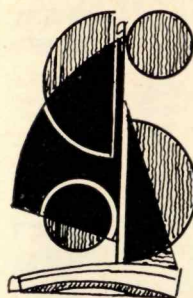




SPROG ASSOCIATION—Hon. Sec.: Phyl Pearce, 9 Sandown Lodge, P.O. Sandown, Transvaal.



THE SPROGS, WITH 39 ENTRIES from 18 clubs, were the largest class at the National at Allemanskraal. But only just, as the Finns were only one behind. We certainly hope to get many more at the next National at Lourenço Marques from July 11 to 18, 1965. Let us make this a record turnout and start planning for it right now. Allemanskraal proved to be an excellent venue. The organisation was superb and will be difficult to improve on in the future. The Sprog members present were most complimentary and grateful to the

O.F.S.S.A. who were responsible for the organisation of this regatta.

Stan Midlane (crew Frans Smits) in his new boat *Sampan* of Zeekoevlei is the new National champion and a charming and worthy winner. In second place was the young V.L.C. skipper, Cedric Manson, in *Sakabula*. Third, sailing *Skua II*, was Rob Tainton, of E.R.Y.C., who was also first Sprog home in the inter-club event. Congratulations to all of you.

John Tainton finished fourth. He capsized in the tune up and for the first time in her career as a crew, Joan Tainton managed to climb over the boat onto the centre-board when John tapped her on the shoulder and said, "Honey, you can get down now—we are in only two feet of water."

Tom McCrory and his crew (in fifth position) took quite a lot of ragging in regard to their sailing uniform. They turned out in white houseboy suits with red trimmings! I honestly cannot say that the suits improved their appearance.

"Ma" Wyatt was present as usual but seemed to be missing her Knysna 7-knot tides. Con Clarence, of Ladysmith, did not seem to have settled down in his new boat *Sendit* but is expected to be back near the top at Lourenço Marques. Keep your eye on two young up and coming skippers, C. Manson and R. Lambert. We predict future champions in these two.

We are sorry to hear that John and Rob Tainton are buying a F.D. We will miss them and wish them every success for the future. *Stride* will, however, stay in the family and be skippered by Joan Tainton. John has promised to contact Sprogites at all major centres on his regular flights as a S.A. Airways pilot so we should get an excellent coverage of Sprog news from throughout the country. Rob has sold *Skua II* to Ernie Davis (ex Finn Class) and he will be competing against his wife Marion (Metcalfe) Davis at V.L.C. Marion says she will give up competing when Ernie starts winning!

Errol Tatham, of Midmar, reports a very successful Azalea Regatta with varied wind conditions, where 18

Archives of Richard Crockett & Sailing Publications. www.sailing.co.za - editor@sailing.co.za

Sprogs took part. The limelight was stolen by fourteen-year-old Louis Herridge, of Zululand Yacht Club, sailing *See-em-off*. Keith Gerson wrote about a wonderful Sprog week-end held at Durban in November with winds up to 30 m.p.h. They had three races, with all three to count. Here again young Louis Herridge was the winner.

Members are reminded that although at the Annual General Meeting of the Association it was decided that subscriptions to *S.A. Yachting* would no longer be included in the Association subscriptions, this magazine still remains the official organ of the Association and notices affecting members will appear in the magazine to avoid the necessity of circularising members from time to time.

In the case of the majority of members, the subscriptions to *S.A. Yachting Power and Sail* are due on January 1, 1965. If you wish to continue receiving this magazine it will be necessary to subscribe to the magazine direct. Subscriptions are R3.60 per annum (12 issues).

By the time you read this you will probably have already seen a notice sent to all clubs regarding the weight endorsement to be made on all measurement certificates by S.A.Y.R.A. Boat owners who have not already complied are reminded that all unendorsed certificates are invalid from January 1, 1965, and boats may not compete in races run by affiliated clubs. If you are a defaulter, please send your weight certificate signed by an official measurer and your measurement certificate to the Sprog Association. The endorsed certificate will be returned to you within two weeks.

