



ABOVE: Brian Ashton in his Finn, Baleka II, enjoys some really effervescent sailing.

BELOW: A bunch of F.D.s starting. 153 is Mike Shannon in Finmacoul; 142 Dennis Woodward in Lochinvar; 111 Herb McKenzie in Avenger II, Ken Warr in Cygnet is in pursuit.

38 SOUTH AFRICAN YACHTING: June, 1965



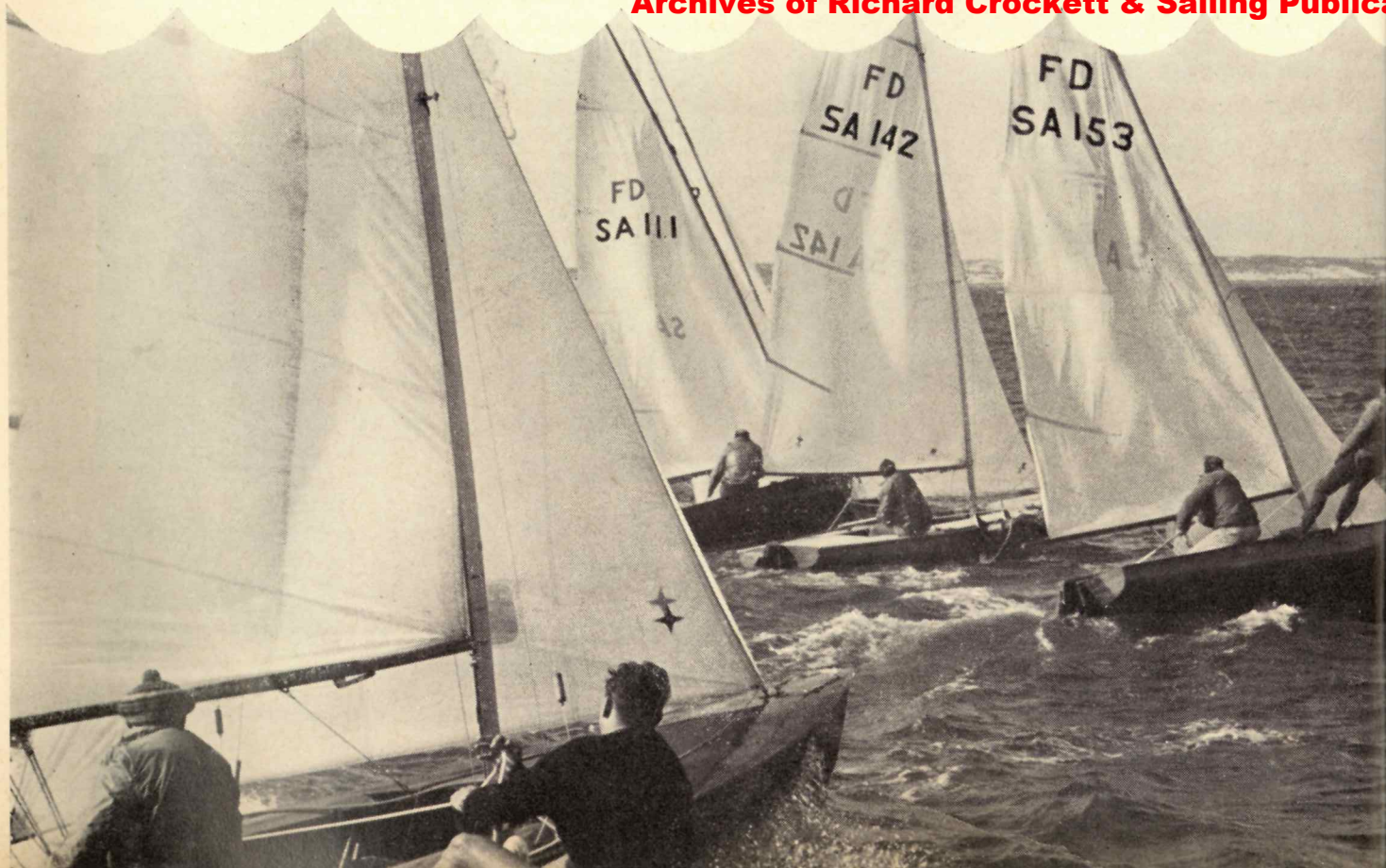
ABOVE: Sprogs from left to right are: 257 Shumba R. van Baarsel, 291 Sonata, 391 Sortie, H. Watson-Smith, 381 Skirtso, Molly Warr and 418 Sea-Gal, R. Irlaw. **REPORT OVERLEAF ▶**

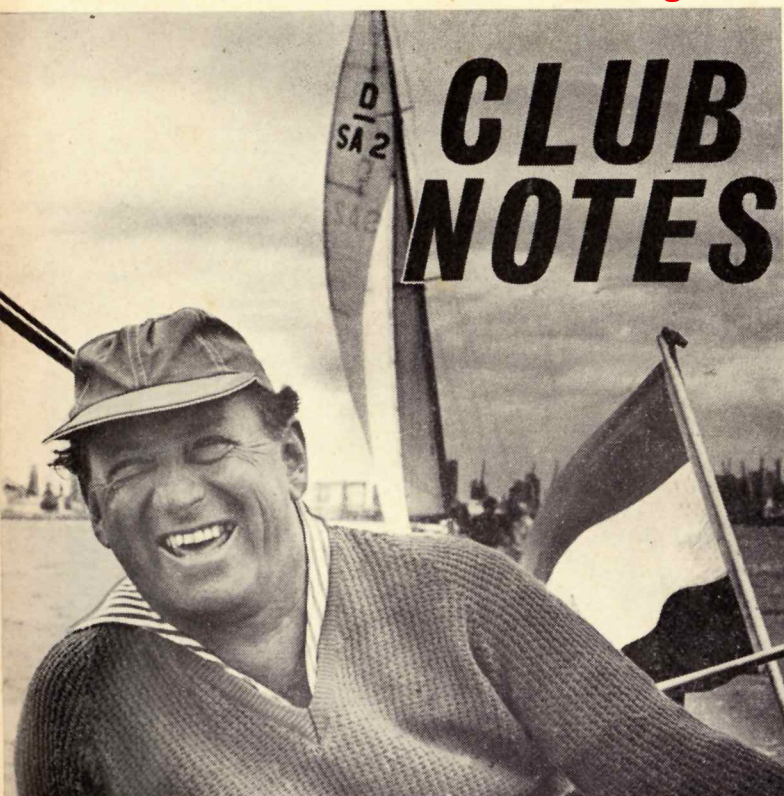
BELOW: A group of Finns goes away led by Lionel Fridjohn. Photos: David Baker

SOUTH AFRICAN YACHTING: June, 1965 39

WESTERN PROVINCE REGATTA

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Gordon Neill, Commodore of the Royal Natal Yacht Club, leading the fleet during the closing cruise on Durban Bay—with a dragon close behind him. . . .
Photo: Bianca Lavies.

