

Royal Cape Y.C.

WESTERN PROVINCE REGATTA.—This regatta takes place from Saturday, May 29 until Monday May 31 and Royal Cape is the host club responsible for organisation and smooth running of the whole series of races. The sailing committee would like as many members as possible to offer assistance during that week-end.

Entertainment has been arranged on the following lines:
Dance—Saturday, May 29 at the Saldanha Hotel. Admission free.

Braaivleis—Sunday, May 30. Venue and charge will be decided later.

Saldanha Races. The results of the races of the Easter Week-end are as follows:

Cape Town—Saldanha Race
Fastest time: *Active*, E. Pearce.
Corrected time: 1st, *Foam*, B. Johansen; 2nd, *Malgas*, E. Jurrians; 3rd, *Schatzi*, K. Warr.

Saldanha Race: 1st, *Zeelsang*, C. Leih; 2nd *Foam*, B. Johansen; 3rd, *Schatzi*, K. Warr.

Steve Levin Trophy: *Lothair*, D. Burman.

Diamond Jubilee Dinner. The committee has approved the holding of a dinner on Friday evening, June 11, at the Arthurs Seat Hotel, to commemorate the sixtieth Anniversary of the club's inauguration.

This dinner will be for senior members only and dress will be formal, i.e. dinner jackets.

Members are requested to book with the Secretary and the price of R2.10 includes wine at table. There will be limited booking.



Royal Cape Y.C. members Ursula and Brian Jones who have safely reached St. Helena in their four-ton sloop *Halcyon* after a passage of more than three weeks. Must have been light autumn winds, because they left the same day as Sandefjord and she had not been reported in by the time *Halcyon's* cable arrived. This is the Jones's maiden cruising effort. Behind the couple can be seen their Hasler self-steering gear.

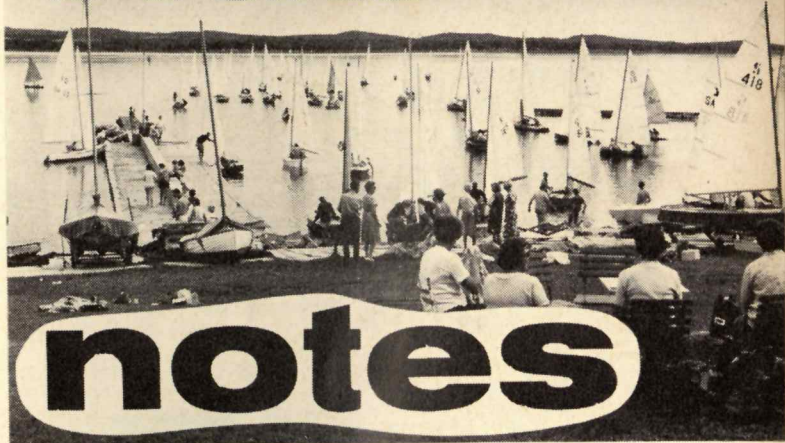
Hermanus at Easter . . .

THE Hermanus Easter Regatta was this year the largest the club has had. The fleet of 64 yachts from clubs as far as East London sailed in conditions which varied from flat calms to gale-force squalls.

The last round of the series of the Championships started in a virtual flat calm with a breath of breeze coming from the sea. The more observant yachtsmen noticed, however, that the alto-cumulus clouds were starting to move towards the south at an increasing rate. This, coupled with the sudden drop of the barometer, was a clear indication that "something was brewing". But who can put up storm sails in a flat calm?

The race progressed and the wind swung to the north and increased slightly in velocity. All was well with the fleet and the yachtsmen were engrossed in making as much

club



notes

The placid outlook from the Hermanus Yacht Club during their Easter Regatta—before the big blow made Wagnerian nonsense of the scene.

use as possible of the breeze which had just sprung up.

Meanwhile at the club, amid a roar of wind, non-sailing members and visitors were rushing towards, and holding, boats on the shore which started rocking violently as dust and leaves circled into the sky. An elderly couple expressed their surprise, while they were having tea in front of the clubhouse, when their tray with the tea-pot, milk and cups on it went somewhere else.

The vicious winds which had struck the club swept on to the lake and carried sheets of water into the air as it progressed towards the unsuspecting fleet. The windward yachts, which were caught unawares were "knocked for a loop", the rest, who had some warning suffered to a large extent the same fate. As one skipper put it: "It wasn't so much the wind blowing into the sails which capsized us, but the water blowing into the sails. . . ."

On the shore a Goodricke on its cradle and tied to its road trailer was overturned by the wind, a 16-footer, without its mast, was lifted over two cars while a Winger did a complete pole vault on its then unbroken mast and landed in the water about 70 ft. away.

The results of the racing in the Easter Regatta were:

Allcomers' Handicap:	Tarmony	M. Sterling	1
	Windlass	J. M. Rutherford	2
Spearhead Trophy:	Combrio	B. Hallock	1
	Allegro	M. Grootes	2
	Vixen	B. Siebrits	3
Flying Dutchmen:	Falcon	I. Williams	1
	Whisper	T. Mulligan	2
Finn Championships:	Sulfin	S. Stirling	1
	Skipjack	H. v. d. Val	2
Sprog Championships:	Sampan	S. Midlane	1
	Skirts-O	M. Warr	2
	Samoa	P. Duys	3
Andy Championships:	Devil	H. C. Watermeyer	1
Dabchick Championships:	Madcap	D. Andrews	1
X Class:	Flamingo	P. D. Zink	1
Wingers:	Windlass	J. M. Rutherford	1
	Windsong	J. Steward	2
Tempo Championships:	Temptress	J. E. Waite	1
	Temper	C. Koper	2
	Tempest	J. Koper	Tied
Easter Egg Trophy:	U.C.T. Yacht Club		2

The week before Easter the Sprogs had their regatta at Hermanus and a fleet of 13 Sprogs graced the waters in light to moderate winds and warm sunny weather. The racing was highly competitive and the squadron starts gave even the slower boats a fair chance of winning. The spirit of comradeship and sportsmanship prevailed the whole week-end and the dance at the Bay View, with a marvellous decoration theme consisting of Sprogs and sails and Easter bunnies in Sprogs, was a most enjoyable affair. The results of the racing were:

1st for Brunton Trophy: *Sziz*, Graham Wares and Judy Williams. 2nd for Frylink Trophy: *Skirts O*, Molly Warr and Fleegal McGrath. 3rd *Saluki*, Kevin Stirling and "Pa" Stirling from Worcester.

