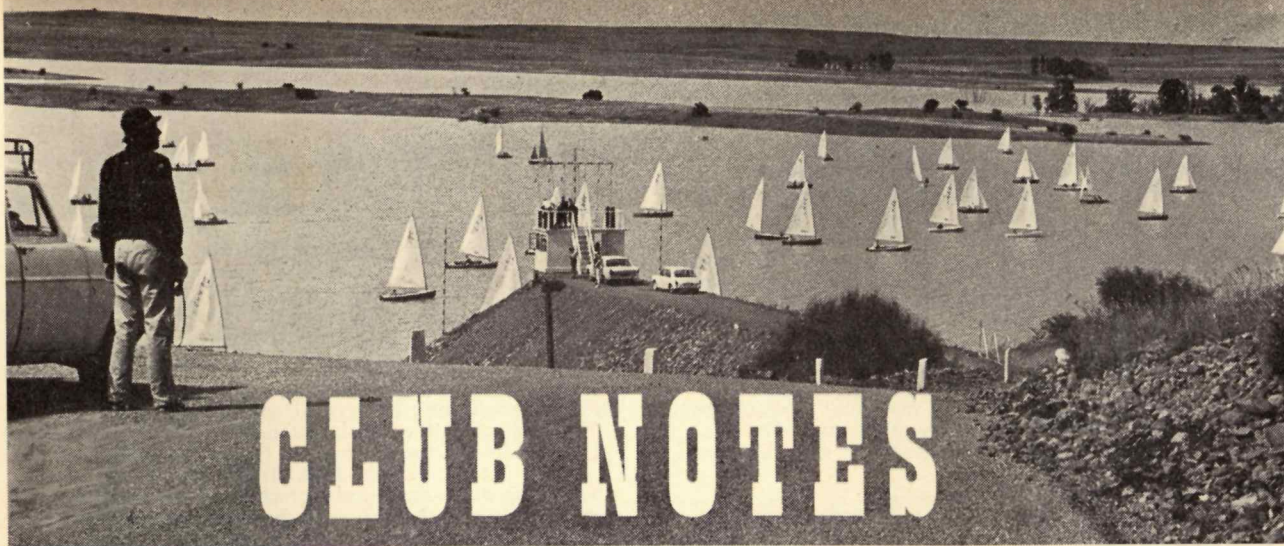




The judges' box at Allemanskraal, with the high ground behind, provides one of the best vantage points in South African dinghy waters—altogether one of our finest Highveld boating venues, and growing better year by year. Photo: Bianca Lavies

## DURBAN DOINGS . . . By Bianca Lavies

**H**ANS Fogh's participation in Glinane Finn Week in Durban certainly made this one of the most memorable sessions. He took part by invitation of South African Finn and Flying Dutchman skippers and his visit has certainly benefitted yachting to a great extent.

Hans, who started sailing Flying Dutchman in 1958, won a silver medal when he came second in F.D. at the Olympics in 1960 at Naples. In Stockholm that year he won the European F.D. championships. In 1962 he won the world F.D. championships in Florida. He was third in the European F.D. championships in 1961 and second in this year's European F.D. championships in Whitstable. He won the Japanese F.D. and Finn national championships last year and was placed fourth in the F.D. class in the recent Olympics.

He started sailing Finns in 1961 and came second that year in Kiel Week out of 110 starters. In 1962 he was fifth in Kiel Week out of 140 starters.

He works with Paul Elvström in Rungsted, Denmark making Elvström sails and boats.

From the moment Hans arrived at the yacht club he was surrounded by yachtsmen seeking advice on masts and sails and boats. The first thing he did was to plane down the mast belonging to the boat of Melville Stevens of the Cape which had been lent to him for the week.

There were 34 entries for the week. From Rhodesia there was Mike McFadden. The only Orange Free State entry was Archie Park Ross. Transvalers were national champion Harvey Blogg, D. Aitken, Hellmut and Carmen Stauch, J. Woodcock, Neil Passet and Jan van Nimwegen.

Camping in three tents on Salisbury island were Cape-tonians, Derrek Lauwrens, Eric Budd and Lionel Fridjohn. Jan van Nimwegen joined the party in his caravan.

There were 20 local entries.

Hans's planing down of his mast the first morning he arrived at the yacht club, soon started a planing-epidemic among the Finn skippers. The tendency throughout the week was to use more flexible masts at the top as shown by Hans. Hans also advised a slacker leech. He showed Bob Nuttall how to leave his halliard off one of the guides on the top, which made the top of the mast more flexible and he went much better in a blow.

Hans definitely favours the halliard lock at the mast-head to reduce compression strain on the mast.

Hans himself was using a 1965 model Elvström sail with a twist foot, which produces an ideal flow from the boom into the curvature of the sail without a bag hanging

down over the boom. This was an advantage in heavy weather in particular, as it did not collect water as was the case with a bag. All sailmakers are now turning to this tendency which was started by North sails.

Hans received a large number of orders for this sail, both from up country and local yachtsmen.

Sails used by other yachtsmen during the week were Japanese Ohara sails by Bob Nuttall, Berry Smith, Steve Glinane, Dave McFadden and Bruce McCurrach.

These sails prove popular as they are cheap and perform well in light and moderate blows but are found too hard on the leech when it breezes up. Johan Louter used North sails and so did the winner, Ernest Morrison. Harvey Blogg used Elvström and in hard weather a Fast sail. Ernie Shaw used Jonkind and an Elvström. Hellmut and Carmen Stauch used Jonkind sails and were going well.

