

CLUB NOTES

Zeekoevlei

MID-AUGUST saw Zeekoevlei hardly filled with water after a very late winter, but full of boats again when the new season was opened by Mr. Paul Sauer, a patron of the Yacht Club.

Preceding this event came a spate of launchings in which no less than four new Sprogs took to the water. These belong to Gerard Köper, Stan Midlane, Shirley Fitton and William Combrink. Sprog competition here should be outstanding as the result of these additions to an already strong class.

Other new boats included a smart Dabchick for David Bongers and the eagerly awaited first local fibreglass Finn, built by Acland Bertie.

This was moulded from an H.V.M. hull and could hardly be distinguished from its Dutch parent, so good was the finish. Named *Spray*, she will be sailed by Geoff Myburgh and her performance noted with great interest.

Below, top to bottom:

Flag officers of the Cape Peninsula Aquatic Club were guests of the Zeekoe Vlei Yacht Club at their opening cruise. Here Vice-Commodore, Captain Bert Friedmann and Commodore Rob Steyger watch proceedings with Mrs. Helen Myburgh.

Also there was S.A.Y.R.A. Secretary Eric Burner seen with Charlie Mouat and Frank Spears.

Another guest of the club was Commodore Dave McCormick of False Bay Yacht club who is chatting with Peter Oldroyd.

Photos: David Baker.



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Before these notes are circulated it is hoped to see Ekhard Kramer racing again in his new H.V.M. Finn and the Albert Bruyns-Dave Porter team joining the Sprogs in their new boat.

Their F.D. *Avenger II* has been bought by Herb McKenzie, done up by Noel Tunbridge and will be raced by these two, with Tim Kearney as crew.

The launches *Zeekoe*, *Hippo* and *Avocet* and the extended jetty do credit to months of hard work by George Meek, "Stevie", "Clarkie" and their helpers and all this plus a promising new catering staff should provide the club with a highly satisfactory season.

SPROC WEEK in DURBAN

THE first Sprog Class Week was held in Durban from July 6 to 11 and was thoroughly enjoyable. Racing for the magnificent trophy presented by Steve Glinane was extremely keen, close and of a high standard, which is immediately apparent from the results, as the contest was decided on a series of six races, with five to count, and these were won by five different helmsmen!

Thirty-four boats were entered and this figure includes ten visitors, two of which came all the way from Rhodesia to participate. As the closing date for entries approached, the organising committee developed marked signs of nervous tension for it was feared that the event might not attract as many visitors as was hoped for and end up by being just another match between the local skippers.

These fears were unnecessary for, not only did they turn up but acquitted themselves very well into the bargain and, by all accounts, thoroughly enjoyed themselves.

The weather was kind and provided a good variety of sailing conditions but, in some ways, it was a pity that it blew quite so hard from the north-east for three consecutive days for, not only was damage suffered by many boats, but this also affected the placings of some of the visitors who were unaccustomed to the big seas which can build up in the bay in a blow.

As the week encompassed spring tides, it was possible to sail two high-tide courses across the covered centre sandbanks. In both of these races the wind was fresh north-easterly so that the water was decidedly rough on the leeward side of the triangular course. There were thrills and spills galore, and everyone got a great kick out of the fabulous uninterrupted plane on the reach from the Island Stake to M.10. The notorious gybe round the island mark caused many an anxious moment and, at one stage, there were so many upturned boats in the area, that it was dubbed Coffin Corner.

Winner of the series was *Sleek*, S.465, sailed by Ken Liddiard and his crew Roy Raymond with 6,591 points. Second was *Sneikie*, S.578, Nickie Korving with 6,225 points, third *Slant*, S.607, S. Donkin with 5,119 points and fourth *Salani*, S.531, Howard Greenway, all the way from Rhodesia, with 4,541 points.

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LEFT TOP: At Sprog Week, Sayele, Basil Hancock (597); Sweat 'n tears, Bill Ellens (410), and Stride, J. Tainton (598).

