

Bloemfontein Yacht Club . . .

WITH Commodore Sid Featherstone taking the salute aboard *Senta*, B.Y.C.'s Closing Cruise on May 10 concluded yet another successful sailing season. B.Y.C.'s sailing waters are at Rusfontein Dam, 30 miles south-east of the centre city, and provide an excellent home for Bloemfontein's enthusiastic racing fraternity.

During February the club was host to the O.F.S. Sailing Association's Inter-club Regatta, which was greatly enjoyed by yachtsmen representing every club in the province.

Hard work by the Grounds and Buildings Committees has resulted in welcome improvements to the clubhouse and grounds during the past year. The trees, always a rare commodity in the Free State, are beginning to be noticeable, and grapevines around the clubhouse door are reported to be symbolic of activities within.

The A.G.M. was held on May 22, and popular Sid Featherstone and Dick Ehlers were re-elected Commodore and Vice-Commodore respectively. New blood was introduced by the election of Frikkie Horne as Rear-Commodore, while Heinz von Bredow takes over from the departing Charlie Moses as Treasurer. Secretary once again is indefatigable Poppy von Bredow, organiser *par excellence*.

The sailing season re-opens in September, and with several new boats in the fleet, keen competition can be expected. With the National Regatta to be held at Allemanskraal from November 2 to 7, good support is envisaged from Bloemfontein members, who are already looking forward to trying their skill against helmsmen from other provinces.

Das Einde.

YVONNE on the High Veld

WITH the sober browns of the Transvaal suddenly transformed to glittering snow, and the temperature of the water at freezing point, there is a natural scarcity of active yachting news. Boats are at home in the garage and yachtsmen are sitting in front of the fire, looking at sandpaper and tins of varnish, trying to take the plunge out into the night to spit and polish, either for the Lourenço Marques regattas or for the new season.

Still others are scheming schemes about launching a new class in South Africa, the International Five-O-Five. Since this idea is being promoted, not by a few cranky individualists, but by experienced yachtsmen, long connected with boats in South Africa, I feel that it would be of interest to state their case.

With the Sprog firmly entrenched here as a first National class for younger skippers, and the Finn and Dutchman for any age group that can scrape together the cents to build or buy them, it is felt that there should be a boat "in between" for the skipper who wants the thrill and excitement of a three-sail boat, without mortgaging his house to afford it.

It was hoped that the Spearhead would fulfill this need, but this does not seem to be the case. With the lure of International classes attracting good skippers away from the class, boats are changing owners, but at least in the Transvaal, there are very few new boats coming off the mould. To take the place of the Spearhead, there is a possibility that the Five-O-Five is the answer.

Without going into technical details, here are the important "pros" in its favour. First and foremost, it has had International class status since 1954, and there are fleets all over the world.

Next in importance is the fact that it is a strict one-design class. Though there is a choice of material and type of construction, there are close tolerances for shape of hull, deck and interior lay-out, and all dimensions of spars and sails. There is also a generous minimum weight for bare hull and complete boat. The obvious advantage of a strictly-controlled class is that older boats maintain their value and do not fall by the wayside as old-fashioned



slow boats.

The prices in England are as follows: Complete boats ex sails, £270; Bare shells, £70; Partly completed hulls, £150; Sails from £50-£60.

The boats can be made of wood or fibreglass and I believe there is a scheme to mass-produce the hulls here in Johannesburg at a reasonable price.

Every class has its converts (Don Ord is among those interested); the Five-O-Fivers claim that the beamier hull makes for stability, and that she is "a racing machine in any condition of wind and sea". George Duffin, P.O. Box 40, Bergvlei, Johannesburg, who used to be National 505 secretary in Rhodesia, is the man to write to—there I leave the gauntlet of the Five-O-Five.

Off-season is usually the time of annual general meetings and here are the names of some of the newly elected committees:—

At East Rand: Commodore, D. Hammerschlag; Vice-C., L. Wahl; Rear-C., J. Tainton; Treasurer, A. Johnstone; Sec., S. Gargett; Sailing Sec., L. Quinn; Judges, G. Mitchell and J. Fox; Handicapper, J. Nelson.

At Transvaal Y.C.: President, H. Stauch; Commodore, H. Cross; Vice-C., K. Bos; Rear-C., R. Vorster; Treasurer, M. MacDowell; Secretary, B. van Rooyen, with a committee of the following: P. van Rooyen, H. Langer, N. Passet, P. Nutt, McDonald, F. van Rooyen, Smith, C. Stauch.

At Florida Y.C.: Commodore, B. Haynes; Vice-C., O. Harrowsmith; Rear-C., J. Kay; Treasurer, T. Nevill; Secretary, D. Holmes, with a committee of the following: A. Currie, J. Massyn, J. Goodman, K. Larkin, A. Holmwood.

I will include news from the other clubs in the next issue.

At the end of the 1963-64 season the Florida Yacht Club committee saw fit to expel one of its own elected committee members, Florian Milachowski. As this action has triggered off a number of immediate resignations from Florida, as well as a lot of wild speculation elsewhere, it should be placed on record that the expellee has not stolen club silverware, nor drilled holes in yachts, but did lodge two protests in his capacity as a S.A.Y.R.A. measurer.

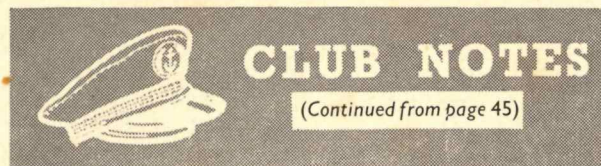
T.P.S.A. office bearers for the year were elected as follows: President, E. Tucker; Vice-P., D. Ord; Sec. Treasurer, G. Robin.

Put the following Regatta dates on your calendar: 5, 6, 7 September, Sharpie Class Championships at E.R.Y.C. 5, 6, 7 September, Finn Class Championships at Loch Vaal. 19, 20 September 16 feet and under, Pretoria S.C.

To end on a note of feminine frivolity, I enclose an original by Jean Jackson, who with Rod., spent many an eventful hour on *Leonotis* in and around Durban Bay.

Sailing in the bay or sailing on the sea
I really must admit, it's all the same to me
It's up and down and round about
And never time for tea.

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Boating in the calm or boating in a gale
I'd just as soon at any time be swallowed by a whale
Its "mind your feet" and "mind your head"
And "why aren't you a male?"
Sitting in a car, or gazing up at trees
Or lying on a sunny beach, just any one of these
Is better far, it seems to me
Than sailing seven seas.
But since I like the people that sail these blasted yachts
I'll have to face the briny until my transom rots.
Someone should pin a medal on
This poor misguided clot!

Spearheads in Natal

BY BIANCA LAVIES

THE first Spearhead event in Natal was held under the burgee of the Henley Midmar Yacht Club during the long weekend at the end of May on Midmar Dam. Eleven boats took part. There were four from the Transvaal, which were the fibreglass *Admetus*, which won the Natal championships over Easter, sailed by Doug Harrowsmith of the Transvaal Yacht Club and Victoria Lake Club; *Nestor*, sailed by Geert Wiebols of Florida Yacht Club; *Freewind*, also fibreglass, sailed by Keith Quiding of F.Y.C., and *Lindumoyd* sailed by A. N. Bramwell also of Florida Yacht Club.