Jan van Nimwegen used the first (Dutch) Gaastra sail in South Africa. He used it throughout the regatta, but

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1. J. Woodcock, of the East Rand Yacht Club.
2. Guy Goodricke, of Durban, who sailed Fair Wind.
3. Sprog skipper Stewart Donkin had Bruce McCurrach's *Finatic* and sailed well to finish ninth.
4. Berry Smith of Durban.
5. Jimmy Whittle, who won the second race in his *Fleur de Lys*.
6. Neill Passet was one of the many Finn skippers affected by the mast-planing-epidemic started by Hans.
7. Jan van Nimwegen and Ernie Shaw (right).
8. Plucky Carmen Stauch has a doubtful look at the weather.
9. There was such a miserable drizzle for the second race that the donor of the trophy, Steve Glinane, seriously thought about taking his umbrella.
10. Derrek Lauwrens, of the Cape.
11. Lionel Fridjohn, of False Bay, who sailed *Flamefin*.
12. A typical scene of Finn Week; Hans surrounded by yachtsmen, advises on sails.
13. Hans Fogh . . .
14. . . . and how he solves his light weight problems.
15. Archie Park Ross (left) and Hellmut Stauch discuss a technical problem.
16. Bob Nuttall.
17. Ernest Morrison, the winner of the Glinane Finn Trophy.
18. John Sully studies the layout of a Finn before sailing one for the first time.
19. Nick Hancock, the Durban Finn Skipper.
20. Johan Louter.
21. Hugh Foord congratulates Hans Fogh on winning the Johnsson Cup after the race. Behind Hugh is Pieter Haygarth who crewed for Hans in John Sully's Flying Dutchman, *Polly*.
22. With a sedate kiss for Mrs. Berry Smith, who presented the prizes, Steve Glinane receives his mug.
23. Bob Nuttall receives his trophy.
24. Ernest Morrison gets the Glinane Finn Trophy for winning the contests.
25. Hans' farewell at Louis Botha airport soon after the last race: Back to camera: Hamish Campbell. Then from left: John Howard, Roger Cockram, Dave McFadden, Peter Collins, Hans Fogh, Ernest Morrison, Steve Glinane, Leslie Morrison and Mrs. Ernest Morrison.

Photos: Bianca Lavies.



## more CLUB NOTES

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said that only in the last race he had his mast in the right position. He won that race.

Maarse boatbuilders in Holland, who used to deliver Jonkind sails with their Finns, are now supplying Gaastra sails.

Glinane Finn Week consisted of six races, with five to count. The first round on Sunday afternoon December 27 was also the third and final round of the Royal Natal Finn Week-end which had been planned as a tuning up.

Hans arrived late Saturday afternoon and missed the first R.N.Y.C. race, but took part in the second on Sunday morning.

There was a strong gusty south-westerly, which kicked up big waves. Before leaving the slipway, Hans, who weighs only 160 lb., put on over his shirt to the great amusement of the South Africans watching him—a jersey, a life jacket and then three heavy sweaters. All belonged to the famous Paul Elvström as Hans's jerseys were still on their way back to Denmark from the Olympics.

There were 16 starters and the main battle was between Bruce McCurrach, Hans Fogh, Ernest Morrison and Johan Louter. All four had a good start and were practically level until Bruce pulled ahead. He had a good lead after one round, when Hans Fogh was lying second, Morrison third and Louter fourth. Louter took third place for a short while and was close to Hans Fogh, but was overtaken by Morrison on the beat, and the yachts remained in this order till the finish where Bruce had a lead of 1 min. 48 sec. on Hans Fogh.

Spectators had a special treat when Johan Louter was nearly lifted out of his boat when the boom of Cape yachtsman Lionel Fridjohn caught in his sweater.

Thank goodness . . . the stitching gave. Louter remained seated . . . Fridjohn travelled on with Louter's sweater on the end of his boom for some way till Louter managed to grab it.

Neil Passet was one of the many that went over. He retired after several capsize. Derek Laurens of the Cape was the first casualty of the week. When righting his capsized craft he was hit by the boom and was rescued with a badly bleeding cut above his eye, which later

required four stitches. He was not allowed to sail for one day.

Hellmut Stauch strained his back in a capsize which spoilt the rest of the week for him. He sailed one more race, but then went home.

The afternoon's race, the first round of Glinane Finn Week was cancelled.

The wind was not a bit kinder to the first race (officially second round) which was sailed on Monday morning.

Only nine out of 18 starters finished this race, which again was sailed in a stiff south-westerly. Archie Park Ross, of the Orange Free State, broke his tiller and his Finn capsized and filled with water. W. Bowden's craft turned upside down and he also spent a considerable time in the middle of the channel. Steve Glinane broke his halliard and so did Neil Passet of the Transvaal just after the start. Lionel Fridjohn of the Cape was laying third at the end of the first round when his mast broke. Harvey Blogg of the Victoria Lake Club, Germiston, broke his rudder and went over. Other capsizing were Jan van Nimwegen and Bob Nuttall who still finished fourth.

Hans Fogh and Ernest Morrison got ahead soon after the start and rounded the first mark practically neck-and-neck. Following were Lionel Fridjohn, Basil Powell of the Island Sailing Club, Johan Louter and John Sully, the last-named sailing Nick Hancock's new Dutch fibreglass boat. It was the first time that he had raced a Finn.

Morrison got ahead of Fogh on the next beat and rounded the weather mark first. Behind Fogh was Fridjohn, Louter and Nuttall.