Below: The first mark of the first race. Style (624) was round first, closely followed by the others. Photos: Bianca Lavies.

RIGHT, top to bottom:

Admiring the trophy after Sprog Week, left to right, Ken Liddiard, Hermine Goldsmith and Jack Goldsmith, President of the S.A. Sprog Association, who wrote our report of the racing.

Nickie Korving and his crew, Kelvin Symons, rigging *Sneikie* for the first race.

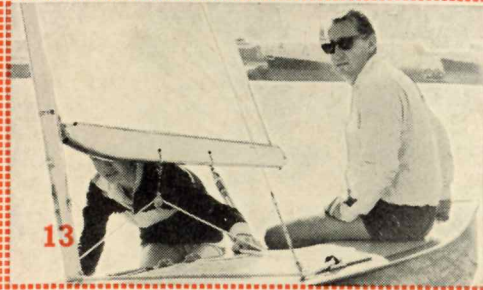
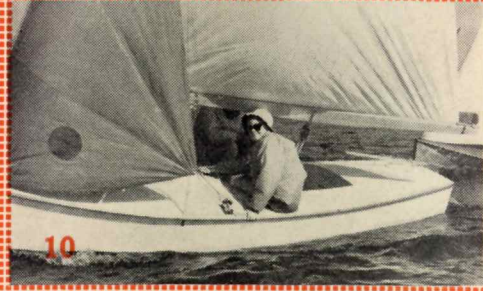
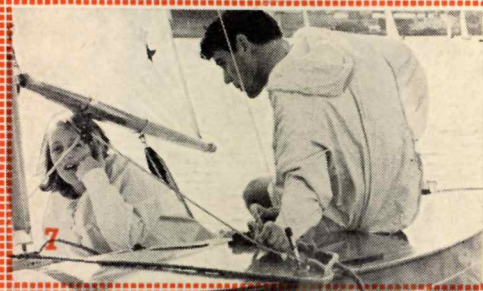
Ken Liddiard receiving the Glinane Trophy from Mrs. Hermine Goldsmith. Left to right Bob Fraser, Rear Commodore PYC, Hermine Goldsmith, Roy Raymond, crew, and Ken Liddiard.

Photos: S. Goldsmith

Howard Greenway with *Salani* (531) who came fourth having made the long trek from Rhodesia.

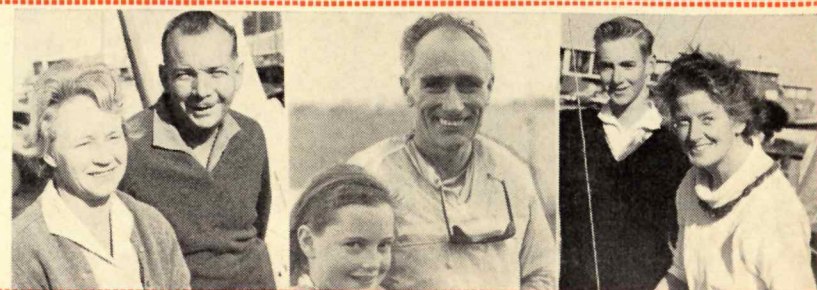
Bottom right: Gentle breezes as well as the strong north-easters made sailing interesting.





SPROG WEEK

Some of the visitors
who thronged Durban



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Liddiard sailed consistently well and showed greatly-improved form on his previous season's results, and he fully deserved the trophy. Nickie Korving, too, sailed very well and the outcome of the championship was not decided until the end of the last race.

Stewart Donkin won two of the three races in heavy weather and was unlucky not to win the third when he was put out by a broken boom, while in the lead. He was the only competitor to win more than one race.

Particular mention should be made of the two boats from Rhodesia, skippered by Howard Greenway and A. Liddiard (Ken's father), both of which were sailed consistently well. Howard, sailing in strange waters, did extremely well to come fourth.

No Sprog regatta would be complete without "Mum" Wyatt and it was a great pleasure to have her with us once again and to compete with her on the water. In the light airs she was always up with the leaders and in the heaviest winds she pressed on regardless and finished the course when many a beefy male had quailed and retired.