W.P. SAILING ASSOCIATION CHAMPIONSHIPS . . .

THE name of Saldanha Bay seems to conjure up visions of bright sunlight and a broad expanse of sparkling sea ruffled by a south-easter. Certainly over the past few years Western Province sailing has tended to be more and more attracted along the 100-odd miles north of Cape Town, for both deep-keelers and dinghies.

W.P.S.A.'s decision to hold this year's W.P. Championship at Saldanha was a particularly happy one, with the prospect of the 1966 National at the same venue. Although quite a few well-known figures could not be present through having to work on the Monday, there was a fair-sized entry of just over 80 yachts.

Two courses were set—an "Inner Course" for Extras and Dabchicks, and an "Outer" for the rest. The outer course was in approximately the same position as the 1964 National inner course, obviating the necessity of the large yachts having to sail far out in the bay with rescue difficulties and lack of spectator interest.

Of an Olympic type, four large dan buoys were laid by the Navy, of which three were used for each race. Possibly the only criticism of the course was that too much reaching followed for the F.D.s and not enough "dead-runs"—always an interesting prospect in the Saldanha chop. In the result, however, weather conditions were such that the courses were not really given a true test.

A short tune-up race was sailed on the Saturday morning, followed by a Ladies' Handicap race, neither of which proved particularly interesting as the light southerly died away midway into a flat calm calling for a shorter course, with some rather unexpected results. A wind-shift brought some of the tail-enders right through the leaders.

The first race proper produced a southerly of about 10 knots—perfect sailing with a steady wind. Unfortunately the windward leg was rather badly laid and did not produce a true beat, but only a close fetch, creating in some instances shambles at the top mark as bunches of yachts arrived together. A good start was at a premium and it

was almost impossible to clear one's wind if blanketed on the way up.

The next day produced a typical Saldanha *blow* and the morning race was cancelled. In the afternoon Dabchicks and Extras remained on shore, while the remainder sailed on the "junior" course close inshore and had an exhilarating sail in a gusty 25-30 knot breeze, giving terrific spectator value from the end of the jetty. There were capsize galore, particularly among the Finns, but no serious damage, and all thoroughly enjoyed the wetting. On the next day a 15-knot gave perfect sailing on the outer course with a lumpy sea providing some wild surfing.

Probably the tightest competition of the whole regatta was in the Finns—the largest class present. With the absence of Jan Sloodweg, it became apparent from early on that the winner would probably come from one of three, with a couple of outsiders knocking hard on the door. Gordon Burn Wood handsomely won the first race, with Geoff Myburgh in his new hull getting a good second, and Eric Bongers third in a hull launched only the week before.

There was a great sigh of relief from Finn types on the cancellation of the next race, but all were out on the water in the afternoon—squalls notwithstanding. Bongers took an early lead after a good start and was never really seriously troubled. Lionel Fridjohn of False Bay, in a pointer to what was to come, sailed competently for second place, while third was Burn Wood.

There were a number of capsize and Burn Wood took a healthy crack over the head from his boom on the gybe, Denis Hegarty having done the same the day before. Sticking plaster was much in evidence!

Before the third and last race, therefore, both Bongers and Burn Wood had 1—3, while Fridjohn had 2—4 and Myburgh 2—6. Fridjohn, however, came from the rear and clinched matters with an excellent win, beating Myburgh over the line by only a few seconds after a fine tacking duel with Bongers in third place. The Parergon Cup went to Fridjohn, with Bongers second and Burn Wood third. It was noticeable that the lighter skippers, such as Graham Ross and Eric Holdsworth, never really threatened the leaders.

Interest in the F.D. Class was heightened by the last-minute entry of the Snowball twins from Port Elizabeth in their beautifully-finished *Gemini*. They put themselves

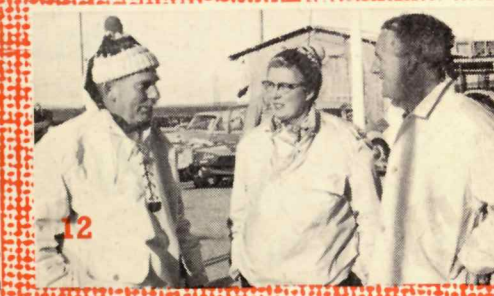
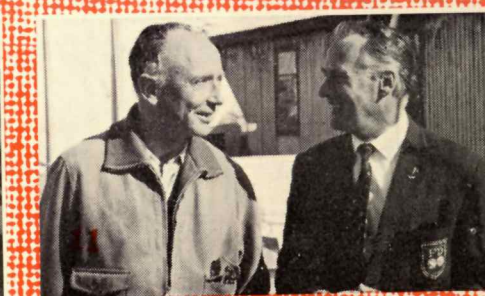
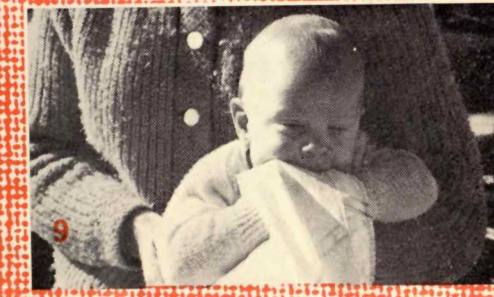
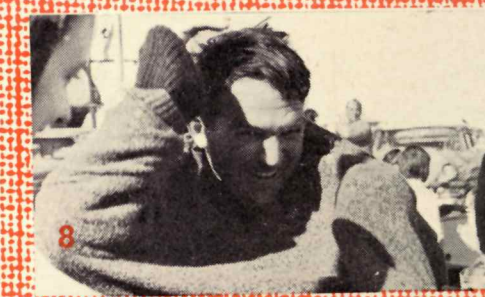
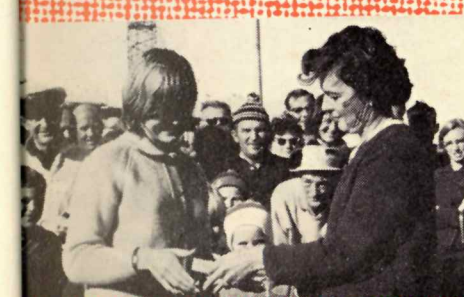
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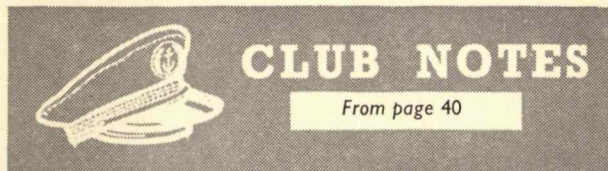
1. Eric Bongers and Leslie Louw.
2. Warren Snowball working away on *Gemini*.
3. Peter and Sue Gruner unpack their Andy.
4. Malcom Reynolds (crew) and Toby Beele sailing Kite.
5. Gordon and Irma Burn Wood with Frank Waller.
6. Gerhard Koper, who won the Sprog series, receives his trophy from Mrs. Herb MacKenzie.
7. Cheryl Warr was just beaten by her mother Molly in the ladies race.
8. Melville Stevens struggles out of some of the jerseys that he wore during the last race.
9. Anthony Jones, son of Davy, starts teething on the mainsail of his father's Andy.
10. The cold and windswept bridge crew at the end of the jetty.
11. C.B. and Jack Koper came along to see the fun.
12. Mr. and Mrs. Ackland Bertie with Jimmy Simpson.
13. James Simpson, Miss Penny Allen, Geoff Paterson and Mrs. Mary Boshard.
14. Dignitaries at the prize giving. From the left: Mr. and Mrs. Herb MacKenzie, R.C.Y.C. commodore Ronnie Chedburn and Judge and Mrs. L. van Winsen.
15. Packing up 'Skirts-Ho'—Ken Warr looks on while Molly Warr and her crew Vogel McGrath get down to work.
16. Gerhard Koper and John McKee sailed 'Shea' to victory in the Sprogs.
17. Paul Anstee (left) was judge on the second day. Eric Budd gets down to tune his new glass Finn.
18. 'Shipa' flew the R.C.Y.C. colours and served as committee boat.