Morrison, who sailed the race with the handicap of a broken wedge, managed to keep his lead on the next run, but lost it while rounding the leeward mark when Fogh managed to cut inside him. From then on Fogh led the race with Morrison, Louter and Nuttall not far behind him. Louter overtook Morrison for a short while on the beat of the next round, and after Morrison regained his second place, the two were very close rounding the next two marks. At the finish Hans was leading by 12 seconds from Morrison who was 17 seconds ahead of Louter.

Because of the gear damage done in this race, the first round for the trophy, planned for the afternoon, was again postponed.

As a contrast to the previous two days there was no wind on Tuesday morning. The race had to be postponed for half an hour. The skies were cloudy and a drizzle fell when the yachts went to the line. The wind was east.

Twenty-seven yachts started, of which Hellmut Stauch reached the first mark first. He was closely followed by Hans Fogh. Jimmy Whittle was third, followed by Harvey Blogg and Carmen Stauch.

A sudden puff during the run that followed bunched the first seven yachts in the fleet close together and from these, Jimmy Whittle shot ahead to round the next mark first. From then on Whittle was leading the fleet with the others fighting it out among them. Hellmut stayed second for the rest of that round followed by Fogh and Blogg, but rounding the weather mark for the second time Ernest Morrison, who had made up a number of places, was only 47 seconds behind Whittle. He was followed by Johan Louter, Carmen Stauch and Hans Fogh. Louter and Fogh were close for the rest of the race and it was hard to judge who was first across the finish. Fogh who was over the line at the start and who (according to the judges) had not returned was disqualified, and this gave third place to Louter.

Two races were sailed the next day (Thursday) the fourth round in the morning, and the postponed first round in the afternoon.

Twenty-six boats went to the line for the morning's race which was sailed in a light easterly. Ernest Morrison, who was lying eighth at the first mark, made up so much

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**LEFT TOP:** Hans Fogh in Fumbelina, his borrowed Finn. Queer to think that regulations smile on all those heavy, wet jerseys, yet Hellmut Stauch was washed out of the past National for 41lb. of misplaced "dead" ballast . . .

**LEFT:** Brilliant Bruce McCurrach slashing along in Fillbuster.

Photos: Bianca Lavies.





## more CLUB NOTES

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ground that he was third at the end of that round. He passed Nuttall on the next beat and then started closing in on Hans who was leading. There were only 15 seconds between them at the weather mark.

Hans increased his lead on the run and was 27 seconds ahead at the leeward mark. The last beat was excitingly close and Hans crossed the line 16 seconds ahead of Ernest.

For the 23 starters in the afternoon the wind was slightly stronger, but dropped during the race. Ernest Morrison lead from start to finish. He was followed round the first mark by Harvey Blogg, Bob Nuttall, Johan Louter, Jimmy Whittle and Hans Fogh. On the first round Harvey Blogg lost two places and Fogh, who passed Whittle, was now lying fifth.

Johan Louter got ahead of Bob Nuttall on the run of the second round and was now second, with Ernest Morrison well in the lead. Then the wind dropped considerably, Harvey Blogg passed Hans Fogh and the yachts finished in that order.

Four races had now been sailed and Morrison was well ahead on points, with Johan Louter second and Hans Fogh third.

A stiff gusty easterly for the fifth round the next morning attracted only 19 starters of which 10 managed to finish.

There were many capsize, particularly on the run down the channel.

Ernest Morrison took the lead almost immediately after the start and was followed by Bob Nuttall, Hans Fogh and Johan Louter. Morrison increased his lead during the first round and Fogh and Louter were very close. Louter retired when he touched a mark. Nuttall closed in on Morrison who won by 22 seconds. Hans Fogh, who was trying out a different mast which he found too stiff in the heavy winds, finished third.

The next day, New Year's day, was the traditional Jonsson Cup Race. An open handicap in which Hans Fogh took part sailing John Sully's Flying Dutchman Polly.

All yachts started at times according to their handicap. Last across the starting line, four minutes behind the first of the six Flying Dutchman and the last boat of the 31 different types of yachts, Hans sailed right through the fleet to win.

After Hans had taken the lead, he dropped back to third on the second beat, but regained it again on the next reach. He sailed an individual race and got ahead both times because he was the only one going close into the wharves.

"Hans was a very helpful skipper," said a yachtsman after the race who had watched him closely. "Once the jib got stuck, and he was immediately there."

Peter Haygarth, his crew, said after the race that Hans was particularly clever off the wind and that he was a hardworking skipper.

The last race in Glinane Finn Week was sailed on Saturday morning in a light south-westerly which increased in strength during the race.

Bruce McCurrach, who had not been able to get off from work to sail during the week, again took part and sailed Nick Hancock's Dutch fibreglass Finn with one of Hans's Elvström sails. Bruce, who had started on the windward side of the line, was first round the first mark followed by Jan van Nimwegen, Bob Nuttall, Hans Fogh, Hamish Campbell and Ernest Morrison.

Morrison made up so much ground on the next beat that he was leading the fleet at the windward mark by 28 seconds. He was followed by McCurrach, Van Nimwegen and Fogh.

There was 25 seconds between the leading boats at the

leeward mark. Then the wind increased and McCurrach started gaining on Morrison, particularly on the reach to the next mark, and the two boats were parallel rounding it.

On the next beat Van Nimwegen, who had been third, got through both of them. He was first round the windward mark and on the run increased his lead to 22 seconds. On the beat that followed he was challenged by Morrison, but kept his lead to finish with a 33-second lead. Third was Bruce, only seven seconds behind Morrison.

