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**35c**

# **Yachting**

## **POWER & SAIL**

**All Watersport South of the Line**



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# NATIONAL GAMES AND SAYRA REGATTA



Lunchtime quiet at The Hole, Saldanha Bay, scene of this year's S.A.Y.R.A. National Regatta and "Games". Looking down on the anchorage on the left was the Naval Gymnasium, where hundreds found hospitality, and below it the President's Jetty where the deep-sea craft had their headquarters. On the right was the dinghy H.Q. and the fine slipway, financed by the Western Province Sailing Association and a permanent amenity for yachtsmen. Beyond stretches the beginning of the wide waters of the Bay proper. The F.D., Sharpie and Spearhead course was out of the picture on the right. Inset is one of the "Olympic trials" medals awarded this year to leaders in gold, silver and bronze. Readers interested in pictures of their own yachts in action are reminded that our photographer David Baker took scores of vivid, but unpublished, pictures. Just send him your sail number . . .

THE 1964 National Regatta at Saldanha Bay from January 6 to 15, under the auspices of The Western Province Sailing Association confounded those sceptics who had predicted a "washout" with high winds and seas. On only two days was there any bite in the wind—once for the inter-club and interprovincial events, and for one round of the Championships. In the main, sunny skies with light southerly winds of between 10-15 m.p.h. predominated, and fair-weather crews found conditions much to their advantage.

Two main courses were laid, "H" and "K", both circular with diameters of 2,500 ft. and 3,500 ft. respectively, and marked on the perimeters by eight dan buoys making Olympic-style courses possible. Tune-up races were held with both start and finish in the centre of each circle; but subsequent races were started and finished on the perimeters, providing four long beats, four reaches and one dead run for every race, a fair test of sailing with slight bias in favour of those strong on the wind.

Flying Dutchman, Sharpies, Goodricke and keel-boat classes raced on Course "K" a little way out in the bay and stretching roughly from the end of Hoedjies Point to level with Marcus Island. Winds were certainly more constant both in speed and direction on this course than on the inner while the chop and popple coming through the Heads made for exciting sailing on the reach with a fair amount of pounding on the beat.

"Duck-pond" sailors took a little while to settle down, and those accustomed to using wind lifts from trees and shore had difficulty in adjusting to the idea of not having these aids. Experience soon came to the fore, however, particularly in the hotly-contested Flying Dutchman class, where heavy crew was certainly an advantage.

In the championship events for Flying Dutchmen, the Rhodesian *Peri II*, skippered by David Butler and ably crewed by Tony Dewerth, was virtually unbeatable in what

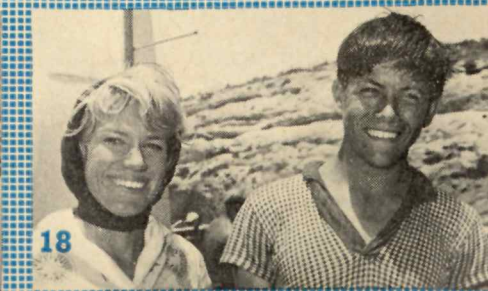
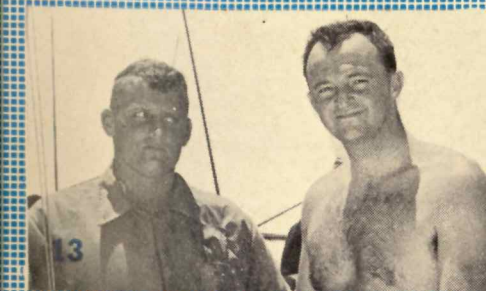
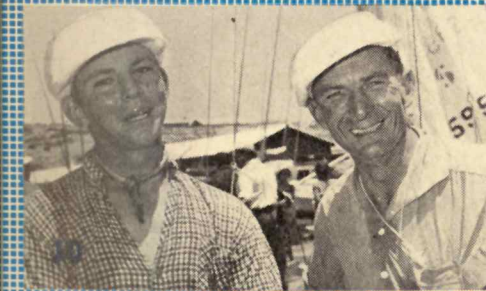
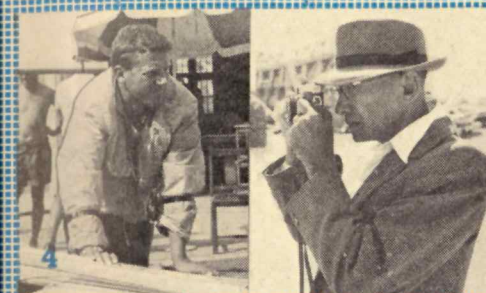
many consider to be the strongest competition in this class of any Regatta to date. Butler generally had a good start, immediately looked for and found free wind and was well up, if not in the lead, at the top mark.