Subscriptions of R1.50 for 1965 are due on January 1, 1965. If you have not received a statement from us by now, our records are incorrect so please write to me and let me have your correct address. Please note the address to write to at the top of this news letter.

FINN ASSOCIATION—Hon. Sec.: D. N. Stuart, P.O. Box 809, Johannesburg.



THE FOLLOWING OFFICERS have been elected: Chairman, Mr. Wibo Zwart; Vice-Chairman, Mr. H. Blogg; Joint Honorary Secretaries, Messrs. E. B. Farrar and D. N. Stuart.

Executive Committee and Technical Committee: Messrs. K. Dalgleish, P. Collins, N. Passet and office bearers *ex officio*.

Provincial Liaison Officers: Western Cape, Mr. G. Myburgh; Eastern Cape, Mr. R. Stevenson; Natal, Mr. R. G. Nuttall; O.F.S., Dr. A. Park Ross; Transvaal, Mr. K. Dalgleish.

A letter has just been received from the Hon. Sec. of the New Zealand International Finn Association, with the news that the Pacific Finn Cup will be held in Auckland, New Zealand, from March 20-28, 1965. Entries are being sought from the whole world and should be submitted to the Secretary of the New Zealand International Finn Association (T. J. Speed), 5 Combes Rd., Remuera, Auckland, New Zealand. The entry fee is 5 gns. sterling. Royal Intercoastal Lines have agreed to give a rebate of 50 per cent on boat tariffs.

There have been a number of queries recently regarding the use of locally available keel band strips. Half round brass strip measuring 12.5 by 6.25 mm. is manufactured by a well-known Transvaal non-ferrous metal company and is available from the larger hardware shops and steel merchants. This material costs 33c per lb. and approx. 7 lb. is required for a Finn.

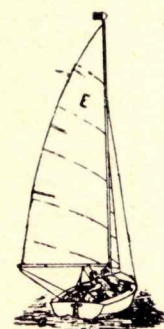
Finn owners are reminded that the only recognised method of increasing a boat's weight is by means of lead weights under the fore-and-aft deck as specified in the rules.

News of sails—we believe that North are now making a *Twistfoot* sail, but no one has been able to quite sort out what they mean by this. The sailmaker Gaastra of Holland is building up a very good reputation for himself as a Finn

sailmaker, but he refuses to make a sail without mast bend details.

Of interest to all Finn skippers is the fact that Bermuda now have a stamp featuring a Finn on it.

ENTERPRISE—Hon. Sec.: Denise Bennington, 505 Ontdekters Road, Florida Hills, Transvaal.



THE NATIONAL REGATTA held at Allemanskraal has already been dealt with in detail in "E" News. With 14 Enterprises competing, a separate trophy was awarded by S.A.Y.R.A. This number is the largest to date of any class of boat competing in the Open Class. The series was won by Tony Bennington in *Elsie* (E.10154), with Ken Bryant, *Capella II* (E.8036) second and Jim Hutchison, *Shrike* (E.9884) third.

At a meeting of Enterprise skippers held during the regatta it was mentioned that with the political break up of the Rhodesias, many of their skippers would wish to join the National Enterprise Association of South Africa.

All Rhodesian skippers will be welcomed to our association, together with news of Rhodesian events which will be published in "E" News and our regular newsletter in *S.A. Yachting*. For their information, membership fees are: Entrance fee 50 cents (5s.) and R1.50 (15s.) annual subscription, plus an optional R3 (£1 10s.) for 12 monthly issues of *S.A. Yachting*.

Of interest to everyone is the news that Jack Holt is preparing a prototype fibre-glass Enterprise with aluminium mast. We reproduce Mr. Holt's letter in full:

"Dear Member,

Since the Enterprise Association has existed (whose main aim is to further the interests of the class) I have been against any changes in rules of construction that were not, in my opinion, quite necessary. My feeling was and is that changes that are not imperative give instability and give owners problems in keeping up to date, for fractional gains in speed and always for an increase in price.

The changes that have been allowed are the reduction of weight in the mast, the addition of spreaders (which I regret), long horses and, the only imperative change, sail material. Now I think the time has come for the second imperative change; material for the boat and mast.

