

CLUB Notes

George Stuart's magnificent *Carina*, the first boat home in the 90 mile race. George is seen at her bow.

Photo: Bianca Lavies.

Nine yachts took part. Dick Barends' new steel yacht *Wilhelmina Maria* led the fleet on the first leg but fell back. A battle for the lead took place throughout the night between George Stuart's *Carina* and Jimmy Whittle's *Snowgoose*, winner of last year's race.

They swapped places several times till nine the next morning when, off Umkomaas, *Carina* took the lead for good.

There were only eight minutes between them at the finish about midday on Sunday. Only after these first two yachts had finished did the wind increase for *Thekwini* (G. Neill) and *Jolly Roger* (Malcolm Prentice) who were somewhere near Isipingo.

Jolly Roger, the smallest boat in the fleet, finished two hours behind *Carina* and was 20 minutes faster than the Royal Cape One-design.

The last boat in was *Wilhelmina Maria*, about eight hours after *Carina*.

Unfortunately, in the final results *Carina* was disqualified for not rounding one of the marks. She had not been able to find it and had sailed on another half mile and then returned without rounding it. Jimmy Whittle on *Snowgoose*, just behind, had been able to distinguish it, only just, against *Carina's* bow. Several of the others had missed it, too.

The results on handicap were: 1. *Jolly Roger*, 2. *Snowgoose*, 3. *Carina*.

The next off-shore event is a 200-mile race.

The course in navigation is still going strong. Lt-Com- mander Dick Prior has now given six lectures to 30 keen off-shore yachtsmen (and two women) and is planning another six.

FLYING DUTCHMAN WEEK-END

FLYING Dutchmen Week-end, postponed after gale-force winds had blown it off the Royal Natal Yacht Club's sailing programme two months earlier, was held finally in perfect weather.

Three races were held—one on Durban Bay, on Saturday afternoon, and two at sea the next day.

As it was nearly two years since centreboard craft had been allowed outside Durban harbour, this was particularly exciting. There was a light wind and slight swell. The yachts were towed out of the harbour entrance by three

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DURBAN DOINGS . . . By Bianca Lavies

DURBAN'S off-shore activities are increasing by the day. The latest novelty has been a night cruise, which was an exercise in navigation to make yachtsmen familiar with ship handling in the dark.

Seven yachts took part and the race took longer than anticipated because of light winds. The weather forecast had been for a south-westerly buster and most yacht's had reefed sails.

All assembled at the West Street groin at six on a Saturday evening for the start, but the winds were so light that all were lying in a bunch without moving while a magnificent full moon lit a silky sea.

Under motor the craft reached the first point of the course, eight miles up the coast. Then a breeze came through which enabled them to continue under sail.

The next event was a 90-mile race, which started at three on Saturday afternoon and was expected to last about 24 hours. To be safe, however, all had been told to carry food for at least five days.

Flying Dutchman Weekend:

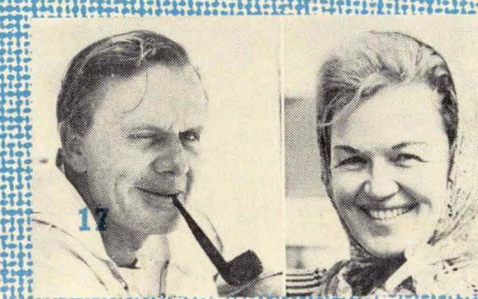
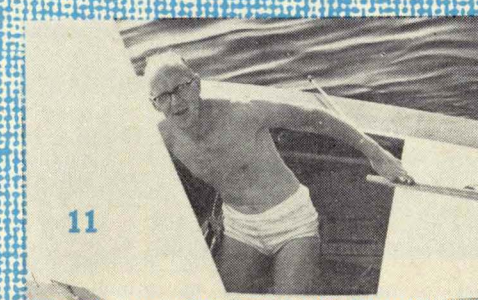
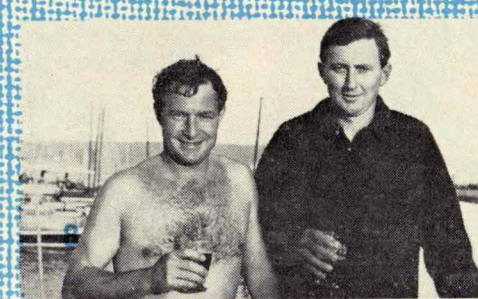
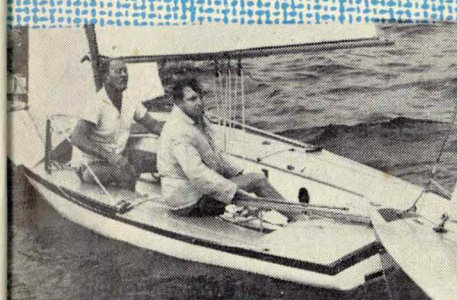
1. Arie Goudswaard and his crew Gerry Gosnell (right).
2. Ted du Plooy and crew Barry Booth (left).
3. Ernie Shaw sailed Hugh Foord's boat *Dolphin* when Hugh had suddenly been taken ill.
4. Roger White and his crew Bill Perry look upset as someone sails into their stern at the start of the third race.
5. Jimmy Whittle and Port Captain James Deacon on board the committee boat *Snowgoose*.
6. The light airs of the first deepsea race on Sunday morning.
7. Don Purill and his crew.
8. The victorious winners Mick Butcher (right) and his crew Robin Standing after the last race.
9. Celebrating at Rupert's from left: Mrs John Sully, Mr and Mrs Robin Standing and Mrs Mick Butcher.
10. Frank de Villiers' *Tempo* sailed by him and Ruth Liversidge.
11. Rienk Duursma who won the O.K. class in the Island Sailing Club regatta.
12. Tom McRorie and his crew Barry Coleman who scored three firsts in the Island Sailing Club regatta and won on scratch and handicap.

Three keen off shore racers:

13. Skyline, looking small against a large liner. Her owner is George Procter:
14. Leonotis skippered here by her owner Kenneth McKenzie.
15. *Anuanua* owned by Dick Golden.
16. Mrs Roger White and Mrs Joe Harris.
17. Lt. Commander Dick Prior—Mrs Len Morrison.
18. Mrs Jimmy Whittle—Mrs Guy Reynolds.

SOUTH AFRICAN YACHTING: July, 1965

NATAL YACHTING CHARIVARIA



SOUTH AFRICAN YACHTING: JULY, 1965



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rescue launches and the committee boat *Snowgoose*, which had Port Captain James Deacon on board.

Mick Butcher (with crew Robin Standing) who had won Saturday's race after a close battle with John Sully, also led in Sunday morning's race from start to finish. Sully, who had made up two places during the race, finished second and Ted du Plooy in *Comanche* was third.

While drifting along, the committee boat yachtsmen had a short break for beer and a sandwich before the start of the next race, when the starting mark was changed as the wind had shifted to the south.

Mick Butcher again took an early lead, but was beaten to the second mark by John Sully who led from then on. Butcher was second and Neil McInnes third.

The judges decided to shorten course after two rounds.

The wind increased in strength while the yachts crossed the finishing line and the Port Captain gave permission for the yachts to sail back through the harbour entrance, provided they stayed in a bunch.

Overall results: 1. *Heleza* (M. Butcher), 2,711; 2. *Polly* (J. Sully), 2,410; 3. *Perdita* (N. McInnes), 1,280; 4. *Comanche* (E. du Plooy), 1,234; 5. *Sir Lancelot* (A. Goudswaard), 905; 6. *Dolphin* (E. Shaw), 7. *Aquila* (R. White), 611; 8. *Psyche* (R. White), 419.

Durban Round-Up . . .

SIX leading dinghy skippers have decided that the time has come to stop battling in light, unstable dinghies against the violent winds on Durban Bay.

Dick Schroeder, one of them, is making a mould for a Flying Fifteen and from this at least six of these keel boats will be built.

"We are tired of battling against the elements and returning with broken gear," said Norman Briggs, who will be one of the new owners. "At least now we can enjoy ourselves in a stiff breeze without capsizing."

"I have always been interested in the class," said Finn skipper Jimmy Whittle, who is also having one built. "My main reason is that I want my wife to sail with me. It is a thrilling boat and produced cheaply."

Dick Schroeder said that the first six will be built for as little as R760. The following ones will cost R900, including launching cradle and sails.

