

more CLUB NOTES

(Continued from page 51)

Chairman of the Midmar Country Club is Bill Sutton, M.P.C., and recently appointed Senator, and at the helm of the sailing section (the Midmar Yacht Club) is Norman Stephenson, winner of the Pyott Trophy in 1961. He is assisted by Ron Kode as Vice-Commodore and John Gray as Rear Commodore. In charge of the power enthusiasts are Basil Ritson, Reg White and Bernard Hoffenberg.

Henley moves on . . .

THE waters at the new Midmar Dam are rising steadily. The Henley Sailing Club, which has been sailing at the Henley Dam for 10 years moved to their new site at Midmar Dam on January 12. Here they will have open waters with less wind interference. The club is delaying the building of a clubhouse till it has official sanction from the Natal Provincial Administration.

On the adjoining site the Midmar Country Club has laid a slipway and started to build a clubhouse.

At the request of the Midmar Country Club a full committee meeting was held between the Henley Sailing Club and the Midmar Country Club in Maritzburg to discuss uniting the two clubs.

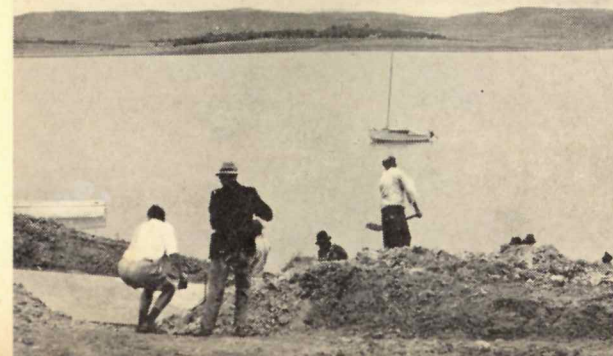
If this union takes place, the name of the club will be the Henley Midmar Sailing Club and the new club will have full autonomy as a sailing section of the Midmar Country Club.

They would use the present Henley Sailing Club burgee with the addition of a lion below the elephant.

The Henley Sailing Club held a special meeting to decide on the matter on January 22. If the amalgamation takes place, the flag officers of both clubs will resign and a new election will be held.

The club has accepted the invitation of the Midmar Country Club to share their clubhouse at Midmar, at least until the end of the present sailing season.

BELOW: The new clubhouse of the Midmar Country Club nearing completion while below work is in progress on the slipway. Bill Castle's Yachting World Senior lies at moorings on the dam.



As Sunday racing might be prohibited at Midmar, the committee of the H.S.C. has decided to continue to maintain the clubhouse at Henley and to continue with the lease, at least till the position at Midmar has been clarified.

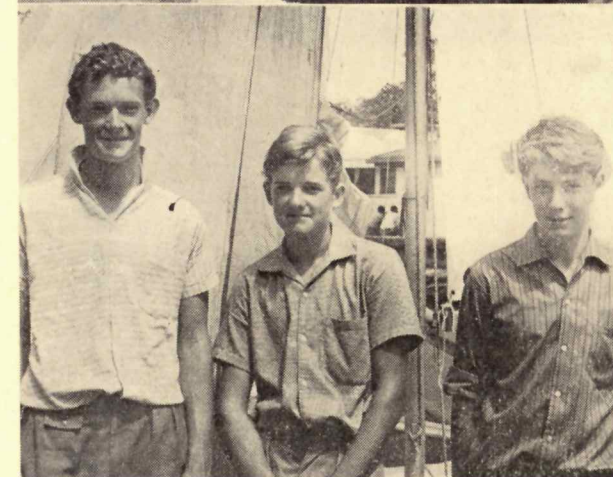
The water is now 7 ft. up the 80-ft. public slipway of the Midmar Country Club and is still rising. The number of boats—power and sail—is increasing and the Enterprise is the best-represented class in the club at the moment.

The first cruiser is at moorings. It is a 16-ft. two-berth sloop, owned by Bill Castle and built to the design of the Y.M. Senior. (Six of this type are on Kariba Lake).

The first big regatta, after the Henley Sailing Club has moved to the new site, will be the Opening Regatta early in February.

A judge's box and lookout tower will be erected on the Henley site soon. The box will have a cat-walk all round it.