Photos: David Baker.

SOUTH AFRICAN YACHTING: June, 1965

SEEN AT SALDANHA . . .





well on the way to success with a win in the first race, after starting at the lower end of the line and lee-bowing the whole fleet.

Defending champion, Hoogie van Hoogstraten, was plagued by bad starting right through the series and in this race took a long while to get clear. By the time he did, the Snowballs had a commanding lead. In third place was the eight-year-old University of Cape Town yacht, *Quest*, extremely well sailed by Barry Barbour, going a lot better with mast stiffening to cure excessive bendiness.

If any class enjoyed the second race it was the F.D.s, as most clocked a shade under ten minutes for about two miles of beat, run and reach in the hard blow—glorious sailing indeed.

Once again the pattern of the first race was shown—with the Twins in front early on and Van Hoogstraten battling to get near, again without success. Third place went to Dennis Woodward—sailing better than for some while.

Before the third race the Snowballs were in the almost impregnable position of holding two firsts and only had to keep out of trouble.

Again Van Hoogstraten was foiled and Barbour finished off a very satisfactory week-end for himself with a relatively easy win. Snowballs were third, after tearing their spinnaker on the first run. Final results were Snowballs, Van Hoogstraten, Barbour.

The leaders of the Sprogs had rather a week-end of ups and downs—with eventually the consistency of Gerhard Köper winning the day. Racing was, however, extremely keen and although pre-regatta favourites were Köper, Stan Midlane and Colin Forster, one was ready for some sort of a surprise from any one of five or so others. Midlane settled himself in well, with a first in the first race holding a comfortable lead throughout from Köper. Forster was third while H. van der Byl of Hermanus took an excellent fourth.

In the second race there was no holding Köper who fairly flew along, while Midlane retired after a capsize and Forster was out after being involved in a shambles at the weather mark. Watson Smith made a welcome "re-appearance" with second place, and third was Van der Byl.

Before the start of the last race Köper was "odds-on" favourite, but a no-score from him, a first place by either Midlane or Forster could have swung the scales. In the end Forster *did* get his win, with a large lead from Midlane, but Köper made sure of the Paragon Cup with a third place, while Watson-Smith's fourth gave him third overall in the series.

K. Stirling, of Worcester, faded after early promise in the tune-up race—and Molly Warr found the winds a little on the strong side to shape well.

The Andy Class was rather disappointing—in both numbers and interest—in spite of the advent of two new hulls belonging to Peter Gruner and Dave Jones. Gruner had a win in the first race followed by two retirements, and Jones had "retired—1—3", leaving the trophy to John Spilhaus sailing a fibreglass hull to a progressive 3—2—1.

Second place overall went to Toby Beele who was, however, never really in the fight and Jones took third overall.

The Dabchick entry was also rather low. Pre-race favourite was Geoffrey Meek, who started off with a bang with wins in both the first and second races, only to forget to sign his declaration form for the second race. Bitter experience, but obviously a lesson well learnt. As Meek has great potential, it is probably just as well to drive the point home early on.

Eventual overall winner was P. Hall, of Worcester, with a consistent 1—2—2, with Meek in second place and another Worcesterite, M. Stirling, third.

There was rather a fresh twist to the regatta with a turn-out of Extras—the first time this class has raced

officially in a W.P.S.A. event. As a new class, inevitably it has not attracted the top skippers. One can, however, see improvements in technique and ability almost daily.

With only two races sailed for the Championship proper, the first two places overall were taken by Peter Forster, with a 1—1, and Ronnie Keytel (2—2), both being well ahead of the others. Forster's long experience probably decided the issue between the two of them.

Dale Kuys improved from a sixth to a third, to take third overall. Perhaps the only complaint about this class was that its skippers kept rather to themselves, and camped a long way from the centre of the social activities!

As a trial for the L.M. National in July, and the following one in January, 1966, the regatta was of great help. A couple of brand-new Andies saw the water—the Finn Class saw several additions, with more being planned, and a well-finished F.D. had her debut. Japanese sails seem to be more popular among the Finns, while there were two beautiful brand-new combinations of Seahorse genoas and Elvström mains in the F.D.s. With a water temperature of around 45 degrees and the wind blowing seemingly straight from the ice down south, wet-suits were popular and their happy inhabitants generally wore broad smiles, contrasting with the rather shivery expressions of those unfortunates without.

Socially the week-end was a roaring success and the bar did a huge trade in neat rums after each race. A dance was well attended, during the course of which a well-dyed and wigged blonde (in the guise of Mike Elliott) caused consternation by invading the inner sanctum of that "holy of holies"—the men's bar.

Once again the Navy provided valuable assistance—with help in launching crews, rescue craft and many other ways. Our hats off, too, to those Royal Cape members who put in so much work—notably Dave Abromowitz, trophy secretary, Charlie Mouat, regatta secretary and not forgetting the women who stood in the freezing water for several hours each day to help launch and pull-out again. A feature of the regatta was the presence of the *Schipa*, kindly lent by the Marine Diamond Corporation as guardship and floating headquarters. Those R.C.Y.C. members who lived aboard were the envy of others less fortunate. W.P.S.A. can certainly be pleased with the success of this regatta.

PETER OLDROYD

(Continued on page 46)

ZULULAND Y.C. INTER-CLUB REGATTA.