My reason for this is to broaden the appeal to more people looking for a boat in an up-to-date class.

Since the advent of glass-fibre in boat construction this has attracted many people because of the less maintenance it requires. These are new-comers to the sport who do not understand that washing, rubbing down, painting and extreme care to protect the boat from the weather are part of the fun, otherwise they are nice enough people. These are glass, and indeed a number of our own class are being attracted too.

Of the classes that have changed to or have always allowed glass construction, none has yet decided that performance is in any way changed or improved; namely the Flying Dutchman, Snipe, Finn, Hornet, etc.

For those who want a wood boat this will, of course, always be available. For those who have a wood boat now, this is in no way of less value for sailing, racing (or maintaining) to no way, but it increases in value because the class is more sure of a future—it is backing both horses, wood and plastic.

The boat is intended to feel like an Enterprise and act like one in all respects (no cover, no paint, no maintenance excepted).

I also feel that at the same fell swoop a metal mast should be added, then no class has anything that we have not, except the different character which is the reason for the different boats.

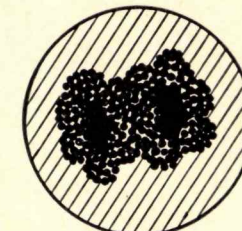
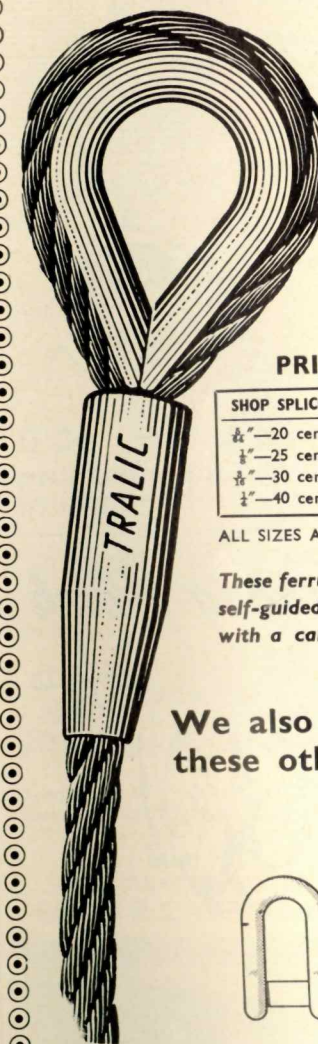
The class has always endeavoured to be a one-design in as many respects as possible. With all moulds from a master, each boat will be the same (no measuring) even when made in different yards. With all masts in an even controlled material, they can also be alike. Perhaps this is an argument against, as we all like a built-in excuse for our lost races.

The Committee were in unanimous general agreement on these suggestions, so the design had to be decided. As it

(Continued on page 70)

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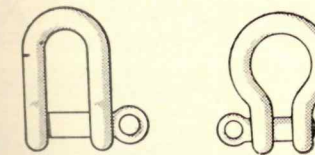
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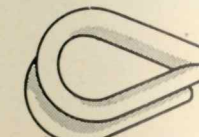
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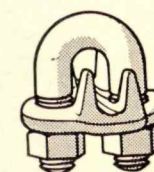
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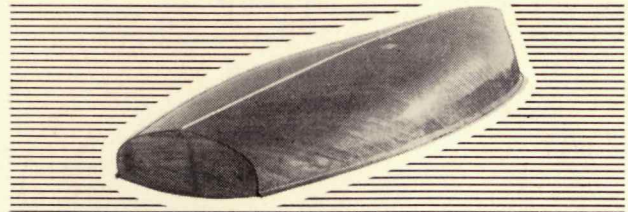
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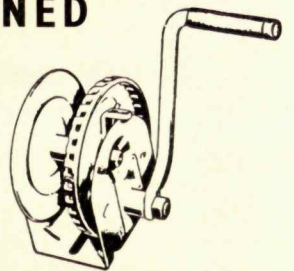