She finished seventh in the series—well sailed, "Mum".

A brief summary of the races follows:

First Race. This was sailed in a light south-westerly wind which dropped during the second round and veered to the south. The feature of the race was the very keen duel between Korving in *Sneikie* and B. Ellens in *Sweaten Tears*. Korving succeeded in holding on to his narrow lead throughout the race and won by five seconds. Third was John Tainton and his wife, sailing their new boat *Stride*.

Second Race. This had to be re-sailed on the Thursday morning. In the first attempt there was confusion over the weather mark which had been moved by the harbour authorities, ending in a protest against the Sailing Com-

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1. Basil Hancock and his young son Christopher, who crewed for him in the Sprog 'Shayele' of the Henley Midmar Yacht Club.
2. Colin Field and his wife Brenda who sailed 'Springfever', of the Emmrentia Sailing Club.
3. Bill Ellens, right, and his crew Anton Ellens in 'Sweat n tears' of the Ladysmith Boating Club.
4. Nicky Korving (left) and his crew Kelvin Symons, both from the Island Sailing Club.
5. John Drennon and his wife Elizabeth, who sailed Schertzo' of Durban.
6. Jean Sully (right) and her crew, Susan Thompson, sailing 'Stupid'.
7. Basil Blair and Denny Phipson in 'Shazam'.
8. Barry Scott (right) and his crew Guy Paton in 'Svelte'.
9. Doug Moffat and the crew of 'Sigurd'.
10. Twelve year old Heather Graham of the East Rand Yacht Club crewing for her father in 'Sintu'.
11. 'Sagette', sailed by Avril Webb and Malcolm Atkinson.
12. Ken Liddiard sailing 'Sleek' with his crew Roy Raymond. They were the winners of Sprog week.
13. 'Sno-use', sailed by Bob Fraser and his crew Allan Hudson.
14. Mr. and Mrs. John Tainton of the East and Rand Yacht Club sailing 'Stride', a new craft launched in Durban bay just before the event.
15. Jack Goldsmith, winner of the second round, sails 'Sandpiper'.
16. Neale Down and his wife Bae, who turned out in 'Seawind', of the East Rand Yacht Club.
17. Jac Graham with his 12 year old daughter and crew Heather.
18. Mum Wyatt and her crew, Chris Tait, sailed 'Silly Shally' of the Knysna Yacht Club.

Photos: Bianca Lavies

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mittee which was upheld. The re-sail took place in a light north-easterly wind. Jack Goldsmith and his wife sailing *Sandpiper*, took the lead at the start and went on to win by one minute thirty seconds from "Mum" Wyatt in *Shilly-Shally* and B. Ellens in *Sweaten Tears*. Liddiard was fourth and Korving 8th.

Third Race. This was one of the high-tide courses sailed in a fresh north-easterly wind, capsizes and damage to gear were common. Korving had an early lead, but capsized on the gybe round the Island Stake. Bob Fraser in *Sno Use* lead the way for more than a round but then gradually fell back. S. Donkin in *Slant* was leading at one stage, but was forced to retire when his boom broke. The race was eventually won by Ken Liddiard in *Sleek* by 24 seconds from Korving, with Fraser third.

Fourth Race. The second high-tide course and again sailed in a fresh north-easterly wind. It was won convincingly by Stewart Donkin by three minutes 27 seconds from Ken Liddiard. Third was David Cox in *Sopranino*. David had unfortunately missed the first race. Broken gear was quite a feature of this race. John Tainton, Bob Fraser and Jack Goldsmith were "marooned" on Salisbury Island with disabled boats. The wind, if anything, blew with greater vehemence than on the previous day.

Fifth Race. Again sailed in a fresh north-easterly wind but this time on a low tide so that the water was comparatively smooth—conditions were excellent for planing. The wind, however, was inclined to be gusty which again caused many capsizes and retirements. Stewart Donkin repeated his success of the previous day by winning, practically by the same margin as on the day before, from Ken Liddiard. Korving was third.