Visiting skippers from Durban, all from the Point Yacht Club, were Vernon Goss (*Saluki*), Dave Wishart (*Volante*), Ralph Baker (*Riptide*) and Dave Denley (*Witchway*). From the Island Sailing Club in Durban, there was Basil Beavan who sailed *Simi*. There were two local boats, *Jade* sailed by John Disney and *Caprice*, Doug Hawkins.

All racing and bridge duties were under the management of the South African Spearhead Association of which the Secretary (Keith Quiding) and the President (John Massyn) were both taking part in the regatta. The chief judge for the regatta was Sandy Goldie, who was lent by the Florida Yacht Club, where he is a bridge official, to the Spearhead Association. He was helped by a large number of local bridge officials.

Although not a full Olympic course, the courses were along an Olympic pattern and started from a committee boat. There was a moderate south-westerly wind for the first race on Saturday afternoon. Dave Denley in *Witchway* rounded the first mark first, closely followed by Doug Harrowsmith in *Admetus*. Following were Geert Wiebols in *Nestor* and Ralph Baker in *Riptide*. Denley was still in the lead rounding the next mark, but Harrowsmith took the lead which he kept for the rest of the race.

The race provided a breathtaking moment when Harrowsmith capsized at the mark and Denley rapidly caught up. *Admetus* was up in seconds, however, and still managed to round the mark first. There was 45 seconds between the leading boat at the finish. Geert Wiebols in *Nestor* followed 30 seconds later.

After the race at the clubhouse yachtsmen warmed themselves with hot soup and a few drinks and then all left in convoy to one of the local hotels where there was dinner with dancing afterwards. No changing, all in thick sweaters and slacks, which added to the informal atmosphere of it all.

The next day was extremely cold. To add to the miserable atmosphere, there was practically no wind and all yachts slowly drifted to the line in pouring rain. An icy breeze gradually increased in strength after the start.

Denley took the lead and was 56 seconds ahead of Harrowsmith after the first triangle. After another beat and run there were only 17 seconds between them and Harrowsmith took the lead on the next run after the boats had sailed neck and neck for a considerable time. There was

34 seconds between them at the finish. Again Geert Wiebols was third.

The afternoon's race was just as exciting. Again Denley was in the lead for a large part of the race and the leading boats swapped places three times till Harrowsmith again proved the stronger. For the third time in succession the final result was the same, when Geert Wiebols was third across the line.

The sun on Monday brought some warmth and sparkle back to the regatta. A large number of visitors motored from Durban.

Unfortunately Midmar Dam was like a mirror. The lack of wind led to two postponements and then a shortening of course. *Admetus* was this time skippered by her crew, Keith Leslie and Doug Harrowsmith.

She was lying seventh just after the start, but caught up five places during the first round and remained second for the rest of the race. *Hestor* took the lead soon after the start and held it. Dave Denley of the Point Yacht Club, who was well back during the first part of the race, caught up and was lying third going for the finish, but was beaten across the line into fourth place by A. Bramwell sailing *Lindumoyd* of the Florida Yacht Club.

It was a pleasant regatta and the organisers can be proud of their success.

Mrs. Min Weston presented the prizes.

OVERALL RESULTS IN THE SERIES

On Scratch: 1. *Admetus* (D. Harrowsmith) (V.L.C.); 2. *Witchway* (D. Denley) (P.Y.C.); 3. *Volante* (D. Wishart) (P.Y.C.).

On Handicap: 1. *Jade* (J. Disney) (H.M.Y.C.); 2. *Witchway* (D. Denley) (P.Y.C.). 3. *Caprice* (D. Hawkins) (H.M.Y.C.).

Glendee Yacht Club . . .

AT their recent annual general meeting the Glendee Yacht Club elected a new Commodore, Ralph Emerson. The club's Vice-Commodore will again be Heinz Wierman and the Rear Commodore is B. E. Elliott. The new Secretary/Treasurer is Dan Meyer. On the committee

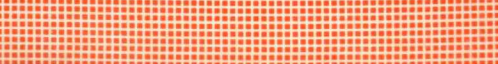
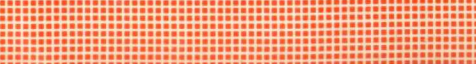
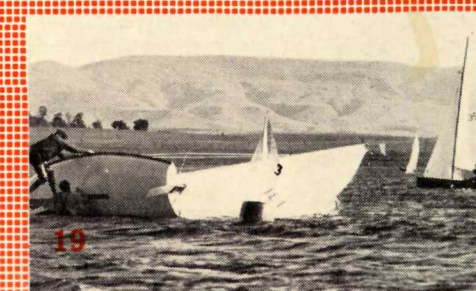
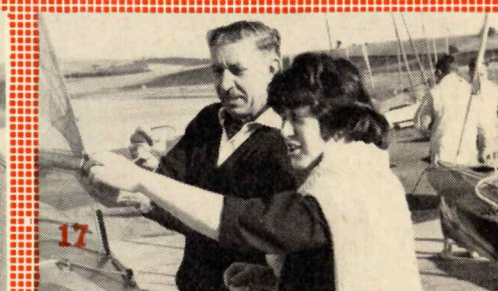
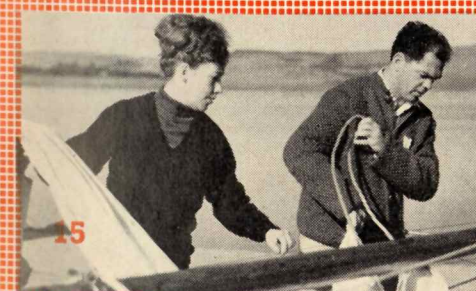
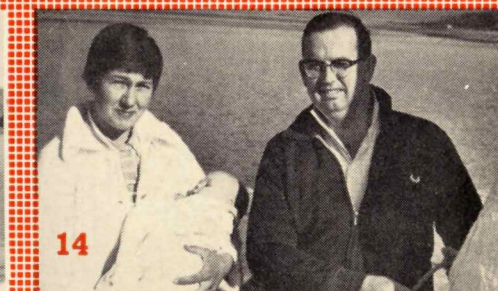
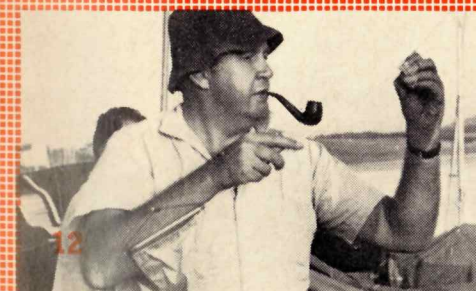
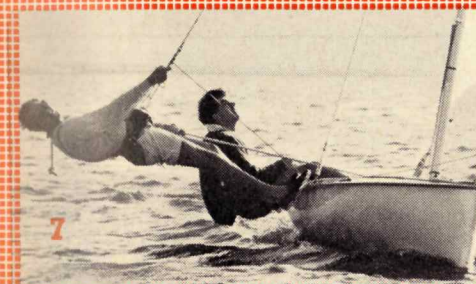
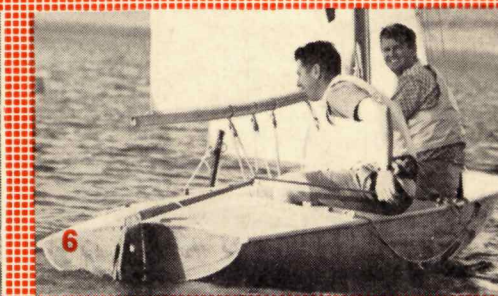
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OPPOSITE, TOP TO BOTTOM:

1. The winners of Spearhead Week-end, who also won the Natal championships over Easter, Doug Harrowsmith and his crew Keith Leslie.
2. Doug Harrowsmith (left) and Keith Leslie are presented with the Philishave Trophy by Mrs. Min Weston.
3. Second overall and a very close challenge in the championships were Dave Denley and his crew Bob Bruno (left).
4. Sandie Goldie (left), chief judge for the regatta, and Joe Duveen on duty on the committee boat.
5. Dave Wishart and his crew, Mike Cornelissen, from Durban.
6. *Riptide* of the Point Yacht Club, skippered by Ralph Baker with crew "Robbie" Robinson of Maritzburg.
7. Classic trapeze work—Keith Leslie shows perfect technique on *Admetus*.
8. Ralph Baker and his wife Winsome, from Durban.
9. On board the committee boat again—Chief Judge Sandy Goldie, (right), and behind him Joe Duveen. Next to Sandy is George Hawarden and behind him Errol Thatham.
10. Geert Wiebols and Tegwyn Renshaw, from the Transvaal.
11. John Massyn (left), crew and Keith Quiding, skipper, of *Freewind* of the Transvaal.
12. Kenneth McKenzie, a visiting skipper from Durban, sailed *Elf*.
13. Doug Hawkins, a local skipper, with his mother, Mrs. I. G. Hawkins.
14. Basil Beavan, his wife Denise and two-month-old daughter Wendy, were from the Island Sailing Club in Durban.
15. Carol Hales and Neil Bramwell, from the Florida Yacht Club.
16. Visitors from Durban were Vernon Goss (left) and his brother Richard.
17. John Disney with Sheila Hawkins, who has recently arrived from England.
18. The caravan next to the slipway for the officials proved an excellent idea.
19. The breathtaking moment when the leading boat, *Admetus*, capsized on the mark. Behind him *Witchway* (135) is rapidly catching up, but *Admetus* was up in seconds and still round the mark first.
20. From the left: Dave Wishart, Mike Cornelissen (ashore this time) and Catriona Butcher, all from Durban.

Photos: Bianca Lavies

SPEARHEADS AT MIDMAR DAM...





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will be G. Clark, A. Turnbull, J. Marshall, N. G. Durham, K. Gordon and R. Beavitt.

The club's closing cruise ended a successful racing season with several visits to other clubs. *Sea Fever* (R. Beavitt), *Kozuka* (B. Elliott) and *Gremlin* (R. Emerton) also took part in the closing cruise of the Newcastle Aquatic Club.

In the new season these two clubs are planning a few inter-club days, visiting each other's waters in turn.

Another visit the Glendee Yacht Club plans to make is to the Azalea Regatta on Midmar Dam in the beginning of September. Two Sharpies, four Sprogs and two Graduates are planning to take part in the event.

Members have been busy improving their premises. A brick toilet block has nearly been completed and piers for a new judge's box are half-way up. The box will have glass all round and will have a catwalk on three sides. It has been placed at the edge of the dam, which is still full.

Three new craft were launched during the season—*Umkonto*, *Forelle* and *Sea Fever*—and two new hulls are being built by Charles Matham and John Eades. Several boats have changed hands. Charles Maytham's *Svetlana* was bought by Hector Mare. Dan Meyer bought Reg Beavitt's Sprog *Shisa*. Reg sails the new Sprog *Sea Fever*. *Impala* has also changed hands.

The most successful skipper of the season was "Bunny" Elliott, who won the Commodore's Cup, the March Monthly Mug and a prize for the most guns in his Sharpie *Kozuka*. Another member the club is proud of is Heinz Weirman, who in his *Forelle* came third in the O.K. dinghy championships at Bethlehem.

A prize for the most-improved skipper went to D. Meyer, who won the sprint races and the February Monthly Mug.

Other prizes went to: Junior Trophy—J. Nomico in *Sinisa*; Crews' race—J. Emerton in *Gremlin*; April Monthly Mug—H. Wierman in *Forelle*.

DURBAN DOINGS . . .

By Bianca Lavies

THE Natal Yachting Association recently held their annual general meeting and elected Bob Lambert as President. Joe Harris will be Vice-President and Tony Hayhoe will remain Secretary/Treasurer.

At the meeting it was decided that trials will be held to select a team to represent Natal at the next National Regatta. They will take place during the Azalea Regatta to be held under the burgee of the Henley Midmar Yacht Club on Midmar Dam on September 5, 6 and 7. A selection committee was elected which will consist of Joe Harris, Peter Collins, Ernest Morrison, Malcolm Gibbs and Doug Pheasant.

An average of about 24 boats has been racing in the Island Sailing Club's winter series which has just started its second half. The off-shore racing season started on May 31.

Racing off-shore has this year been controlled by a joint committee of Durban's two senior yacht clubs, the Point Yacht Club and the Royal Natal Yacht Club. The races this season were started from a committee boat and not from the shore as in previous years.

Entries included the 30-ft. *Nimble Tiger* trimaran which recently arrived from Lourenço Marques, the two 30 square meter yachts *Sea Swallow* and *Hjalmar* and a variety of keelers.

The off-shore races are held on handicap, but points are also allocated. The Point Yacht Club has given a Blue Water Trophy for the winner of the series on points. Prize-givings will also be a joint effort of both clubs and will be held alternate each year at the two clubs. On July 25 this season's prize-giving was held at the Royal Natal Yacht Club, with the Vice-Commodore of the Point Yacht Club, Joe Harris, officiating. Trophy Secretary is Bob Fraser, the Point Yacht Club's Rear Commodore.

A big step forward in Durban's off-shore cruising has been the approval of the Port Captain of the appointment of a committee to control small craft wanting to leave the harbour.

The committee will be drawn from experienced members of both senior yacht clubs. The committee will be properly constituted and will come forward with proposed regulations for controlling craft and skippers.

The Port Captain has also given his permission to Durban yachtsmen organising their first long-distance ocean race to be held over the long weekend, July 11-13. A special race committee was appointed under the chairmanship of Dick Prior, which has to approve of boats and helmsmen.

The race started early on Sunday morning and finished on Monday with a time limit of 33 hours. The course was approximately 80 miles from Durban to Scottburgh, then Umhlanga Rocks and back to Durban.

The committee has drawn up a large number of safety regulations. Lifelines have to be fitted and at least two lifebuoys with self-igniting lights have to be within easy reach of the helmsman.

There must be lifejackets for every member of the crew. Each yacht must carry at least six red flares, a complete first-aid outfit, two anchors complete with suitable length of chain, 20 fathoms of warp, adequate bilge pumps and full navigation lights.

Altogether July has been an extremely busy month with events falling outside publication times. From the 6th till 11th the first National Sprog week was held on Durban Bay. During this week at least five Flying Dutchmen and several Finns travelled to Lourenço Marques where the South African Finn and Flying Dutchman winter championships were held from July 11 to 18, and many stayed for the Lourenço Marques regatta.

The off-shore racing season was completed with the last race for the Urban Campbell Cup on July 5. The off-shore racing prize-giving was on July 25. In addition the Island Sailing Club held their winter regatta from July 18 to 19, to complete the winter racing season off the island.

In the off season several boats changed hands. Yachtsmen who made the biggest change were the Enterprise skippers George Proctor, who bought the 36-ft. cutter *Skyline*, and Kenneth McKenzie, who bought the 35-ft. sloop *Leonotis*. Six Sprogs changed hands. Two new ones were launched and Tom McRorie (P.Y.C.), and Geoffrey Osborn of the Island Sailing Club are about to launch new craft.