1. Audrey Nuttall (left) busy preparing hubby's boat for the first race. One of the youngest visitors (right) observing the busy scene was Jean and Bill Davidson's small daughter.
2. Linda Bridgman and her crew Peter Crofton (left) sailed one of the Island Sailing Club Dabchicks. Right: Bob Nuttall and Doug Pheasant.
3. Les Charter (left) was in charge of rescue. Right: The club's Commodore Roy Dunton (left) chats to the President of N.Y.A., Bob Lambert of Durban.
4. In the reception office were Jean Davidson (left) and Heather Herridge.
5. Steve Glinane (left) and Ted du Plooy were two of the many Durban visitors.
6. Ted du Plooy and crew, three quarters of an hour later, in a borrowed Sprog. Right: Joe Ash and Lynn Tillim.
7. O.K. skippers from the Bluff yacht club from left: Bert van Dijk, Rienk Duursma, Arthur Hinkley and Andy Cohen.
8. Rob Harris and crew John Fisher in Spearhead Yanite II.
9. Emil Bodamer is being kissed "happy birthday" by Cheryl Merrick (left) and Joy Swensson. All are Durban visitors.
10. Ceranne Nuttall (left) skippering her Dabchick. Right: The children of Dr. Davies, the skipper of the Shearwater catamaran, were great admirers of the band, during Saturday evening's party, and prove here that daddy's head made an excellent drum.
11. "Skip" Roberts of Durban and Mimi van der Merwe of Empangeni discovered a sudden vocal talent and joined the band.
12. The braai outside the clubhouse.
13. O.K. skipper Bert van Dijk recovering from a sudden gust of wind.
14. The starting box at Pelican island. The officials were Dick Stuyt, Mike Butler, Jim Blair and Peter Herridge.
15. Start of the Sprogs.
16. What no pants? Or how to get a tan all over . . . Gus McCall, Moira Ash and Bob Campbell during a lunchtime cruise.
17. Mrs. G. Tracy presents the Kempster Cup to Rob Harris, who won the combined class.
18. Mrs. Doug Pheasant (left) presents the Finn Trophy to Ernest Morrison. Right: The new Grantham trophy is being presented by Mrs. Sally McCall to Louis Herridge.

Photos: Bianca Lavies.

SOUTH AFRICAN YACHTING: June, 1965

AMONG THE ZULULANDERS . . .



SOUTH AFRICAN YACHTING: June, 1965

more CLUB NOTES

(Continued from page 44)

W.P. REGATTA RESULTS...

Sail No.	Boat	Skipper	Placing by Rounds	Final Points	Final Placing
DABCHICKS					
1374	Midge	P. Hall	2 — —	2 1406	1
1256	Heron	G. Meek	1 — —	Retd 1105	2
912	Fun-a-glor	M. Stirling	4 — —	5 707	3
1458	Minx	J. Robertson	3 — —	Retd 628	4
1717	Bonggo	P. Bongers	Retd — —	Retd 202	5

EXTRAS

182	Gijima	P. Forster	1 — —	1 2430	1
33	Excalibur	R. Keytel	2 — —	2 1828	2
141	Eve	D. Kuys	6 — —	3 1175	3
161	Talisman	W. Mylnea	5 — —	4 1129	4
180	Exces	N. Lund	4 — —	5 1129	4

ANDIES

121	Frisky	J. Spilhaus	3 — 2	1 1622	1
46	Kite	T. Beele	2 — 3	2 1321	2
141	Felicia	D. Jones	Retd — 1	3 1224	3
140	Avocet	P. Gruner	1 — Retd	Retd 1002	4
36	Ursa	B. Visser	4 — Retd	4 497	5

SPROGS

545	Shea	G. Köper	2 — 1	3 3362	1
635	Sampan	S. Midlane	1 — Retd	2 2560	2
391	Sortie	H. Watson-Smith	5 — 2	4 2538	3
595	Skedaddle	C. Forster	3 — Retd	1 2384	4
608	Shenandoa	H. van der Bijl	4 — 3	5 2362	5

FINNS

204	Flamefin	L. Fridjohn	4 — 2	1 3366	1
263	Fickle	E. Bongers	3 — 1	3 3315	2
239	Finito	G. Burnwood	1 — 3	4 3190	3
255	Feirie	G. Myburgh	2 — 6	2 2889	4
274	Fanfare	E. Holdsworth	7 — 5	7 1880	5

FLYING DUTCHMEN

182	Gemini	G. Snowball	1 — 1	3 3063	1
150	Taderoli	H. van Hoogstraten	2 — 2	2 2637	2
85	Quest	B. Barbour	3 — 4	1 2461	3
142	Lochinvar	D. Woodward	6 — 3	4 1683	4
166	Camilla	G. Garlick	4 — 6	6 1382	5

DAWN PASSET on the High Veld

EASTER sees more yachting activity in the Transvaal than any other time of the year. At no other time are so many regattas held simultaneously, and in spite of the number of them, attendances are exceptionally good. This is probably because Easter is one of the few unbroken four-day periods when children are not at school and people are not away on their annual holidays.

The venues attended by Transvaal yachtsmen were the Iron Crown Sailing Club at Magoebaskloof, Victoria Lake at Germiston and Loch Athlone at Bethlehem in the Orange Free State. Each venue has its own special attraction. For those who like to get away from it all, there is the beautiful mountain scenery and if one wishes, camping at Magoebaskloof. Victoria Lake is conveniently near to those living along the Reef and also offers the biggest yacht "traffic jam" of the year! While Bethlehem has excellent sailing waters and very good living quarters.

It is interesting to note how each club was favoured by certain classes. There were 21 Finns at the Iron Crown Sailing Club and 24 at Victoria Lake Club. There was a fantastic turnout of 40 Sprogs at Victoria Lake. At Bethlehem, where they held the Enterprise Championships, there was an extremely good turnout in this class, with competitors coming from both the Reef and Natal.

The weather over Easter could have been better, with

rain on two days at Victoria Lake and Bethlehem. At Ebenezer there was no rain, but the wind was no better than at the other venues, where it tended to be very light, but nevertheless always there. Flying Dutchman entries were not very good as many of them had gone down to Durban.

An unfortunate incident over the week-end was the fact that Hellmut Stauch's Flying Dutchman *Hakahana IV*, which was being towed to Durban by his crew, John Stern, had three foot of the starboard rear-end smashed in by a car which failed to stop in time. This happened just outside Heidelberg where traffic officers had stopped traffic. The two masts which were on the boat went through the windscreens of the car which failed to stop, fortunately without damage to the masts, but the cradle to which the boat was strapped broke in half and the road trailer frames were bent.

The boat is being repaired by a coffin maker. Hellmut was still at the office when he heard about the accident, so he did not catch the train on which he was booked to Durban owing to all the aircraft being full, but instead arrived at Magoebaskloof, much to everyone's surprise, where he competed against his wife Carmen in a borrowed boat.