Hans had bad luck. Twice he ran aground on a sandbank and once he even had to jump out to get his rudder free.

Ernest's two firsts and four seconds gave him the Glinane Finn Trophy. Hans Fogh was placed second with Bob Nuttall third and Johan Louter fourth.

Social events consisted of a welcoming cocktail party at the beach cottage of the chairman of the organising committee, Hamish Campbell, on Sunday, December 27. On Monday Hans held a talk for Flying Dutchman skippers at the Royal Natal Yacht Club. On Tuesday there was a Finn dinner at the R.N.Y.C.; on Wednesday a showing of slides and films of Finn events at the R.N.Y.C. On Thursday a New Year's Eve dance at the Point Yacht Club. On Friday yachtsmen of the Natal Yachting Association met Hans at the P.Y.C. for a discussion on sailing.

Mrs. Berry Smith presented the prizes at the Point Yacht Club on the day of the last race.

Hans's opinion about Durban waters was that they were an ideal training ground. He said that the long legs of an Olympic course tend to slacken your attention. On Durban Bay there is no time for this.

His advice to South African skippers was to "do less talking on the bank and get more practise on the water—at least four hours on Saturday and five on Sunday".

Yachtsmen were particularly interested in Hans's description of the latest Elvström plastic Finn which is more like the Newport ones. Bob Nuttall, who has sold his boat to

(Continued on page 32)

1. Visitors from Vogel Vlei were Peter Furguson and Gerry van Willigh, who is the club commodore.

2. Sailing the U.C.T.Y.C. spog Shumba were Jean Sinclair and Robert van Baarsel.

3. Imperial Yacht Club sprogites Arnold Horwitz and Larry Scheider who sailed Sans Souci.

4. 'Pikkie' Fitton and Erik Budd who skippered his sprog Shooks with his usual dash of devil-may-care. . .

5. Brigadier Eustace Arderne rigging his sprog Shane.

6. Peter Foster and George Meek.

7. Graham Gooding and Shirley Fitton get Shiheda down to the water.

8. Tim Kearney broadcasted a commentary throught the races for the benefit of the spectators and Graham Ross (right) was the judge on the second days' racing.

9. Sailing Shane—Caroline Arderne and Mike Kearney.

Photos: David Baker.

10. Hans Fogh chatting to Harvey Blogg, South Africa's present National and Transvaal Finn Champion.

11. Hans and Finn Association Executive Committee at the informal reception at Dave Stuart's home. From left to right: Harvey Blogg, Hans Fogh, Ken Dalgleish, Niel Passet, Ed Ferrar, Wibo Zwart, Dave Stuart.

12. Syd Eyres helped in rigging his Finn by his wife at V.L.C.

13. John Corlett and Eddie Nagelgarst rigging the famous 20-footer Kelpie.

14. The Helmbold brothers with their Sprog Shad, winners of their section at the Dingaans Regatta.

15. Robert and Ralph Wilcox, who have been doing very well in the Sprog Smoothie, which they have acquired from Marion Davies.

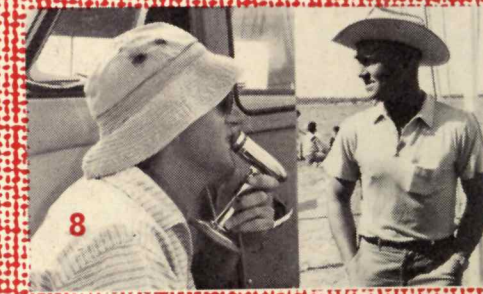
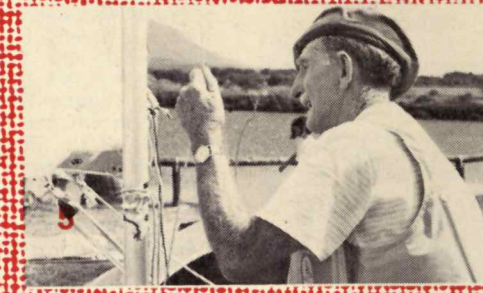
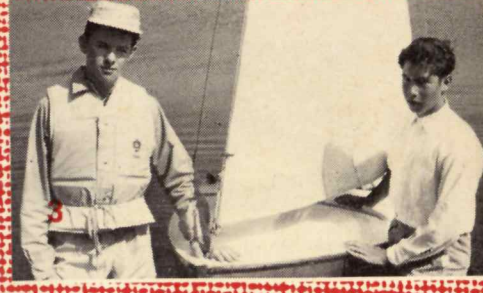
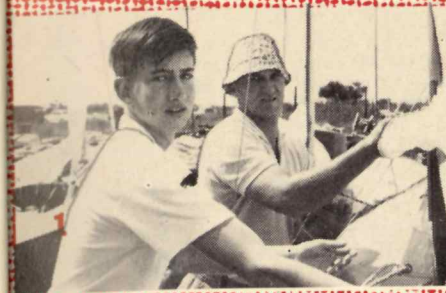
16. Don Ord, Hans Fogh and Klaus Martens in front of the Aero Commander.

17. Hans Fogh pointing to gold reef, when he went "underground".

18. Protest Kit, made by Elvstrom, and handed out by Hans Fogh.

Photos: Dawn Passet.

# SANDVLEI, SPROGS and HIGHVELD . . .





## CLUB NOTES

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Barry Booth, has ordered one and so has our national champion Harvey Blogg. Barry Smith is also planning to get one.