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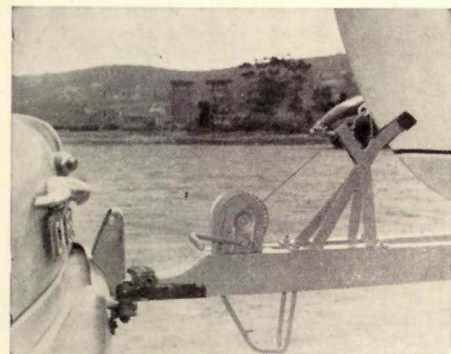
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more CLASS NEWS

(Continued from page 69)

seemed that to have 10,000 owners suggest their own ideas or to reach debated agreement was impossible, it was suggested that I produce the design on the lines set out above, the main directive being that it should be as near the present Enterprise as possible, certainly with no sailing advantage.

I said I would make such a boat as it is the only way to prove the scheme, then present it to the class for their opinion and, I hope, approval.

At the Maubuisson One-of-a-Kind this year there were only four wooden boats out of a total of 60. This must be a very definite guide to the almost complete change on the Continent. There must be a valid reason for this.

Yours sincerely,

Jack Holt.

On the subject of glass-fibre Enterprises, the following are pertinent quotes from a letter to members by the Commodore of the National Enterprise Association in England:

"The over-riding principle in all these Committee discussions has been that existing boats must not be outclassed, and if you read on you will see what safeguards owners have. The class has now been in existence for nine years without any major design alteration, and your Committee thought that to give the class an extended life the layout of the boat should be 'modernised', but in such a way that existing boats could be modified if the owners wished."

"Criticisms currently made of the Enterprise are that it does not have built-in buoyancy and if it capsizes it is out of the race. Consequently, the Committee thought that the new boat should have built-in buoyancy (which lends itself admirably to glass construction) and should have drain ports in the transom. But the hull form will be exactly similar to existing boats."

"Jack Holt was asked to put his mind to work and during the summer he came up with some drawings which the Committee approved with only minor modifications. A prototype is now being produced, and will be available in a few weeks. This boat will be raced against Enterprises and no further action will be taken until and if your Committee are satisfied that its racing performance is comparable in all respects with a wooden boat, and certainly is no better."

"If and when the Committee are satisfied on performance, they will decide either to call a Special General Meeting of the Association, or to take a postal vote, on proposals for alteration of the class rules to allow building in glass-fibre and to allow optional variations in wooden boats such as built-in buoyancy and metal masts. If such proposals received a two-to-one majority they would be put to the R.Y.A. as recommendations for rule changes."

"Owners may jump to the conclusion that the advent of glass boats would reduce the value of the presentboats. I think, however, that this is unlikely over the long term. There are several classes which allow optional building in glass-fibre, where many owners still prefer wooden boats—the Dutchman, Hornet and Snipe Classes immediately come to mind."

"I would explain that your Committee's steps in this have, until now, been regarded as confidential, as they did not wish commercial interests to jump in and produce a number of variations of the Enterprise in glass-fibre. If this project should be approved the building of glass boats will, in accordance with R.Y.A. recommendations, be carefully controlled."

A further item of interest is that it has been proposed, for discussion at the 1964 Annual General Meeting of the National Enterprise Association in England, that the use of ratchet blocks be allowed as an alternative to jib fairleads. We certainly hope that this will be accepted. No doubt it will be appreciated particularly by those sailing at the coast where wind conditions are stronger than those encountered inland. As soon as this point has been finalised, S.A.Y.R.A. will be advised so that all measurers can be circularised. Members will be advised of developments in the next class news letter.

O.K. ASSOCIATION—Hon. Sec.: R. W. Duursma, King Edward VIII Hospital, Congella, Durban.

OK

YACHT RACING IS BACK in full swing and the O.K.s are certainly having their share. Seven O.K.s competed at the Pretoria Sailing Club Regatta. After some close racing John Godwin secured first place ahead of Bob Northgrave and Vic Procter.

John's new boat is certainly a success. This was built in Durban by Jack Ross and Bert van Dijk. These two just never stop each being busy on new boats now.

Point and Royal Natal Yacht Clubs started their seasons early this year and O.K.s competed in their races—Cliff Duncan, Richard van Rijk and Rienk Duursma being well out in front and outpacing the entire Enterprise fleet.

