

1. Finch	E. V. Kohly	5-2-2-1-4-4	5509
2. Fleur	N. Eadie	2-3-1-4-3-9	5458
3. Forelle	C. Stauch	7-1-3-8-1-7	5148
4. Finnomenal	R. Nuttall	1-4-9-2-5-13	4759
5. Fidibus	W. A. Divov	4-7-5-3-6-2	4458
6. Martini	F. Nascimento	3-6-8-9-10-1	4202
7. Funane	I. Schrawen	13-disc-4-5-2-5	3900
8. Lynne	C. R. Wickens		3056
9. Obadjah	E. K. Albert		2537
10. Favour	E. W. Davies		2264
11. Flipper	A. F. Zoutendijke		2170
12. Flamingo	J. Brink		2129
13. Flaxedil	A. P. Ross		2043
14. The Bat	A de la Porte		2038
15. Eff-off	C. Iuel		1777
16. Flamenco	N. Girdlestone		1694
17. Merlin	S. E. Eyres		1543
18. Finessa II	J. T. Wallace		1503
19. Vino Bianco	D. J. Haliburton		1450
20. C'est si bon	M. Eagar		1054
21. Elfin	Ann and Johan v. Deventer		993

YVONNE on the High Veld

OUR plum tree is a shower of white blossoms and there is that old familiar feeling of spring in the air. Walls suddenly look as if they need a face lift and everyone I know who can wield a brush is madly painting or buying new curtains. The yacht clubs, too, are slowly coming to life; T.Y.C. and F.Y.C. have already taken to the water, and the keen skippers are already sailing at V.L.C.

For those of us who are Club Navale fans, the annual Lourenço Marques Regatta was a wonderful mid-winter tonic. Afetr the first serious week of sailing with eight-hour marathons and carefully laid Olympic courses, most of the ace skippers returned home with the loot and the regular Lourenço Marques die-hards stayed to enjoy a week of light-hearted sailing. The wind piped up obligingly, and when it was too hard we all happily took a day off to enjoy prawns and lagosta; it is quite a fantastic sight to see Anne and Trevor Wellbeloved and their very small children sitting down, one and all, to enjoy a mountain of prawns!

Marion Davis (who used to be Metcalfe—and congratulations to you both) and crew Moira Weeks, earned the unstinted admiration of the Snipe skippers for their extremely good Sprog sailing in really heavy weather; a word of praise is also due to the other Sprog wives—Margaret Tainton, Phyl. Pearce and Doreen Theunissen, who nobly braved the elements, with not a few butterflies present!

Conrad Saul, just 17, and at his first big regatta, handled his father's F.D. very well indeed. It is a pity that Wibo Swart was not able to sail in the first Finn Week, as he had a very convincing win in the heavier weather. The 10-mile race was very exciting with a photo-finish in the F.D.s and Fred Raas crossing the line by a short head or stem ahead of Glynne Graham. Then Neil Bramwell and Fred Bartie in the Spearheads repeated the performance, with Neil snatching a win from behind by holding his port tack longer than Fred, and getting between *Byella* and the line—tactics *uber alles*!

Florian Milachowski delighted everyone by doing a spectacular capsize under full sail, spinnaker, genoa and main.

As the prize-giving was, as usual, extremely generous, though a little muddled in the results, I will give you the firsts that I am sure of only.

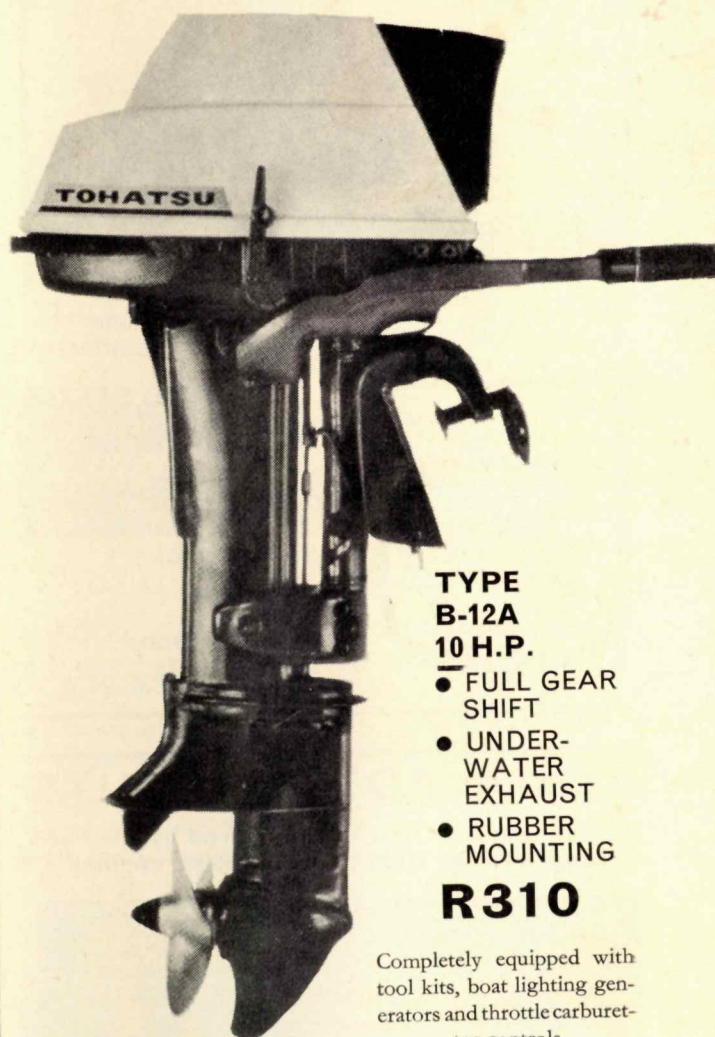
F.D.s, Fred Raas. Finns, Wibo Swart. Sprogs, Hemboldt brothers. Spearheads, Fred Bartie. O Class, Roger Everett.

Medals were also given to every female sailing in the regatta; there were so many that our hosts had to do a little juggling in the end, but it was a very charming gesture.