The points position among the leaders at this stage was Liddiard 5,800, Korving 5,799, Donkin 4,379, Ellens 4,163 and Pithouse 4,146.

Sixth Race. Sailed in a light north-easterly at low tide. In this race B. Ellens was the first boat to cross the finishing line, but he was unfortunately over the line at the start and did not respond to his recall. Ken Liddiard was behind Ellens and should have won, but he took a bad leg just before the finish and let Howard Greenway in *Salani* through to win. Third was the consistent Nickie Korving and fourth David Cox. The result of this race gave Ken Liddiard the championship on points.

The week was rounded off in the evening with a dance and the presentation of a glittering array of prizes by Mrs. Hermine Goldsmith, wife of the President of the Sprog Association. This was a pleasant and gay evening, a fitting conclusion to a thoroughly-enjoyable week.

The smooth running of the whole Regatta could not have been achieved without the help of the Point Yacht Club staff and facilities; the Island Sailing Club and their rescue launch team; Bill Cranko and his band of merry judges; B.P. and their charming "Lady in Green" Jean Bechet; and last, but certainly not least, the Backroom Boys of the Sprog Association. To all of these our heartiest thanks.

The question of when the next Sprog Week should be held now arises and, after discussing the matter with the competitors, it is evident that the consensus of opinion has it that Durban should be the venue again next year, so that the event be firmly established on the yachting calendar, and that thereafter it should move on to some other centre.

As to a possible date, it is felt that, in view of the National Regatta being held in Lourenço Marques in July, it would be advisable to hold Sprog Week during the Easter school holidays, either immediately before or after the Easter week-end, over which the annual Durban Easter Regatta is held. It is, however, obviously desirable to select a date which would enable the largest possible entry to participate and the views of all those interested would be appreciated.

Jack Goldsmith

S.A. F.D. Winter Championships and Glinane Finn Week by Bianca Lavies.

IN some of the finest sailing waters they ever experienced and over a full Olympic course. South African yachtsmen sailed their third Flying Dutchman winter championships which, for the first time, was held in Lourenço Marques from July 11 to 18. Glinane Finn Week was sailed there during the same week.

The organisers were the Transvaal Flying Dutchman Owners' Association, of which Dennis Hammerschlag was Regatta Secretary, Trophy Secretary F.D., judge for Finns and F.D.—in fact a very busy man! Others on the executive committee were the President of the Transvaal Owners' Association, Don Ord, Geoff Robin, Selwyn Tucker and Fred Raas.

For the Finns, Ninian Eadie was the trophy secretary.

It was a well-organised regatta, of which each aspect had been thoroughly looked after.

The course was a full Olympic one laid out with the help of the Port Captain of Lourenço Marques, Henrique Alexandra de Fonseca, who had also kindly lent his life boat for use as a committee craft and made available the course bouys.

Eight marks had been laid on the other side of the shipping channel from the Clube Naval, which was the host club for the event. Each course was 10.8 sea miles, the centre approximately three miles offshore.

In charge of rescues was Mr. Steve Liddiard from the Transvaal. The launch *Adamay* had been brought by Mr. Garnett Kinsman all the way from Cape Town for this purpose. Mr. Salvacao of the Clube Naval was in charge of the skiboats belonging to the club.

Attending the regatta as guest of the Transvaal Flying Dutchman Owners' Association was Eric Burner, of Cape Town, honorary secretary of the South African Yacht Racing Association.

There were 32 entries in the Flying Dutchman event—22 from the Transvaal, 4 from Durban, two local, two from Port Elizabeth and two from Rhodesia.

There were 21 Finns. Eighteen were from the Transvaal, one from the Newcastle Aquatic Sports Club, one from Durban and a local one.

In the Finns anything could happen. None of South Africa's top skippers were taking part as they had all used their leave for the National and the trials. Interesting to note was that nearly half the fleet—10 out of 21—were Pietersburg Finns of which Trevor Wallace himself was sailing his latest model.