David Cox sold his *Sachem* to Mike Pearson. Dave is building a Royal Cape One Design. Mike Pearson's *Schertzo* was sold to John Drennan, Charlie Cole's *Sunkiss* to Keith Gerson, Tom McRorie's *Seawith* to Peter Stenner, E. Grobler's *Sprog* to Barry Scott and Dick Schroeder's *Starfire* was bought by Lacon Stanton.

On May 18 Arthur Stiles launched a new "Jimmy the Indian" hull called *Style*, and in June Maurice Dibb launched a Beavan hull, *Schottische*.

John Sully is expecting his new Doesburg Flying Dutchman hull to arrive in August. It will be sailed by him in the new racing season which starts on October 1.

The wife of Durban's Port Captain, Mrs. C. A. Deacon, presented the prizes at the Point Yacht Club's annual prize-giving.

That evening Springbok colours went to Bruce McCurrach (sail) and Lewis Hewitt (powerboats). The colours were presented by Dick Prior, the Point Yacht Club's Commodore.

Ernest Morrison handed out Natal colours to 11 P.Y.C. members including Bill Adams, Phil Barker, Rupert Ellis Brown, Doug Matthews and Roy Sefton. This honour

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would also have gone to Malcolm Muir but for his sudden death.

The P.Y.C.'s powerboat section has become extremely active and Natal colours were presented to Ted Willans, Lewis Hewitt, Gerry Bickell, Derek Whitting, Karl Rorich and John Le Fevre.

Leading skippers in the series were:

SPROGS

E. Howard (1st on points and 1st John Hunt Cup, 1st on Flag Officer's Day. Two seconds, one third).

E. Shaw (2nd on points. One first, one second).

D. Cox 3rd on points. Two firsts, one second, one fourth).

K. Liddiard (4th on points. Two thirds).

FLYING DUTCHMAN

N. Briggs (1st on points, 1st Hon. Life President's Day, 1st Howard Davies Memorial, 1st Flag Officer's Day).

N. McInnes (2nd on points, 1st Hon. Life Vice President's prize. One first, two seconds).

R. White (one first, one second).

J. A. Sully (one first, two seconds).

FINNS

B. McCurrach (1st on points, Hon. Life President's prize, Hooper Cup, Flag Officer's Day. One first, two seconds. Two firsts in Sunday races).

J. Louter (2nd on points. Three seconds).

B. Smith (3rd on points. One first, one second, one third).

R. Nuttall (4th on points, Hon. Vice-President's prize. One first, one third).

SPEARHEADS

D. Denley (1st on points. Two firsts, Tom Mill Cup, three seconds).

K. King (2nd on points, Hon. Life President's prize, Hon. Vice-President's prize. One first).

B. Beavan (third on points. One first).

P. Clark (Hon. Life Vice-President's prize).

KEELERS

G. Reynolds (1st on points, Hon. Life President's prize, Marshall McKenna Cup. Four firsts).

G. Neill (2nd on points, Flag Officer's Day. One first).

A. Goble. (Hon. Life Vice-President's prize. One second).

W. O. Marriott (two seconds).

COMBINED CLASS

G. Newton (Johnson Cup, 1st on points, H. Gerson Memorial, Hon. Life President's prize, Flag Officer's Day. Two firsts, one second).

R. Everett (2nd on points. One first, two seconds, one third).

G. Goodricke (3rd on points. One second, one third).

J. Thompson (4th on points, Hon. Life President's prize. One second).

REBS

E. Dokoupil (1st on points, Hon. Life President's prize. One first, one second).

D. Smith (2nd on points. One first, two seconds).

D. Alexander (3rd on points, Flag Officer's Day prize, Hon. Vice-President's prize. One second).

C. van Oerle (Hon. Vice-President's prize).

JUNIORS

W. L. Hancock Trophy: 1. Bill Christianson; 2. A. Hudson; 3. R. Bowden.

Juniors vs. Seniors Trophy: Won by juniors: J. Hudson, Captain.

Bluff

SO keen is the competition in O.K. dinghy class of the Bluff Yacht Club, that with only one more race in the series for the Duursma trophy, anything is still possible. The main battle is between father and son, Bert

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Enterprises Foregather

THE first big class event on the new Midmar Dam was held under the burgee of the Henley Midmar Yacht Club on May 24. Twenty-three yachts took part—12 local craft, five from the Bushmans Boating Club near Escourt and six from Durban.

A pleasant sunny day attracted a large number of visitors to the dam. The event consisted of two races.

There was no wind for the start of the first race at 11 a.m. and all yachts sat on the line without moving. A slight breeze from the south then brought some movement in the fleet and after rounding the first mark, Wilfred Hancock in *Elf* was in the lead, followed by Mrs. Gonggrijp in *Enggano* of the Bushmans Boating Club.

The wind then increased, Hancock built up his lead during the rest of the race and won by 1 min. 16. secs. from Mrs. Gonggrijp, who was followed five seconds later across the line by Hadley Golding of the Bushmans Boating Club.

Top Lipton Cup skipper Wilfred Hancock keeps an Enterprise at the dam, where he sails it with David Stumbles of Howick as crew.

Hancock was unable to take part in the afternoon's race and his crew skippered instead.

There was a pleasant breeze for the start at two o'clock. Leader round the first mark was a visitor from Durban, Hamish Campbell, who was followed by Guy Goodricke, also from Durban in *Endeavour*, and Mrs. Gonggrijp.

Campbell soon fell back on the reach and Goodricke had taken the lead when rounding the next mark. On the beat that followed, Mrs. Gonggrijp took over and then managed to keep her leading position, sailing a superb race as at times she was closely challenged by Golding.

One minute 38 secs. ahead of him she crossed the finishing line. Golding was followed by L. Howard, a local skipper, in *Enigma*, 1 min. 40 secs. later.

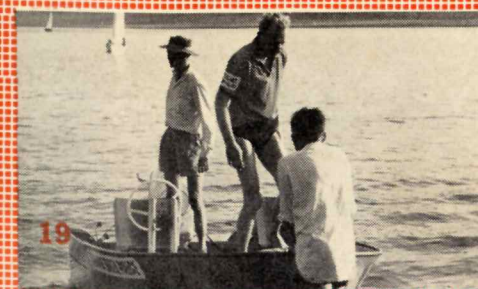
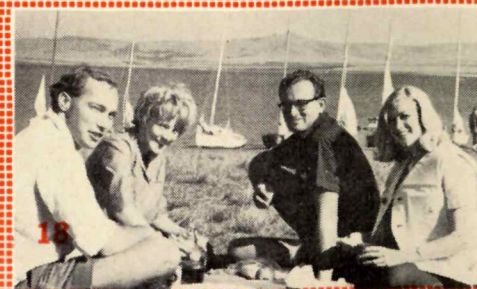
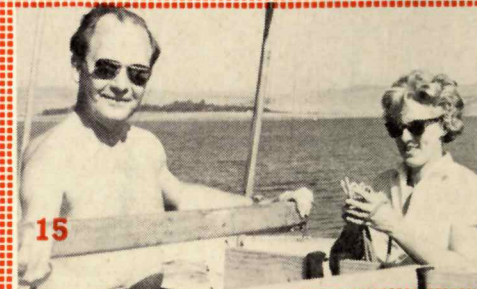
It was quite something that the only woman skipper in a fleet of 23 yachts should become the overall winner of the regatta! With a first and a second, Mrs. Gonggrijp had a total of 2,500 points. She was followed by H. Golding with 2,100.