*Peri II* went particularly well on the beat and almost inexorably overhauled and passed all others. His record of three firsts, a second and a fifth in five races against such

(Continued on page 32)

1. Officer Commanding at the Naval Gymnasium, and mine host to the yachtsmen, Commander Gideon Joubert, takes time for quiet chat with S.A.Y.R.A.'s indefatigable secretary, Eric Burner.
2. Jacko Jackson gets his silverware from the Mayor of Saldanha, Robert Silverman, who also did so much to make the visitors feel at home.
3. Gay threesome were Mrs. Kay Graham, Jack Nosworthy and Mrs. H. E. Kramer.
4. A. Leenstra, who had a well-fought second overall in the F.D.s, and Steve Levin, Royal Cape Yacht Club's consul at Saldanha Bay.
5. Carmen and Helli Stauch were as full of enthusiasm as ever, while Mr. Justice Van Winsen, Royal Cape's new President, relaxed in a Basuto-style straw hat.
6. Commander J. H. Wicht (Ret.), who has done so much for boating in the area, shared a table with Mrs. Jack Nosworthy and Mayor Silverman.
7. All the way from Makoma Yacht Club, Luanshya, N.R., came Peter Gurney and his Enterprise, Evaine. His charming crew was Judy Ord.
8. Gold medalist Basil Joyce chats with his Sharpie crew, Jack Mouat and P. Wallendorf.
9. Tactical discussion by Albert Bruins, Cynthia Balsillie, Julie van Winsen and Adrian van't Hoogerhuys.
10. Desert types from the Kalahari Yacht Club, Windhoek, Butch Schenk and his dad Andy. They sailed an Andy.
11. Bruce McCurragh, who won so convincingly in the Finns.
12. Highvelders A. C. Cowling, Victoria Lake Club, Miss D. Mader, Mike Kirby, from Flamingo, and Mrs. A. C. Cowling.
13. National Spearhead champions D. Denley and B. Bruneau.
14. Mrs. Bobby Bongers and Brain Metcalfe—and that man of capacity from V.L.C., Tom McCrory.
15. Jack Nosworthy and Paul Anstee peep over shoulders among the crowd of spectators at the end of the main jetty.
16. Moment of pride as D. Denley gets his gold medal and trophy from Mr. Robert Silverman.
17. G. Köper and crew Aubrey Meyer of hard-sailed Saga II.
18. Marion Metcalfe with her crew Ralph Willcox, of the Sprog Smoothy.

## SALDANHA SOCIAL OCCASIONS



REPORT: PETER OLDROYD—PHOTOS: DAVID BAKER



# NATIONAL REGATTA



From page 31



Finesse, N. Lippstreu, R.Y.C. leads J. Watson's South-seaman by a nose in a spinnaker duel past the South African Navy's guardship Nautilus. The nylon finery made an impressive spectacle against the lovely pale green water of Saldanha Bay.



Skylark, Vaughan Clark, R.Y.C., has the edge here on silver medallist A. Leenstra, K.S.C., with crews doing their delicate utmost to coax something extra out of the wind.

When the south easter piped up F.D.s took a real pounding on the exposed outer Olympic course. Here Whisper, L. Fitton and Peter Bacon, makes loud noises as she pounds doggedly to windward.

hot competition was gained by hard, fast sailing with clever tactics and a lot of tuning and adjustments, both on the water and ashore.

*Maverick*, skippered by Al Leenstra and crewed by M. Curtis, had a final placing of second overall helped considerably by an excellent first place on the day of the hard blow. Leenstra was, however, consistently hammering at the top, and a glance at the individual race positions shows consistent sailing, with the exception of a horrible 17th in the first race when a wind shift arbitrarily put more than half the fleet at a great disadvantage.

Vaughan Clark of Redhouse, the Knysna winner of the Trophy, was always in the running but somehow seemed to lack that fine edge, or perhaps the luck, to put him right out in front.

The old fox, Hellmut Stauch, showed his heels to many others and had a fine win in the second race, while Don Ord in *Chianti* was generally well up.