A race arranged between Finn and O.K. Skippers, all sailing O.K.s, has been postponed because of weather conditions. However, Ernie Morrison with his team of Bruce McCurrach, Henry Pearson, Barry Smith and Bob Nuttal will be back. As you can see, these are leading names in the Finn world and it will be very interesting competing against them. They were all very impressed with the O.K.s, some being rigged similarly to the latest H.V.M. Finns.

Although Easter is still quite far away, keenness is already growing for our second South African O.K. Championship at Bethlehem. I hope you will all be there. Entry forms will be sent on to you later at your request. Drop me a line.

Vic Procter pointed out an interesting fact. In Sweden O.K.s outnumber Finns two—one, there being 1,152. We are 1,100 short but growing fast.

S.A.Y.R.A. have now recognised our Association. For this we thank them. Official S.A.Y.R.A. measures can now be more freely approached for their services. All boats competing at Bethlehem should be measured. This saves a lot of ill feeling.

Another Rhodesian, L. Ashley, has come down to join us with KR3. He will be sailing at Welkom. We hope he will foster further interest in the class there.

G.P. 14 Association—Hon. Sec.: Mrs. Jean Eyres, P.O. Box 12, East Rand, Tvl. Telephone 25-5707.



MEMBERS ARE ADVISED TO NOTE the change in name of the Association to: The G.P. 14 Class International Association.

Overseas News

Keeping within the rules as originally laid down and yet advancing with the times, thus permitting older boats to take advantage of any improvements at only a negligible cost, the technical sub-committee has been extremely busy this year on a number of projects. The following statement has been issued concerning the genoa jib:

1. The genoa is in no way inferior to the present jib.
2. The genoa considerably improves the performance of the boat.
3. Additional cost will be involved, as the genoa will be in addition to the normal jib.

The sub-committee has recommended that a postal ballot be held to decide on whether the genoa be accepted or not.

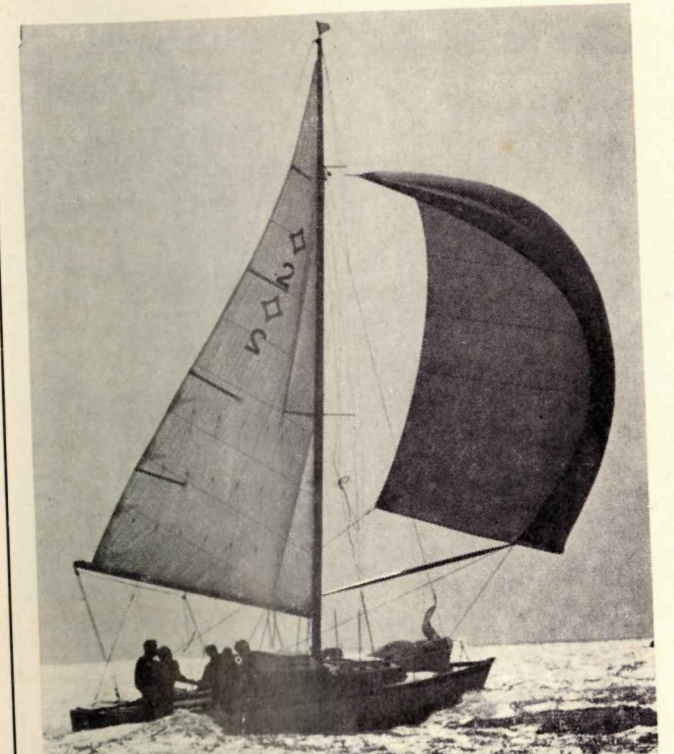
Many older boats, because of absorption of water and many coats of paint, tend to become considerably overweight. This excess can only be removed by methods which conform to the rules and plans. Holes cannot be drilled in various structural members in order to reduce weight.