The new University of Natal Maritzburg Sailing Club approached the Henley Sailing Club for affiliation. The matter was placed before a full committee meeting of the Henley Sailing Club, who decided to accept affiliation. The club has 60 members and plans to build up its fleet.



Barry Coleman (2794) and Roy Raymond (2661) battle for the lead in the second race during Cadet Week. The three main contestants were, from left, John Muir (last year's winner), Robert Bowden and Allan Henderson. Photos: Bianca Lavies.

Fifth Cadet Week . . .

THE fifth annual Cadet Week since the fine R210 trophy was given by Mr. Ritchie MacDonald in 1959, proved one of the closest contests yet sailed.

The Week started on December 9. Eighteen teams of boys between 12 and 17 took part in five races and for

the best 12 teams there was a final race on Saturday morning.

Last year's winner John Muir then established a record by winning six out of the seven races in which he sailed, but this year it was nothing like that.

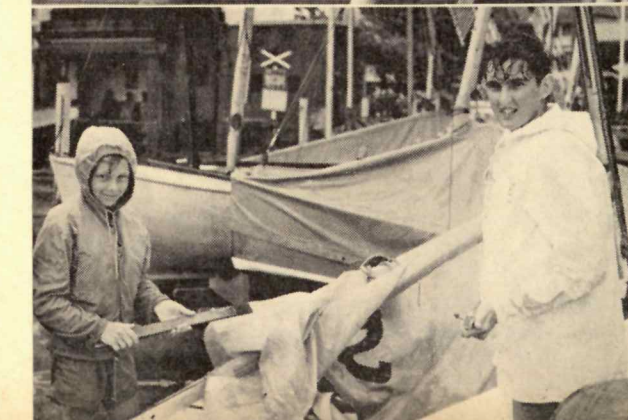
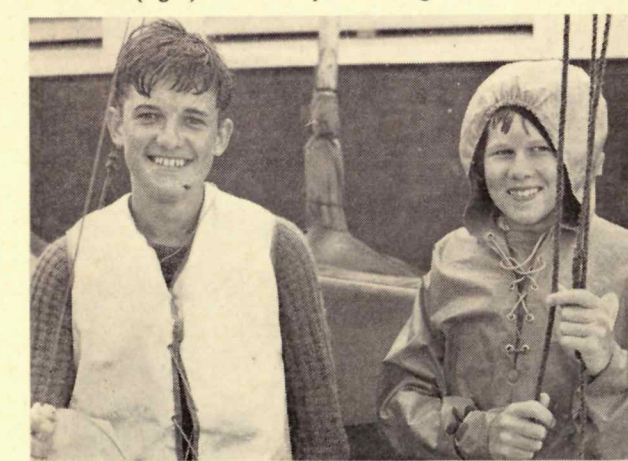
Allan Hudson, John Muir and Bryan Webster sailed a breathtakingly close first race on Monday morning. Muir and Hudson were alternately in the lead and several times neck and neck, closely followed by Webster, who was lying second on several occasions. Hudson won the race in a close finish, and was followed across the line 13 sec. later by Muir and then Webster.

Webster and Muir did not take part in the second race (all sailed according to a roster) and Robert Bowden, another favourite for the trophy who had not taken part in the morning's race, took the lead soon after the start. He was never challenged and won by 1 min. 5 sec. from Ian Symington.

The third time out caused some headaches for the sailing committee when the whole fleet rounded a mark the

TOP TO BOTTOM: The winning team. Robert Bowden and crew Rodney Skjold became the new holders of the R210 silver Cadet Trophy.

The penalty of winning is a ducking after the prizegiving. Soaking wet cadets sailed two races on Friday in the pouring rain. Trevor Gow (right) and Clive Raymond unrig their boat.



TOP TO BOTTOM: Personalities at Glendee Regatta. Jonathan Walters (16) (right) and crew Neil Schwegman (10) who won trophies for being the best juniors and having the best Graduate. Reg Beavitt, the club's Commodore, with some of the trophies presented at the prizegiving. Yvonne Durham of Glendee Yacht Club lends a helping hand. The only regatta casualty was Harry Embrose who was hit on the head by a boom. Hector Maré and his wife Doreen sailed their Spearhead Impala. Bill Ellens and his sister Hilda in their Sprog Sweatandtears. Mrs. Aileen Beavitt presents the Parthenon Challenge Shield to the Commodore of the Henley Sailing Club. Report on page 69

wrong way. As no protest was lodged because all boats had made the same mistake, it was decided that the race should be valid.