The design of this latest model is that the buoyancy will be cut off at the fore end of the cockpit and the aft end and there will be no buoyancy except on the side of the cockpit. This will reduce the tendency to turn upside down in a capsize as the boat will float lower, although more water will be taken in.

The changed mould will give more speed to the hull. Another change is that the rubbing strake will be in rubber.

Hans said that a light man like himself needed two masts, one stiff one for light weather and a bendy one for strong winds. Hans' mast in strong winds had to be more bendy than Ernest Morrison's who was 100 lb. heavier.

When ordering a sail he advised buyers to state their weight, what kind of mast and to preferably send a picture of the boat.

There was now an agent for Elvström sails in Australia and that when he got back he would take the matter up of having one here, as the tremendous interest in sailing in this country would certainly warrant it.

Just after the last race, accompanied by a number of yachtsmen Hans left for the airport to catch the plane to Salisbury where he spent a day before continuing to Denmark.

With an assegai in his hand (won as a prize), and a raincoat over his arm with in its pocket a stone out of the depths of a Johannesburg gold mine, Hans waved goodbye to his friends.

The organising committee for Finn Week consisting of Hamish Campbell (chairman), Peter Collins (vice chairman), Bob Nuttall and Ernest Morrison, certainly booked a great success with their efforts. Trophy Secretary was Malcolm Gibbs. Judging was done by Messrs. Taylor, Cranko and de Lange, assisted by Mr. Chisari and Bob Stevens.

A very efficient information service was run by Mrs. Berry Smith. The rescue was looked after by the sea cadets under command of Lt-Commander Allison.

### OVERALL RESULTS GLINANE FINN WEEK

1. E. Morrison 7257; 2. H. Fogh 6147; 3. R. Nuttall 5576; 4. J. Louter 4897; 5. H. Blogg 4684; 6. J. Whittle 4673; 7. E. Shaw 4020; 8. J. van Nimwegen 3935; 9. S. Donkin 3893; 10. N. Hancock 3232; 11. L. Fridjohn 2856; 12. P. Powell 2705; 13. H. Stauch 2437; 14. H. Campbell 1919; 15. D. McFadden 1727; 16. A. Park Ross 1697; 17. N. Passet 1580; 18. S. Glinane 1533; 19. D. Laurens 1453; 20. G. Woodcock 1437; 21. C. Stauch 1409; 22. W. Bowden 1241; 23. D. Manicom 906; 24. C. Symons 809; 25. H. Pearson 678; 26. G. Goodricke 656; 27. J. Sully 632; 28. E. Bodamer 503; 29. R. Cockram 101.

## DAWN PASSET on the High Veld

EVERYONE is still talking about Hans Fogh and the tremendous success of his visit to South Africa—and all agree that it would have been difficult to have found a more suitable yachtsman to invite to South Africa. Hats off to the enterprising Durban Finn owners and the others on whose initiative it was that Hans was invited to South Africa! We in the Transvaal were fortunate that a considerable amount of Hans's time was allocated to us.

On his arrival he was immediately rushed to the Portuguese Consulate, where Harvey Blogg had to organise a visa for Hans with great expediency, as Hans was being taken to visit Lourenço Marques and the Kruger National Park the day after he arrived in the Republic.

The first people to be given the opportunity of meeting Hans were the Transvaal committee members of the Finn Association—Wibo Zwart, Harvey Blogg, Dave Stuart, Ed Ferrar, Ken Dalglish and Niel Passet.

A buffet supper was given by Mr. and Mrs. Dave Stuart in their magnificent home in Mountain View. Hans was their guest while he was in Johannesburg.

All were most surprised to find out how small Hans was and it is hard to believe that a top Finn skipper could weigh only 146 lb. He was immediately "pounced on" for information regarding latest sailing techniques, news of top European events and the Olympics.

It was interesting to hear what Hans had to say about sailing a Flying Dutchman in the Olympics. Were it not for the fact that an aluminium boom broke on the last leg of a race in which he was well in the lead, he would have won the Silver Medal.

There was apparently a mad scramble for all the old style non-anodised Proctor masts which were found to be superior on the Flying Dutchman as against the latest type. It was most interesting to hear that the sails used on the winning Flying Dutchman which were made by Tasker in Australia, were given to Hans, who is the manager of the Elvstrom Sail Loft, by Pederson the New Zealander who won the Gold Medal in the Flying Dutchman class, to enable him to copy them. It is seldom that one hears of such sporting gestures between keen rivals, and deeds like this can only do the sport a lot of good.

Hans had a marvellous time in the Game Reserve and apparently was given the full treatment by the animals, including an elephant which chased Harvey Blogg's car at top speed in reverse! He also enjoyed seeing Lourenço Marques and commented what a pleasant city he thought it was.

His trip to the Doornfontein Gold Mine in the Carletonville area made a tremendous impression on Hans. Mr. Pollard, a keen Sharpie skipper and assistant mine manager, really went out of his way to lay on the best-ever personalised conducted tour of a mine. Within ten minutes of his arrival at the mine, Hans had been equipped with a full change of clothing and whisked nearly 6,000 ft. below ground level and 540 ft. below sea level.

He was then taken to an actual working face where he was shown the general workings of the mine. It was pointed out that none of the Africans were doing any manual work, in fact they were nearly all sitting down operating machinery.

After that a special pouring of gold was done for his benefit. He was taken on a tour of the mine compound where 8,000 Bantu are housed. Hans found it hard to believe that so many people worked on one mine.