Mr. Jack Holt has two major problems on hand at the moment:

(Continued on page 72)

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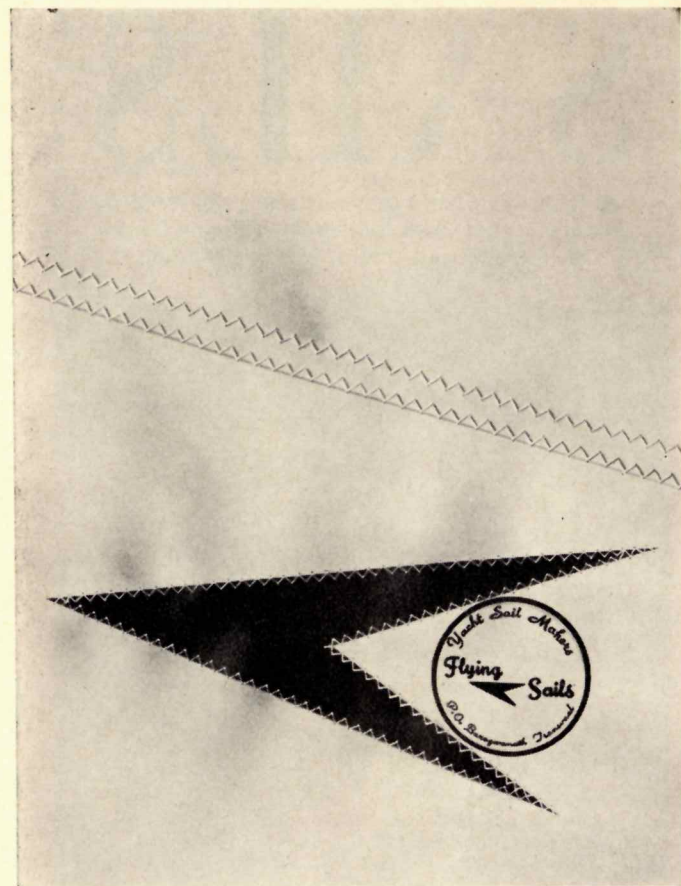
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more CLASS NEWS

(Continued from page 71)

1. The design of an aluminium mast which the technical committee has recommended for overseas use. The details are:

- Section: $2\frac{1}{2}$ in. by $2\frac{1}{2}$ in. with $\frac{1}{8}$ in. tolerance, untapered.
- Weight: $20\frac{1}{2}$ lb. as per present ruling.
- C. G.: 11 ft. 3 in. as per present ruling.
- Buoyancy: Must be permanent even if mast is broken.
- Halyards: Must be inside the tube of the mast.
- Sheaves: Foresail halyard sheave $1\frac{1}{2}$ in. lower.
- Mast step: Special block required to fit the boat.
- Equipment: Includes burgee halyard eye and cleat; main, fore and spinnaker halyards; six built-in sheaves; main and foresail halyard cleats; foresail halyard hyfield lever; shroud and forestay tangs; two eyes for spinnaker boom vangs; spinnaker boom bracket; kicking strap eye and goose neck.

Three wooden masts were tested against a prototype metal mast. The latter appears to be slightly more flexible between the hounds and deck level. It is hoped that these specifications will be adopted forthwith, in order to obviate the local difficulty of obtaining suitable Sitka spruce.

2. Mr. Holt is further investigating the possibility of fibreglass construction, thus enabling the class to progress even further. It has been agreed that:

- There should be no departure from the present shape of the boat.
- There should be no weight reduction.
- Weight distribution should be the same.
- Built-in buoyancy should be incorporated.

Our North American branch is bringing strong pressure to bear on the parent Association, requesting them to approve the specification, so that construction may go ahead in both Canada and the United States.

Rule 12.7 (a) will probably be amended thus: "A transparent unwoven panel may be incorporated in the foresail as a window. It shall not exceed 24 inches in length, fore and aft, and 12 inches in height. The lower edge shall be approximately parallel to the foot of the foresail, when laid flat. The lower edge shall not be more than 9 inches or less than 6 inches from the straight line between the tack and the clew. The after edge of the window shall be not more than 15 inches or less than 12 inches from the leach."

One of the most interesting points, as regards crew comfort, is that "a faired wooden surround for sliding fairleads is consistent with the rules". This feature will be discussed shortly by the Executive Committee.