The 20-ft. keel boat will be of fibreglass, have built-in buoyancy and a double bottom.

Yachtsmen of the Henleymidmar Yacht Club have also shown interest. The club's Commodore, Ron Weston, has put through an order and said that three other members of this club were interested.

Jack Köper, father of the South African-designed Tempo, paid a visit to Durban as a guest of John and Sue Thompson.

Yachtsmen brought him from the airport and he had dinner at the Royal Natal Yacht Club with a number of Tempo enthusiasts. The next day he was taken around Durban to see the various Tempos being built and that evening he met 25 interested yachtsmen with whom he discussed the plans.

On Saturday afternoon he sailed the only Durban Tempo, of Frank de Villiers, at the Island Sailing Club Regatta and that evening attended the Island Sailing Club cheese-and-wine party.

The latest in Durban is "family yacht racing".

The Enterprise Class had started this and in this first race of its kind 11 Enterprises took part. The race was won on scratch by Don and Joan MacKenzie, who finished more than a minute ahead of the rest of the fleet.

On handicap the results were: 1. *Ekatzi* (B. Vice); 2. *Emoyeni* (D. MacKenzie); 3. *Elf* (G. Lawson); 4. *Escudo*

(G. McFarlane); 5. *Little Fiddle* (A. Smillie); 6. *Eider* (K. MacKenzie); 7. *Flamingo* (G. Westwood); 8. *Effendi* (G. Proctor); 9. *Erin* (Michael Noyce); 10. *E'Cossetta* (A. Pastorino); 11. *Ensolo* (D. Geerdts).

It will be a series of monthly races, all counting on handicap. The "Family Enterprise Trophy", donated by Kenneth McKenzie, will be presented to the overall winner during a supper party at Kenneth's home in September.

Races will be held on July 4, August 8 and September 5.

The organisers of this novel idea which has proved very popular are Kenneth McKenzie and Michael Noyce. Roy Simpson is starter, judge and handicapper.

The Enterprise Class has been growing and it is expected that there will be 20 on the water at the start of the season.

The two latest additions to the fleet are *Erin*, bought by Michael Noyce, and *Ensolo*, belonging to Kenneth McKenzie. Kenneth also owns *Elf* and *Eider* and has ordered another four Enterprises which he hopes will be ready before the start of the season. "Yachtsmen qualify to skipper them only if they promise to sail every weekend," says Kenneth, whose efforts have re-established the class in Durban.

At the annual meeting of the Natal Yachting Association in Durban, Bob Lambert, Rear Commodore of the Island Sailing Club, was re-elected President for the coming year. Joe Harris, Commodore of the Point Yacht Club, was elected Vice-President.

Bluff Yacht Club . . .

THE O.K. Dinghy fleet—with 20 boats belonging to the Bluff Yacht Club and three to the Point Yacht Club—now forms the second largest class on Durban Bay.

Four new O.K.s are to be launched soon and another new craft is being built by ex-Enterprise skipper Bryan Bosman.

Jack Ross has recently launched *Oink* and Andy Cohen *Outlaw*. Newcomers are Mike Golden, who bought *Och Aye* from Jack Ross, and Geoff Leader, who bought *Sharon* from Andy Cohen.

Other boats that have changed hands are *Odin*, bought by Colin Foord, and *Olac*, bought by Buster Will from a yachtsman in Dundee.

At the time of writing this three out of six races have been sailed in the Bluff Yacht Club's Duursma Trophy series for O.K. Dinghies. Rienk Duursma, a tremendously improved skipper, particularly in heavy winds, is leading on points. Second is Bert van Dijk, followed closely by Joe Ash and Andy Cohen.

Besides O.K.s the Bluff Yacht Club has had other additions to its fleet. A G.P. 14 has come from the East Rand Yacht Club. The clinker-built Goodricke dinghy *Audacity* has been bought by Christopher Hallan. Four Tempos are being built by members, and Hannes Nel and Jack Ross have started building a Lodestar trimaran.

Mike Hathaway has bought John Swain's Sprog and another addition is the Sprog *Sabby*, which used to belong to Geoff Osman of the Island Sailing Club.

Island Sailing Club . . .

