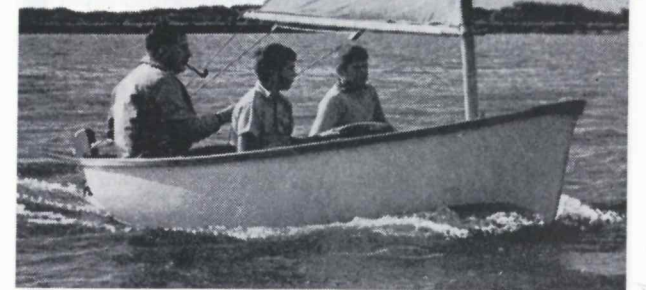
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