We all enjoyed the visit of the Portuguese President, mainly for the light-hearted pomp and ceremony. Yachtsmen were given Portuguese pennants and invited to join our hosts as a sailing welcoming escort. This most of us

(Continued on page 72)

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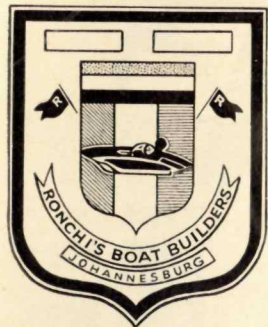
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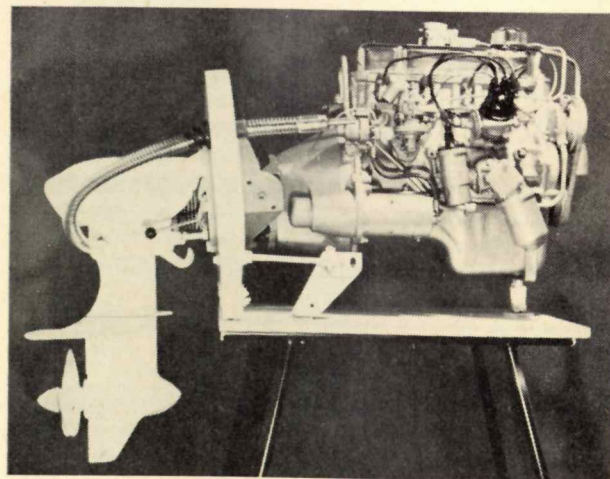


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more CLUB NOTES

(Continued from page 71)

did, in company with practically everything in Lourenço Marques that could get water-borne. The President could feast his eyes on a glittering calm sea and hundreds of craft festooned and decorated in his honour; Native fishing boats, dhows, the visiting Dutch trimaran, motor-boats and cabin cruisers—we were all there to cheer him in.

Thank you, Club Naval, for a wonderful week. Also a special word of thanks to Antonio Salvasoa and Fernando Nascimento for their generosity and help to Florian, who had his sails, rudder and tiller stolen from the car before the regatta.

With all this talk of spring and blossoms up here, and I am sure the same feeling in the Cape, when the whole of Cape Town begins to look like a garden, I think this is the moment to appeal to S.A.Y.R.A. to give a little more direct guidance and help to yachtsmen. It has been the experience of many keen racing skippers in the Transvaal that an appeal, carefully prepared and posted in the required time limit, reached its destination, Cape Town—is usually acknowledged, and then somehow or other gets lost in the mists of time.

The skipper finally forgets all about it, except when the same set of circumstances occurs on the water again—and no one is any the wiser.

Appeals are in essence a thirst for knowledge, not a last desperate bid to retrieve a medal, so it seems a sad waste of effort to reach a stalemate at the very head of the state in yachting, when a little guidance from the Appeals Committee could do so much to help in sorting out the rules that are not clearly understood.

Comparisons are not always polite, but it is inevitable that S.A.Y.R.A. members should notice the sterling published work done by the R.Y.A. yearly, and the apparent vacuum in the files of S.A.Y.R.A. I may be doing the Appeals Committee a grave injustice, and it is possible that they have met and decided on many appeals; but if so, why hide their light under a veritable umbrella? Why not make use of the publicity easily provided for in this magazine?

If only one appeal and the decision arrived at, was published with each issue, there would slowly develop a case history in South Africa, to which keen skippers could refer, when in doubt.

To get right down to tin-tacks, I appeal to the S.A.Y.R.A. Appeals Committee to publish for the benefit of all skippers and crews, an answer to this question. Does a handkerchief have to be tied with two knots to be officially recognised as a protest flag?

The editor learns from the Executive Committee of S.A.Y.R.A. that, to speed up the work of the Appeals Committee and to relieve the S.A.Y.R.A. secretariat of a certain amount of work, Exco has appointed Dennis Hammerschlag as Honorary Secretary of the Appeals Committee. (See page 88). It was decided some weeks ago to publish appeal cases in this journal in future. There will naturally be some delay before this can be put into effect, as a lot of existing material will have to be carefully sorted, filed and generally put into proper order.

Klerksdorp Sailing Club

Commodore, J. Meyer; Vice-Commodore, D. Miller; Rear Commodore, E. Mulder. Committee: H. Williams, C. Paice, G. Ingel, J. Bergwerff, A. Wight; Secretary, E. Goldblatt.

Their fleet position looks very good with competition in two national classes; they have 13 F.D.s, having lost Colin Edwards to the reef on transfer, but gaining Doug Miller who has bought *Satire*. Sprogs number 13, with two more just about ready for launching.

Emmentaria Sailing Club

Commodore, A. Proctor; Vice-Commodore, J. Godwin;

Rear Commodore, P. Taylor; Treasurer, J. Foden; Secretary, B. Bates; Bosun, B. Northgrave.

Emmentaria wish to remind all Dabchick skippers of their own regatta at the club on December 16.

Mountain Yacht Club

Chairman, A. du Toit; Commodore Power, R. Cliffe; Commodore Sailing, C. Ieul; Vice-Commodore Power, L. Levy; Vice Commodore Sailing, V. Samuelson.

Westonaria Aquatic Club

Commodore, Mr. de Villiers; Vice-Commodore, D. Ayres; Secretary/Treasurer, S. Harrison; Harbour Masters, J. Knatten and F. Nel; Bosun, L. Howell.

They have enlarged the clubhouse and built concrete slipways in the off season.

Loch Vaal Club

Central Committee: Commodore, S. Hulscher; Vice-Commodore, E. Ferrar; Secretary, F. Getz; Treasurer, Mr. Mawman; Chairman, E. Kops; Vice-Chairman, J. Greathead; Representative of Sailing Section, B. Fenix.

Sailing Committee: Chairman, Y. Schrauwen; Treasurer, B. Fenix; Secretary, M. Andrews; Handicapper, B. Fenix; Bridge Officials, R. Crawford-Brunt and I. James.

Dates to remember are:

The Transvaal Championships at T.Y.C. over two weekends, October 3-4, 10-11.

National Regatta at Allemans Kraal from October 30 to November 8.

An interesting bit of news comes from Aubrey Heathcote, who is now living in Sydney; both he and his son Kevan were Sprog skippers who kept rivals on their toes; his wife Sylvia was a Florida bridge crew and daughter Phillipa a handy Cygnet crew—all are much missed by their friends at Florida.

He writes: "I was invited to Demoyne Yacht Club last Sunday—a bank balance of £100,000 and land and buildings worth £750,000. Membership costs you £2 a year. Prizes for every race: £20 for a win, £15 for a second, £1 for starting and £5 for finishing, a three-course meal and free drinks for all who enter!"

Cabaret and dancing every Saturday night at an all-inclusive charge of £1.

"This is not kidding—the explanation is quite simple; they have a membership of a thousand or more, and 'one-armed bandits' or poker-playing machines provide the funds. At all the sporting clubs here 90 per cent of the income is derived from these infernal machines.

"There are about a hundred sailing types and amenities include squash, bowling and a swimming bath under construction; also turkish baths and a masseur"—all this and heaven too!

Yvonne Milachowska.

Springs Jubilee Regatta . . .