The Allcomers' Race was won by (*The*) *Squall Rider*, William Combrink and Noel Burnell.



TOP: Looking on as Billy Kingswell's anemometer registers 35 knots on the last day of the False Bay regatta are Jan Slootweg, Don Aberdein and Lionel Fridjohn.

MIDDLE: John Spilhaus and Brian Driscoll were the only ones to venture out.

ABOVE: A row of Andy enthusiasts—left to right; Frans Oeschger, Malcolm Reynolds, Toby Beele, John Spilhaus, Alan Serritslev, Richard Bertie, Brian Driscoll and B. Visser with his crew.



False Bay Regatta . . .

TO requests for a repeat of the 1964 Easter Finn Week-end in Simon's Bay were added requests from skippers of Flying Dutchmen and Andies to be allowed to join in.

False Bay Yacht Club, with rudimentary plans made for their Finn Week-end, happily elected representatives of the other two classes to their sailing committee and finished up running a miniature Easter Regatta that, in spite of unfortunate winds, proved to be an enjoyable and well worthwhile affair that brought congratulations and thanks from participants to organisers.

Twenty Finns, ten Dutchmen and 11 Andies were entered and their first day's sailing (Saturday) was near-perfect. Not so perfect was the party arranged for the evening, which was almost boycotted by visiting keep-fit skippers but enjoyed by False Bay members who traditionally give little thought for the morrow.

Sunday's sailing was marred by very light winds and an unexpected current (probably the one bringing tunny into False Bay) with an estimated speed of four knots, which prompted Dennis Woodward (Zeekoevlei Commodore) to say in his thank-you speech: "This was the first time I ever saw a buoy pass a yacht."

Racing was, in consequence, exacting.

One successful innovation from this day's racing, however, was the provision of a second guard ship to clock in the Flying Dutchmen over a separate finishing line after the course had been shortened. Finns and Andies crossed the original line, Dutchmen a new one. This worked very well and race organisers would do well to consider writing in a rule to this effect in their sailing instructions.

Monday's sailing was abandoned in the teeth of a wind gusting up to 35 knots.

The organising club have asked that we express a special vote of thanks to the South Africa Navy for their help in laying buoys for the Olympic-type course and for their loan of the torpedo-recovery ship P87, and to Lieutenant Adrian Reid who gave up much of his spare time to skipper it.

Paul Anstey and Billy Kingswell were appointed judges for the events and Mrs. Billy Kingswell presented the prizes on Monday afternoon.

A new trophy was raced for the first time at this regatta. Presented by Mrs. Lilian MacKay and known as the Cape Winter Championship for Flying Dutchmen Trophy, it was won by H. van Hoogstraaten skippering *Taderoli*.

Final placings were:

Finns: 1. Jan Slootweg (*Flageolet*), who also won the handicap; 2. Geoff Myburg (*Fetrie*); 3. D. Hegarty (*Fleetwing*); 4. Graham Ross (*Foldrol*); 5. Lionel Fridjohn (*Flamefin*).

Flying Dutchman: 1. H. van Hoogstraaten (*Taderoli*), plus Winter Championship; 2. Dennis Woodward (*Lochinvar*); 3. G. Garlick (*Camilla*).

Andies: 1. George Meek (*Elf*); 2. John Spilhaus (*Nike*).

One interesting opinion of competitors was that the eight buoys of the Olympic-type course are confusing and that, in a place with such regular prevailing winds (S.E. and N.W.) as Simon's Bay, four would be enough.

It is hoped that this will be tried at future regattas—and the organisers are keen for a repeat performance next year.

DURBAN DOINGS . . .

By Bianca Lavies

The Easter Regatta . . .

THERE was a record entry of 102 for this year's Easter Regatta. The weather was splendid, sunny with light to moderate winds—except for the first race which was really something to remember, a sudden 45 m.p.h.

There were 92 starters and as it was a high-tide course, they were spread all over the bay. When the wind increased later in the afternoon big waves were kicked up by the strong winds and Durban yachtsmen said after the race they were the largest ever seen on the bay.

Ernest Morrison said that race was practically unsailable.

Half-submerged craft and floundering yachtsmen were seen all over the course and rescue launches went flat out to bring everyone in. Some of them had motor trouble and the last boat with skipper Bob Bruneau and his crew John Fisher, which had been tied along the far end of Maydon Wharf was not brought in until 7.30 that night. Yachtsmen went along by car to revive the frozen yachtsmen with brandy. Bruneau and Fisher were most upset that they had lost a second place in the race when the track came off the mast.

Three boats did not even return until the next day. A Dutchman and an Enterprise were left at Salisbury Island and a Cadet pulled in at the old Flying basin and telephoned his parents from there to fetch him.

More than two-thirds of the fleet retired.

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One of the three Sharpie skippers from Midmar, George Hawarden, broke his mast in two places which put him out of the contest.

Prof. Frank Warren from Midmar sailed his Sharpie to the Island to bail it out and was then towed back.

Ron Weston of the H.M.Y.C. had been leading the Sharpies when a capsize put him out and the only finisher was the Durban Sharpie *Thandiwe* sailed by John Thompson.

Thompson will not soon forget this race. About half way through the race, he heard a faint "help" and there was a young boy swimming in the water all by himself. They stopped to pick him up and continued the race. The boy was later taken over by a rescue launch. John got the gun.

Cold and exhausted, they decided it was too much for them to hold the boat any longer and took the mainsail down, not realising they would not be able to beat back.