The results of the Easter regattas are as follows:

BETHLEHEM

Enterprise National Trophy: 1. *Osprey*, K. Kay; 2. *Capella II*, K. Bryant; 3. *Ulundi*, H. Golding.
Free State Interclub Race: Bloemfontein A team.
Flying Dutchmen: *Condor*, P. Ashman
Finns: *Vino Bianco*, D. Halliburton
Wingers: *Waybee*, G. Warner
O.K. Dingies: 1. *Cherokee*, R. Northgrave; 2. *Serendipity*, K. Ashley; 3. *De Ruyter*, J. Ash.
Sprogs: 1. *Sweet 'n Tears*, H. Ellens; 2. *Saga II*, P. von Bredow; 3. *Seray*, A. v. Woerkom.
Cygnets: *Shaynoo*, H. Lund.
Graduates: *Dainty Lady*, J. Lindsay.
'O' Class: 1. *Sylphide*, J. Mc Kerchar; 2. *Argo*, E. Proctor.

EBENEZER—IRON CROWN YACHT CLUB

Finns: 1. *Furor*, S. Richards; 2. *Forelle*, H. Stauch; 3. *Shani*, P. McGaffin;
4. *Princess*, N. Passet.
Flying Dutchmen: *Umyazi*, R. Adams.
Sharpies: *Thunderhead*, E. Stubbs.
Sprogs: *Sothic*, K. Stubbs.
Enterprises: 1. *Kingfisher*, A. Dunlop; 2. 9475, J. Provis.
Transvaal 12: *Duodecimo*, P. von Willich.
Dabchicks: 1. *Nugget*, A. Stubbs; 2. *Ripple*, R. Turner.

VICTORIA LAKE CLUB

Transvaal Dabchick Championship: 1. *Slick Chick*, K. Willcox; 2. *Sceptre*, B. Mayes; 3. *Festina*, A. Allan.
Spearhead Interclub: Tie for first place between Victoria Lake Club and Florida with East Rand third.
V.L.C. team: 1. *Admetus II*, D. Harrowsmith; 2. *Biyla*, F. Bartie.
Florida Team: 3. *Lindumoya*, A. Bramwell; 4. *Nestor*, G. Wiebols; 5. *Quixie*, J. Massyn.
East Rand Team: 6. *Vin'Doux*, P. v. Oerle; 7. *Disdain*, M. Vialls.

CHAMPIONSHIP SERIES: (Scratch Aggregate)

Flying Dutchmen: 1. *Marvin*, G. Graham; 2. *Valkenberg*, S. Tucker; 3. *Silhouette*, E. Chapman.
Finns: 1. *Fortunata*, J. v. Nimwegen; 2. *Frivola*, H. Blogg; 3. *Vahine*, J. Peacock.
Sharpies: 1. *Wake*, Q. Lindemann; 2. *Phoenix*, T. Wellbeloved; 3. *Deem-Seu*, J. Willcox.
Spearheads: 1. *Admetus II*, D. Harrowsmith; 2. *Babette*, J. Basson; 3. *Quixie*, J. Massyn, *Lindumoya*, A. Bramwell.
20 Footers: 1. *Kelpie*, S. Corlett; 2. *Westwinds*, R. Everatt.
Sprogs: 1. *Smoothie*, R. Willcox; 2. *Smoochie*, M. Davies; 3. *Shadoo*, R. Helmbold.
Dabchicks: 1. *Slick Chick*, K. Willcox; 2. *Sceptre*, B. Mayes; 3. *Festina*, A. Allan.

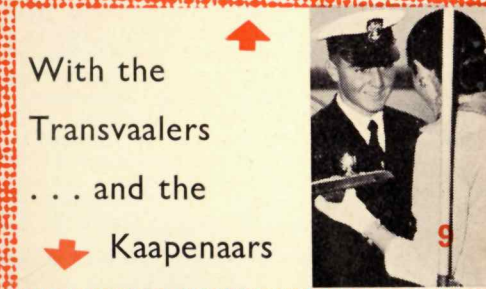
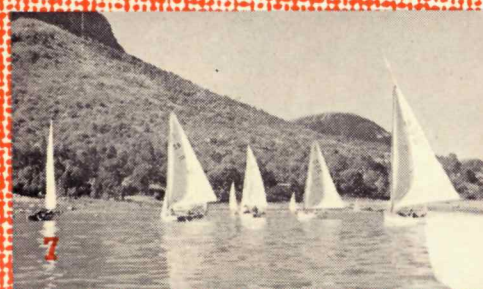
V.L.C. TROPHIES

20 Footers (Edgar Trophy): *Kelpie*, S. Corlett.
Spearheads (Edmon Trophy): *Admetus II*, D. Harrowsmith.
Flying Dutchmen (Steve Liddiard Trophy): *Marvin*, G. Graham.
Finns (Finn Trophy): *Fortunata*, J. v. Nimwegen.
Sharpies (Wake Trophy): *Wake*, Q. Lindemann.
Dabchicks (Dabchick Trophy): *Slick Chick*, K. Willcox.
Sprogs (Gorps Guzzle): *Smoochie*, M. Davies.

Spearheads on the move

All other classes can certainly sit up and take notice of the way in which Spearheads have made a come-back. This revival is far from co-incidental, but is the result of thorough organising and planning by the Spearhead Committee. Turnouts of Spearheads at recent regattas compared to a few months back—when the class was nearly extinct and they could not even form a class at the National at

(Continued on page 49)



TRANSVAAL & SANDVLEI . . .

1. June and Oliver Rissik at Ebenezer. The Rissiks live at Pelindaba.
2. Trevor McGaffin, Christian Iuel and Peter McGaffin rigging his Finn Shani in which he came third overall at Ebenezer.
3. Fleet starting at Ebenezer.
4. Jack Brink's boat being looked over by Helmut Stauch and others.
5. Mrs. Turner, Mr. Stubbs and Miss Turner at Ebenezer.

6. At Ebenezer waiting for wind. From left to right: Christian Iuel, Helmut Stauch, Jack Brink, Vic Kohly, Karen Iuel, Dot Kohly, Barbara Richards.
7. Closing cruise at T.Y.C. Commodore Harry Cross taking the "sail past".
8. General view of T.Y.C. closing cruise.
9. Roger Shagham receiving the Ploppers Plaque from Mrs. Biermann.
10. L. Fridjhon (left) needed help to carry off his silverware.
11. John Rutherford collects one of his cups from Mrs. Biermann. Club secretary Wes Walters in the centre.
12. Commodore Henry Shagham with Admiral and Mrs. Biermann.

Photos: Dawn Passet.

Photos: David Baker.

(Continued from page 46)

Allemandskraal—is quite amazing. Attendances at recent regattas were as follows:

Klerksdorp, 8; Loch Vaal, 11; V.L.C., 16; Hermanus, 8; Durban, 8.

Much of the class revival has been due to the personal efforts of the Committee, headed by Fred Bartie. The methods used to promote the class activities have been by personally contacting all registered skippers and personally persuading them to sail regularly and to attend regattas. Keeping all skippers informed by means of newsletters, articles in newspapers, yachting magazines, etc. Persuading

skippers and friends to build new boats. Reducing the cost of shells to the minimum and making moulds readily available. "Selling" the idea that a Spearhead is a low cost, high-performance yacht, readily built by home builders. Urging skippers who own boats to either sail them or sell them to someone who would sail them, thus keeping all available boats on the water. Creating "togetherness" in the class by means of skippers wearing badges and ties etc., and having get togethers such as at sailing schools.