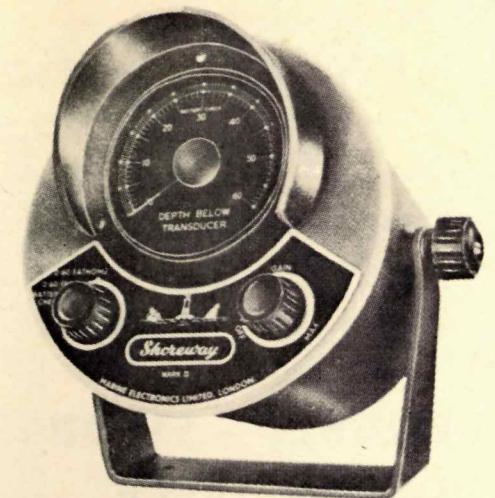
I HAVE been requested by the Springs Town Council to organise a yacht race on Geduld Dam adjoining Murray Park, the Springs Pleasure Resort, on Saturday afternoon, November 21, 1964. It will be part of the celebrations being held by the town for their Diamond Jubilee Festival.

The Transvaal Provincial Sailing Association has given it their blessing, and the race will be sailed under the auspices of the East Rand Yacht Club whose Springs members are arranging details.

There will be a mass start with boat handicaps between the different classes of boats either worked out on the first round of the race or calculated on the different ratings of the classes, and Mr. Steve Elliott of East Rand Yacht Club has kindly undertaken to do the necessary handicapping. Depending on the number of entries the start may be altered to two mass starts of "16 ft and under" and "over 16 ft."

The race will start at 2.30 p.m. and will be sailed under the S.A.Y.R.A. Rules and sailing instructions will be issued to competitors at the venue. Class Rules will be waived for the purpose of this regatta and any type of

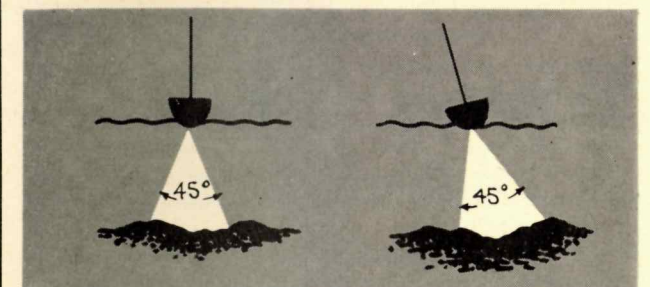
(Continued on page 74)



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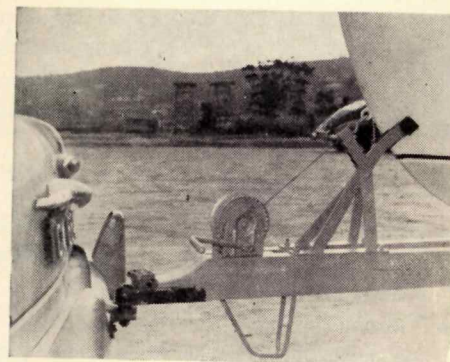
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yacht, whether International, National, recognised or not, is entitled to sail.

Entries are to be sent to Springs Diamond Jubilee Regatta, P.O. Box 351, Springs, Telephones 56-4711 (Office) and 56-5471 (Home).

Entries will close on November 14, but late entries will be allowed at the discretion of the Race Committee (not to be construed as a general acceptance of late entries).

There will be gold, silver and bronze medals for the first, second and third as well as other prizes donated by businessmen of Springs as also a grand trophy donated by Mr. Bobby Levin of Far Sales (Pty.) Limited of Springs.

Dennis Hammerschlag.

Flamingo Yacht Club . . .

THE office-bearers for the season 1964-65 were elected at the annual general meeting as follows: Commodore: Dick Bryson; Vice-Commodore: Geoff Walton; Rear-Commodore: Don McKerrrow; Secretary: Jimmy McLoughlin; Treasurer: Hans Weiss. Committee members: G. Thornburn, D. Pearson, D. Muller and R. Joynt.

A few week-ends were spent retouching the clubhouse, and Dick Bryson gave a very interesting lecture to new sailing members on Elementary Sailing Rules and Tactics, before our season officially opened on August 29.

John Shennan launched a new Pietersburg Finn, *Nymph*, and the McKerrrows a new Dabchick, *Aukled*.

Fortunately, the ferocious wind, which had a few fellows chewing their nails in the morning, eased off for the Opening Cruise on Saturday, 29th. Thirty-five boats, looking splendid after their winter rejuvenations, were a thrilling sight as their skippers sailed past and saluted the Commodore.

Three Scurries were held on Sunday morning. Geoff Walton in *Susan* (F.D. 129) won the first and last ones, and Derek Muller in *Xalu* (F.D. 122) the other. Jock Armstrong in *Impala* (C11), was close on their heels in the first two races, and Solly Nel led the Finns into high positions in the last race, in *Funagalore II*, coming second to *Susan*.

We are all perhaps a little "hung-over" after our first week-end, but thrilled that another season has started.

Bloemfontein Yacht Club . . .

HAMPERED somewhat by the exceptionally long cold winter, B.Y.C. members have nevertheless managed to overhaul their craft in readiness for the new sailing season. Extensions to the club-house include a new bar and a most attractive new entrance pergola, while further terracing of the parking area has improved the motorist's lot. A number of new boat sheds are under construction, to accommodate the expected arrival of several new boats.

Biggest event of the off-season was the a.g.m. of S.A.Y.R.A., held in Bloemfontein this year, at which Reg Ashman and Dick Ehlers (both former Commodores of B.Y.C.) were elected as President and Councillor of S.A.Y.R.A. respectively; a fine compliment to B.Y.C.

D.J.H.

Klerksdorp Sailing Club . . .

IN its 3 1/2 years of existence the Klerksdorp Sailing Club has accomplished a great deal and has most definitely put Klerksdorp on the "sailing map".

We are fortunate in having the use of a fair-sized irrigation dam approximately 3 miles long and three-quarters of a mile wide when full. Unfortunately, after suffering a 6-ft. drop between seasons it is considerably smaller for the beginning of the season.

Our fleet consists of approximately 12 Flying Dutchmen,

two Sharpies rather inactive, four Spearheads, 14 Sprogs and 12 Dabchicks plus the usual odds and ends. Unfortunately, the Dabchicks, which were the forerunners of the club, are also somewhat inactive except during school holidays.

During last season racing took place every week-end with the pleasing result that, at the prize-giving, every boat sailed regularly throughout the season received a prize. Credit for this to a large extent must go to the club's handicapping system which functioned very well.

We were represented at the Saldanha Bay National by Al Leenstra (F.D.), Colin Edwards (F.D.) and Doug Miller (Spearhead), both Al and Doug doing very well. Al and his crew Mike Curtiss were selected for Olympic trials and spent another hard working period at Saldanha. The club is indebted to these three boats for its position in the interclub race of SIXTH.

Our membership has not increased very much recently but efforts are being made to remedy this. Eddie Howard from Durban and Cyril Moore of Kimberley joined us at the end of the season and certainly gave the local Sprog skippers a lesson or two.