ISLAND Sailing Club yachtsmen have created much interest by adding to their fleet three fibreglass Finns made by the "Maitland" firm in Cape Town—the first of their kind on Durban Bay.

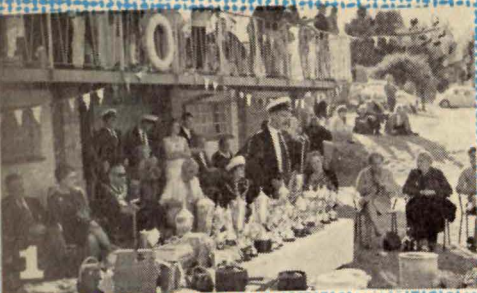
Basil Kimble launched the first, for the Island Sailing Club Regatta, Douglas Manicum followed a week later and Tom Battye will have his in the water soon.

Another addition to the club's fleet is the new Beavan-hulled Sprog of Dr. Mike Stevens.

There is now more than R500 in the club's building fund for the new site. Officially the I.S.C. still has to move with the neighbouring clubs, in August. Plans for a new clubhouse are pending the plan for the new site by the City Engineer's Department.

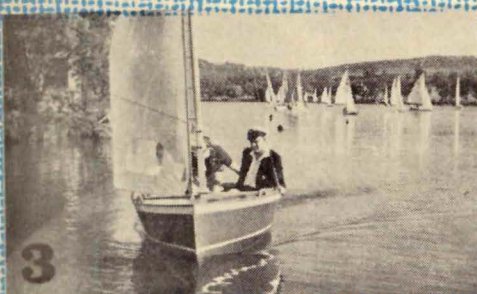
The I.S.C. winter season started, as in previous years, with the race for the Island Barrel, which attracted more

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HIGH VELD IN PICTURES

BY DAWN PASSET



1. Brian Haynes, Commodore F.Y.C. at Prize Giving.
2. Emmarentia Sailing Club Boats awaiting launching at closing cruise.
3. Sandy Goldie passenger on "Osprey" skippered by Ken Kay at Emmarentia.
4. F. D. Hakahana VIII. From L to R: Tish Watson, Blackie, Helmut Stauch, Shelley Passet and Carmen Stauch.
5. A. V. Proctor in "Okapù". Rope in hand, Richard Northgrave. In background: Bob Northgrave in "Cherokee".
6. Mr. & Mrs. Ron Senogles in "Blue Peta".
7. John Godwin, Neil Hodges and Diana Rogerson with "Spruwing" in the background.



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than 20 entries. Arie Goudswaard won, for the second year in succession.

Second was R. Lambert in his Sprog *Solitude*, followed by R. Duursma at the helm of *Oyez*, an O.K. dinghy. Fourth came Bobby Nuttall, sailing *Mickey Finn*, and a Spearhead *Simi*, skippered by Basil Beavan, was fifth.

There were 56 entries for the club's winter regatta, more than expected, as many yachtsmen were preparing their craft for the "National".

The regatta was held over the long week-end in June.

The first day, Saturday, was beautiful, with a light wind, and the first race of the series was held in the afternoon. Sunday was cloudy, but there was a nice sailing breeze. There was one race in the morning and one in the afternoon and large numbers of yachtsmen and their friends had lunch on the island provided by the club in between races. For Monday morning's fourth race there was a howling south-westerly and the race was postponed for an hour, hoping that it would ease.

No such luck—and the race was eventually abandoned, making the series now a total of three races, with three to count, on scratch and on handicap.

The Combined Class and the O.K. Class lost another race when all were blown out in the third event for sailing the wrong course. They had wrongly followed the Dabchicks.

The largest class were the Sprogs (18) of which Tom

McRorie in his *Suivez Moi* scored three firsts. He won on scratch and on handicap. Second and third places were also the same on scratch as on handicap—Nickey Korving, with three seconds, and Jack Goldsmith with two thirds and a fourth.

Ernie Shaw, sailing *Faux Pas*, was another top skipper in the 12 Finns taking part. He scored three firsts, and also won on handicap. Second and third on scratch were Peter Cardwell and Berry Smith, and on handicap Basil Kimble and Berry Smith.

The best in the Dabchicks was Bruce Morrison in *Delfin*, who also scored three firsts. Linda Bridgman, with three seconds, was next on scratch. Third on scratch was Jenny Goldsmith who won the series on handicap.