Probably the unluckiest of the lot were the Snowball twins in their beautiful new boat *Gemini*. With great enthusiasm and energy they were well up in the tune-up race and first half of the championships and then came disaster. In the fifth race, during the hard blow they worked out to a huge lead of 6 min. 20 sec. over their nearest rival at the last mark, only to have a rudder pintle break on the beat within sight of the finishing line. A win, instead of a retired, in this race would probably have pulled them into second position overall, which would have been a fair result.

There was a disappointingly low number of entries of Goodricke dinghies for the Emdon Trophy, but nevertheless keen racing was had by all. Skippers and crews certainly had to be on their toes in these rather lively yachts

among high swells, particularly on the beat.

The reigning champion, *Witchway*, skippered by D. Denley and crewed by B. Bruneau of Point Yacht Club, showed early promise by winning the first tune-up race, in which *Scherzo* (L. Pelton) of U.C.T.Y.C. came second and third, *Quixie* (D. Millar) of Klerksdorp Yacht Club. *Witchway* was, however, soundly beaten in the next tune-up which was handsomely won by *Vixen* (W. Siebrits) of George Lakes with *Con Brio* (B. Hallock) of Z.V.Y.C. second. In the first round of the Championships *Vixen* repeated her success with a fine win. Denley suddenly, however, seemed to click back into form and ran up an impressive five wins in a row to shatter all opposition. It was generally acknowledged among all other skippers that they were unable to hold *Witchway* back, and were merely concerned with battling it out for the remaining places.

*Vixen* and *Allegro II* (Chris Köper, of U.C.T.Y.C.) had a good fight for second place honours, and it was only her win in the first race that pulled *Vixen* ahead even taking into account the fact that she had two "retireds." The Knysna Yacht, *Anitra*, Halvar Mathiesen, showed promise early on, but then slipped back with a string of three retireds in a row.

Another disappointingly low number of entries was in the Sharpie class with only nine contestants. Western Province yachts swept the board, taking the first three places, well ahead on points of the rest of the fleet. The wind did not seem to favour the Sharpies who could have done with fresher conditions, but on the days that it did blow hard it was surprising to see the large number of capsize among this allegedly "hard-weather" class.

*Nemesis*, of R.C.Y.C., skippered by Basil Joyce and crewed by Jack Mouat and Paul Wallendorf, easily took

the two tune-up races with *Calypso* (B. Kruger) and *Aeolian* (Jacko Jackson) showing early promise, while W. Longland in *Foxhound* won the Inter-Club event for Swartkops, revelling in the fresh wind.

Brian Metcalfe left the helm of his Flying Dutchman to skipper *Cha Cha*, to win the Inter-Provincial event for the Transvaal, being the only finisher.

Basil Joyce kicked off to a good start by winning the first round of the championships, after taking an early lead with *Romany* (Robert Nelson) second and Jacko third. In the second race honours went to *Cha Cha*, C. Moag, with *Nemesis* second and *Aeolian* third; and in the next *Nemesis* was again pipped into second place, this time by *Aeolian* with *Foxhound* in third place.

Even at this stage *Nemesis* had worked out a good points lead and really clinched matters with a fine first place in the fourth race. For the fifth race, in the hard blow, Joyce decided not to start, possibly risking gear breakage, and several others followed his lead. There were, surprisingly only three finishers with *Romany* first after

*Aeolian* had capsized while in the lead and *Tralee* (W. Symons) second, sailing under storm rig. In rather a change from the normal Transvaal zephyrs, *Nimrod* (N. Passet) did well to finish third.

The final race decided overall second and third positions, *Aeolian* beating *Romany* into third place.

Finns, Sprogs and the Development Class sailed on course "H", farther inshore to that used by the larger boats and more sheltered, although at times quite a swell built up at the leeward marks. Being closer inshore, it was easier for skippers to get rough bearings on landmarks and spot lifts and headers.

With more nimble smaller boats, more tactics were used on the beat than on the outside course. The starting lines were generally well laid, square to the wind, and on only one day was there a decided advantage at the weather end of the line causing bunching.

The weather legs were definitely critical and many places were lost or won by a decision to stand in shore towards the village or out towards the bay. This course provided better spectator value and the end of the main jetty was packed each day.