To balance this we unfortunately had to say farewell to Colin and Les Edwards, two of our club stalwarts who were always ready for a sail, and a swim! To them we send our very best wishes and hope they will have a happy time and good sailing at their new club.

During the closed season members have been out improving the appearance of both house and grounds and with much success. The attendance at the A.G.M. was most disappointing and the meeting probably better forgotten.

Officers elected for the coming season. Commodore: J. Meyer; Vice-Commodore: D. M. Miller; Rear Commodore: E. Mulder. Committee: E. Goldblatt (Secretary), J. Bergwer, H. Williams, G. Ingel, C. Paile and A. Wicht.

The new season is almost upon us with another full programme of sailing and regattas to keep us occupied, and with the National at Allemanskraal in November only a short distance away both in time and location. A good turn-out is expected from the Klerksdorp Club. Meanwhile it is the usual rush to finish off the boats for our opening on August 30 and then some serious training before this major event.

Royal Cape Yacht Club . . .

THE Royal Cape Yacht Club's annual race round Dassen Island was held over the September long week-end and proved a tough and interesting one.

A fleet of 12 starters went to the line on the Sunday morning at 9.30 in a south-easter which was gusting at 30-40 m.p.h. on the club anemometer. *Schatzi* (Ken Warr) and *Cirrus* ("Monie" Salamon) hoisted their spinnakers soon after the start and "took off". *Active* (Eric Pearce) also hoisted a spinnaker—an old cotton one—but it blew into shreds half-way down the bay. *Cirrus* and *Schatzi* had a very fast run to Robben Island, at times doing just over 11 knots. The island was reached in 46 minutes—an average speed of just on 10 knots!

Zeeslang now began to slowly overtake these first two with *Active* also going well. As they went northward the wind gradually dropped until at Bok Point it went round to the west-south-west.

The first three boats, *Zeeslang*, *Cirrus* and *Schatzi*, reached Dassen Island about 1.30 in the afternoon all within 20 minutes of each other, with *Active* about half an hour behind and the rest following.

As they beat back the wind freshened again and went back into the south-east. *Cirrus* split a couple of seams in her genoa and this caused her to drop well back. *Schatzi*, 20 minutes behind *Zeeslang* at the turning point, did exceptionally well on the beat and finished only four minutes behind at 12.45 a.m., just beating her on corrected time. *Cirrus* and *Malgas* (Eric Juriaans) were also very close and had a tacking match up the Duncan Dock at the finish. Mention should be made of the excellent effort by *Melody* (David Price) who finished third on corrected time.

Results were: (1) *Schatzi*, Ken Warr (R.C.O.D.); (2)

(Continued on page 77)

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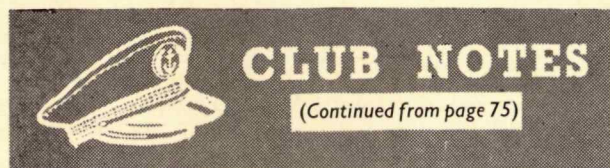
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Zeeslang, Cliff Leih (Bermudan Sloop); (3) *Melody*, David Price (Bermudan Sloop); (4) *Malgas*, Eric Juriaans (Dogger Class); (5) *Cirrus*, Jerrold Salomon (R.C.O.D.); (6) *Sewin*, Bill Slight (R.C.O.D.); (7) *Active*, Eric Pearce (Bermudan Cutter); (8) *Giselle*, R. D. H. Baigrie (Protea).

There were four retirements.

R.C.Y.C.'s annual major ocean race will start from Cape Town on Boxing Day. The course has just been announced and will be from Cape Town to Walker Bay off Hermanus and then to the finish at Saldanha Bay.

This course should provide an interesting race with varied conditions over the 240 miles. More than 12 entries are expected.

Hermanus Yacht Club . . .

THERE has been plenty of activity at the club in preparation for the 1964-65 season, which is due to be opened by His Worship the Mayor of Hermanus on Sunday, September 27.

A great asset to the yacht club in the future is the fact that the access road is now tarred. Some of the trees have been cleared at the club's camping site to make room for more cabins and also to give more sunlight.

We are sorry to hear that two of our very keen sailing members are leaving us in the early part of October. David Evans has been transferred by his firm to Johannesburg. His keen racing will be greatly missed by Spookie, as they had many a good battle. Fred Brown, who was one of our keen F.D. crew, will be greatly missed by his skipper, Dr. Mulligan, whom we hear has just bought a new Flying Dutchman.

Racing times have been changed this year so as to give the sailing members from Cape Town a chance to sail on Saturdays. The new starting times for Saturdays and Sundays will be 4 p.m. and 3 p.m., respectively. So let us hope we see a lot of them down here.

The General Committee has given consent to the Western Province Canoe Racing Association for the use of their premises as a finishing line for the annual canoe race from Stanford to Hermanus. The race is due to take place this year on September 20.

Good luck and good sailing to all for the coming season.

Felse Bay Yacht Club . . .

FALSE Bay Yacht Club are to be congratulated on their imaginative all-night race of 65 miles. It is just the sort of interesting event that makes it worth while taking the trouble of going to sea with a deep-keel yacht, yet tucks into a week-end without doubts for the clock-punchers on Monday. The night-work improves seamanship and navigation and gives a real mental tonic for the man who kicks all week at office routine. Far better this than round-the-buoys affairs, bounded by lunch with wifey—and sundowners as the compulsive target.

It was also good to see that the club allowed the unofficial entry of a Shearwater racing catamaran crewed by a couple who all knew were capable of looking after themselves—Keith Bertish and Brian Clark.

These two planned methodically for their effort—skin-diver's suits to keep out the cold and wet, proper life-lines and so on. Although they turned back at Cape Hangklip, they finished about 55 wintry miles in spanking style in 11½ hours. A commendable, gutsy effort—but strictly only for those who know what they are up to.

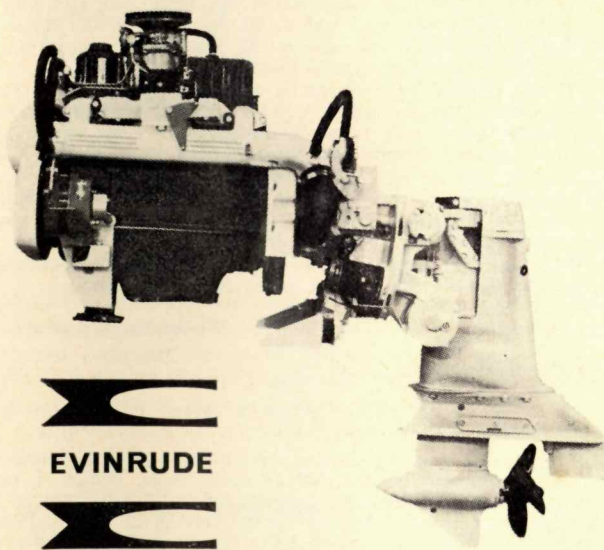
Anyway the race was won on handicap by the smallest keel-boat that turned out, the 4-ton sloop *Highland Fling* (Jurgen Flesch and Brian Lello).