1. At the Point Yacht Club prize-giving the three judges each received a plaque. From left, Bert Taylor, W. Cranko and S. de Lange.
2. Celebrating winning the premier cup of the year are, from left standing: Gary Newton, skipper of Jezebel who won the cup, and Johan Louter. Sitting: Mr. R. Nuss, Mrs. L. Hoffenberg, Mrs. J. Louter and Mrs. M. Wilson.
3. Mr. Rupert Ellis Brown (left), who was that evening presented with Natal colours, Mrs. Pamela Bohnen and Durban's Port Captain, Captain C. A. E. Deacon.
4. Mrs. Deacon, who presented the prizes, congratulates Bill Reynolds, skipper of the Dragon Galatea.
5. John Thompson, skipper of the Sharpie Thandiwe, received his prizes.
6. Bill Everett, an Enterprise skipper, received his trophies.
7. Dave Denley, a Spearhead skipper, received the Tom Mill Cup.
8. Mrs. Joe Harris (left) and Mrs. F. White at the P.Y.C. prize-giving.
9. Champagne flows over the bow of Arthur Stiles' new Durban Sprog, as Mrs. Megan Stiles christens her Style.
10. At the Enterprise Regatta at Midmar Dam, forsaking "30-squares", Wilfred Hancock skippered *Elf* in a victorious first race.
11. Mrs. L. B. Gonggrijp, who was overall winner of Enterprise Day. She was the only woman skipper in the fleet of 23 yachts.
12. Visitors from Durban, who came to watch were John and Jean Sully.
13. George Proctor and his son Ricky in Effendi, were competitors from Durban Bay.
14. Mrs. Susan Thompson and Donald McKenzie, both from Durban. Donald sailed Escudu.
15. Dr. D. S. McCall and Mrs. McCall, who arrived at lunchtime from Mooi River and sailed Elinor in the afternoon race.
16. Helping the judge for Enterprise Day (Mrs. Peggy Warren, behind the window) are from left: Mrs. Jennifer Hawkins, Mrs. Min Weston and Mr. John Thompson, from Durban.
17. Eric Bosely, with the finishing-line bell.
18. Having lunch, from left: Charles Macintosh, Nina Holman, John Orpen and Diana Marshall.
19. Mr. Bryan Rainsbury was one of the members of the Midmar Voluntary Water Police on regatta duty.

Photos: Bianca Lavies

SOUTH AFRICAN YACHTING: July/August, 1964

P.Y.C. PRIZEGIVING . . . ENTERPRISE REGATTA



more CLUB NOTES

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and Richard van Dijk.

Richard, with five seconds, is in the lead with 9,701 points and his father, with three wins, follows with 4,452 points.

There are six races for the trophy, with five to count. Races are held every fortnight and most of the fleet of 16 O.K. dinghies are regularly taking part, which must be the largest number in South Africa of that class. Six new craft are being built.

New multi-hull club . . .

AT a meeting in Durban attended by about 40 people—some coming from as far as Mtubatuba, Mooi River and even Cape Town—it was decided to form a new group to be called The Multi-Hull Club.

A caretaker committee was appointed consisting of Dick Prior (Chairman), Ron Glover, Bill Reynolds and Tony Daniel. The Secretary-Treasurer will be John Tungay.

A constitution will now be drawn up, to be discussed at the next committee meeting. The next full meeting will be a dinner to welcome Jaap Allenson, who is at present coming from Cape Town to Durban on the maiden voyage of the Mark Two Victress Trimaran, the 40-ft. *Zwerver*.

The club will use the Point Yacht Club's premises for the time being, but hopes to have its own H.Q. later.

The aim is to sponsor multi-hull sailing in South Africa, with specific reference to safety at sea, navigation, good fellowship and competition and the exchanging of ideas and offering of hospitality to visiting multi-hull men.

Several trimarans are being built in Durban at present and the club is already planning a 1,000-mile race for trimarans next year.

According to the Secretary/Treasurer of the club, John Tungay, George Hawkins, who builds these craft in South Africa, has received tremendous orders.

It would eventually be necessary to have a special trimaran base in Durban Bay where the craft would be moored. The club would be forming branches throughout the country.

Trimaran's Battle . . .

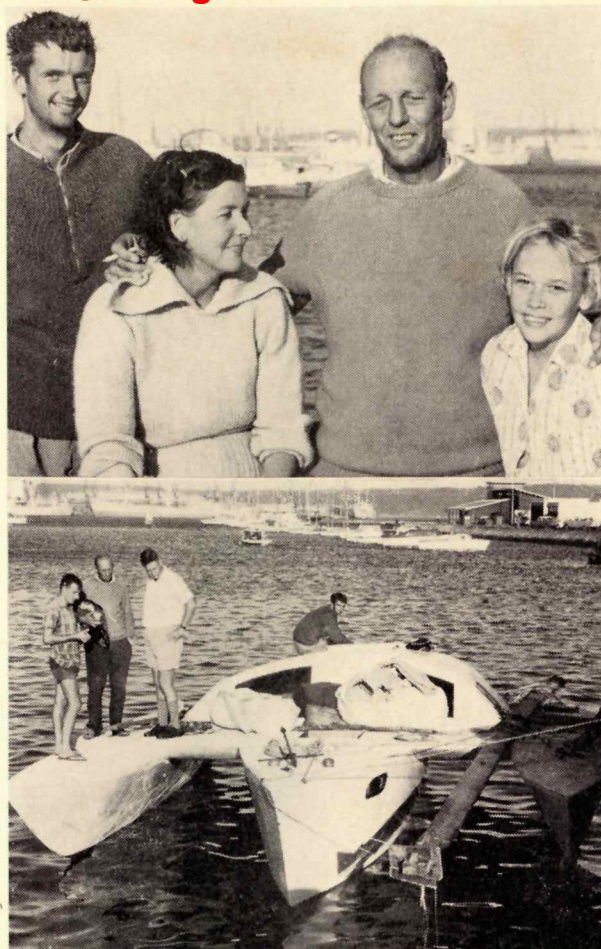
UNDER jury rig a 30-ft. trimaran limped into Durban Harbour on May 10. On board were Mr. Patrick Tilbury, the skipper, his wife Dorothy, his 13-year-old daughter Felicity, and part-owner of the yacht Walter Bauen from Switzerland.

They had left Inhaca Island near Lourenço Marques on May 1.

Pat Tilbury had built the yacht at Catembe in three months. Then they towed it to Inhaca Island. He had built it in Moçambique for a reason: marine ply is good and cheap.

There was a disadvantage, too, however, and that was that they had been unable to obtain stainless steel. The few fittings which they had bought as stainless steel had proved to be brass chromium plated and this had been the main cause of the trouble encountered during the trip.

The first day at sea they had lost their rudder when the



The crew of the 30ft trimaran in Durban: from left: Walter Bauen, Dorothy Tilbury, Patrick Tilbury and their 13-year-old daughter Felicity.

The knocked-about trimaran just after arrival.

fittings broke. A new one had to be made, which was secured with clamps. Luckily when all this happened they were completely becalmed.