Six Enterprises took part and on scratch G. McFarlane and Don McKenzie tied for second place. The winner on scratch and handicap was G. Lawson, who sailed *Elf*.

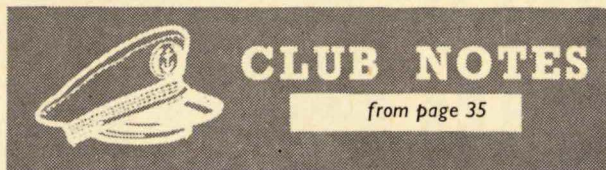
Rienk Duursma won the O.K. Class, with two firsts, on scratch and on handicap. Richard van Dijk with two seconds came second on scratch and third on handicap and Andy Cohen came third on scratch and second on handicap.

Glendee Yacht Club . . .

THIS club elected new flag officers at their recent annual general meeting. The new Commodore is Heinz Wiermann, the Vice-Commodore Reg Beavitt and the Rear Commodore John Eades. The Secretary Treasurer is Roy Schwegmann.

The dam is still full and the weed, to the yachtsmen's great delight, seems to have disappeared. The club's season will be starting again in September and the annual regatta has been planned, as previous years, for the long week-end in December.

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Overall winner of the previous season was Bunny Elliott, who was presented with the Commodore's trophy for the largest number of points. Bunny sails the Sharpie *Kozuka*. Sheila Coffey sailed *Kozuka* to win the junior trophy. The "windy prize", for the first half of the season, was won by Ralf Emmerton in his Graduate *Gremlin*. The "drifter's prize", for the second half, was won by Roy Schwegmann in his Graduate *Gerda*.

News from Sandefjord . . .

THE first news from Sandefjord since she left South Africa has reached Durban.

Her passage to St. Helena took 23 days. This, they said was due to the south-easter not holding as long as expected. They wasted a lot of time in flat clams (and one gale off Cape Columbine) before finding the edge of the trades.

After 22 days at sea they wrote that the first to see land had been American Wally Straight. By doing so he had won the five-bob-in sweepstake for the first to sight land—and demanded a celebration beer.

Amazingly enough there was still beer on board after all that time. "We bought four dozen in Cape Town," they wrote, "and, believe it or not, most were still there. You just don't feel like drinking out here."

And that night: "We were abeam of the island at midnight on the Africa side and soon afterwards dropped the main, tops'l and stays'l."

"Now we are bearing down very slowly on Jamestown six miles distant. Have decided to make for anchorage at first light, as it is a very dark night."

"It will be interesting to see whether the Cape Town

BELOW, TOP: The Knysna Yacht Club's committee, left to right, Mr. C. Noble, the Commodore Mr. J. Duthie, Mr. H. Mathieson, Mr. G. Perks, Captain P. Harrison, R. N., Mr. S. Thesen.

BOTTOM: An informal group of Knysna sailors at the Yacht Club. LEFT to RIGHT: Mrs. R. Eady, Mrs. E. Wyatt, Mr. H. Mathieson, Miss. G. Mathieson, Mrs. N. Noble, Mr. C. Noble, Capt. P. Harrison R.N., Miss E. Walsh, Mr. H. Cornell, Mr. Stanley Thesen, Dr. C. Walsh, Mrs. G. Devenish, Mr. J. Rose-Innes.

Photos: Roy Borchardt.



yacht *Halcyon* is here. She is smaller than we are, some 27 ft. They left some six hours before us. (*Halycon* got in three days later.—Ed.)

"We have some pretty good film shots so far. We were able to record the gale off Cape Columbine. During one day of almost flat calm we lowered the dinghy and took many shots of her under sail. We have rigged a mizzen stays'l and she really looks a treat with everything up."

"Now that the sun has come out we've been discovering all sorts of ways of keeping cool. Dangling in the bosun's chair off the end of the bowsprit is an incredible experience—better than any ride at Milner Park! Hanging astern on a rope is exhilarating, but tiring on the arms. We are going to get a flat plank from St. Helena and rig some sort of surf board."

"On three occasions we have caught some fine yellowtail on Tim's line and Japanese feathers. There was a monster bonito on the line once, but she got away as we were getting her on board."