Tuning up race

There was a light north-easterly for the tuning up race which gradually dropped till the event finally had to be abandoned with two more legs to sail. Maurice Dobeyn of Durban was well ahead during the first round, but then Bill Burdett-Coutts of Rhodesia took the lead and was still ahead when the race was abandoned. He was followed by John Sully and Bryan Metcalfe.

In the Finns a local craft, sailed by Dr. Fernando Nascimento, was ahead by as many as 10 minutes at the first mark and was still in the lead when the race was abandoned, followed by Trevor Wallace of the Transvaal.

First Race

Again the winds were light.

David Butler was first round the weather mark, followed by John Sully, Selwyn Tucker, Don Ord and Bryan Metcalfe. Butler increased his lead and Sully closed in on him. Butler stayed ahead till he crossed the finish with a 34-second lead. Don Ord was third, Bryan Metcalfe fourth and Selwyn Tucker fifth.

In the Finns Bob Nuttall of Durban was in the lead throughout. Second was Ninian Eadie of the Transvaal and third Fernando Nascimento.

Second race

A very light wind switched this time, not before the start

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but just after, with the result that the course was an all fetching and reaching one.

In the Flying Dutchman Sully soon took the lead and was closely followed by Coutts round the weather mark. Third was *Gijima* of the Redhouse Yacht Club sailed by Roy Lombard. Fourth was Don Ord.

Butler was 11th, but caught up till he finally finished third behind Coutts and Sully, who got the gun. Don Ord was fourth and Bryan Metcalfe eighth.

Carmen Stauch, one of the two woman competitors for the Glinane Trophy, stole the show in the Finns. She got away right from the beginning of the race after a well-calculated port start which put her a good way ahead of the rest of the fleet. Ninian Eadie was second at first, but was passed half-way through the first round by Victor Kohly. The first three boats remained in this order for the rest of the race and finished within one minute of each other. Bob Nuttall was fourth.

Third race

The third race was started in a light south-westerly wind. Again it kept on changing till it was east, and again it was an all-reaching course. Selwyn Tucker of the Transvaal was first round the weather mark followed by F. Milachowski. K. Box, D. Ord and Metcalfe. Sully was 10th and Butler 13th.

Two legs farther Metcalfe had taken the lead; Tucker was second and Butler and Sully were fighting it out for the next two places. Butler managed to keep Sully behind him and they finished third and fourth respectively.

"Vov" Divov of the Transvaal took an early lead in the Finns and was followed round the first mark by Ninian Eadie and Carmen Stauch. Vic Kohly, laying fifth at this stage, made up two places on the next leg, after which Eadie had taken the lead followed by Divov. Eadie kept his lead for the rest of the race, Divov dropped back to fifth and Kohly and Carmen Stauch finished second and third respectively.

Fourth race

For the fourth race the bay was like a mirror and the start had to be delayed for three hours waiting for suitable wind.

John Sully started on a port tack and went on to starboard straight afterwards on a long leg which gave him a great advantage.

He was followed round the weather mark by Burdett Coutts, M. Lippstrew and David Butler. Bryan Metcalfe was ninth, but made up two places on the next leg and three on the next to remain fourth for the rest of the race.

Butler was trying out a new sail—his last chance before the Olympics. It proved a disadvantage when the wind came up and he found he could not beat. He overtook Burdett Coutts on the reach, but Coutts passed him again on the beat. Thus the final result of this race was: first, Sully, second, Burdett Coutts, and third, Butler. Bryan Metcalfe was fourth.

Vic Kohly took the lead on the second leg of the Finns and never looked back, to win. He was followed across the finish by Bob Nuttall who suddenly made up four places during the last fetch and "Vov" Divov. Ninian Eadie was fourth for most of the race.

Fifth race

The strongest wind of the whole week was during the fifth race, sailed in a 15-20 m.p.h. south-westerly.