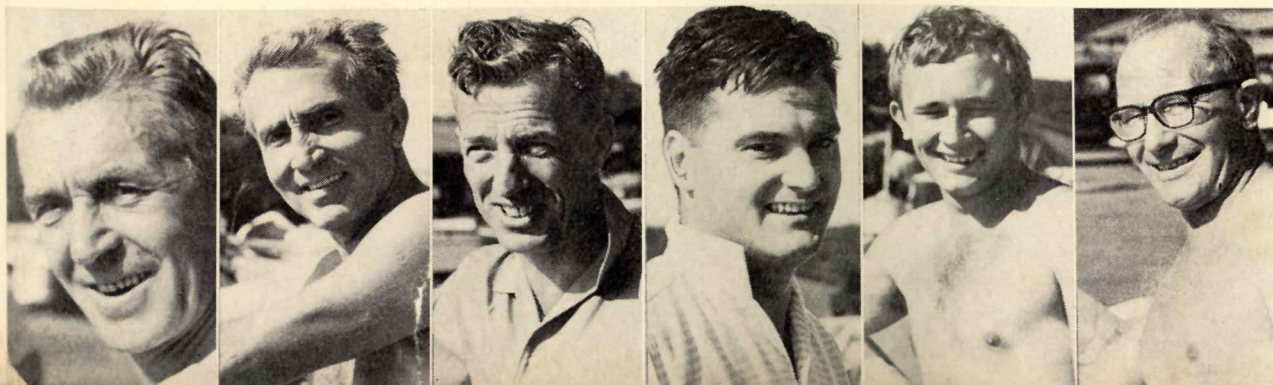
The fourth day at sea a splicing on the main shroud had come undone and, to prevent the mast from coming down, they sailed under jib only.

Two days before their actual arrival they had been only two hours' sailing off Durban when a southerly gale sprang up at two in the morning and blew them back to Tongaat.

(Continued on page 55)

Among the keenest sailing types at Bluff Yacht Club are the following bunch of O.K. skippers—from left to right: Jack Ross, Bob Ormsby, "Buster" Will, Jack Clyde, Richard van Dijk, who was leading the series, and Bert van Dijk.

All Photos: Bianca Lavies



While beating off-shore only 200 yds. from the breakers, they had lost their mast.

As if all this was not enough, they also ran out of food for the last two days. But, said Pat Tilbury: "My wife made some peculiar things out of tomato paste and oatmeal, which tasted rather nice."

He said he loved the sensation of sailing a trimaran, the surfing, the comfort and the greater stability and preferred it to a conventional hull in spite of the bad-luck maiden voyage.

ON May 6 a 25-ft. Vertue Class sloop left Durban Harbour and set sail for the north on her first long trip.

Their trip was a culmination of two years' saving and planning. When Henry Vink decided he wanted to travel, he bought the plans for his boat and from then on spent every spare minute building his dream.

Their five-ton sloop was brought down by road from Johannesburg to Durban and launched in March. The boat



Henry had crewed in deep-sea yachts before, but for Agnes it was her first trip. To try out life at sea the couple decided to make half a year's trip, which would take them to Lourenço Marques, then Mauritius and the Seychelle Islands and back to South Africa in October/November.

"We arrived last Sunday and had quite a time sorting out the lights of Lourenço Marques. We managed to stay off the sandbanks with the help of our echo sounder and eventually anchored at Catembe.

"Monday we spent at anchor flying the Q flag. No offi-

"GILBEY'S"

SQUADRON

RUM

Dark or Light



"GILBEY'S" SQUADRON RUM

Dark or Light

more CLUB NOTES

(Continued from page 55)

cial reaction. In the afternoon we went ashore. The immigration and customs told us to come back on Tuesday.

"On Tuesday we had to practically beg them to stamp our passports! They certainly take life easy here. We are getting ready to leave for Mauritius, probably on Monday or Tuesday."

Woodrose Launched . . .

A 38-ft. cutter was launched in Durban on June 24. After seven years of building it was the fulfilment of a dream for Mr. Roy Tedder and his wife Ilva.

Mr. Tedder said just before launching: "When I travelled the world as an engineer on a cargo ship in 1932-33, I always hoped that one day I would go back and visit all those places again."

"It was much later in life, when there were less responsibilities, that I began to plan her. I never sailed before and had really no idea, but made a model boat from a design I saw in a yachting magazine. I spoke to Peter Strong, a Durban boat designer, who laughed at my model and said: 'That is not what you want, that is a racing yacht.'"

"Together we planned. I made another model and Peter Strong then designed along my wishes what is now the first Durban-built yacht from his design."

On December 14, 1957, Mr. Tedder built a shed in his garden and started the boat with Peter Strong's help. With Jack West and his wife, he worked evenings and weekends and Roy Tedder is now one step closer to his return to the sea.

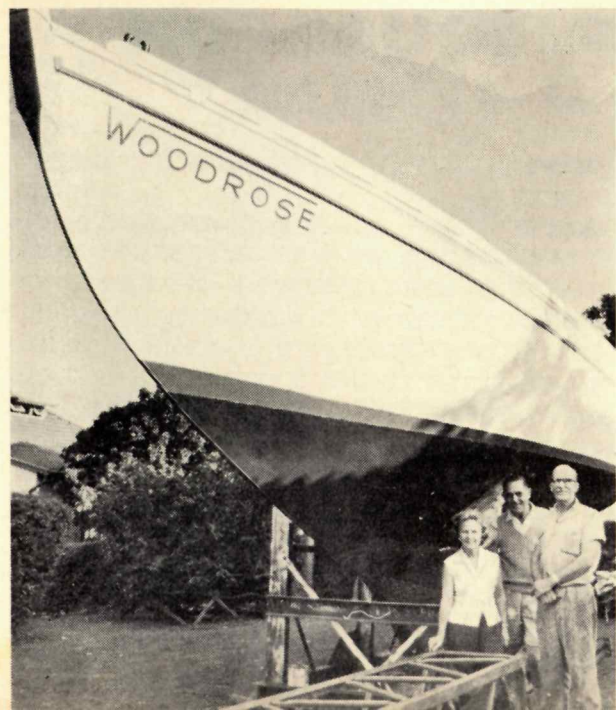
The yacht has 10.6 ft. beam and is extremely comfortable and roomy inside. She has two permanent bunks, but can easily sleep five. She has a Perkins 50 h.p.-diesel engine and approximately 600 sq. ft. of sail.

She has been called *Woodrose* after a creeper which grew all over the shed and into her frames while she was being built.

Zeekoevlei Y.C. . . .

BEING the off-season nothing much is happening at the club except to welcome the rainy season and watch our precious water level slowly rise. The Annual General Meeting went off very quietly with most nomina-

Mr. and Mrs. Roy Tedder and Peter Strong at their moment of triumph before their joint creation. Photo: Bianca Lavies.



tions being unopposed. The large majority of last year's committee was re-elected. This season we have the same flag officers: Denis Woodward, Geoffrey Myburgh and Hoogie van Hoogstraten as Commodore, Rear and Vice respectively. George Meek is carrying on his sterling efforts as chairman of sailing and Jack Mouat has come in to do entertainment. Looking after the large junior section is William Combrink, other members of the committee being P. Forster, H. Gundry, M. Kearney, G. Tuck, L. Fitton with P. Oldroyd re-elected as handicapper.

We are just about to start construction on our covered boat parking on "Steves" plot. The season is due to open on August 15 to get the benefit of the "high tide".

Proteas Thrive . . .

THE Protea Class Yacht Owners' Association was formed recently in Cape Town to establish the glass-fibre Protea yacht as a one-design racer/cruiser. The committee comprises: F. Waller, Chairman; G. Hardcastle, Honorary Secretary/Treasurer; with Drs. D. Baigrie and S. Peden as a technical sub-committee.