Frozen stiff and too exhausted to put it up again they sailed up and down for more than an hour before they were finally towed back ashore.

The next three Sharpie races were won by Ron Weston who thus won the Natal Sharpie championships for the fourth year in succession.

A hotly-contested class were the Finns, with 14 taking part. Barry Smith launched a beautiful new Elvstrom Finn *Vanessa* before the start of the contest in which he finished sixth overall.

Ernest Morrison, Bruce McCurrach and Bob Nuttall fought it out between them and till the last race there was still the possibility of any of them winning it. Morrison's win gave him the trophy.

The Sprogs had as many as 27 entries. These ended in a tie between Tom McRorie in *Suivez Moi* and Stewart Donkin in *Slant*.

There were 11 Dabchicks and Bruce Morrison did some splendid sailing, scoring four wins and a third.

Clive Raymond was the best Cadet, scoring four firsts.

The only Spearhead to survive the 45 m.p.h. gale in the first race of the seven was *Witchway* sailed by Dave Denley. Denley was placed second in the Natal championships, after scoring two seconds a third and a fifth. Winner of the trophy was Dave Wishart in *Volante*, who scored four firsts.

Thirty square skipper Hamish Campbell must have proved a good Enterprise crew. *Elf*, sailed by his skipper Gavin McFarlane, was the only one of seven to survive the gale and finish the first race. With an additional four and two fifth placings they were placed second in the championships. A. Smillie won the trophy with three firsts.

Seven O.K. dinghies took part. Dave West, with two firsts a second and a third, became the overall winner, with R. van Dijk second and Bob Ornsby third.

The host club for the Easter regatta this year was the Royal Natal Yacht Club, who headed by its active Secretary, Arthur Jones, made an all out effort to make it a success.

Their well-supported social programme consisted of a welcoming cocktail party on the Thursday night, a cheese and wine party on Saturday and a film show on Sunday. The Point Yacht Club held a family braai on Friday night.

Gordon Neill, Commodore of the host club, was the Regatta Secretary and two very hard working back room boys, or if you like, assistant regatta secretaries were: Snooks Oram and Tiny Walford, who could be seen with a welcoming smile and the declarations on the slipway after each race.

Honorary Regatta Judge was Bob Lambert and the bridge officials consisted of Bert Taylor, Bill Cranko, Sam Lange, Terry Chiazari and Johnnie Roberts.

The prizegiving at the host club after the last race, at

which Mrs. Bob Lambert presented the prizes, concluded a most successful regatta.

RESULTS (Overall)

Natal Championships

Flying Dutchman: 1. *Polly* (J. Sully) 4210; 2. *Perdita* (N. McInnes) 3909; 3. *Kamadeva* (B. Metcalfe) 3583.
Spearheads: 1. *Volante* (D. Wishart) 3774; 2. *Witchway* (D. Denley) 2705; 3. *Umsuka* (E. Dokoupil) 1850.
Sharpies: 1. *Ricochet* (R. Weston) 3301; 2. *Thandiwe* (J. Thompson) 2046; 3. *Machette* (F. Warren) 1684.
Finns: 1. *Fame* (E. Morrison) 5087; 2. *Finatic* (B. McCurrach) 4253; 3. *Mickey Finn* (B. Nuttall) 4227.
Sprogs: 1. *Slant* (S. Donkin) and *Suivez Moi* (Tom McRorie) 5350; 3. *Sniekie* (N. Korving).

Other Championships

Keelers: 1. *Ndege* (W. Brewster) 2899; 2. *Galatea* (G. Reynolds) 2598; 3. *Trio* (E. Caney) 1020.
Dabchicks: 1. *Delfin* (B. Morrison) 5233; 2. *Dvorak* (L. Bridgman) 3113; 3. *Dyllis* (P. Phipson) 2891.
Cadets: 1. C. Raymond 2311; 2. R. Raymond 2034; 3. T. Donald 1937.
Entreprises: 1. *Little Fiddle* (A. Smillie) 3040; 2. *Elf* (G. McFarlane) 1885; 3. *Effendi* (R. Proctor) 1836.
O.K. Dinghies: 1. *Tammy* (D. West) 3107; 2. *De Ruyter* (R. van Dijk) 2739; 3. *Owzat* (R. Ornsby) 1684.

Island Sailing Club . . .

THE Island Sailing Club will have a shorter winter season than in other years because of the National Regatta in July and also because of their preparations for the move to new premises at the end of the year.

The winter season will start with the traditional Island Barrel Race on May 9 and will continue till June 27. There will be class racing on Saturday afternoons and all-in races on alternative Sundays.

The winter regatta (usually held in July) has been brought forward to the long week-end, May 29, 30 and 31.

The club has started a new annual event: a Sprog challenge race with the Point Yacht Club. Friends of the late Clew Powell got together and gave the Clew Powell Sprog Challenge trophy in memory of this popular leading Sprog skipper who had done much for the benefit of sailing in helping the younger Sprog skippers.

Six boats from each club took part in the first race for the trophy and eight of the 12 returned after the race flying protest flags, which took some sorting out!