"A few days ago we saw our first batch of flying fish. Small ones about six inches long. One or two have landed on deck during the night as well as some tiny squid."

"Birds have been with us all the way and, three days ago just as the sun was setting, we came across the biggest school of porpoises we have ever seen. They were spread out as far as the eye could see in every direction. Hanging on the bobstay, they come right up and brush against you—a thrilling experience."

A day later: "We are at anchor off Jamestown. A few fishermen are slowly rowing their old naval gigs around, seemingly in circles. The island, with her bare, monstrous sheers of rock is beautiful in this early-morning light."

"We anchored at this time yesterday morning and while Barry, Tim and May went ashore, the rest of us plied between Sandefjord and the wharf all morning getting jerry cans of fresh water—a laborious business. We had 80 gallons on board by lunchtime."

Diana's Shipwreck Explained

THE full story of the shipwreck of the yacht *Diana*, off Beira in December, during which 72-year-old Norman Egerton Young, her skipper, and his crew, the Seychelles youth Freddy, were presumed drowned, has finally come to light.

Two letters were received in Durban recently which cleared up the mystery. One was from the British Consul in Beira, to whom Freddy told the story after surviving the ordeal, and the other is from Dr. H. Guignard, who spoke to Freddy in the Seychelles after he arrived back and then wrote to a yachting friend in Durban.

According to the letter from the Consul, *Diana* was caught in a gale on the night of December 19. Unable to start her engines she was driven on to the sandbanks at Sauva. She rolled over and Freddy and Norman Young launched the dinghy. Before the skipper could board it, it was swept away and capsized. Freddy swam back to *Diana*, but could find no sign of Norman Young. He then swam to the beach, where he collapsed, exhausted and with a leg injury. It was then about 2 a.m. About two hours later he managed to get to an African kraal, from where they sent for help.

The next afternoon he was carried to a Chinese trader. A few days later a light aircraft took him to Beira, where he was kept in custody by the police. He was taken on an aerial search for the wreck of the *Diana* which could not be found.

Freddy then slipped back to the Seychelles on the *Kampala*.

Dr. H. Guignard, who spoke to Freddy in the Seychelles, wrote: "I have seen Freddy and asked him what happened to the *Diana*. He told me that the yacht's sails were torn to shreds in a gale off Beira. The rigging broke, the engine would not start and the boat was completely out of control. She was swept by the current into the breakers 1½ miles from the beach. Freddy swam to the shore when the boat had capsized after running aground, but does not know what happened to Mr. Young."

Norman Young had been in hospital in Majunga for two

months and was very weak when he started the voyage to Beira. He had planned that additional crew members would join him in Beira for the trip to Durban. Unfortunately he had sailed when the cyclone season (from December 1 till end of March) had already started.

A cyclone was reported on the Moçambique Channel at the time *Diana* was wrecked.

The yacht had also been in a bad state of repair, as she had accidentally been flooded while refitting a few months earlier, ruining her navigational instruments and the engine.

Norman Young had dried his charts and repaired his engine, but had not obtained another battery for the trip. According to Dr. Guignard, before leaving for Beira he had borrowed the battery of the harbour master to start his engine.

He had left with only two sails, a genoa and a mizzen. There was no mainsail and the rigging was badly rusted.

For the previous story on *Diana's* shipwreck see *S.A. Yachting*, March 1965, page 37.

Report from Heather . . .

LARRY Nilsen, in his 28-ft. cutter *Heather*, wrote from Barbados that apart from being very broke he reached the West Indies without difficulties.

"After leaving Cape Town we had headwinds for four days," wrote Larry. "The north-westerly even hit gale force at times, which I believe is very unusual at that time of the year."

"After reaching the trades we got going and the then moderate winds enabled us to do the trip to St. Helena in 18 days."

Larry wrote that at St. Helena he had missed the yachts *Lunkentuss* and *Tuarangi*, which left Durban in January, by only two days.

He then hoped to meet them at Ascension, but was not allowed ashore as there was a case of typhoid on the island and his inoculation against the disease had expired.

He hopes to find work in the West Indies soon.

Foam for the West Indies . . .