The Finns had the longest entry of the Regatta and certainly gave close and exciting racing. Winds were ideal for the single skipper and although not strong, the heavier skippers seemed to be under no disadvantage.

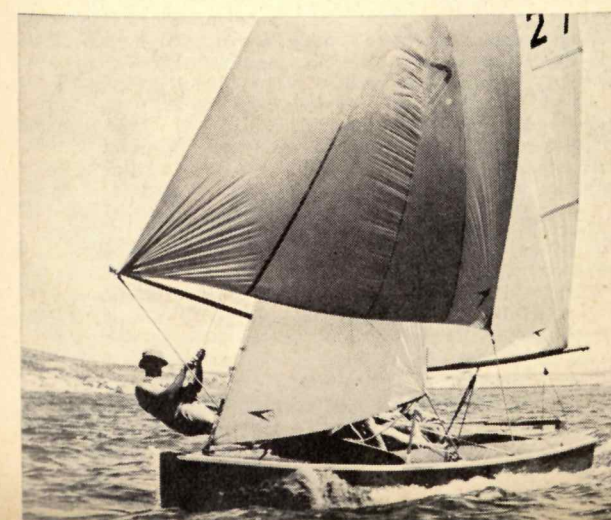
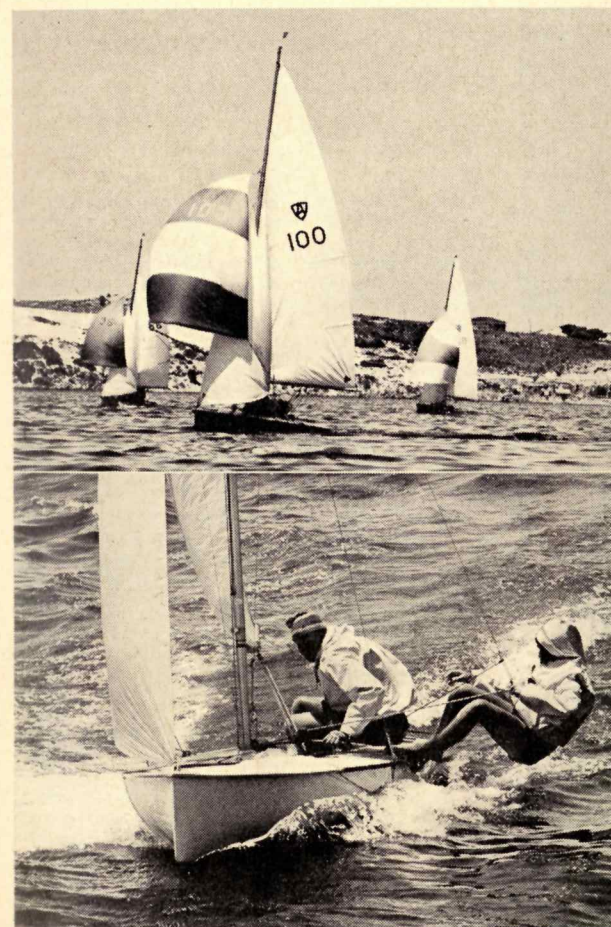
Except for occasional flashes in the pan from other centres, Durban sailors swept the board and reaped the benefit of their greater experience and more intense training. The only real threat to the Durban stronghold was from Mike McFadden in *Alfinagin*, of Mazoe, who was consistently up with the leaders and won the first tune-up race from Geoff Myburgh of Zeekoevlei in *Kalulu*. The second tune-up race, however, showed the writing on the wall with Bruce McCurrach in *Fleur de Lys* snatching a fine victory from McFadden, with Bobby Bongers sailing *Fluffin* into third place.

The first championship race provided a duel between McCurrach and Ernie Morrison, in *Fame*, with Morrison holding an early lead only to be passed in the third round by McCurrach. Third was R. Nuttall after a fight with *Fantastica*, J. van Nimwegen. The result of this race, with McCurrach first, Morrison second and Nuttall third, was strangely identical to the final overall finishing positions of these three.

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Andies gave the same sort of exciting sailing in miniature as the big F.D.s on the outside course. At the top Andy Schenk's *Deriaba* leads J. Waller's *Ursa* and A. Bush's *Alpha*. On the left newcomer C. Bertie's fibreglass *Frisky* lives up to her name. These fibreglass shells can now be bought readymade by home builders.