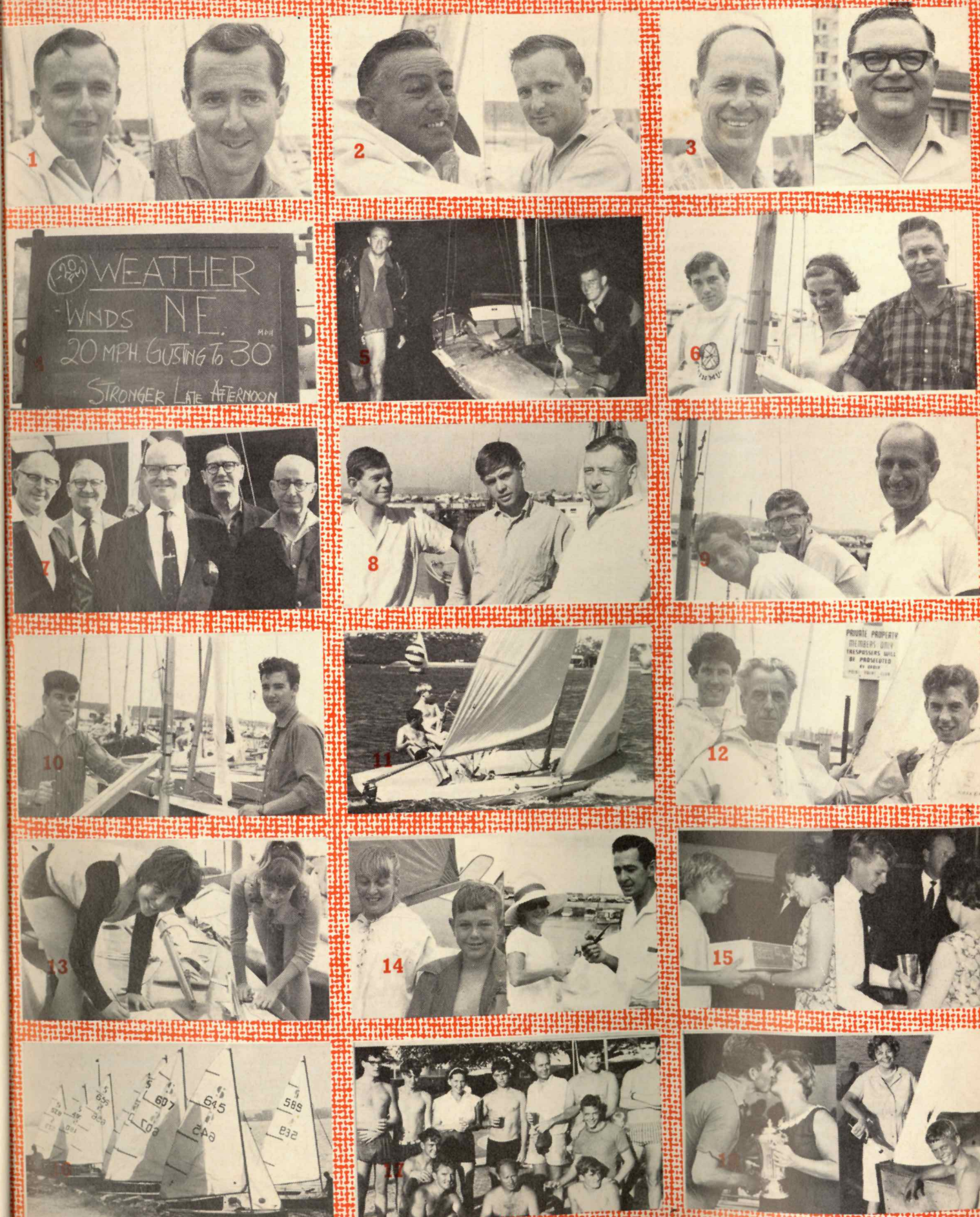
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1. Sprog skippers taking part in the Easter Regatta: Norman Oliver and Mike Pithouse.
2. Norman Briggs and Mike Pearson.
3. Sprogitte Jack Goldsmith and the Finn skipper who won the Natal championship, Ernest Morrison.
4. The forecast for the first race, which ended in 45-48 m.p.h. gale.
5. The last yacht to arrive back at the slipway at 7.30 that night with its frozen skipper Bob Bruneau (left) and crew John Fisher.
6. Crew of the Durban Sharpie *Thandiwe* which came second in the championships: (from right) skipper John Thompson, Susan Thompson and Chris Prior.
7. The bridge officials of the regatta (from right): Sam Lange, starter and timer; J. C. Roberts in charge of flags; Bert Taylor, who has been judge for 38 years; Terry Chiazari, flag officer and Bill Cranko, assistant judge.
8. Sharpie skipper Ron Weston right, who won the Natal championship for the fourth year in succession, with his crew Edgar Weston, middle, and Charles Kleinhaus.
9. George Hawarden (right) from the Hedley Midmar Yacht Club with his crew Brian Udall (middle) and Brian Thompson. They were unlucky to break their mast in the first race.
10. The new Natal Sprog champions: Stewart Donkin (right) and his crew Brian Webster who tied with Tom McRorie for first.
11. Robin Harris and crew sail Spearhead *Vanitie II*.
12. Sharpie skipper Frank Warren (foreground) and his crew, his sons, Peter (left) and Teddy, from Hedley Midmar Yacht Club.
13. Dabchick sailors Philippa Sully (left) and her crew Patricia Hudson study their course chart.
14. Penny Phipson and her crew David Herridge, who came third in the Dabchick championship, and the visiting yachtmen from Ladysmith with a new Sprog Svetlana, Margaret and Charles Maytham.
15. Clive Raymond who won the Cadet class by four firsts, receives his prize from Mrs. Bob Lambert; and Bruce Morrison, winner of the Dabchicks, receives his trophy.
16. Sprogs line the Island Sailing Club shore before the start of the first race for the Clew Powell Sprog challenge trophy between the P.Y.C. and the I.S.C.
17. The winning Point Yacht Club team.
18. Mrs. Moreen Jensen presents the new trophy to the captain of the winning team, Tom McRorie. And Mrs. Wilfred Flack christens a new Sprog recently launched at the Island Sailing Club Saturn, while skipper Michael Flack looks on.

Photos: Blanca Lavies

SOUTH AFRICAN YACHTING: May, 1965

DURBAN'S EASTER REGATTA



SOUTH AFRICAN YACHTING: May, 1965

more CLUB NOTES

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The race was won by the Point Yacht Club with 664, to the Island Sailing Club's 37.

Stewart Donkin, of the Point Yacht Club, led throughout the race and Basil Blair of the Island Sailing Club was a close second until Tom McRorie of the P.Y.C. passed him on the third beat.

Then Nicky Korving of the I.S.C. came through to pass McRorie, but was disqualified. This left McRorie second. Louis Herridge of the Island Sailing Club team was third.