Transvaal News

We wish to congratulate Ritchie Spencer, Mike (The Mast) Stanton and Les Wahl on the magnificent boats they have produced and launched over the past few weeks. These craft are a most welcome addition to the E.R.Y.C. G.P. 14 fleet: Phil and Lenn Castel are about to sell *Brigid o' Shayne* and their absence will be felt at Cindrella Dam.

A most enjoyable party was held at the home of Viv and George Lezard on the evening of November 20. In all some 15 to 20 Geepesites turned out to get in good form for the Springs Jubilee Regatta due to be staged the following day. Our Vice-Chairman, Peter Hawkins, amazed all and sundry with his performance of the "Fandango", whilst most ably partnered by his host.

As the Springs Regatta was open to all types of yachts, with or without measurement certificates, most of the G.P. 14 owners begged, borrowed or stole genoa jibs for the event. Initially, while the wind blew a steady force 2 to 3, the Enterprises and G.P. 14s were mixed up together, Phil Castel in the lead. When the wind dropped to nothing, the Enterprises pressed on, ultimately taking the honours.

ANDY ASSOCIATION—Hon. Sec.: Mrs. E. J. Tarrant, 107, Ringwood Drive, Pinelands, Cape.

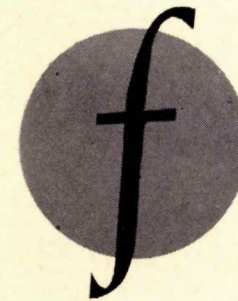


MEMBERS WILL certainly excuse the lack of news this month as Mrs. Tarrant is away on her well-earned holiday.

Some interesting information and a film have been received from the enthusiastic Andy owners in S.W.A., however. It is hoped that in the near future all those interested will gather at Zeekoevlei Yacht Club to see the film.

Next month will see a bumper edition of the newsletter.

FIREBALL ASSOCIATION—Hon. Sec.: Colin Edwards, La Rochelle, Waverley, via Queenstown.



AT A MEETING OF MEMBERS of the Association with representatives of Rhodesian Fireball owners, it was decided that they would affiliate with this Association in order to have all Fireballs in Southern Africa controlled by one body, with the provision that should they become big enough the Rhodesians could form their own Association. Mr. J. D. Whitney, of Bulawayo, was elected to the committee as Rhodesian representative. For the information of members, the committee is:

Brian George (421), East London Yacht Club, President. J. C. Edwards (276), Queenstown Yacht Club, Secretary. J. D. Whitney (335), Matopos Yacht Club, Rhodesia. J. Canner (339), Walvis Bay Yacht Club, S.W.A. C. Tomlinson (419), Queenstown Yacht Club, E. Cape. S. E. de Jong (414), Zululand Yacht Club, Natal. J. Brown (428), The Marconi Co., Ltd., P.O. Box 75, Devon, Transvaal, Transvaal.

We would remind owners that sail numbers and measurement certificates are only valid if the owner is a member of his recognised National Association.

Fireballs competed for the first time in the National at Allemanskraal but as only four were entered they did not qualify as a class within the Open Class. The association was permitted to give unofficial prizes and the first place went very deservedly to Des Whitney and Ken Bowan in *Fiona*. They showed up exceptionally in light-to-medium conditions when they were never seriously challenged. When the wind blew, the four boats were very evenly matched and in one race three boats crossed the line within five seconds. The unofficial placings were: (1) J. D. Whitney and K. Bowan, *Fiona*, Matopos Y.C. (2) C. Tomlinson and K. Schroeder, *Finnegans Wake*, Queenstown Y.C. (3) Mr. and Mrs. S. E. de Jong, *Firefly*, Zululand Y.C. (4) Mr. and Mrs. C. Edwards, *Firecrest*, Queenstown Y.C.

In the Open Class the positions were *Fiona* fifth, *Firefly* seventh, *Firecrest* ninth and *Finnegans Wake* thirteenth. There were 30 boats competing in this class.

For keen do-it-yourself types J. Brown, the Transvaal representative, is experimenting with a home-made aluminium mast which will cost under R20. He is willing to advise anyone interested.