The Sharpies, although few, provided their usual spectacle of thrustful sailing with multi-coloured "reachers" pulling like a horse. Below left is T.Y.C.'s *Nimrod*, N. Passet, far from Hartbeestpoort Dam, and on the right Robert Nelson, of Z.V.Y.C.'s *Romany*.







Former Finn Springbok Gordon Burn Wood takes a familiar stance as he uses all his wiles to find extra horsepower on a downwind leg.

## MORE 'NATIONAL'

(Continued from page 33)

In the second race conditions were a little fluky and the fleet was well bunched, with some tense moments at the buoys.

McFadden and N. Eadie in *Fleur* had a good race, with McFadden just pipping Eadie into second place. Both McCurrach and Morrison had their worst race of the series, although McCurrach sixth would have been happily accepted by many others.

For the next three races, McCurrach ran up three firsts, and clinched the series with some fine sailing. It was amazing to see how he always managed to break clear of the bunch at the start and this ability played a large part in his success. He certainly had to battle, however, and it is to his credit that he never made the one mistake needed to drop a place to the large group right behind.

Morrison showed his consistency as well with a run of three second places and polished sailing.

In the fifth race, John Louter in *Fox II* and Nuttall had a fine duel for third place, while Nuttall scored a good third in the fourth race, with McFadden fourth.

In the fourth race, Bongers had been well up but slipped back on the last beat, while Eadie rather spoilt his opening 7-2-10 with a bad 26, followed by a 21 in the last race. In the overall picture, McCurrach is clearly ahead with Morrison holding a comfortable second place. Nuttall fully deserves his third place, notwithstanding McFadden's first in the second race.

As Durban skippers took top places in the Finn races,

The Dabchicks, sailing an inshore course, gave spectators a grandstand view of real "needle" racing. Here is Heron, R. Meek, of Z.V.Y.C.



Gold medallist Bruce McCurrach, on the other hand, sits well in and to lee as he trickles *Fleur de Lys* through the light airs.

so Cape skippers held the advantage in the Sprog class. Racing was again keen in this large class and there were many close finishes, with large bunches crossing the line together.

The fleet seemed, however, to split up into three distinct groups, with about 8-10 yachts consistently out in front, followed by a large group of about 25, followed in turn by the stragglers. Cape boats took six of the first eight places and this cannot be attributed to experience of the waters, as these were far different from the normal Cape Sprog habitat.

A remarkable feature of the Sprog racing was the general spirit of friendship and a complete lack of protests or "incidents" on the water. This does not mean that a policy of *laissez faire* was adopted, as sailing was both hard and keen, but rules were both known and observed correctly.

The first tune-up race was won by *Sweet 'n Tears*, W. Ellens, of Ladysmith, with *Saga II*, G. Köper, in second place.

The second tune-up had in the first three finishers Cape boats, with the new yacht *Skedaddle* (C. Forster) first, *Skirtso* (Mrs. Molly Warr) second and *Shambles* (Stan Midlane) third.

By the third day it became apparent that Gerhard Köper, who had narrowly missed winning the Trophy in Lourenço Marques, was a hot favourite with two wins in the inter club and inter provincial events, even though subsequently disqualified from the inter club event for technical reasons.

The day's racing in a fresh breeze suited Köper with his experience in the Zeekoevlei southeasters. Second home in the Inter-Club event and showing early promise, was

Hard on the wind are E. Beele's *Blitz*, T. Fairhead's *Stafford*, B. Curran, F. Oeschger's *Tillapia* and R. Meek's *Heron*.



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Sniekie (N. Korving) having just graduated from Dabchicks.

The first championship race ended in a great fight between Gerhard Köper and Colin Forster after the Mazoe yacht *Socio* (A. Crossley) had held an early lead. Eventually Köper pulled clear ahead with Forster home second, but later disqualified.

BELOW, top to bottom: David Butler, new king of the F.D.s, chats with Warren Snowball, one of the unlucky Twins who "threw away" two firsts in the F.D. series.

Mrs. Paul Anstee, Commander and Mrs. Gideon Joubert, and Paul Anstee, this year's S.A.Y.R.A. President, foregather at the Navy's cocktail party for the yachting guests.

Finn Maestro Ernie Morrison, of Durban, in discussion with Gordon Graham, Chairman of the South African Yacht Racing Association's Executive Committee.