The Island Sailing Club's fleet has a new Sprog. Michael Flack has launched a new Bevin hull *Saturn*.

Bluff Yacht Club . . .

THE series for the Andy Cohen Trophy and the U.T.C. trophy were closely contested. There was such a small margin between the first three boats that only the last race decided the winners.

"Previously the officials handicapped helmsmen and boats. In this series only the helmsman was handicapped and it was found the results were closer and more competitive," said Buster Wills, the club's sailing secretary.

OVERALL RESULTS

Andy Cohen Trophy: 1. *Doordrijver* (R. van Dijk); 2. *Outlaw* (A. Cohen); 3. *Tammy* (D. West).

U.T.C. Trophy: 1. *Outlaw* (A. Cohen); 2. *Doordrijver* (R. van Dijk); 3. *Olac* (N. Will).

Five new O.K.'s are being built.



DURBAN-BUILT BEAUTY: The new luxury twin-screw motor yacht *Zulu Girl* leaving Durban for a two-year trip to the Mediterranean and the Caribbean. Her builder Dick Barends and his wife were the last to leave the ship before she sailed. On deck is her owner Roye Palmer
Photo: Bianca Lavies

Zulu Girl Leaves . . .

THE Durban-built 73 ft. luxury motor yacht *Zulu Girl* has left on a two-year trip to the Mediterranean.

On board when she left were her owner-skipper Roy Palmer, P. Dawson, engineer, Peter Molenaar (2nd engineer), Captain H. Boschlap, Mrs. Hetty Meyerson and the yacht's Bantu crew Solomon Tamba Ntuli (deckhand), Paulus Sibiyi Khomo (cook) and Sam Bhekisisa (deckhand).

Roy Palmer said that *Zulu Girl* would be away for two years and that he would be flying up and down every six months to attend to his business in South Africa.

The craft sailed by way of Cape Town and the Cape Verde Islands to the Mediterranean.

"Here we will be cruising till November," the owner said, "when we will be leaving for the Caribbean. There *Zulu Girl* will spend the winter months.

"In March we will go back to the Mediterranean. I am planning to keep her there for two years and then she will return to South Africa for her first Lloyd's survey."

Designed by Mr. H. H. C. Baars, from Holland, *Zulu Girl* was recently completed by the Durban shipbuilding firm E. S. Barends and Co.

Royal Natal Y. C. . . .

THE Royal Natal Yacht Club recently held a successful fishing competition, starting at 5.30 a.m. Arthur Jones, the club's Secretary, said afterwards: "All enjoyed it so immensely that they want more." The 48 who took part were divided in teams of four. The weigh-in at 11.30 a.m. indicated a catch of a total of 78 lb. of fish.

Winners of the B.M. Medway Trophy was Commodore Gordon Neill's team, fishing from *Thekwini*, with a total of 10½ lb., Ernie Morrison's team with 10½ lb. came second.

The biggest individual catch was by Des Douglas with a fine 5-lb. grunter.

Other prominent yachtsmen in the competition were: Roy Simpson, John Dain, Bruce Williams, Bill Murphy, Leslie Reyton, John Talbot, Chris Talbot, Tony Hayhoe, Malcolm Gibbs, Ted Brandon, Jimmy Mathieson, Graham Cartwright, Mervyn Lambert, Norman Gray, Ian Stewart, Bill Perry, Roger White, Berry Smith, Bruce McCurrach and Dan Smillie.

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The Royal Natal's Flying Dutchman week-end which was to be held deepsea on the week-end March 20-21 was blown off the programme and postponed till May 22. At the party at the Royal Natal Yacht Club on the Saturday evening, Captain Jimmy Deacon, Durban's Port Captain who has proved such a great friend of yachting was presented with the international Flying Dutchman tie.

FINAL RESULTS OF THE R.N.Y.C. 1964-65 SERIES OF 10 RACES

Sprogs: 1. *Suivez Moi* (T. McRorie) 8185; 2. *Solitude* (R. Lambert) 7874; 3. *Sandpiper* (J. Goldsmith) 6921 (37 took part).
Flying Dutchmen: 1. *Polly* (J. Sully) 7004; 2. *Perdita* (N. McInnes) 4018; 3. *Heleza* (M. Butcher) 3615 (Nine took part).
Spearheads: 1. *Witchway* (D. Denley) 3741; 2. *Umsuka* (E. Dokoupil) 2970; 3. *Vanitie II* (R. Harris) 2211 (Eight took part).
Entreprises: 1. *Effendi* (D. Proctor) 6169; 2. *Emoyeni* (J. Forster) 6065; 3. *Escudo* (D. McKenzie) 5430 (13 took part).
Finns: 1. *Finnomenal* (B. Smith) 8347; 2. *Fame* (E. Morrison) 7709; 3. *Finatic* (B. McCurrach) 7194 (18 started).
Keelers: 1. *Galatea* (G. Reynolds) 5672; 2. *Trio* (L. R. Caney) 5393; 3. *Girl Pat* (W. Marriott) 4279 (Eight started).
Combined: 1. *Oyez* (R. Duursma) 3292; 2. *Artemis* 3039; 3. *Twang* (F. de Villiers) 2237 (16 took part).

Point Yacht Club . . .

THE Point Yacht Club now has its own rescue craft, the launch *Moonshine*.

A new addition to the dinghy fleet is David Cox's recently launched *Sauve qui peut*. *Squegg* has been bought by Duncan and Jean Poynton.

The results of the club's series of five class races are:

Flying Dutchman: 1. *Polly* (J. Sully) 4486; 2. *Dolphin* (H. Foord) 3156; 3. *Perdita* (N. McInnes) 2282 (10 took part).