(Continued on page 79)

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GamesmanSHIP . . .

58 Kitchener Road, Maritzburg.

Sir,

I have now organised for my boat a position on the hard right at the highest point on the long slipway, and boy! does she gather speed and clear everyone and everything off the concrete as I let her go stem first down that slope. All the pushers, the "me-firsters" and the dawdlers scatter with their craft and cradles. The hand that rocks the cradle rules the slipway. My boat—you see—weighs hundreds of pounds and has a metal-lined stem. I put it on specially. I am learning the art of gamesmanSHIP as played by some dinghymen on the water.

"Ship" is the essential part of the word. Boat has no part in it and those fragile Sprogs and Spearheads and Flying Dutchmen stand no chance. You need something big and solid like a ship that can barge its way through the clutter on the slipway and the congestion at the start of a race and around the buoys.

Tactics out on the water vary. Main thing is to corner in a tricky spot some tender skipper who is minding his own business and trying to sail his craft as fast as it will go. Swing over on to starboard and go straight for him. If you have timed it right, you can knock him out of the race—and then look about for someone else to deal with.

A good spot is around the buoys. There your size and weight tell again and you can barge across the course of some innocent who thinks he has water on you and knock him past the wrong side of the buoy. If he does not give way you swear at him and scrape the length of his hull with your metal mast stay which has been specially positioned to protrude well out from the side. With a good following wind you can also swing your boom across and aim at his skull. That upsets him!

If the skipper happens to be a lady then you moderate your words, but not your tactics, for they should not be out there in this new form of the rat-race. Your advice to them is to stay ashore and "Be-anchored Ladies".

At the end of the race you go ashore and sign your declaration. Honour is for the birds; not for a twentieth century man out to triumph. You may not win, but you have proved your superiority over the others.

I hope that charming young yachting copperspondent from Natal will not take it amiss if I sign myself.

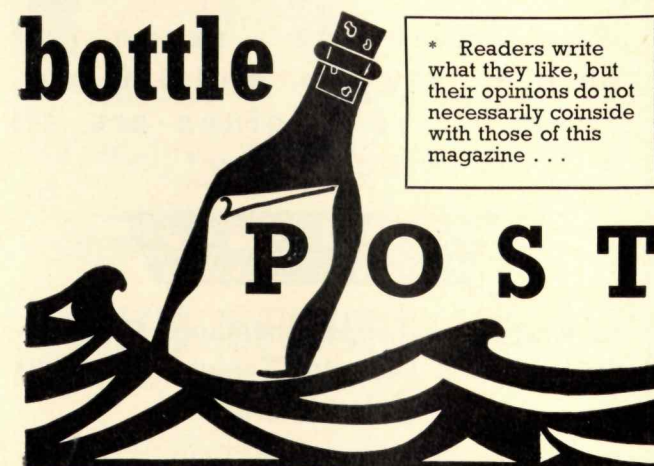
Be-anchored Ladies.

Navel Action . . .

34 Salford, Whitlock Street, Port Elizabeth.

Dear Sir,

I write to you, as Editor, to make a formal protest about the cover of the July/August issue, which I received yesterday. Before I read the editorial, which I always do, I tore off the cover, and put it in the dustbin. Surely it would have been more fitting to use the very



* Readers write what they like, but their opinions do not necessarily coincide with those of this magazine . . .

topical Bermuda win of the *Stormvogel*, for example, than to advertise, as it seemed, three bikinis, no matter how charming the bodies attached may be. Personally, I object to being confronted with human navels, male or female, and I certainly do not think such exposition is a fitting cover page for what I have been glad to consider a first-class journal of its kind.

With kindest regards.

Yours sincerely,

Norah Flynn.

Sorry, but our reaction in making the choice was simply frank admiration for the splendid open-air bonhomie of the three wholesome-looking girls.—Ed.

Two-pointer Paucity . . .

124 Third Avenue, Fairmount, Johannesburg.

Dear Sir,

For the past six months I have tried to obtain plans for a 2-point hydroplane cabover.

I have even been down to Durban for that particular reason, but no one could help me. The type I am really looking for would be the type similar to the "Ted Jones" "C".

Could you please give me some advice or information on this matter.

P. Daubney.

I suppose you have a cabover propper in mind, which is sometimes called a "two pointer", and obviously the finest person to write to would be Gordon Lanham-Love. We have spoken to George Chisholm who knows of no plans in the country. What hulls have been built have been copied from the Jones hull originally owned by Gordon and one or two from an old Popular Mechanics design modified to suit South African requirements.

You could also try Dino Candiotis but there again complete hulls have been brought in and not plans. Sorry to be so vague, but it looks like you will have to copy from an existing hull.—Ed.

Alloys at Sea . . .

"The Rest," Milner Road, Rondebosch, C.P.

Dear Sir,

I was very interested to read Mr. J. B. A. van der Merwe's letter concerning the possibilities of constructing an all-aluminium deep-sea fishing craft. There is no doubt that when the correct aluminium alloy is used in the right manner a trouble-free vessel will result.

The metals comprising the skin of the hull and their protective paint system, i.e. anti-corrosive and anti-fouling paint, must be carefully selected. For example, the direct application of the conventional anti-fouling paint on to the aluminium hull will lead to severe corrosion of the aluminium due to the cuprous oxide (copper content). The frames, stringers, keel, as well as rivets, or type of welding, must be in accordance with standard practice.

The choice of the metal or alloys for the construction of the propeller, propeller shaft (in the case of twin propellers the "A" brackets and fastenings) and the rudder system is also important. Sea-water intake pipes and the exhaust system pipes also require to be specified.

Undoubtedly there is an increasing tendency to use aluminium alloys in ship construction as well as in components in fishing factories subjected to sea water and sea-water spray. Provided the correct aluminium alloy is used and dangerous dissimilar metal contacts are avoided, aluminium alloys provide a highly corrosion resistant metal in sea water.

W. J. Copenhagen.

more CLUB NOTES

(Continued from page 77)

Finishing times were:

Highland Fling, Jurgen Flesch, Brian Lello, 9.00.35, 1.

Vagrant, Bill Smith, 9.06.59, 2.

Jenny Wren, Gordon Webb, 9.35.21, 3.

Sundowner, Bobby Bongers, 8.03.24, 4.

Sally, L. G. Wright, Retired.

Triton (Tri), H. H. Wilson, 7.34.00, 1.

Ruby (Tri), Dave Abbott, 9.01.25, 2.

Three weeks later, over the long week-end a race to Gordons Bay, was arranged, with a day spent there and a race back again.