Among the everwelcome Rhodesian contingent was Mr. C. Hutchings, C.B.E., President of the Rhodesia and Nyasaland Y.R.A., seen here with Mrs. B. Lindhorst, Mrs. Hutchings and Basil Lindhorst, President of the Western Province Sailing Association.



ABOVE, top to bottom: F.D. exponent Ken Warr also did well in his new R.C.Y.C. One-design *Schatzi*. The Warrs' fleet included the One-design, a F.D., Sprog and two Dabchicks. Our visitors from Europe, Dr. and Mrs. Ernst Bullmer (left) and Conrad and Mrs. Gulcher, were entertained by Ken Warr (centre) at his home in Cape Town. The Gulchers also spent a lot of time with those mainstays of the Flying Dutchmen and Dabchicks, Jack and Margaret Köper. Conrad is, of course, world president of the Flying Dutchman Association.

This ended in Mike Kearney, in *'Scuse Me*, taking second place with Molly Warr, in *Skirtso*, third.

The next day was Ladies Day and an excited Molly Warr won by a few yards from Marion Metcalfe in *Smoothie*, with Korving third.

The third race gave a runaway victory to Forster, after *Salamander* (R. Lombard) had been well up. Köper pulled through to second after lying far back and Korving notched another consistent third.

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## NATIONAL REGATTA

(Continued from page 37)

The overall points position was now extremely interesting with any one of five yachts poised for the Trophy. In the fourth race, Ellens repeated his success in the tune-up race with another first but was, however, well out of the running having retired twice previously. Forster was second and Korving had another third while Köper was well down the list.

The fifth race took place on an enlarged Dabchick course, owing to the high wind and seas out in the bay. After a bunched start under the jetty, Korving seemed to have a slight advantage over Köper at the top mark. Köper pulled through on the reach, however, and worked out to a 20-second lead which he grimly held to the end. Forster had a third.

At this stage Köper held a slender points lead from Korving and Forster and the outcome of the Trophy depended entirely on the vital sixth race which was watched by many excited spectators.

Köper soon nosed out ahead, followed after a while by Forster, Midlane and Watson-Smith and with the gun going to Köper, it seemed that the Trophy was his. Unbeknown to him, however, he had been over the line at the start—and final first place and the Trophy went to Forster who had returned at the start to recross the line thinking that the recall gun was for him. Forster fully deserved to win the Trophy with his excellent sailing, the final difference between him and Köper being a third and a fourth against two sevenths.

Korving was a good third and it was only the absence of a first place and its consequent bonus points that kept him in third place.

The Development Class consisted of five distinct groups with Andies, Enterprises, Olympus and G.P. 14's racing in the morning and Dabchicks in the afternoon. The entire Olympus fleet dropped out after two races.

Andies and Dabchicks held the most interest in the Development Class with 11 entries in each fleet. Of the Andies, early rivals in front were the "Bush-babies" in *Alpha* and Andy Schenk in *Deriaba*, the latter from the Kalahari Yacht Club.

The first tune-up race was won by Bush and the second by Schenk. These two had a fine tussle in the first three races, with Bush holding a slight edge with two firsts and a third against a first, a second and a fourth.

Bush's spinnaker work was particularly good and his crew's weight seemed just right for the prevailing winds. In the fourth race John Waller in *Ursa* scored a good win, after a tussle with Bush, and in the next race Bush was again pipped at the post, this time by George Meek in *Elf* who went well in the heavy blow.

The sixth race was interesting, with Bush clinching the Trophy while Meek just edged away from Waller with a second against a fifth. Beele, in *Kite*, came third.

The leading Enterprise was P. Gurney, in *Evaine*, who sailed consistently well after an initial disqualification. *Gay Wycht* (Bill Donnelly) had a clear win among the G.P. 14's.

The Dabchick class, sailing in the afternoon, were a lovely sight with their vivid sails against the blue water and created much spectator interest.