The race started in a light southerly with Barry Coleman and his crew Peter Collier taking an early lead and holding it for most of the first round.

They were overtaken on the beat by John Muir and Michael Charlton-Jones who managed to round the third mark just ahead of them followed by Roy Raymond and Timothy Goatly.

Muir kept his lead for the rest of the race, followed closely by Coleman, who was beaten across the finish by 24 sec. followed by Raymond.

After a protest, Coleman was disqualified and Raymond came second.

The wind had increased slightly for the fourth race in the afternoon. Robert Bowden, who had not sailed in the morning, like the previous day took the lead to keep it throughout and win by 47 sec., which made him the first skipper so far to win more than one race.

(Continued on page 69)



more CLUB NOTES

(Continued from page 59)

Allan Hudson was third round the first mark, but soon sailed through G. Bowdens weather to take second place for the rest of the race.

Gregory West with his crew Tony Martin, fourth soon after the start, made up one place at the first beat and finally finished third.

This was the pattern for race after race.

When Barry Coleman became the winner of the sixth race on Thursday morning after leading throughout, the series were still wide open.

The next day two more races were sailed in pouring rain. Visibility was very bad and at times the yachts were indistinguishable from the judges' box.

At the start of the final race, in which the 12 best teams took part, Bowden was in a virtually unassailable position on points.

There was a light south-westerly at the start and Allan Hudson took an early lead. Brian Webster obtained an overlap at the first mark and Hudson rounded it second, followed by Roy Raymond and John Muir.

The next boat, sailed by John Muir, was only 8 sec. behind Symington at the weather mark but dropped back to finish 2 min. 47 sec. behind the leader. Coleman was third, but as he was disqualified it put Robert Bowden into third place.

Fifteen-year-old Robert Bowden and his crew Rodney Skjolde became the winners of Cadet Week. The trophy was presented to them that evening by Bert Taylor, judge for most of the week.

Final placings in Cadet Week: 1. R. Bowden (5,122 points); 2. I. Symington (4,997); 3. A. Hudson (4,520); 4. J. Muir (4,043); 5. B. Coleman (3,015); 6. C. Raymond (2,964); 7. B. Webster (2,946); 8. G. West (2,566); 9. R. Raymond (2,198); 10. G. Bowden (1,693); 11. B. Christian-son (1,645); 12. I. Mundy (1,633).

Glendee Regatta . . .

THE Glendee Yacht Club, formed in 1957 at the Tom Worthington Dam, eight miles from Dundee, Natal, held a successful and enjoyable regatta over the long week-end in the middle of December.

They had a record entry of 31 boats. It was the first time that Durban boats took part. Two Sprogs, one Spearhead, one Cosmo, one Finn, a Sharpie and a number of spectators had undertaken the five-hour drive to the friendly club.

There were two boats from Zululand, three from the Henley Sailing Club, three from Ladysmith, six from Newcastle and 11 local ones.

The dam when full is 65 acres, but the water level at the time of the regatta was approximately 6 ft. down. Their largest problem this year is the weed, which is spreading and now takes two-thirds of the sailing area.

A tuning-up race was held on Saturday afternoon, won by the Sprog *Sweatandtears* sailed by Bill Ellens of the Ladysmith Boating Club. The Finn *Fury*, sailed by L. J. Emanuel of the Newcastle Aquatic Sports Club, came second and the Spearhead *Moyeni*, sailed by David Adey of the Henley Sailing Club, was third.

The big day was Sunday when three all-in sealed hand-caps were held for the Tom Worthington Floating Trophy.