What promised to be a pleasant outing started off well with a reach across False Bay in a moderate southerly breeze. Of the six entrants (plus the Shearwater catamaran—again unofficially) *Sally* was first in, followed by *Sundowner*, *Vagrant*, *Astra*, *Jenny Wren* and lastly *Highland Fling*, this latter just not getting in before the time limit expired.

The next day dawned to the shrill scream of a full-blooded south-east gale and the projected cruise was abandoned. Gordon Webb, however, ventured back to Simons-town as he had to be on the job urgently and *Jenny Wren* scudded off under staysail.

On Monday morning there was still a strong wind but nevertheless the race back was held. Half an hour after the start at 10.30 the wind dropped completely and, for the fleet to be in by evening, they all motored back.

The club's annual general meeting was held in August and Commodore Dave McCormick and Vice-Commodore Mike Elliott were re-elected unanimously. Other office-bearers now are Eric Fry (Rear Commodore), Thomas Donkin (Secretary) and Arthur Hartley (Treasurer). Committee members for the year: Cecil Knipe, Dave Abbott, Eric Shadford and "Mac" MacPherson.

Longest debate of the Agm was on a move to allow women members in the club. Result—no women.

DURBAN DOINGS . . .

By Bianca Lavies

WHILE gales were sweeping Durban Bay and yachtsmen overhauled their craft, clubs have been busy having annual general meetings and organising their sailing programmes for the coming season.

The Point Yacht Club elected Joe Harris its new Commodore, Bob Fraser its Vice-Commodore and Hugh Foord its Rear Commodore; and the Royal Natal Yacht Club elected Gordon Neill Commodore, Dan Smillie Vice-Commodore and John Sully Rear Commodore.

Major sailing dates so far established are: the Lipton Cup to be held July 14-21, Glinane Finn Week December 22-January 2, Cadet Week December 14-19. No decision has been made for Sprog Week, but it will probably be held a week before Easter.

A novelty this season will be the inclusion of four class week-ends in the fixture list of the Royal Natal Yacht Club. Each of the week-ends will be a small class regatta designed to give a special boost to week-end racing.

They will consist of a series of three races on scratch and on handicap of which the first race will be the usual Saturday afternoon class race. A second and third race will be held for that class the next day.

The series is open to yachtsmen of any club, to whom the R.N.Y.C. offers temporary membership for the week-end. Informal entertainment will be planned for the Saturday evenings. The week-ends will be Sprogs, November 28-29; Finns, December 26-27; Enterprises, February 20-21; Flying Dutchman, March 20-21.

(Continued on page 80)

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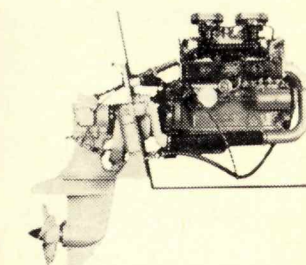
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Island Sailing Club . . .

FIFTEEN-YEAR-OLD schoolgirl Linda Bridgman, who sails a Dabchick, collected the largest number of trophies during the Island Sailing Club annual prize-giving and received the Betty Hunt trophy for the most outstanding yachswoman of the year. In her Dabchick *Dvorak* she had scored 23,556 points in 40 starts and 35 finishes. She scored 12 firsts, eight seconds and six thirds.

She also won the Basil Kimble trophy, which is based on starts and finishes, and the Thomas Dabchick trophy, based on highest aggregate points throughout the year, as well as a large number of prizes during the summer racing season.

Other important trophies were the Finn Anderson trophy for senior starts and finishes, won by D. Forrest, and the Winter Championship trophy, won by E. Bodamer. The Steel-Boe trophy for the winner of the first race of the year was won by D. Manicom, who also won the Haug Finn trophy, for the Finn skipper scoring the highest number of firsts during the year.

In the junior section Bruce Morrison won the Korving trophy for perseverance in Dabchicks, Jenny Goldsmith the Manicom trophy for the most improved skipper of the year, and Cecily Harris the Don Whittaker trophy for a handicap series of three races with two to count.

About 200 people attended the prize-giving at the Island Sailing Club's clubhouse.

Among the distinguished guests were the port captain, Captain C. A. E. Deacon; Mr. J. Stapleberg, M.P.C.; Mr. Harry Lewis, M.P. for Umlazi; Councillor Joe Ash; Bob Lambert, President of the Natal Yachting Association; Joe Harris, Commodore of the Point Yacht Club; Bob Fraser, Vice-Commodore of the Point Yacht Club and Gordon Neill, Commodore of the Royal Natal Yacht Club.

The club's winter regatta held over the long week-end of July which concluded their winter racing season, attracted 54 entries.

There were 19 entries in the Sprog Class and Nikky Korving became the overall winner.

In the Finns, Ernest Morrison beat Bruce McCurrach into second place.

The Bluff Yacht Club supported the event with as many as 12 O.K. dinghies, of which Bert van Dijk became the overall winner followed by his son Richard.

Two visitors from Escourt gained the honours in the Enterprise Class. First was H. Golding and second J. Gonggrijp.

Linda Bridgman, Bruce Morrison and Jenny Goldsmith gained the top placings in the Dabchicks in that order.

The Multi-Hull Club . . .

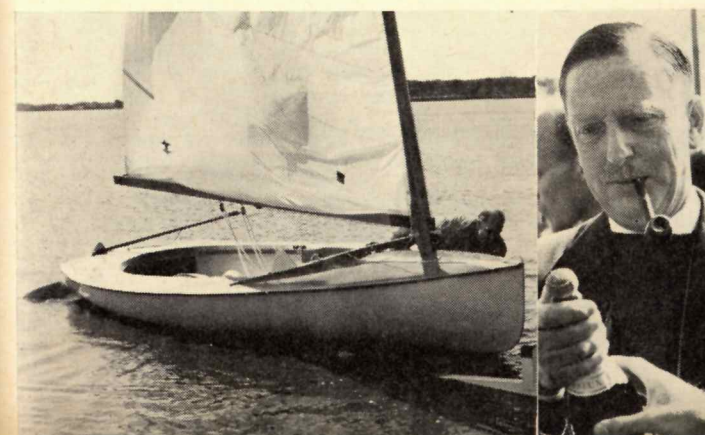
THE new Multi-Hull Club reports a growing membership and now has 50 members. Its last meeting was a supper party during which Jaap Allenson spoke about his trip on the *Victress*. Forty members were present.

The club's next meeting will be at the home of the Durban photographer, Mr. E. Lutke, where Ron Glover will give a report about the next part of the *Victress* trip to Lourenço Marques.

The club has not yet elected flag officers.

(Continued on page 82)

BELOW: Just before the Zeekoe Vlei Yacht Club's opening cruise, the new fibreglass Finn, *Spray*, was launched. Her builder, Ackland Bertie was understandably jubilant.



more CLUB NOTES

(Continued from page 79)

The Point Yacht Club will run their summer racing season this year on handicap, to give encouragement to the not-so-fast skippers and not-so-new boats. The last five races of the season will count on handicap, as well as on points, as a tuning up for the Easter regatta.