LATEST voyager to set off across the Atlantic is Bjorn Johannsen, skipping Fred Holtung's pretty Norwegian-built *Foam*, on a honeymoon trip to the West Indies. Crewing were his new wife, Margaret, and Mike Hunter and Mike Dorer.

The trip to St. Helena took 21 days, although Bjorn is a real ship driver. This time of the year the trades falter and move north, which explains this and other slow passages by *Halcyon* and *Sandefjord*.

The idea is to sell *Foam* on the buoyant American market and, with the proceeds, build a 55-footer in South Africa. . . .

Third Big Highveld Ketch . . .

ANOTHER yacht is expected in Durban soon and by the time this article is printed it will probably have been launched.

It is a 40-ft. all-steel ketch, which a Johannesburg man Jimmy Magee started building in 1962 on an open piece of ground near the Johannesburg-Alberton road about three miles from his home.

Most of the work was done by himself, with the occasional help of friends.

The hard-chine yacht is the third of its type built in Johannesburg.

One, called *Uzulane*, is at present in Inhambane, and the other, *Vela*, is in Cape Town. Three or four others of the same design are being built.

Jimmy Magee plans to take the yacht on a three-month trial trip to Lourenço Marques and the islands off the Moçambique coast soon after launching. During the voyage Mrs. Magee will teach her two young sons, so that they will not be behind at school when they return.

Apart from his family, Mr. Magee will take two crew members: Norman Lay who designed the craft's sail plan, and Graham Campradt, both from Johannesburg, who last year crewed on the *Aldebaran* from Durban to Lourenço Marques.

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At the R.C.Y.C. Jubilee dinner, the President, Mr. Justice L. de V. van Winsen, the Commodore, Mr. Ronnie Chedburn, and the guest of honour Mr. Norman Ross.

R.C.Y.C.—Diamond Jubilee Dinner

THE Royal Cape Yacht Club has just celebrated at a dinner at a local hotel, its Diamond Jubilee year. It was founded in 1905 under the name of The Table Bay Yacht Club. A few years later it was felt that this name did not express the full scope of the club's activities, and it was changed to the Cape Yacht Club, and later under Royal Charter to the present name.

In the Chair at the dinner was Commodore Ronny Chedburn, while the formal toast to the club was proposed by Mr. Justice L. de V. van Winsen, in a most interesting and witty speech.

Among other matters, the Judge mentioned the close liaison that R.C.Y.C. had in its early days with the various rowing clubs, notably Alfred Rowing Club. After commenting on the services of members during both world wars, he discoursed generally on some of the club's past difficulties, particularly that of mooring space.

Of great interest and amusement to many present, however, were his stories about the late Mr. Beauleck Upington whose strong personality for many years dominated both the Cape Bar and yacht club affairs.

Norman Ross replied on behalf of the club to the toast—and a more fitting person could not have been asked to do so. "N.D." to many, he has been associated with the club for 58 years, being the first junior member on the club books. During this time he has been one of the mainstays of the club with unfailing help for all, and can fittingly be described as the doyen of Cape yachting.

He mentioned forgotten difficulties that to-day's members find hardly credible—open moorings, lack of slipping facilities and many others. In fact, because of slipping many of the club's early boats, such as *Canada*, *Phyllis* and *Advance*, were centreboarders.

The years from 1929 to the beginning of the Second World War were probably the most successful, for with sheltered mooring space under the lee of the random block mole both membership and fleet-list grew quickly.

"N.D." is, of course, well known as a designer of considerable experience, with the 25-ft. Table Bay Class and many others having grown on his drawing board. After a comparison of the older heavy-displacement yacht with to-day's trends, he stated that he had no hesitation in saying that to-day's yachts are a vast improvement in design, sea-worthiness and ability over those of yesteryear.

Norman Ross was given a standing ovation by those present in what was certainly a spontaneous and most surely be an unparalleled gesture in the history of South African yachting.

As a relative youngster I came away from this function with a deep feeling of gratitude to those, "N.D." among them, who had worked so hard to give us our club of to-day—but, particularly, with what one might almost call a sense of pride in belonging to such an organisation with inherent in it the ideals, ideas and aspirations of past members.

If this feeling was instilled in others of the younger set present, then I cannot help but feel that the evening served its purpose admirably, as both a remembrance of the past and a link and stepping-stone to the future.

Peter Oldroyd.