Sprogs: 1. *Suivez Moi* (T. McRorie) 5587; 2. *Sniekie* (N. Korving) 4888; 3. *Slant* (S. Donkin) 4878 (34 took part).
Spearheads: 1. *Umsuka* (E. Dokoupil) 2814; 2. *Volante* (D. Wishart) 2337; 3. *Witchway* (D. Denley) 2240 (Nine took part).
Finns: 1. *Fame* (E. Morrison) 4642; 2. *Faux Pas* (P. Collins) 3989; 3. *Finnwhale* (B. Powell) 2512 (17 took part).

University of Natal . . .

IN the two years of its existence the membership of this club, which is affiliated to the Henleymidmar Yacht Club, has grown to 50. They sail a club Sharpie and four privately-owned craft, including a Flying Junior.

The F.J. is reputed to have been the first of its class in the country. It came from the Cape, where it was sailed by the Williams family at Hermanus.

Nick James has succeeded Paul Green as commodore. The secretary/treasurer is Miss Diana Bircher.

Salisbury Island Moves . . .

THE Minister of Transport, Mr. B. J. Schoeman, has advised Mr. Gert Claassen in an express letter that the Railways will dredge a 100-ft. wide channel to the new yacht club site on Salisbury Island. The matter will be treated as a top priority job.

The work will be undertaken by the company successful in tendering for the dredging operations connected with building the new T-jetty at Salisbury Island.

Money has been set aside in the 1965-66 Railway Estimates for this task which is expected to cost R30,000. The minimum depth of the channel will be 10 ft. and the operation is to be completed before February next year.

Affected by the move are the Bluff Yacht Club who have been on their present site for ten years with 550 members; the Island Sailing Club who have been on their site for six years with 250 members, the Fynnland Angling Club with 350 members, and the Sea Scouts with 91 members. The Point Yacht Club, which has 1,100 members housed on the other side of the bay, has picnic facilities on the Island.

The new plot will be 25 acres, 1½ miles from the present Bluff Yacht Club area. A lease has been obtained for ten years.

The official notice for the clubs to leave their present premises is for August 31.

S.A. Flying Dutchman Winter Championships

A LAST-MINUTE decision changed the venue of these championships from Port Elizabeth to Durban, where they were held during the Easter Regatta and Natal Championships. There were five races for the Natal Championships. A sixth race held on Sunday afternoon completed the series of six for the Flying Dutchman Winter Championship.

Twelve Flying Dutchmen took part. Visitors were Al Leenstra and his crew Barry Giggins sailing *Maverick* of V.L.C. Don Ord and his crew Louis Serrurier sailing *Antinori* of the East Rand Yacht Club and Brian Metcalfe and his crew Hugh Hanharan of V.L.C. who launched a brand new Kuhl hull *Kamadeva* just before the first race.

All the way from Port Elizabeth came Vaughan Clarke and his crew Trevor Wyatt who sailed *Skylark*.

Hellmut Stauch's boat *Hakahana VII* was on its way to Durban, towed by John Stern, his crew, but unfortunately they got no farther than Heidelberg. A car hit them from behind. They skidded 58 ft. and the boat was extensively damaged.

The starboard afterdeck was smashed and the yacht had a 9-in. hole in its bottom. Stern telephoned Hellmut, who decided to stay where he was.

It was an interesting series and certainly the closest ever sailed. Till the last race the championship was wide open with Brian Metcalfe, Neil McInnes and John Sully each still having the chance to win the trophy.

Vaughan Clarke would also have been in the running had his boat not been holed in a collision with a keeler before the start of the fifth race. He was certainly the most unlucky skipper of the regatta. After winning the second race he did not get the gun as he had been over the line at the start. In the fourth race he was in the lead when he sailed the wrong course, which again cost him another race.

All the races were sailed in light to moderate winds with the exception of the first on Friday afternoon which started in a light north-easterly and ended in a 45 m.p.h. gale. Considering the havoc caused by the gale in the other classes of the regatta it was good going that of the 12 Dutchmen seven managed to finish.

All visitors finished with the exception of Brian Metcalfe who had teething troubles with his new craft and lost a trapeze hook at the start and retired after a capsizing on the second beat. Many others were towed back in a swamped condition and Don Purll and his crew left their boat at Salisbury Island and hitched a lift back by car.

A high-tide course was sailed in which the full area of the bay was used. Don Ord and Vaughan Clarke started on the port tack and got away from the rest of the fleet. Roger White was third, but retired as he had trouble with his jib.

Don Ord was in the lead till a sudden gust on the run capsized him and put him last. He sailed well to still finish fifth at the end. Clarke took the lead after Don's capsize and held it till the beat of the second round, when Sully got through when Clarke omitted to cover him. Sully won by two minutes ten seconds with Clarke second and Neil McInnes third.

There was a light north-easterly for the start of the second race the next morning (Saturday). Amazingly the strong winds had not done much gear damage to the Dutchmen the previous day, and all started except Don Purll whose craft was still on the other side of the bay.

Brian Metcalfe took an early lead in this race and was first round the first mark, followed by Clarke and Neil

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CLUB NOTES

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McInnes. He dropped back on the run and on the leeward mark McInnes had taken the lead. From then on the battle was between Clarke and McInnes who were very close throughout (see picture 10 on F.D. picture page). At the start of the second round Clarke had taken the lead and held it till the end.

To their great disappointment there was no gun for them at the finish, as they had been over the line at the start. The race went to McInnes with Brian Metcalfe second and John Sully third.

Saturday afternoon. Still a light north-easterly. The race was postponed for 45 minutes so that a high-tide course could be sailed. As the wind dropped throughout the afternoon, this was not such a good idea as most yachts in the regatta arrived back at the slipway well after dark and were towed in by the rescue launches in long rows.

Sully took an early lead and held it till Clarke overtook him on the second beat. Clarke led from then on. Al Leenstra made up two places during the race, to finish third, and Brian Metcalfe, whose spinnaker hoist hooked up during the race, still managed to finish fourth.

The wind had changed to the south-west for the fourth race on Sunday morning.