At present there are ten boats on the water, nearly all of them moored at Royal Cape Yacht Club, and it is expected that in the near future another five boats will be launched. This is the fastest-growing keel boat class in Southern Africa.

The fleet at present comprises the following:

Sail No.	Yacht	Owner
1.	Gryphon	F. Waller
2.	Gizelle	D. Baigrie
3.	Shoestring	G. Hardcastle
4.	Swansong	R. Gray
5.	Sea Gem	Mitchell
6.	Southwind	Dr. S. Peden
7.	Diane	Dr. L. Leve
8.	Iolathe	D. Wood
9.	Fairbreeze	A. F. W. Harrison
10.	Aristata	R. Morsbach, H.-P. Morsbach and W. Morsbach

It is hoped soon to start class-racing under the control of the Sailing Committee of the Royal Cape Yacht Club.

Simon's Bay Finns . . .

SIMON'S BAY and False Bay were the rendezvous for Western Province Finn skippers on the last two days of May and the first of June when False Bay Yacht Club played host to the W.P. Finn Association and organised their annual regatta.

Graham Ross in *Finneral* carried off the False Bay Trophy (presented by Billy Kingswell), second was Don Aberdein in *Shoestring* and third F.B.Y.C. member Eric Fry in *Gryphon*. Don Aberdein won the handicap series for the False Bay Publicity Association Cup.

An Olympic course, using the buoys marking Phoenix and Castor shoals, was used and the S.A. Navy supplied and dropped most of the buoys and provided the guardship.

Light weather predominated and the third race of the series was sailed in a heavy sea-mist that swept in from the Atlantic minutes after its start—a mist that cut visibility down to 100 ft. Graham Ross, navigating by the sun's glare and perfect judgment, led the field throughout, except for Lionel Fridjhon who, having a compass (?), went off in the wrong direction.

Only exception to the light weather was the tune-up race of Saturday afternoon when a blustery South-easter and ugly sea sent six of the eight entrants running for harbour and left only Lionel Fridjhon and Brian Ashton to battle it out for first place. Fridjhon capsized within yards of the finishing line and broke his boom and tiller and Ashton won the race amid general acclamation.

Lack of wind, or an excess every now and then, has marred the False Bay racing season but the oddly-assorted fleet has had a great deal of fun from its fourth handicap-racing season—sailed in a spirit of constant good humour. One notable race had Dave Abbott's ocean-going trimaran fighting it out with a Dutchman, a G.P. 14, the

(Continued on page 59)

more CLUB NOTES

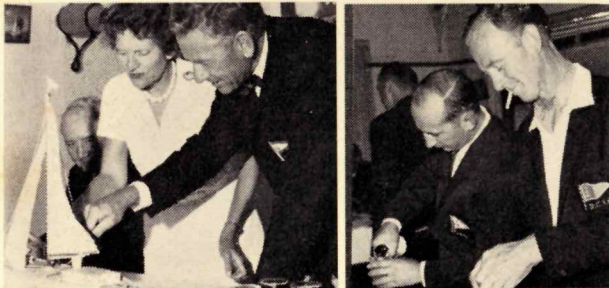
(Continued from page 56)

Finns and Sprogs and two or three different brands of catamaran.

The season ended on June 27 with a closing cruise held in a typical False Bay "fat" breeze and brilliant winter sunshine.

To follow was a champagne party, a chicken supper and the traditional Closing Cruise Dance with amiable Social Secretary Laurie Rawden spreading about good cheer and free drinks.

RIGHT: False Bay personalities from left, Mrs. and Commodore Robinson, Mrs. Rice, Mr. L Gay, Mayor of Simonstown, Capt J Rice and Mrs. Gay.



ABOVE LEFT: False Bay Yacht Club Commodore David McCormick and Mrs. Robinson.

RIGHT: Mike Elliot and 'Cliffy' Leih dispensing the bubbly at a club function.

S.A.Y.R.A. National Regatta, 1964

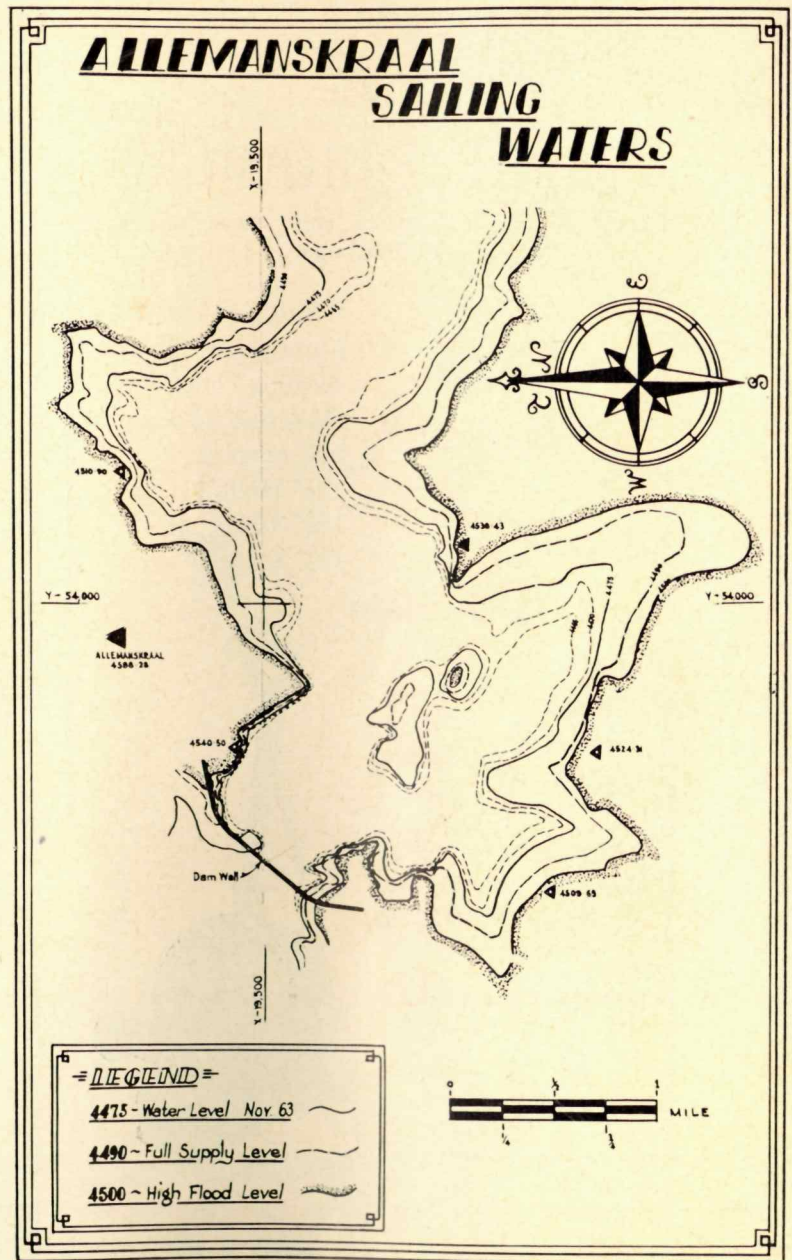
THE 1964-65 season National Regatta is being staged from November 2 to 7 by the O.F.S. Sailing Association of the Allemanskraal Dam, which is in the Willem Pretorius Game Reserve.