On being told details of Bantu ways of life by the compound manager, Hans commented how different the Africans were to what he imagined them. The trip was rounded off with an excellent lunch laid on by the mine.

In the afternoon Don Ord kindly took Hans on an aerial tour of the Reef in an Aero Commander light aircraft and Hans was then given a short spell at the controls.

On landing he made a brief call at Arthur and Sue Saul's, Flying Sails, sail loft, a visit which I am sure the Sauls will never forget. In the time available Hans did his utmost to bring the Sauls right up to date on the latest sail-making techniques.

For instance Hans uses a special Singer sewing machine with twin needles for joining sail panels together. It was interesting to hear that he has eight of these machines in operation, which gives an indication of the volume of sails turned out by the Elvstrom loft.

Hans could identify the type, weight and even the factory where sail cloth was made simply by feeling it. A good cloth must have a soapy feeling, but at the same time not be too soft.

A remarkable eye-opener was when he was shown two samples of dacron cloth, both from the American Lamport factory. Hans declared that the one was a very good cloth and the other not so good, whereas the labels claimed them to be identical.

Hans illustrated his statement by firmly gripping the cloth in each fist, diagonally across the bias, and pulling really hard. The one Lamport cloth which he claimed not so good, stretched, made a hissing noise and the resulting pull marks did not return completely to the original shape. When the other cloth had the same treatment applied to it, there was no noise and the cloth returned to its original shape.

Apparently this difference in the cloth's dimensional stability was caused by slight differences in heat in the final finish of the material.

Hans's recommendations for sail material are the 2.75 oz. weight (American) for light to medium weather and 3.25 oz. for medium to heavy weather. The best British cloths are the coated type.

Soon after this, Derek Scorer approached Hans regarding the possibility of Hans making a suit of sails for his Sharpie. It was interesting to hear Hans advise that for South African classes of yachts, such as Sharpies, Sprogs, etc. local yachtsmen should rather buy their sails locally as local manufacturers have more experience with the peculiarities of these classes.

Before Hans left for Durban he held a "sail clinic" at Victoria Lake where he showed two of his own Finn sails, one for light and one for heavy weather. Hans claims that they have developed the ultimate in Finn heavy weather sails.

Hans was most grateful to those who had done anything for him and he gave them either a Hellerap Club lapel badge or alternatively a very neat moulded plastic kit containing miniature boats, buoys and wind indicators, which could be used for discussing protests, etc. Hans' Durban doings will be covered elsewhere in this issue.

A number of recent Transvaal regattas have not been very well attended. A good example was the Dingaan's Regatta held at Hartebeespoort and also the Dabchick Regatta held at Emmarentia. On attempting to find out why attendance was so poor, the general consensus of opinion was that there had been too many regattas, including a National over a very short space of time and they could not all be fully patronised.

Although there were only 30 boats entered for the Dingaan's Regatta at Transvaal Yacht Club, it was a great success for all those who entered and a light steady breeze with occasional calms mostly prevailed. Yachtsmen, however, will not forget in a hurry the freak storm which whipped across Hartebeespoort late on the Sunday afternoon and turned what would have been ideal weather into chaos as boat after boat capsized in its path.

Within minutes, Hartebeespoort was littered with capsize boats, broken masts and torn sails, while many of those who managed to stay up headed for the nearest shore. In spite of the storm a number of skippers went on to finish the race.

### The results were:

FLYING DUTCHMEN: 1. *Maverick*—A. Leenstra; 2. *Okay*—G. Klohn; 3. *Luchtlooper*—D. Baikoff.  
FINNS: 1. *Tern*—H. Stauch; 2. *Fortune*—W. Zwart; 3. *Fantastica II*—J. van Nimwegen.  
SPROGS: 1. *Shad*—R. Helmbold; 2. *Soigne*—R. Snowden; 3. *Static*—Clive Milner.  
'O' CLASS: 1. *Swift*—A. Griva; 2. *Blue Peta*—R. Senogles.

The Dabchick Regatta at Emmarentia had a turnout of 20 boats, ten of which were visitors, the wind was variable but for the most part light and the young skippers had a wonderful time. The top honours went to competitors from V.L.C.