It is interesting to note that two new moulds are being built and there are 14 buyers with another five prospective

(Continued on page 50)



buyers for shells. It is hoped that shells will be able to be sold at R110 and that the complete boat can be put on the water for approximately R400-R450. It is also interesting to note that it is hoped to improve construction of the boat by laminating sliced veneers of a fairly large area, rather than using narrowly sawn planks, which has been used in the past. This makes for easier construction and a very much stronger boat with the extra layer of wood, but maintaining the same shell thickness.

Stauch's sailing in Germany

Hellmut and Carmen Stauch are overseas where they are having a sailing holiday. Hellmut is being loaned a Karlsh Flying Dutchman and Carmen a Finn. They will be sailing for the Seglerhaus Prize on the Wannsee between May 30 and June 3. Willy Kuhweide, who won the Finn Class in the Olympics at Tokyo, sails at this club. After that they will be sailing in the Berlin Week between June 26 and 29. The Seglerhaus Yacht Club is famous for its 22 Square Metre and later the 15 Square Metre "Joller" boats of Manfred Curry fame (whose book every good yachtsman has read). Flying Dutchman are presently the most popular class at this Club.

Before leaving for Europe, Hellmut launched his latest Flying Dutchman *Hakahana VIII*, but did not have time even to put her through her paces. She is finished with a blue bottom and clear varnished decks. The Stauch's plan to return in time to attend the L.M. Regatta.

Transvaal Yacht Club closing cruise

T.Y.C. were the first of the Transvaal clubs to hold their closing cruise on April 25. The sail-past was held in a stiff breeze, while Commodore Harry Cross took the traditional salute. The weather was exceptionally brisk, being in the middle of a cold snap. Transvaal Yacht Club close earlier than other clubs as experience has shown that the wind slackens from April and they open in August to use the better winds at that time of the year.

The water level at Hartebeespoort is still down and a few feet lower than this time last year. Since the commissioning of the new Northern Effluent Treatment Works, the level of the water in Hartebeespoort has tended to remain static throughout winter.

Transvaal Championships

It has been announced that next season's Transvaal Championships are to be held at Boskop Yacht Club during October. Details will be confirmed later.

Transvaal Yachtsmen off to world championships

For the first time since the banning of South African yachtsmen from the Olympics, S.A.Y.R.A. is sponsoring an extended trip to major regattas in Europe for S.A. yachtsmen. The obvious choice in the Flying Dutchman class are Bryan Metcalf and his crew Hugh Hanrahan, the present South African national champions.

S.A.Y.R.A. are making attempts for Bruce McCurrach, who is on an extended overseas trip to represent South Africa in the Finn Gold Cup to be held in Poland this year. The present South African Champion, Harvey Blogg refrained from commenting on this and the Finn Association said that no approach had been made to them by S.A.Y.R.A.

Dawn Passet.

No Mirage . . .

YACHTING, to twist the old adage, is where you find it. The Namib desert is the most unlikely place to begin looking but, once the bug has bitten, nothing deters the enthusiast. A mile to the north of the Orange River mouth and a few hundred yards inland from the unnavigable breakers of the Skeleton Coast lies a flooded salt pan and

the clubhouse of the Cormorant Yacht Club.

Within the short space of four years a small band of enthusiasts has created a paradise for power and sail amid the rolling dunes of no-man's-land. Formerly a salt-encrusted mudhole, the area has been dredged, bulldozed, landscaped, and flooded to form an attractive 35 acres of snag-free sailing water, dominated by an imposing modern clubhouse containing every convenience which could conceivably be called modern.

Membership, open to any employee of the Consolidated Diamond Mines of South West Africa, is now in the eighties. The fleet at present consists of seven Enterprises, six Andies, a couple of Dabchicks, an Extra, a Solo and several odd craft. There is a small but growing powerboat section.

This is a do-it-yourself club par excellence. With the exception of one fibre-glass Andy hull, the entire fleet has been built by the members. Each boat has a professional exactness and finish that causes visiting yachtsmen to exclaim with admiration. Sails and small fittings are imported.

The Cormorant Yacht Club is affiliated to S.A.Y.R.A., and uses the Heyns system for handicapping. Unfortunately competition with other clubs is limited by the fact that boats may not be freely moved in or out of the diamond area, though the club is prepared to provide craft for the use of visiting teams.

An open invitation is extended to all clubs. Please address enquiries to the Rear Commodore, Cormorant Yacht Club, P.O. Box 97, Oranjemund, S.W. Africa.

DURBAN DOINGS . . .

By Bianca Lavies

IS there a wind of change going to blow soon over Durban sailing? Is it true what Mr. Joe Harris said at the Point Yacht Club's prizegiving, that the best time of the year to sail in Durban is April, May and June? That we fail at regattas because we have no experience in sailing in light winds? The first few months of our season are usually a waste of time, as all races are blown off the bay and the gear damage is tremendous.

"Why not start our season on the first of January instead? Just a thought," he said, "for the incoming sailing committee."

And so we have ended yet another season. On a grey windy day, April 26, Gordon Neill, Commodore of the R.N.Y.C., led the fleet for the closing cruise, and that evening Mrs. C. L. Caney presented the prizes at the R.N.Y.C. prizegiving.

Two weeks later Mrs. Joe Harris presented the prizes at the P.Y.C. prizegiving.

Thirty yachtsmen have started a series of 15 lectures at the Point Yacht Club on general navigation, coastal and deepsea, which are being given by Lt.-Commander Dick Prior.

Zululand Yacht Club Regatta . . .

AGAIN the popular Zululand Yacht Club's annual inter-club regatta was a big success and 18 of the 35 boats taking part were visitors.

Seventeen were from Durban. Ernest Morrison and Bob Nuttall had brought their Finns and the Island Sailing Club in Durban was represented by four Sprogs and five Dabchicks.

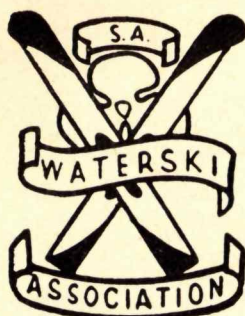
The Sprogs were: *Sonyette* sailed by S. Wood, *Sniekie*, Nicky Korving, *Shazam*, Basil Blair and the recently-launched *Sarky*, A. Goudswaard.

The Dabchicks were *Demijohn*, C. Nuttall, *Dyllis*, P. Shipson, *Druscilla*, I. Stevens, *Dechaine*, D. Morrison, and *Delfin*, B. Morrison.

Rob Harris, of the Point Yacht Club, brought up his Spearhead *Vanitie II*.

The Bluff Yacht Club brought six O.K. dinghies: *De Ruyter*, sailed by R. van Dijk, *Kim*, A. Hinkley, *Oyez*,

(Continued on page 53)



South African Waterski Association Bulletin

National Headquarters:
P.O. Box 10447, Johannesburg.