A pleasure resort has been built on high ground overlooking the dam with well-appointed thatched rondavels, most of which have baths and toilets. Among the amenities are a bowling green, tennis courts, a swimming bath, an excellent restaurant and a hall which can be used for dancing and cinema shows, and is reputed to be the largest thatched building in the country. (See pictures on the next page.)

The dam is approximately 12 miles long and 1½ miles wide near the wall. Boat parking and launching facilities are literally limitless.

Visitors from the north will find the turnoff 11 miles south of Ventersburg on the main road to Bloemfontein with a 5-mile tarred road to the resort. From the south and west, the turnoff is 21 miles beyond Winburg, while those coming from Natal should turn north onto the main road a few miles from Winburg.

The park authorities have put the entire resort at S.A.Y.R.A.'s disposal and are to supplement this by establishing a large tent town and serve-yourself cafeteria, so that all can be accommodated and fed.



THE NATIONAL REGATTA: Here is a chart of the sailing waters for the 1964 National Regatta at Allemanskraal, based on an Irrigation Department survey, made in November 1963. The department estimates that the water level next November will be 3ft. higher than shown for the racing. The ridge shown in one of the pictures on the next page is SSW of the Allemanskraal survey beacon indicated on the left with a pennant.

The rondavels have electric light and a 15-amp. power point for electrical appliances and are furnished with chairs and a table, two beds with bedding and towels. Two extra beds with bedding may be hired for each rondavel.

The tents will all be equipped with either electric light or a lamp and will have a chair and table and two beds with mattresses, but no bedding. Two additional beds with mattresses may be hired for each tent.

Full details (for those still behind with the news) were given in S.A.Y.R.A. supplement No. 9 to *S.A. Yachting* of March/April.



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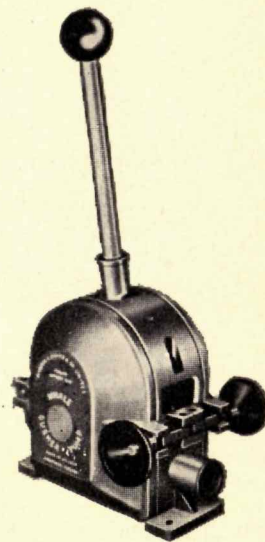


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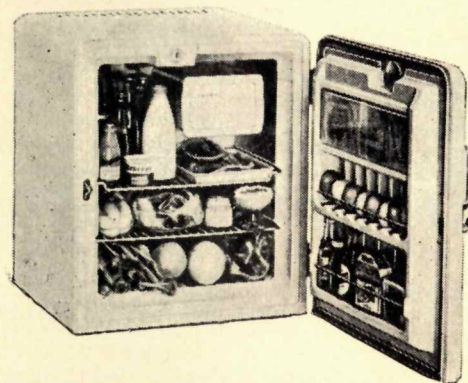
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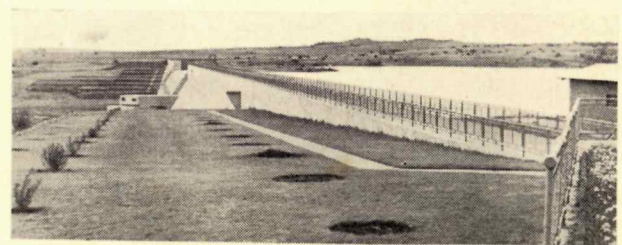
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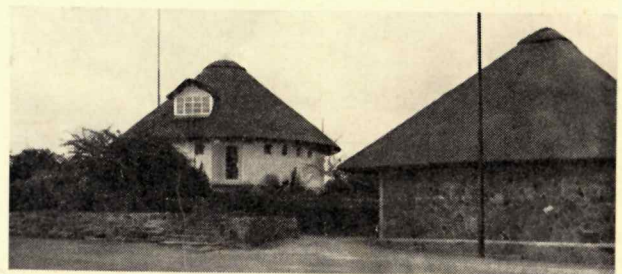
A view of the café and restaurant at Allemanskraal, with the sailing waters and the islands in the background.



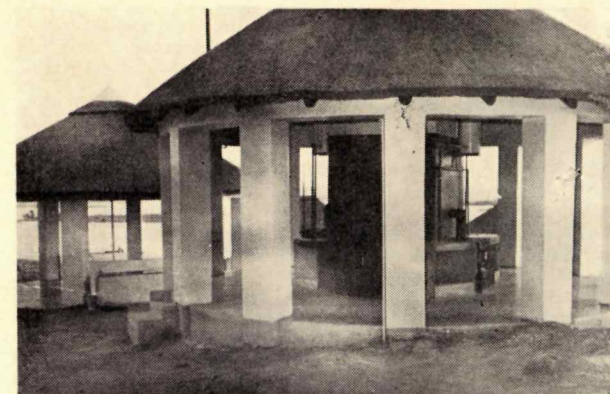
The shop has been imaginatively treated and sited.



This is the wall that keeps all that sailing fluid back where it belongs.



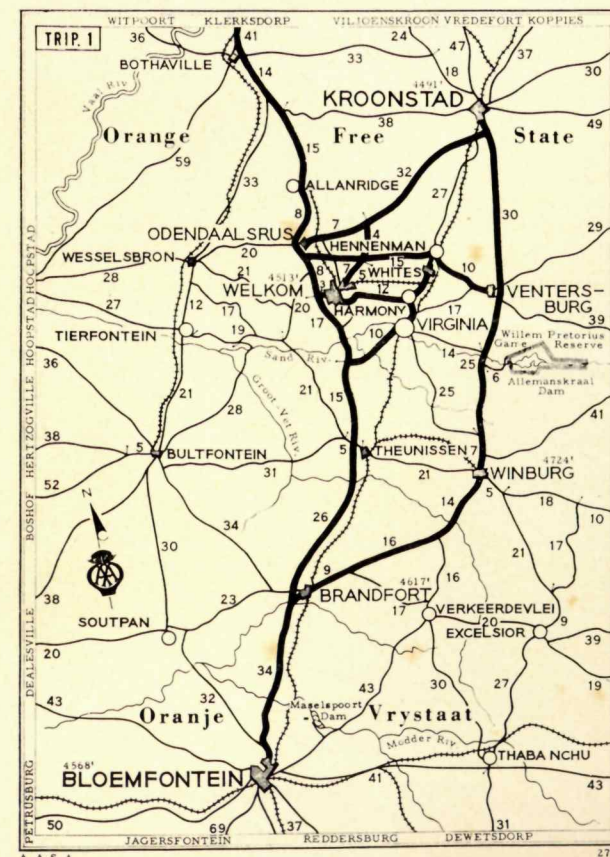
The ablution blocks, in spite of their ghastly name, are good to look at.



Wash-up and cooking facilities near the bungalows and main caravan park.



The administrative block is also pleasantly designed with a landscaped garden. Photos: Dick Pearson.
BELOW: This Automobile Association road map will help November trekkers with their geography.



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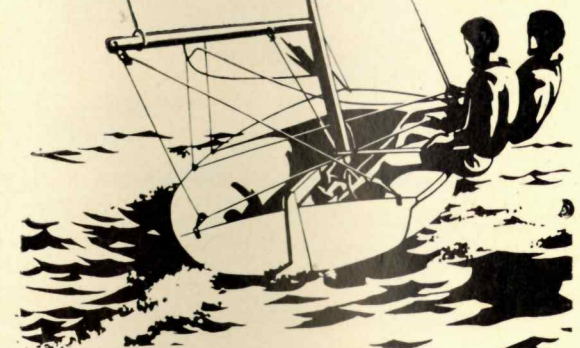
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