Several boats arrived early that morning including Durban's Sharpie *Jezebel* with Gary Newton, Colin Lawton and Hilton Hoffenberg; Johan Louter with his Finn *Fox II* and the Durban Cosmo *Cosmonaut* sailed by Tony Venniker and Peter Warmback. Newcomers to the sport and sailing in their first regatta, *Cosmonaut* came last in every race, but they thoroughly enjoyed themselves. They

(Continued on page 70)

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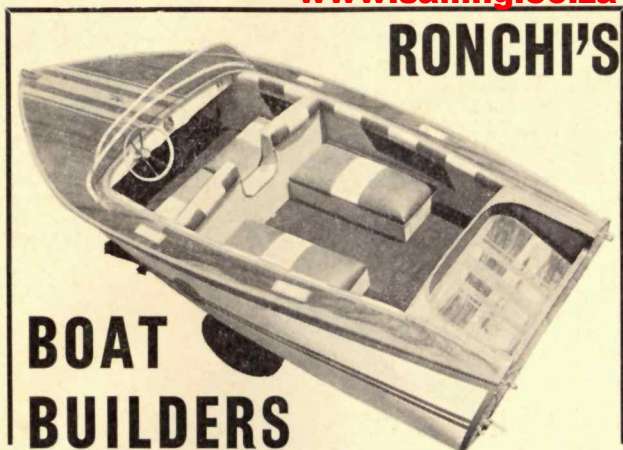
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more CLUB NOTES

(Continued from page 69)

were given a gun on one occasion and received a prize for the best losers.

At the start of the first race there was a very light south-westerly causing a drifting match during the first round. The first mark was rounded first by Ron Weston in his Sharpie *Ricochet* of Henley Sailing Club. He was followed by the Sprog *Soneyette* of Island Sailing Club, then Durban's *Jezebel* and the recently-launched Glendee Sharpie *Umkonto*, sailed by G. Durham.

The Sprog had taken the lead at the end of that round, followed by the Spearhead *Moyeni*, sailed by David Adey of Henley Sailing Club, who had gained four places, followed by *Ricochet*.

Suddenly the wind came up and a whole bunch of yachts came down on the three leading boats, causing a complete change of positions at the next mark. *Jezebel*, lying fourth, suddenly dropped to eleventh.

The Spearhead kept his lead and Johan Louter, who likes a bit of wind, roared up from well back into second place.

The two were soon well ahead of the rest of the fleet and finished in the same order, followed by the Sharpie *Umkonto*, sailed by G. Durham.

There was a nice sailing breeze for the second race, with the wind slowly changing to the north-east and gradually increasing.

The Sharpie *Umkonto* was in the lead for most of the race, but was overtaken just before the finish by the Spearhead *Moyeni*. Louter managed to work his way up after being well back at the start, to finish third.

A stiff north-easter at the start of the third race developed gradually into a howling gale. Only 16 out of 27 starters managed to finish. Even the Durban boats, which are used to windy conditions, went over several times.

The hero of the race was Johan Louter who took the lead and got farther and farther ahead till he finally crossed with a margin of 3½ min., beating his own handicap. He was followed by *Jezebel*.

The overall results on handicap of the three races made C. Clarence, who sailed the Sprog *Salyneth* from the Ladysmith Boating Club, the winner of the Tom Worthington Trophy. Second was Johan Louter of Durban and third L. J. Emanuel of the Newcastle Aquatic Club who had sailed his Finn *Fury*. Clarence won the trophy for the second year in succession.

On Monday five teams of six boats each took part in the inter-club team race for the Parthenon Inter-Club Shield. This was presented three years ago by Herbert Evans and Co. Ltd., on condition that the venue for the competition is nominated by the Glendee Yacht Club or Gary Newton, who has been a member of the club for five years and is their representative in the Natal Yachting Association.

The contest is to be held preferably in inland waters.

The teams were Henley Sailing Club, Point Yacht Club, Glendee Yacht Club, Ladysmith Boating Club and Newcastle Aquatic Sports Club. The Point Yacht Club had only five boats.

The Henley Sailing Club became the winner with 3,570 points. The Point Yacht Club was second with 3,088 and the Glendee Yacht Club third with 3,053 points.

The race was, at the same time, an all-in sealed handicap, won by *Umkonto*, G. Durham, with *Moyeni*, D. Adey, second and *Kozuka*, R. Weston, third.

Mrs. Aileen Beavitt, the Commodore's wife, presented the prizes.

Mrs. Weston, wife of the Commodore of the Henley Sailing Club, was judge; Mrs. Walters was scorer and handicapper; and Mr. Bill Morgas from Newcastle was starter.