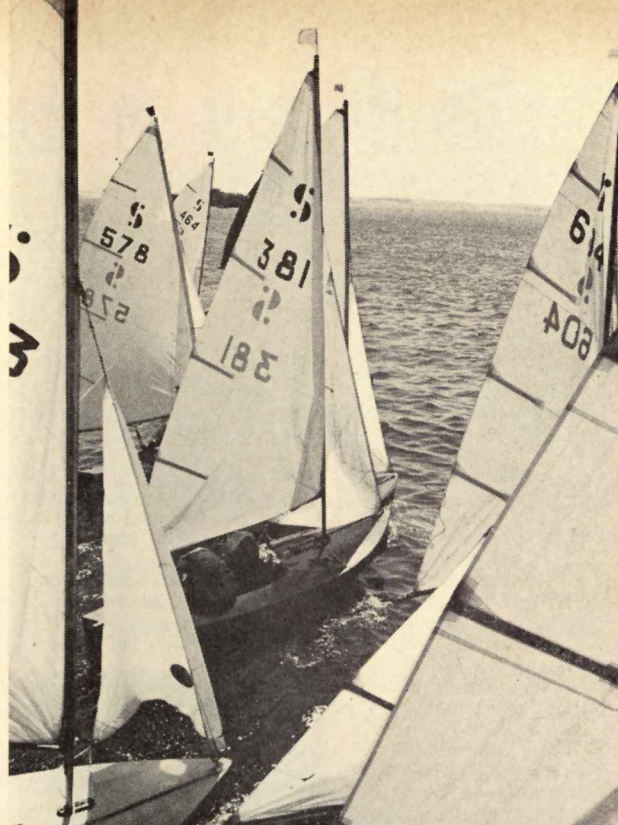
The first tune-up race was won by C. Harris on *Dewey* from *Tillapia* (F. Oeschger) while the second race was won by the Herridge brothers, Louis and David of Zululand, on *Dalou*.

These two then proceeded to make a clean sweep of the championship events with five first places in a row. The two brothers made a magnificent team and their agility in tacking and jibing brought exclamations of praise from the spectators. They were unquestionably far and away the best of the Dabchicks and received vociferous support from their father.

Their yacht, home built, was beautifully finished and fitted out and is a credit to the class.

A keen fight developed for second overall position between the two young Misses, Christine Harris sailing

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Sprogs, as usual, made the biggest massed spectacle on the water and those in the middle of this tight bunch are N. Korving's Sniekie, G. Koper's Saga II, Molly Warr's Skirtso and B. Reynolds's Sierra.

Most mettlesome boats on the water during high-wind days were the Spearhead Goodrickses, as they slashed through the swells on the outside course. This is F. Bartie's *Biyela*, far away from her placid home waters at Victoria Lake. Photos: David Baker.



## more CLASS NEWS

(Continued from page 81)

the Association hopes to issue a booklet containing useful articles on building, paints and painting, the names of approved sailmakers and suppliers of materials and hints on handling, sailing and tuning G.P.s. This booklet has been compiled with the emphasis on South African conditions, and will be issued at a small charge to *bona fide* builders who become members of the Association. It is expected that in the near future kits will also be available. These kits will be from the Bell Woodworking Co., Leicester, the home of the G.P., and are of a very high standard.

WINGER ASSOCIATION—Hon. Sec.: K. H. Leigh, P.O. Box 860, East London.

# W

THE SEASON PROGRESSES apace and the news from East London is that after a great deal of jockeying for position, Allan Wilson's *Williaw* is showing the other Wingers the way home although he by no means has it all his own way.

*Williaw* has been plagued with troubles for some time. Allan is a wily bird at the best of times and with his new mainsail he now has the edge on his competitors. Well done.

It is the similarity in performance that gives so much interest and fun to the East London Winger fleet. It is impossible to forecast the results of a race and a "follow-my-leader" race is rare indeed.

The Border Sailing Association regatta at Bongola, Queenstown in September saw another desperate struggle in the Winger Class. Bill Prince's *Westwind* (E.L.Y.C.) finally emerged a deserving winner, followed by Bunny Curran's *Winger* (E.L.Y.C.) and John Meacham in *Whippet* (Q.P.Y.C.). Q. Perry in *Wigwag* trounced all classes in the handicap event and emerged winner of the open race. Congratulations, chaps!

## The National

(Continued from page 65)

Dewey, and Erica Beele sailing *Blitz*, both of whom were singlehanded. For most races they were in close company and eventually it was only a second place against a fourth in the last race that gave the edge to Erica.

There was an entry of six yachts in the Royal Cape Yacht Club One-Design Class, this Regatta being the first at which deep-sea keel boats have competed. Only one tune-up race was held, won by Cliff Leih sailing *Zeeslang*.

*Zeeslang* held a clear advantage for the first two races of the championships, with excellent spinnaker work, but in the third race was challenged by Ken Warr in his newly-acquired *Schatzi*, who was leading until he went for the wrong mark, allowing *Zeeslang* to slip through.