Trapezes were passed at the Annual General Meeting in the United Kingdom and South Africa has followed suit. Spinnakers are still barred and the feeling is that they would make the boat too complicated and the opportunity to fill the need for a cheap, light, high-performance dinghy may be lost. We feel at the moment she is ideally suited for a man-and-wife team and it is significant that at a recent Fireball regatta in France where 19 boats started the first four Fireballs were crewed by women.

Provincial representatives are asked to send in items of interest for inclusion in the class notes.

(Continued on page 74)

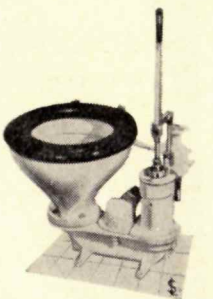
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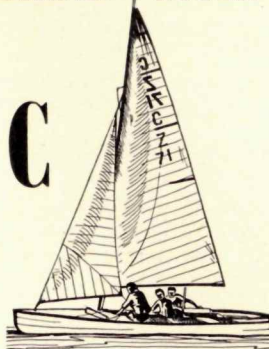
more CLASS NEWS

(Continued from page 73)

SHARPIE ASSOCIATION—Hon. Sec.: Mrs. Ann Well-
beloved, P.O. Box 77, Germiston, Transvaal.

SHARPIE NOTES:

C



THIS IS THE FIRST of the
monthly issues of *S.A.
Yachting News*, and there-
fore quite an historic occa-
sion. It is difficult to say
whether the sport has grown
with the magazine or the
magazine with the sport, but
either way this milestone is
cause for celebration. Our
good wishes go to the
magazine and may we both
continue to prosper!

The National is past, the
shouting and the tumult
have died, but the memories
remain. Memories of a
lovely venue, superb organi-
sation, and warmhearted
"Vrystaat" hospitality; of some odd courses and one even
odder race annulment; of Pat's strip-tease and Jock's songs;
and of *mud*, unbelievably sticky mud! Above all is the
memory of the hard thrustful sailing of Basil Joyce in
Nemesis, a performance cast in the great tradition of
Sharpie sailing, and worthy of a champion. To Basil we
offer our sincere congratulations, both on his victory and
on equalling Don Ord's record of three wins in the Pyott
in the same boat. We hear that Don and *Circe* are pairing
up once more to prevent their record being surpassed at
the Lourenço Marques Regatta. This is good news, and in-
centive to Basil and to the rest of us as well!

The Annual General Meeting of the Association held at
the National was of particular significance. In my report as
Chairman I expressed concern that the class was virtually
static. There may be many more reasons, but two factors
predominate in discouraging boat building, firstly the acute
shortage of suitable timber and secondly the difficulty of
planked construction. In my opinion the introduction of
plywood construction would help to obviate these difficul-
ties, and for this reason I introduced the subject for dis-
cussion at the meeting.

All present at the meeting were in favour of this in-
novation, provided that existing boats were safeguarded. A
wire from Henley-Midmar Sharpie owners indicated that
they were unanimously opposed to the idea.

At this stage Hans Weiss made a magnificent offer. He
undertook to build a plywood covered Sharpie as a proto-
type. This boat would be built on exactly the same lines as
our present Sharpies, but using $\frac{1}{4}$ -in. plywood as a cover-
ing material instead of $\frac{3}{4}$ -in. planking. A good hardwood
would be used for frames, platebox, etc., to counteract any
weight reduction. This boat would provide us with all the
answers—ease or difficulty of construction, cost of materials,
time of construction and, finally, performance.

The meeting felt that provided the existing lines were
religiously followed and that the weight compared with
that of the average existing Sharpie, there should be no
difference in performance. Any shortfall of weight could
be made up with ballast, as in other classes.

Naturally Hans is not interested in building a boat of
the O Class, and it must race against Sharpies to prove its
worth. For that reason we are balloting all Sharpie asso-
ciated members to seek dispensation for this one boat.
They are being asked to vote for or against its inclusion
in the class. Should this be granted and the boat built, its
performance will be studied and then a final vote taken on
changing the class rules.

■