The Royal Natal Yacht Club will run the whole season (and not split in two like last year) on points and handicap.

To prevent last year's confusion when general recalls were not heard, as the judge's box is so far off the water's edge, a novelty this year is the installation of a siren in the Point Yacht Club judge's box, which should be heard by all on the water.

July started with Sprog Week about which is a full report elsewhere in this issue. Another important event was the first long-distance ocean race organised by Durban Yachtsmen off the Natal coast. Seven yachts took part in the race and first home was *Snow Goose* sailed by Jimmy Whittle. Just over 3½ hours later Durban's only Royal Cape One Design *Thekwini* sailed by Gordon Neill crossed the finishing line, followed by the Schooner *Anuanua* and the smallest craft in the race, the 22-ft. van der Stadt design *Jolly Roger* sailed by Malcolm Prentice. *Leonotis*, sailed by the McKenzie brothers, unfortunately broke her mast and had to be towed back by the committee boat.

The off-shore racing season was concluded by its prize-giving at the Royal Natal Yacht Club, at which Mrs. Joe Harris officiated. Fifteen boats took part in the series and leading were (1) *Leonotis* (4,538 points), who won the new Blue Water trophy given by the Point Yacht Club; (2) *Nkonjane* (3,721); (3) *Anuanua* (3,566); (4) *Galatea* (3,402); (4) *Skyline* (3,368).

The Royal Natal Yacht Club mourns the passing of one of its life members—Bob Bruce. Bob Bruce was 91 and had joined the club in 1903. He loved yachting and most of his leisure time was devoted to it.

Bluff Yacht Club . . .

AT their annual general meeting the club elected Councillor Joe Ash as Commodore. Joe Ash, who had a break of a year, had previously been Commodore for four years in succession. Pat Webb was elected Vice-Commodore and Joe Lewis Rear Commodore.

"Buster" Will will be the new sailing secretary, C. Cull the treasurer and Mrs. Hillary Ralph the secretary. Two new members were elected on the committee, A. Swain and T. Damarell. The club's sailing committee consists of Jack Ross, Bert van Dijk, Andy Cohen and Rienk Duursma.

It was mentioned at the meeting that the proposed building of a new T jetty at Salisbury Island will mean that the Bluff Yacht Club will have to move to other premises within the next two years.

The site on which the new jetty is to be built is at present occupied by the Bluff Yacht Club, the Island Sailing Club, the Point Yacht Club, the Fynnlands Angling Club and the Sea Scouts.

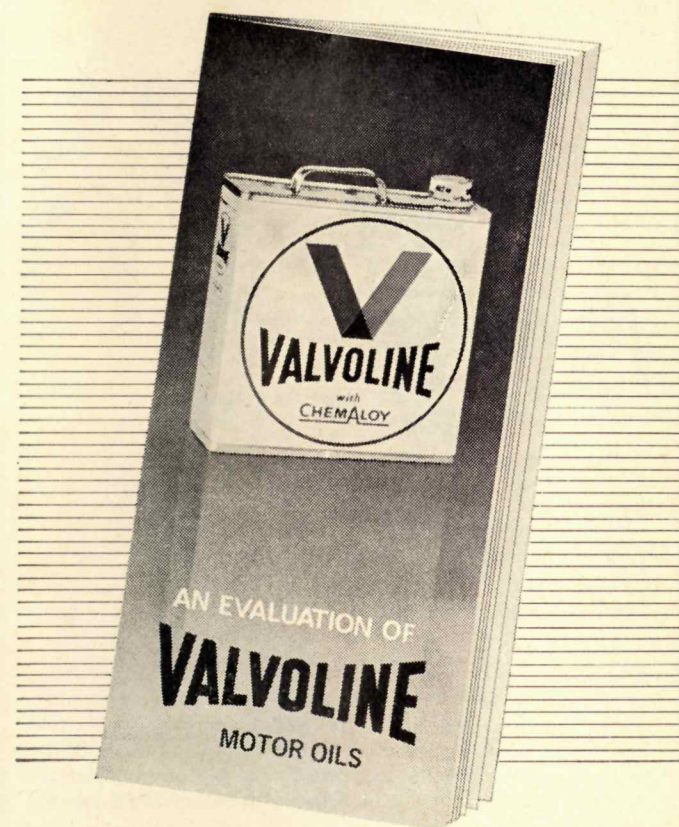
All these clubs will be affected by the move. Joe Ash said that the railway authorities had allocated a new site about 1½ miles away towards the bayhead. He said: "I have spoken to the Railways System Manager, Mr. D. D. M. de Villiers, and found him most sympathetic, as he has always been."

"The new site will adequately meet our requirements, except that there is no water at low tide." The only way this could be overcome was to dredge the bayhead, but he had no doubt that the authorities would do all they could to help the clubs.

"They realise that we are serving an essential need in the city and that we are helping to provide the future material for our naval forces."

The club's closely-contested O.K. series for the Duursma trophy was won by Bert van Dijk with 10,331 points. Second was Richard van Dijk with 9,967 points and third Andy Cohen with 7,375 points.

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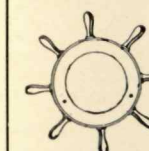
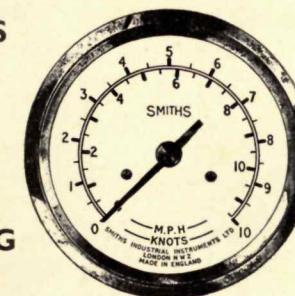
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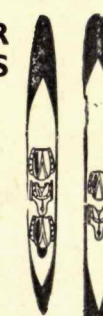


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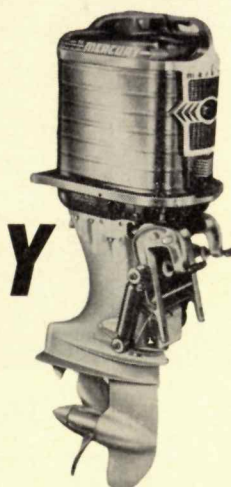
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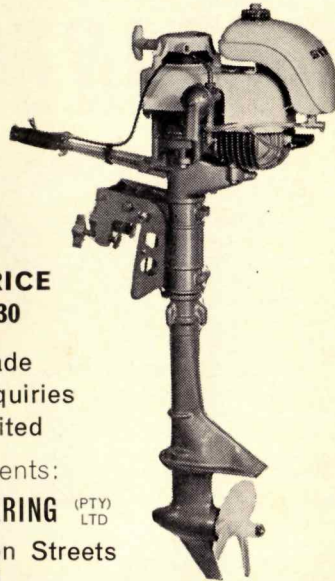
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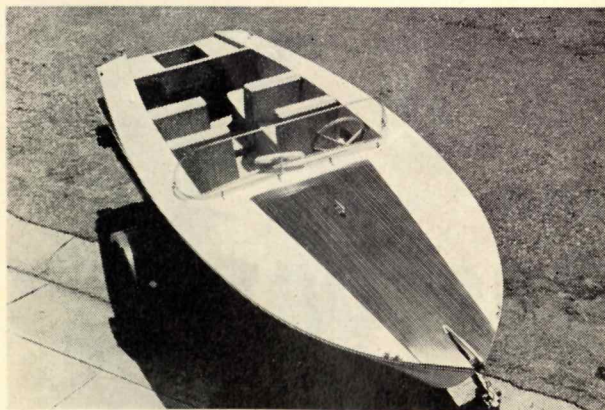
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more CLUB NOTES (Continued from page 81)

Henleymidmar Yacht Club . . .