In the last race, however, *Schatzi* made no mistakes and had a good first. Both *Zeeslang* and *Schatzi* were well ahead of the other competitors.

The Regatta was, on the whole, a great success, sailing was magnificent, with the element of luck largely eliminated through steady, fair winds of about 10 to 15 miles an hour.

Race organisation, however, left something to be desired. Starting and finishing lines on the outside course were often not square to the wind and caused bunching. On several occasions bloomers were made by judges and ended in protests against the "bridge", which does not make for happy sailing conditions. The sirens used for recall and general control purposes were inadequate and could not be heard on the water.

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## NORSEMAN

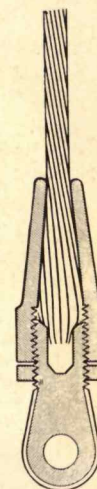
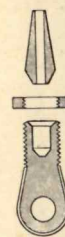


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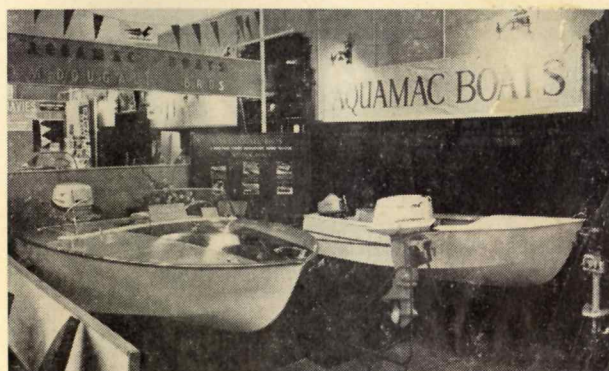


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LEFT: P. Castel in the very successful GP 14 Bridget O'Shayne. ABOVE: G. Woodcock of Florida in his Enterprise Bonita II during the fourth round.

Although realising the difficulties of finding judges who are prepared to selflessly give up their time to organisational work and acknowledging the strenuous efforts of all those at the Regatta, it was felt among competitors that perhaps permanent judges, giving continuity over the whole Regatta, would be an advantage over the system of appointing different judges each day.

The cheerful and explicit race programme brochure, prepared by Frank Waller, was the best seen so far at any "National".

Shore organisation was good, and a word of thanks must go to the Trophy Secretary and his helpers in their difficult job. As always, the Navy came gladly to help in many ways, with the laying of clear mark buoys, for rescue purposes, in providing and mooring the guardships and with welcome aid in pulley-hauling on the congested slipway.

It was fitting that the Regatta should end in a most pleasant prize giving on the Quarter Deck of the S.A.S. *Good Hope*. ❖

## BOTTLE POST

### Boat Show Credits . . .

P.O. Box 725, Johannesburg.

Dear Sir,

As a long-standing member of the Riviera Aquatic Club as well as a former committee member for a number of years, I was amazed to read your article on the recent Boat Show in Johannesburg.

Contrary to your published report, I would like to put on record the fact that this boat show was not conceived by Mr. Barney Kramer, but rather by Mr. Monty Tolkin, an honorary worker for all aquatic sports. It was quite a few years back that Monty first came up with this idea and put it before the Riviera Committee.

The matter was deferred until 1963, in view of the fact that the time was not considered opportune. Plans were laid and the venue booked in 1962. As the project developed into a major undertaking it was agreed by the committee to engage the services of a paid organiser, viz. Barney Kramer.

I would, however, like to make it clear that it is my opinion as well as that of everyone concerned that Mr. Kramer excelled himself in organising an outstanding exhibition.

However, let us give credit where credit is due and acknowledge the fact that Monty Tolkin and Riviera Aquatic Club were the instigators of this show. Through Monty's honorary efforts not only has his own club benefited financially, but also the S.A. Waterski Association and the S.A. Powerboat Association have received generous donations from the Riviera Aquatic Club.

Mike Camberg.

### Veteran Goodrickes . . .

39, Grand St., Port Alfred.

Dear Sir,

I was interested in the list of Spearhead-Goodrickes yachts in S.A.Y.R.A. Supplement No. 7, and can provide two additions.

*Sylvia*, RR4, now belongs to me, after 20 years of ownership by her builder, Harold Kohler, now skipper of *Trickson II*, the "30-Square".