Vaughan Clarke took an early lead in this race, but lost five places when he sailed the wrong course, and Metcalfe was first round the weather mark followed by McInnes, Don Ord and Al Leenstra. Brian held his lead till Neil McInnes got through him on the last round. Neil won with Brian second, Vaughan Clarke third and John Sully fourth.

Before the start of the afternoon's race there was a collision between Vaughan Clarke and a cruising keeler. Vaughan was forced to retire with a badly-holed boat, which put him out of the rest of the contest.

This whole race, sailed in a light southerly, was a tussle between Sully and Metcalfe, with Sully leading the first half and Brian the second. The finish was crossed by, first Metcalfe, second Sully and third Neil McInnes.

Now, after five races, the position was really interesting with the first four boats in the running for the trophy although Clarke, of course, was out.

Another sunny day and a light easterly. Mick Butcher was first round the first mark followed by Brian Metcalfe, Don Ord and John Sully. Sully overtook Ord on the next run and was then neck-and-neck with Brian Metcalfe for the rest of the race. Butcher fell out of his boat when his toe straps broke just before the finish.

This, by the way, was spectacular. He went backwards overboard and said later: "I saw nothing but blue water, but was still hanging on to the mainsheet which was cleated and I was being dragged along. When I came up the boat nearly capsized, so that first thing was to jerk free the main. The tiller extension was caught and the only thing I could do to free it was break it." Butcher still managed to keep his third place in the race!

And so Sully has done it again. He has now won the S.A. Flying Dutchman Winter Championships for the fourth year in succession.

The prizes were presented by Mrs. Bob Lambert, wife of the President of the Natal Yachting Association, after the last race.

The main trophies went to:

Booth Bowl, winner of the championship, to John Sully.

The Natal Daily News Trophy, for the first Natal F.D. home, to John Sully, and the K.L.M. trophy, to the winner of the last race, to John Sully. The Hugh Foord trophy, for meritorious sailing, went to Neil McInnes. The East Rand Trophy, for the first Transvaal boat home, went to Brian Metcalfe.

RESULTS

Overall	After discarding worst race
1. Polly (J. Sully) 1-3-2-4-2-1	5156
2. Kamadeva (B. Metcalfe) rtd.-2-4-2-1-2	4710
3. Perdita (N. McInnes) 3-1-6-1-3-4	4679
4. Heleza (M. Butcher) 4-4-7-7-4-3	3107
5. Skylark (V. Clarke) 2-disq.-1-3-dns.-dns.	3064
6. Maverick (A. Leenstra) 6-5-3-6-5-6	2804

Bianca Lavies.

Sea Cruising Control...

A COMMITTEE has been formed to control deep-sea cruising and racing outside Durban harbour.

This new committee is a combination of two previously-existing committees: the Off-shore Racing Committee, formed in November last year, and the Small Craft Liaison Committee formed in April last year, which inspected and recommended craft to the Port Captain, Captain C. A. E. Deacon for his permission to cruise off-shore.

The new committee will be under the chairmanship of Hugh Foord. Dick Prior has been appointed to liaise with the Port Captain, and other committee members are David Cox, secretary, Walter Marriott, Guy Reynolds, Joe Harris, Gordon Neill and Malcolm Gibbs.

The committee consists of four members appointed by the Port Captain and four members appointed by the Royal Natal Yacht Club and the Point Yacht Club.

The committee will be called The Off-shore Yachting Committee (Power and Sail).

The object of the committee is to make a standard of seaworthiness to which all boats wanting to go outside have to comply. All the activities of the committee are governed by the Port Captain.

Permission for a craft and for a skipper (which have to be obtained separately) to go outside, can be recommended only by the committee. Final permission comes from the Port Captain.

Skippers wanting to obtain permanent permission to sail craft deep-sea will—after they have been approved of by

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1. Flying Dutchmen ready for the first race.
2. Brian Metcalfe (right) and Hugh Hanharan from the Transvaal just before launching their new craft.
3. Don Purill and his crew John Howard.
4. Al Leenstra and his crew Barry Giggins of the Klerksdorp Sailing Club.
5. Neil McInnes (right) and his crew Dave Hemphill of Durban; and Skipper Andrew Walford.
6. Don Ord of the Transvaal (middle) with his present crew Louis Serrurier (left) and his previous crew Norman Gray.
7. Vaughan Clarke and his crew Trevor Wyatt of Port Elizabeth the most unlucky yachtsmen at the regatta (see report).
8. Metcalfe's new Kamadeva in a sudden gust.
9. Vaughan Clarke and Neil McInnes (154) in a close battle.
10. Roger White and his crew Bill Perry in Aquila.
11. Visiting wives on board Carina watching the races were: (from left) Mrs. Joan Williams, Mrs. Rona Clarke and Mrs. Titch Ord.
12. Bryan Metcalfe and Vaughan Clarke (right) on the reach.
13. From right Antinori (Don Ord), Polly (John Sully) and Perdita (Neil McInnes).
14. Hugh Foord and his crew Mike Cornelissen.
15. Perdita battles with her spinnaker.
16. Neil McInnes receives the Hugh Foord trophy.
17. John Sully and his crew Alec Hardy receive the Booth Bowl for winning the Flying Dutchman Winter Championships from Mrs. Bob Lambert. In the background is the Commodore of the host club, Mr. Gordon Neill, who was regatta secretary.
18. Brian Metcalfe receives the East Rand Trophy for the first Transvaal boat home.

Photos: Bianca Lavies.

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the committee—do a test with the Port Captain.

Craft will be inspected by two committee members who will follow strict safety regulations regarding pumps, fire extinguishers, tow ropes, anchors and so on.

The committee will eventually compile a register of boats and of skippers which have been given permanent permission to leave the harbour.