Metcalfe had an excellent start and was round the weather mark first followed by Butler and Sully who were close. Metcalfe still had his lead on the next mark, but was overtaken by Butler on the following fetch to the weather mark. Sully, third round that mark, was the first to set spinnaker and choose a more direct course, which nearly took him round the next mark first. He had an over-lap, but Butler suddenly surged forward on a wake and

was ahead. The positions remained unaltered on the following leg to the finish, which was crossed by Butler first, followed by Sully and Metcalfe.

Really proud we all were of South Africa's 52-year-old sailing grandmother Carmen Stauch in the Finns the only woman competitor in this race. (Ann van Devender only sailed three races.) In this stronger wind she beat her 21 male competitors for the second time that week.

I. Schrawen of the Transvaal was just ahead of Carmen at the first mark, but she took the lead on the next leg and held it for the rest of the race. Schrawen was second, Ninian Eadie third, Vic Kohly fourth and Bob Nuttall fifth.

After five races Sully, who had now scored a second, a first, a fourth, a first and a second, was in a strong position on points.

The winds were again very light and changeable. Sully was first round the first mark followed by Metcalfe, Hellmut Stauch, Sewyn Tucker and Fred Raas. Butler was tenth. Metcalfe then took the lead which he held for the next two legs, but then Fred Raas, who was farther out to sea, beat him to the following mark. Butler, who had made up two places during the second leg and four during the third, again became Sully's main rival for the latter part of the race. Excitingly close was the last run. Metcalfe regained his lead to cross the line first, followed by Butler. Sully beat Fred Raas practically on the line.

The last race in the Finns was won by Fernando Nascimento who had been leading throughout, followed by "Vov" Divov and K. Albert. It had been a long race with very little change in positions in the light winds. Kohly was placed fourth, Eadie ninth and Carmen seventh.

And thus winners of the week were, in the Flying Dutchmen, John Sully and Robin Standing for the third year in succession and were presented with the Booth Bowl. Vic Kohly in the Finns was the first Transvaal to win the Glinane Trophy.

The port captain, Henrique De Fonseca, and the harbour pilot, Eduardo Horta, were presented with half models of a Flying Dutchman as a token of appreciation of all they did to make the week a success. They and the Clube Naval in particular devoted much time and energy to contribute their share to make Flying Dutchman Week and Glinane Finn Week just what it was—a fiesta of sailing not soon to be forgotten!

Notes about boats

The only Elvström mainsail in the regatta was the winning one! It was an adjustable effort, with Cunningham reefs, used by Sully in all races in combination with a Tasker genoa, except for the last race in which he used a Jongkind main. His two spinnakers were Seahorse.

Sully sailed his Bonger's hull *Athena* (for the last time, she has now been sold). His boat had the New Zealand trim, with the mast and centreboard well aft. All the leading boats had this trim. Most other sails used were Jongkind. Sully's Proctor mast had a section taken out on top to make it more flexible. He believes in bendy booms.

Butler sailed a Karlish hull. His mast is alloy, but he has a wooden boom and spinnaker pole. He has a straight mainsheet track, an adjustable foresail luff wire and Elvström spreaders. Foam plastic buoyancy is neatly held in place by light canvas. His sails are a mixture of all makes.

Bryan Metcalfe's boat *Medea* is a German Kuhl hull finished by himself. All his sails are Jongkind. He has sailed her since December. He has a free-standing mast supported by two adjustable controlling guide wires.

Most boats at the regatta had alloy masts and booms. All had roller reefing.

The Transvaal boats used polypropylene for fore sheets with which they were most impressed. They said it is soft on hands, does not kink easily, floats, does not absorb water and is very strong. Most boats used highfield levers for slacking the foot of the main.

There was a tendency to use flatter spinnakers. They were flown from the trapeze and carried very close. Proctor mainsheet tracks were used by all leading boats. The tendency is towards roomier cockpits. All had roller reefing. Most boats had changed to Peter Lunde's spinnaker arrangement.

(For full F.D. results see page 94)