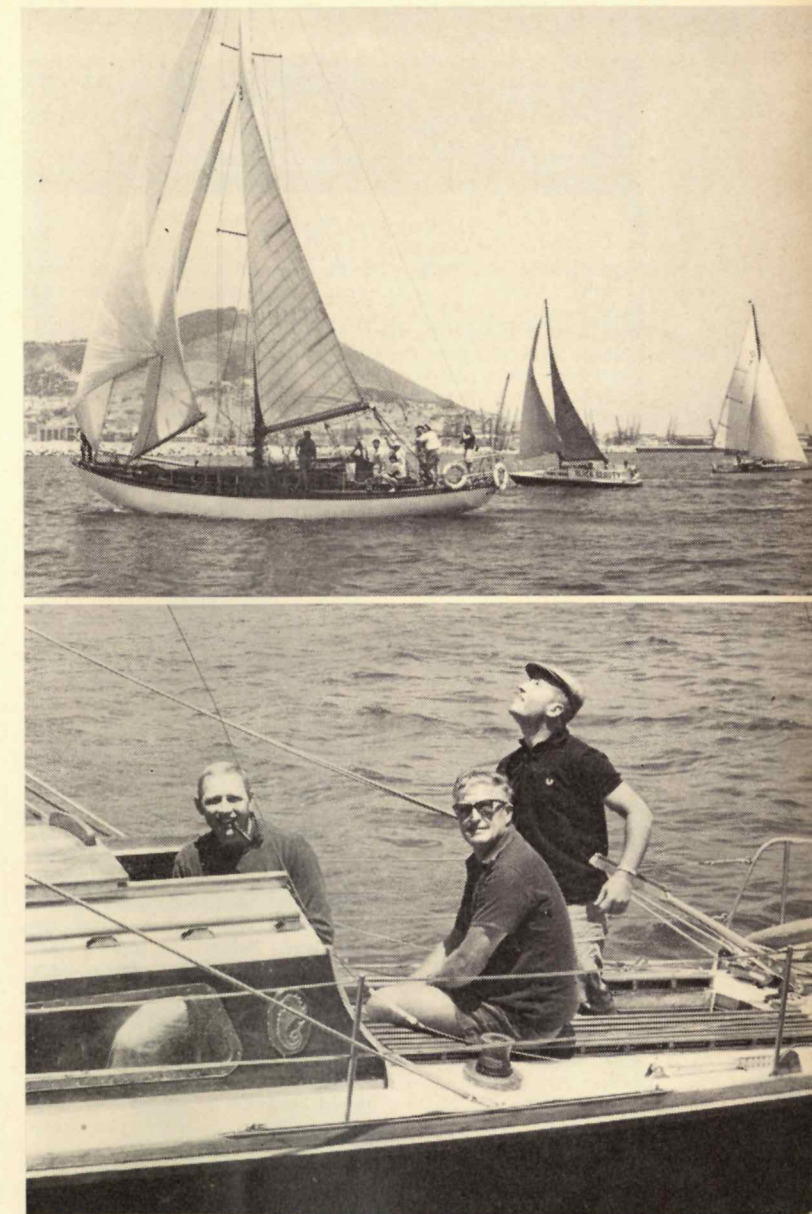
### The results were:

1. *Slick Chick*—K. Wilcox; 2. *Speedy III*—W. Stevens; 3. *Robin*—V. Scorer and *Pengwyn*—J. Griffin, tied.

Coming regattas are: Round the Island Race at Lake Denys Yacht Club on February 27. National Classes and Dabchicks Regatta at the Klerksdorp Sailing Club on March 6-7 and the River Race for all classes at Loch Vaal Yacht Club on April 3, 4 and 6. Many yachtsmen have already booked their quarters for Lourenço Marques for the coming National Regatta which is being held there this July.

Sinkholes are very much in the news nowadays and although they have not had a sinkhole at Westonia Aquatic Club, the fact that their dam is built on dolomite has meant that it often leaks faster than the rain can fill it.

A local municipality kindly increased the size of the dam by scraping the bottom but this unfortunately has created a water leakage as the layer of clay and silt which acted as a seal was disturbed and six weeks after the dam had been filled up by good rain the level was so low that there are doubts as to whether there will be enough water left for the 15-and-Under Regatta.



TOP: Before the start of the Royal Cape YC and Cruising Association offshore race, in which the Royal Cape One-designs swept the board—Active, Black Beauty and Thekwini.

ABOVE: The winning crew. From left, Ekhardt Kramer, Gordon Burn Wood and skipper Jerrold Salomon. Photos: David Baker.

## Thoughts on Royal Cape's 15-Knot One-Design . . .

THE Ocean Race held by Royal Cape Yacht Club and Cruising Association of S.A., starting on Boxing Day, must finally dispel any doubt about the seaworthiness of the R.C. One-Design Class, even in the minds of the last Jeremiahs and sceptics.

Admittedly a contributing factor to the One-Design's success must be the fact that there was really (apart from *Malgas*, also designed by van de Stadt), no other comparable yacht of light-displacement design in the race, but even then, on bald figures, the One-Design's result is an outstanding performance.

With the race split for the leaders into two distinct halves—the one a 24-hour-plus beat and the other just over 18 hours of furious running—the boats were well tested. From Camps Bay to Gansbaai was a dead beat to windward

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against the southerly with the all-too-familiar Cape Point "chop" raising its ugly head. Even though not blowing really hard (about 20 to 25 m.p.h.), these conditions are not comfortable, yet the O.D.s performed like thoroughbreds. Except for the occasional dollop of spray and sneakers over the side, they were amazingly dry and climbed up to weather at a rate of knots for such a relatively short water-lined boat.

It was, however, after rounding the Gansbaai buoy and setting spinnakers that one really appreciated what a magnificent sea boat this design had produced. Almost on a dead run, and with a quartering swell and virtually continuously in an undoubted plane, to be at the helm was exhilarating.

Gone, seemingly, was the back-breaking and sweaty-browed toil of trying to keep a long-keeled conventional hull on course without broaching. In place of this was the finger-light helm and instantaneous reaction of a dinghy in full plane. The helmsmen, however, had to be on their toes with quick reactions—rather understandably considering the speeds being reached. Certainly it was not the time nor place to put a novice at the tiller.

There are rather varied reports of actual speeds reached. *Schatzi* averaged a shade over 10 knots for five consecutive hours and during this time *Cirrus* actually pulled away from *Schatzi*. The leading O.D.s covered  $\pm 160$  miles in the 18 hours, but one must bear in mind that for the last six hours or so the wind dropped considerably.

A pleasant feature of the run was the relative stability—perhaps emphasised after the wild beat but nevertheless certainly very noticeable. Except for the rushing of the water past the topsides, from down below one gained little impression of speed, and cooking and normal chores were easily performed.