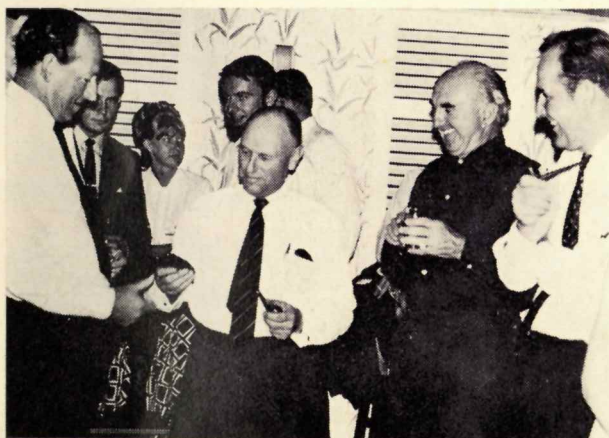
Skippers wanting permission to sail outside the harbour have to apply to the chairman of the off-shore committee c/o the Point Yacht Club.

Offshore Racing . . .

THE series of six off-shore races which started in November has been completed and has ended in a tie between *Jolly Roger*, skippered by Malcolm Prentice, and *Psyche* skippered by Charlie Cole.

These two, the smallest craft in the fleet, are leading the series with 4,107 points. Next is *Carina*, skippered by George Stuart, with 3,447 points, followed by *Avocet* with 2,739. Sixteen craft took part in the series.

The Thirty Squares will have another series of races until the Lipton Cup starts and the other types of craft have a series of eight races which started on May 2.



YACHTSMEN'S RESPECTS: Gordon Neill, Commodore of the Royal Natal Yacht Club presents Captain Jimmy Deacon, Durban's Port Captain, with the International Flying Dutchman tie. Steve Glinane and John Sully (right) look on. Photo: Bianca Lavies

DAWN PASSET on the High Veld

Loch Vaal Regatta

THE River Race for all classes was held at Loch Vaal on April 3, 4 and 6. Two trophies were sailed for—the Loch Vaal Trophy for Finns and the Loch Vaal Series for all comers, except Dabchicks who sailed separately.

Unfortunately the entire Regatta had to be sailed under "no wind" conditions. In many races only one lap could be completed.

The light wind led to unusual contrasts. On the Sunday morning a long course was set, which took 3½ hours to round one lap, with the result that the race could not be counted in the series. With the moans and groans that followed the suffering of skippers who spent the entire morning drifting in the hot sun, the Committee went to the other extreme, determined not to be caught out in the same way again and set an extremely short course for

the Sunday afternoon race.

Only a few minutes before the start there was still very little wind and then suddenly a rain squall came up and the result was probably the shortest time taken in a regatta to complete a race—it lasted exactly a quarter of an hour!

It is pleasing to see the renewed interest in Spearheads. There was an extremely good turnout at Loch Vaal. Doug Harrowsmith is still putting up his usual good performance, but had keen competition from Fred Bartie and John Massyn. Bob McCall is still having difficulty in getting his boat to go and did not do too well.

In the Finn class Yntze Schrauwen excelled himself in the very light winds and kept the Finn Trophy at his home club. The final results of the regatta are as follows:

Loch Vaal Trophy—Finns: 1. *Funane* (Y. Schrauwen); 2. *Princess* (N. Passet); 3. *Fraulein* (W. Stewart).

Loch Vaal Series: 1. *Admetus II* (D. Harrowsmith); 2. *Biyela* (F. Bartie); 3. *Quixie* (J. Massyn); 4. *Lindumoya* (A. Bramwell); 5. *Pouffe*.
Dabchicks: 1. *Dopey* (C. Lloyd); 2. *Daffy Duck* (B. Downham); 3. *Tombazane* (J. Bunyard).

505 Numbers Growing

The Boat Locker are now turning out complete 505's at one a week. Boat Locker are selling the bare hulls without centre board case, for about R350. Up till now, all the shells produced have been bought by Arthur Saul of Flying Sails, Baragwanath, for completion. He has been fitting centre board cases, rudders, deck fittings, mast rigging, etc.

The whole boat, in racing trim, complete with sails, cover and cradle works out at approximately R900, which is very reasonable considering the size and type of boat.

So far the following have ordered boats from Arthur Saul: B. Thomas (E.R.Y.C.), C. Thring (E.R.Y.C.), D. McKenzie (E.R.Y.C.), The Helmbold brothers (V.L.C.), Mr Lawrence (Pretoria Sailing Club), E. Aitken (V.L.C.), S. Norgarb (V.L.C.) and D. Scorer (V.L.C.).

The new 505 owners are obviously very proud of their new craft and are promoting this class as hard as possible. However, unfortunately, they are again comparing these boats directly with other classes on a speed basis, which is a very poor argument.

One surely does not buy a boat like the 505 purely because it is faster than a Flying Dutchman or a Finn under certain conditions. Surely one buys it for its handling characteristics, comfort, light weight, ease of manhandling when launching or transporting, and because of the safety, general stability and durability.

Another important factor, of course, is the question of finding suitable crew. Anyone wishing to buy a boat on speed alone should first consult the R.Y.A. Portsmouth Yardstick, which will immediately show which are the fastest boats and they will see that the 505 is far from the top of the list.

Speed in yachting is entirely relative and there is no justification in comparing one class against another.

Eventide Class Keel Boat Launched at Hartebeespoort

It is amazing to see what Johannesburg home boat builders are producing. The latest is a 24-ft. Eventide class keel boat which has taken Kevin Irwin of Bryanston unassisted, four years to build in his back yard. Mr. Irwin has made an excellent job of this boat and it looked beautiful painted all white, when launched at the Transvaal Yacht Club, at Hartebeespoort.

The boat is built entirely of plywood and has twin keels to keep the draught shallow. Kevin Irwin built the entire boat for the amazingly low figure of R1,600. The boat is still awaiting an aluminium mast from Arthur Saul and he plans to learn to handle the boat on Hartebeespoort before having it transported down to the coast.

Rand Show

For the first time there have been yachts to be seen at the Rand Easter Show. There was a fibreglass Loch Fyne dinghy in the Engineering Industries Hall and a Flying Junior complete and also a flying Junior shell in the Dutch Pavilion. The Flying Juniors were put on the show by the famous Dutch builders Van Doesburg. ■■