THE Henleymidmar Yacht Club's annual meeting concluded the amalgamation of the Henley Sailing Club and the Midmar Yacht Club. At the meeting it was decided that the name of the new club should be spelt as one word: "Henleymidmar" Yacht Club.

Elected flag officers are Commodore, Ron Weston; Vice-Commodore, George Hawarden; and Rear Commodore, Frank Boatwright. The club's President is Gordon Neill and Vice-Presidents are Ernest Morrison and Jack Finlayson. The Secretary is Charles Axelson and the committee consists of Gee Bompas, Jimmy Carrick and Joe Duveen.

The new club held its opening cruise on August 25. Nearly a thousand spectators and 300 cars lined the shores of Midmar Dam when a fleet of 42 boats saluted Commodore Ron Weston, who was on board *Carabella*, anchored about 25 yards offshore for the benefit of spectators.

Leading the fleet in the sail-past was the Vice-Commodore, George Hawarden in *Rocket*. The weather was perfect and the long line of yachts, their sails filled by a light south-westerly on the big stretch of blue water, were a magnificent sight.

On board the Commodore's craft were Gordon Neill, also Commodore of the Royal Natal Yacht Club, Jack Finlayson, W. Sage, President of the Midmar Country Club, Bob Smithers, Vice-President of the Midmar Country Club, Mrs. C. Smithers and Mrs. M. Weston.

Other visiting flag officers were the Commodore of the Ladysmith Boating Club, Mr. W. Ellens; the Commodore of the University of Natal Sailing Club, Paul Green, and John Sully, Rear Commodore of the Royal Natal Yacht Club and S.A.Y.R.A. councillor for the Henleymidmar Yacht Club.

Zululand Yacht Club . . .

AS the summer season starts with the opening cruise on October 25, many boats are out of the water for their annual overhaul.

Club members are missing their keen Cosmo sailor Tom McMurray, who has been transferred to Johannesburg. Their only Sharpie owner, B. Nugent, has moved to the South Coast.

The ex-Dabchick skipper, Louis Herridge, will soon launch a Sprog for which he recently obtained a new set of Jongkind sails. Another new set of Jongkind sails was bought by Roy Dunton.

Rather alarming is that the dredging seems to have come to a halt. The dredger is now parked at the shore, while the silting up of Richards Bay continues.

Saldanha Bay Yacht Club . . .

GREAT news! Your Committee is happy to report that permission has been obtained from the Defence Authorities to use the facilities on the Government jetty, Saldanha, on a temporary basis. These facilities incorporate two large hutments and a smaller brick building as well as the slipway which was built for the National Regatta held during January last, and members will now be able to leave their boats in these buildings.

This exciting news was received shortly before our first sailing get-together held on Sunday, August 2, which proved to be a great success, with more than 70 grown-ups and a legion of children turning up for a day of informal sailing and sociability in perfect weather conditions, which ranged from a light breeze for the morning's sailing and lunch, to a brisk wind for the race in the afternoon.

Encouraged by the popularity of this initial activity your Committee has decided to extend this to a *monthly Club Sailing Get-Together* on the last Sunday in every month. Please mark this up in your diaries as a permanent engagement. Members are urged to avail themselves of these opportunities to meet up with yachting friends and to go for a sail on the Bay. Opportunity will be provided for

non-boat owner-members and their guests to participate in yachting activities.

The dates October 25, November 29, December 27.

It would be appreciated if powerboat owners willing to provide a rescue service would come forward and contact the Sailing Secretary.

It is hoped that as many non-boat owner-members as possible will consider acquiring boats as this will stimulate sailing activities in the club. To assist members your Committee is making enquiries about yachts of various classes for sale.

Any information resulting from these enquiries will be posted on the club notice board.

Rhodesian Olympic Yachtsmen . . .

MEMBERS of the Rhodesian yachting team should by now have arrived in Japan for the XVIII Olympic Games.

Frank Lincoln is team manager and will also act as reserve for both the Finn and F.D. entries. David Butler and crew Mike Green were selected for the Flying Dutchman but Mike Green has had to withdraw owing to a knee injury and his place has been taken by Anthony Crossley. Mike McFadden is selected as Finn helmsman.

They will all have a month's intensive training in Tokyo Bay before the actual start of the Games.

All yachtsmen wish them the best of luck and look forward to hearing about their experiences on their return. ■

JOHN TEALE

(Continued from page 66)

the water and though she bounded along quite happily during the race it seemed that even the slight sea running was enough to prevent her acting as a genuine hydrofoil. Part of the time she rode on her foils and part of the time on her bottom. She finished in 30th place at an average speed of 23 knots, while normal cruising speed is said to be in the region of 30 knots. Such craft must be encouraged, though, and a bigger version might well have revelled in the conditions and romped home well up with the leaders.

If the 1964 Offshore Powerboat Race taught us anything at all, it must be that the speeds of the best boats have levelled up to such an extent that competitors in future races will have to think seriously of how to resolve the impasse. Engine size is limited to a total of 16.4 litres (1,000 cu. in.) for petrol motors and there are no two engines on the market that come very close to that total. The Ford V8 adaptations come nearest, with some 427 cu. in. each.

Three or four motors to make up the total have seldom proved very successful and it seems unlikely that any manufacturer will think it worth his while to turn out a slightly larger-than-usual unit, especially for the job of pushing a limited number of power boats around. Hence it looks as if people will continue to tune and super-tune the existing models. There must be a limit to what can be done in that direction when reliability is also considered, since already 480 h.p. has been coaxed out of a Ford adaptation.

The solution must lie in more efficient hull forms and a break away from the conventional. Two types, the stepped hull and sea sled, seem ripe for development.

And, finally, in the true spirit of the race, I am glad to be able to give an account of a splendid wager between Dr. Savundra and Tommy Sopwith, who was on board *Tramontana II*. Whoever got first to Torquay would be given by the loser the best meal in London that the world could provide.

Dr. Savundra wrote out his chosen menu for me and here it is for gourmets to savour. Who said the age of romance was dead!

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