Northern Transvaal Zone:
Mr. Harry Bloomberg, 22 Sandown, Wessels St., Pretoria.

Southern Transvaal Zone:
P.O. Box 51, Mayfair, Johannesburg.

Natal Zone:
Mr. Leo Duveen, P.O. Box 317, Pietermaritzburg.

Western Province Zone:
Mr. Rob Steyger, P.O. Box 413, Cape Town.

Eastern Province Zone:
Mr. Syd Ossher, P.O. Box 1333, Port Elizabeth.

IN his opening address to the council meeting of the South African Waterski Association, the chairman, Mike Camberg, notified the council that a public liability insurance policy for members had been finalised with Lloyd's of London through a local firm of brokers. The R40,000 public liability cover extended to all members.

The chairman said he felt it was essential for every boat owner to have insurance cover and appealed to the zonal chairmen to make every effort to get registrations.

Continuing on the matter of insurance, he emphasised that insurance cover would be extended free of charge to all paid-up members registered with the Association. Mike Camberg and Rob Steyger had had a meeting with a broker in Cape Town and cover had been secured for seven months from April 1 to October 31, 1965, to fall into line with the Association's year-end.

The policy would protect members against claims arising from injury to third parties or from damage to property of third parties. Such damage would be of the sort not covered by an ordinary marine policy.

Members will be protected while carrying on normal waterski activities, as either a driver or a skier.

South African Powerboat Association will be given a discount of one-third on any application of membership to S.A.W.S.A. submitted by them.

Mike Camberg was complimented by the meeting for all the hard work he had put into finalising this policy agreement.

Monty Tolkin is to send full details of the 1966 European Championships in South Africa to the international skiing journal *Scinautica*, on behalf of the Riviera Aquatic Club.

Due to pressure of business, Mr. D. Grant has resigned as chairman of the Natal Zone and a vote was passed thanking him for his hard work in putting skiing back on its feet in that province. Mr. L. Duveen has been elected as the new chairman of Natal.

The 1965 European Championships are to be held at Banõlas in Spain from August 14 to 16. It was agreed that, in view of the impending trip to Australia, S.A.W.S.A. would not send a team to either of these championships or to compete for the European Cup this year.

The council agreed to the following minimum standards recommended by the Technical Committee for the 1966 season:

	MEN		WOMEN	
	S.A.	Provincial	S.A.	Provincial
Ramp	90 ft.	75 ft.	55 ft.	50 ft.
Slalom	32 m.p.h.	28 m.p.h.	28 m.p.h.	Qualify at 26 m.p.h.
	Starting speed	Starting speed	Starting speed	& start at 26 m.p.h.
	30 m.p.h.	28 m.p.h.	28 m.p.h.	
Tricks	1,500 points	750 points	750 points	500 points
	JUNIOR BOYS		JUNIOR GIRLS	
	S.A.	Provincial	S.A.	Provincial
Ramp	55 ft.	45 ft.	40 ft.	35 ft.
Slalom	28 m.p.h.	26 m.p.h.	26 m.p.h.	26 m.p.h.
Tricks	750 points	500 points	400 points	300 points

New South African Records. The following records were confirmed:

Men. Slalom: A. Doggett—one buoy at 38 m.p.h. with 12 ft. off the rope, achieved at the N. Transvaal Championships.

Ramp: T. Nell—jump of 125 ft. without form achieved at the S. Transvaal Championships.

Ladies. Ramp: Deidre Barnard—jump of 96½ ft. at the N. Transvaal Championships.

Tricks: Deidre Barnard—score of 1,740 points achieved at the S. African Championships.

Western Province have officially applied to stage the 1966 South African Championships. Other applications were invited and the matter will be decided at the next council meeting.

The chairman also told the meeting efforts were being made to establish the overall national watersport control body, the South African Federation of Aquatic Sports. Progress was being made and the senior men involved were negotiating with Central Government and Provincial Authorities. Each national watersport body would probably have one vote on the Federation, that is: the S.A. Yacht Racing Association, S.A.W.S.A., S.A. Powerboat Association, S.A. Rowing Federation and the S.A. Canoeing Association.



more CLUB NOTES

(Continued from page 50)

R. Duursma, *Outlaw*, A. Cohen, *De Ruyter*, J. Ash, and *Ole*, B. Ackerman.

There was one visiting craft from the Henley Midmar Yacht Club. It was the *Fireball Thunderball* sailed by J. Mullett.

Local yachtsmen kindly lent their craft and Peter Cardwell of the P.Y.C. sailed Doug Pheasant's *Finn Fez-Ant*, Emil Bodamer of the I.S.C. sailed Dr. McCall's *Finn Paraffin*, Stewart Donkin of the P.Y.C. sailed Roy Dunton's *Sprog Sheryldee* and Barry Coleman of the P.Y.C. sailed a *Cosmo*.

Local craft were one *Finn*, two *Sprogs*, one *Dabchick*, one *Cosmo*, three *Fireballs*, a *Graduate*, an *O.K.* and a *Shearwater* catamaran.

The weather could not have been better and there was sunshine throughout the regatta with a stiff breeze in two of the three races for the championships which caused several capsize. The rescue facilities were well looked after with four boats in attendance. Friendly Les Charter was in charge.

A tuning-up race was held on Saturday morning and the first race was that afternoon.

A change from the previous year was that the races were started from Pelican Island, instead of the yacht club bridge. This was done to give the yachts a longer starting line. The finish was still at the yacht club.

Another change was that the mouth to the bay had moved three-quarters of a mile farther north, with more water coming into the bay and a stronger tide.

There was a stiff southerly at the start of the first race, which gradually dropped during the afternoon.

Andy Cohen took an early lead in the *O.K.* dinghies but before the end of the first round he was overtaken by Rienk Duursma. Rienk won that race with Andy second and Bert van Dijk third.

Ernie Morrison led throughout the race in the *Finn* Class. Peter Cardwell was close on his heels at one stage, but at the finish Ernie was well ahead. Bob Nuttall retired after hitting the first mark. Emil Bodamer finished third.

Louis Herridge and Tom McRorie, sailing A. Goudsward's boat, fought a close battle throughout the race in the *Sprogs*. They were neck-and-neck well ahead of the rest of the fleet, with Herridge leading at first and then Tom who won. Basil Blair in *Shazam* was third.

For the first time in a Zululand regatta the *Fireballs* had their own class and Siem de Jongh in *Firefly* led throughout. Bill Davidson was ahead of Doug Currie in the *Enterprises*.

A local *Dabchick*, *Dalou*, sailed by David and John Herridge, left the visiting five Island Sailing Club *Dab-*

(Continued on page 54)

more CLUB NOTES

(Continued from page 53)

chicks miles behind for the whole race. *Delfin*, sailed by Bruce Morrison, was second.