In many ways the race was an eye-opener to those unaccustomed to the One-Design's abilities, and has confirmed beyond any doubt the excellence of the design—where else could you find the three leaders covered by nine minutes after 250 miles of sailing?

(The results, of course, were published in the past issue of *S.A. Yachting*.—Ed.)

Peter Oldroyd.

## Flamingo Yacht Club . . .

WE have had our Junior Regatta and the Flamingo Annual Regatta in the past month, both most successful and enjoyable. The Junior Regatta was held on December 19 and 20, and the juniors really gave a splendid performance in varying wind conditions, although fathers on the shore led one to think that the little "so-and-so" did not know the bow from the stern, he was doing such stupid things. The first race was sailed to a remarkably good course, in a strong wind, and the three leading Sprogs tussled for first position all the way. The race was won by a Dabchick on handicap. Sunday morning produced a very light wind, and the start in the afternoon race too. However, a dust storm blew up towards the end of the race and they all coped admirably. The overall results were:

15 and Over: 1. *Shenandoah*, R. Martin (winner of Bryson Trophy); 2. *Stardust*, A. Muller; 3. *Sensation*, W. Davy.

Under 15: 1. *Salient*, G. Antel; 2. *Spurwing*, P. van Holdt; 3. *Scotia*, A. Elder.

The prizes were presented by Carol Elder, Junior Vice-Commodore, and Mr. Dick Bryson, Commodore, commended the juniors on their performance.

The Annual Regatta and first round of the J. H. Vivien

Trophy (triangular series between Flamingo Y.C., Boskop Y.C. and Klerksdorp S.C.) was held on January 9 and 10. There were 61 entries, 26 visitors from Bloemfontein, Kimberley, Klerksdorp and Boskop. The wind varied from a steady, strong breeze on Saturday afternoon, to nothing at all, or hardly, on Sunday morning, and a terrible storm on Sunday afternoon. The rain came down so fiercely that it was impossible to see more than a few yards ahead, and by the time three classes had had false starts, been recalled by rescue boats because they did not see the postponement flags, and restarted, the fleet was reduced to almost half, due to capsizes turning into "Submarine drill", collisions, etc! The prize-giving was only at 7 p.m. which must have been inconvenient for some travellers but could not be helped under the circumstances. Flamingo was shamed to hear that Klerksdorp had won the first round of the Vivien Trophy on our waters! Klerksdorp 16,472 points, F.Y.C. 15,478, Boskop 3,787.

F.D. Trophy (8 boats): 1. *Maverick*, Al Leenstra.

Sharpie (6 boats): 1. *Impala*, Jock Armstrong.

Spearhead (3 boats): 1. *Trident*, Jimmy Horn.

Sprogs (21 boats): 1. *Sinjin*, Cyril Moore.

Finns (13 boats): 1. *Flamink*, Jeff Walton.

Dabchicks (7 boats): 1. *Spurwing*, Peter van Holdt.

"O" Class (3 boats): 1. *Eyedent*, Johnny Roux.

The December and January Monthly Mugs were won by *Puffin*, Ralph Hodgen (Finn), and *Sebeza*, Dick Pearson (Sprog), respectively.

The Crew's Race (series of four) was won by Walter Davy in *Sensation* (Sprog) with father, Denis, second in *Kingklip* (Sharpie) and Arthur Fischer in *Cheetah* (Sharpie) third.

The A Series (Scratch)—five rounds, four to count—was won by the following boats:

Haggie Cup for Sharpies: *Kingklip*, Gerald Thorburn.

Seco Cup for Sprogs: *Shenandoah*, Mike Findlay.

E. C. Lenning Cup for Finns: *Puffin*, Ralph Hodgen.

Dabchicks: *Spurwing*, Peter van Holdt.

Joy Sullivan for "O" Class: *Xalu*, Derek Muller.

We have Spearhead *Tomohawk* at our club now, which may get the Spearheads out of the "O" Class again, although she has not yet been sailed competitively.

Lionel Ashley is talking of getting a Finn, and Archie Park-Ross has ordered an Elvström one, which should make this very popular class even better. Jeff Walton, *Flamink*, is setting the pace most of the time with Ivor Louw, and recently Ralph Hodgen, his main worries at the moment. Gerald Thorburn and Jock Armstrong are still constantly fighting for first place in the Sharpies, and Mike Findlay, *Shenandoah*, although still invariably leading the Sprogs home, is being chased by Peter Senn, *Sensation*, particularly in heavy weather, and Harry Shaw *Seychelles*, in lighter stuff. Dabchicks are ever popular, and Peter van Holdt and his brother seem to be as yet unbeatable. Our one F.D. is sailing "O" Class, along with an Enterprise, two Solos, an O.K. Dinghy, and the occasional Spearhead.

The Christmas Handicap was great fun, if most unethical, the prizes interesting as ever, and it rounded off that festive weekend perfectly.

## Saldanha . . .

A historic occasion is due to take place at Saldanha Bay next month when the Saldanha Yacht Club has its first-ever Opening Cruise. It will be held on Saturday, March 6 at 3 p.m.

An open invitation to members of all other Western Province clubs has been extended by the committee and visitors will be most welcome. The programme is for the cruise to be followed by a tea party after which everybody will change for a free dance at the Saldanha Bay Hotel.

A big fillip has been given to the numbers expected at the Opening Cruise by the changing of the venue of the annual Flying Dutchman Week-end at Langebaan to Saldanha to coincide with their first big occasion. It is hoped that all Western Province yachtsmen will make every effort to attend.