The walls of the wooden clubhouse, built by the members themselves, bulged with the noise of an excellent regatta party that evening. Meat was braaied outside on a long grill and inside yachtsmen twisted and shaken to the sound of an organ till the early hours.

The wind had changed to the north for the second race on Sunday morning.

The Dabchicks started first and the local *Dalou* was not so victorious. Although leading the first round, she was soon passed by *Delphin*, Bruce Morrison, who remained in front till the end. Dave Herridge in *Dalou* was second and Penny Phipson in *Dyllis* third.

Rienk Duursma headed the fleet of seven O.K. dinghies from start to finish and Andy Cohen, who was second for most of the race, was finally beaten into third place by Bert van Dijk.

Peter Cardwell led the Finns for the first round but was overtaken by Ernest Morrison. There was a dead-heat between these two at the finish, with Bob Nuttall third.

Nicky Korving in *Sniekie* led throughout in the Sprogs and S. Wood in *Sonyette*, who was second at first, was soon passed by Louis Herridge in *See em off* and Stewart Donkin in *Sheryldee*. He caught up Donkin on the second beat and then kept his third till the finish.

Four Fireballs sailed and again Siem de Jongh in *Firefly* led throughout. *Albatros* (A. Haage) and *Thunderball* (J. Mallet) were second and third.

An addition to the combined class fleet was Dr. Davies's Shearwater catamaran which had not been on the water for some time and was now racing with a new set of Ratsey sails. He finished fifth in the combined class behind a Spearhead, two Cosmos and an Enterprise.

A delicious lunch, with an enormous selection of salaads, was provided by the wives of committee members with Mrs. Dorothy Dunton, wife of the club's Commodore, in charge.

During lunch the wind came up considerably and there was a stiff breeze at the start of the final race.

The Spearhead *Vanitie II* and Joe Ash in his O.K. dinghy capized before the race had even started.

Then the classes were off. Again at five-minute intervals, leaving white streaks of spray behind them on the blue water.

The Dabchicks first. *Dalou*, sailed by David Herridge, again led for a large part of the race, but Bruce Morrison beat him to the finish. Penny Phipson in *Dyllis* was second and Lesley Morrison in *Dechaine* third.

Rienk Duursma scored his third win in the O.K. Class, again after leading throughout. Bert van Dijk and Andy Cohen were second and third.

Siem de Jongh scored a third win in his *Firefly* with J. Mullett and A. Haage second and third.

Basil Blair led throughout in the Sprogs, closely followed at times by Louis Herridge who was second. Dave Hudson in *Sheryldee* was third and Nicky Korving fourth.

The overall positions of the three races was:

O Class, Kempster Cup: 1. *Vanitie II* (R. Harris); 2. *Eclipse* (W. Davidson); 3. *Edom* (D. Currie).

O.K. Dinghy Cup: 1. *Oyez* (R. Duursma); 2. *de Ruyter II* (B. van Dijk); 3. *Outlaw* (A. Cohen).

Fireball Trophy: 1. *Firefly* (S. de Jongh); 2. *Thunderball* (J. Mullett); 3. *Albatros* (A. Haage).

Dabchick Trophy: 1. *Delphin* (B. Morrison); 2. *Dalou* (D. Herridge); 3. *Dyllis* (P. Phipson).

Finn Trophy: 1. *Fame* (E. Morrison); 2. *Fez-ant* (P. Cardwell); 3. *Mickey Finn* (B. Nuttall).

Sprog Trophy: 1. *See em off* (L. Herridge); 2. *Sniekie* (N. Korving); 3. *Sarky* (A. Goudswaard).

Inter Club: 1. Zululand Yacht Club, 14,000 points; 2. Bluff Yacht Club, 6,400 points; 3. Island Sailing Club, 6,300.

A new prize, the Grantham trophy for the best Zululand performance, went to Louis Herridge.

Mrs. G. Tracy presented the prizes after the last race. ❧

R.O.R.C.

(Continued from page 30)

Nevertheless, there is a possibility of some clever designer incorporating a centreboard and iron keel to gain some worthwhile allowance without very much loss of performance.

Draught with a centreboard is measured to a point three-quarters of the distance between the bottom of the fixed keel and the bottom of the centreboard at its lowest position. There are also allowances for both shallow draught and iron keels, as opposed to lead.

On the first score there are increasing bonuses the shallower the draught is, and on the latter a component of two is added to the Stability Allowance, provided 75 per cent of the total weight of the ballast is iron and that the weight of lead, if any, carried below the level of the wood keel is not more than 12½ per cent of the total weight of ballast.

In the Stability Allowance, too, is a bonus for engines, the figure depending on the weight of the motor. It is generally a sound scheme to have this auxiliary power purely from the rating point of view, since it carries with it a Propeller Allowance. The dimensions of the propeller govern the allowance given, but it is seldom worthwhile to try to fiddle anything here.

A wooden mast rather than one of aluminium alloy carries a theoretical advantage in rating, but designers seem to prefer the light weight of the latter to a marginal reduction in rating.

With all these adjustments made to the MR (Measured Rating), *Tantina's* actual rating is 20.52, which is about 86 per cent of the waterline length. This is a very fair figure and represents the sort of thing to aim at.

Almost regardless of excellence of design, no yacht is going to do well in R.O.R.C. races if this percentage exceeds 90.

On the other hand, to try to scrape well below 85 per cent at the expense of sailing qualities is senseless and the resulting monstrosity may cause some admiration for her designer's rule-cheating prodigies, but little else.

Having achieved a rating, R, the yacht's Time Correction Factor, T.C.F., is applied and the craft's elapsed time in any race is multiplied by her T.C.F. to give her corrected time. The Time Correction Factor is:

$$\text{T.C.F.} = \frac{\sqrt{R + 3}}{10}$$

This figure is used in most offshore racing, but certain handicap events work on the Time on Distance Handicap System. This is interesting because the figure used, the Basic Speed Figure, or B.S.F., is the theoretical time which the yacht should take to sail one nautical mile of the course and it shows the value of scraping the last inch out of the yacht's rating.

$$\text{B.S.F.} = \frac{514.3}{\text{T.C.F.}}$$

Taking *Tantina II*, her R was 20.52 and thus T.C.F. must be about 0.754. On this basis her B.S.F. is something like 682 seconds per nautical mile.

If her rating, R, had been reduced to 20 ft., without destroying any sailing qualities, and this should be possible since she was not designed specifically for racing, her T.C.F. would have been about 0.747 and her B.S.F. 687 seconds per mile. In other words, she would have been allowed 5 seconds more per mile over the course.

Rating Particulars

	Whiplash	Tantina II
L.W.L.	24 ft.	24 ft.
L.O.A.	30.93 ft.	31.58 ft.
"L"	25.47 ft.	26.5 ft.
"B"	9.07 ft.	8.16 ft.
"D"	4.39 ft.	4.26 ft.
"S"	361	341.5
MR	20.39 ft.	21.46 ft.

❧