

more CLUB NOTES

(Continued from page 37)

Hermanus Yacht Club . . .

AS I sit here with the winter rains hammering on the window panes and think of the many weeks of back-breaking sanding that lie ahead before the boat is ready for the opening cruise, it is pleasanter to remember the wonderfully successful past season.

One of the most encouraging features this year was the increasing number of yachtsmen who came from Cape Town every week-end just to sail on the vlei. To encourage this the club is erecting five more bungalows, of which details later.

During December and January there were races every day. These were so well supported that they are going to be a regular feature of the summer season.

The week-day races were sailed using an automatic handicap system. The course was divided into two equal halves. As soon as the leading boat rounded the half-way buoy all yachts would put about and head for the next mark. This gave some exciting tactical battles and very close finishes.

As usual the class championships produced excellent sailing. All the races were close, positions changed frequently and no race was won by a great margin. In fact, the sailing was so close in the Sprogs that the last race had to decide which of four people would carry off the trophy. The honour eventually went to William Combrink in *Squall Rider*. Graeme Garlick in *Camilla* won the Flying Dutchman trophy. To Eric Prain went the honour of winning the first Finn trophy; but with the sudden increase in the popularity of the Finn Class at Hermanus, Eric will find it hard to hold the cup for a second season.

Peter Musson has recently bought a new glassfibre Finn—low maintenance means more time for fishing—and he should prove a serious threat to existing skippers. Although it is pleasing to see another class developing at the club, it is a pity that this is often at the expense of established classes. It does emphasise, though, the acute lack of suitable crew which has left many skippers with no other alternative than to sail a single-handed boat.

While the Sprogs and Finns go from strength to strength, the Flying Dutchmen seem to be in a period of stagnation. Only two boats sailed regularly. The fleet increased considerably, though, during the Christmas holidays.

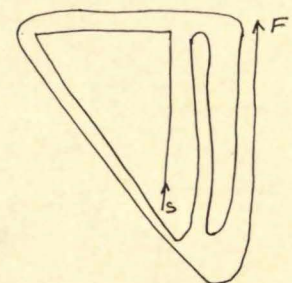
At the annual meeting Raymond Olsen was elected Commodore, Ion Williams, Vice-Commodore and George Tuck, Rear-Commodore. Ricci van der Waal has taken over the chairmanship of the Sailing Committee and Clinton Frylinck is now chairman of the newly-formed Publicity and Entertainment Committee. This active new general committee has already done a magnificent job in planning a bumper summer season.

Commodore Mike Evans, with wife Binks as crew, is going to the National at Lourenço Marques during July. This is the first major regatta in which Mike will take part, since he came fourth out of one of the largest Sprog fleets ever assembled. This was in the 1958 National. We wish both of you the best of luck.

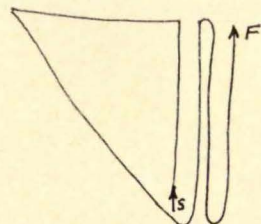
H. J. B. van der Bijl.

FD, C, R, 16'+

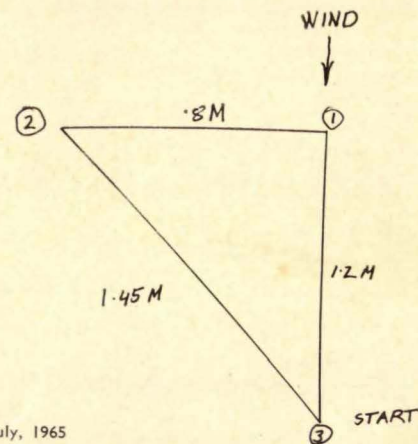
S, under 16'



± 10.5 M.



± 7 M.



START

DAWN PASSET on the High Veld

EMMARENTIA CLOSING CRUISE

EMMARENTIA Sailing Club held its closing cruise on Sunday, May 2, with Commodore Vic Proctor taking the sail-past. Although Emmarentia have the smallest sailing waters on the Reef, their turnout often puts other clubs to shame.

Emmarentia has earned a reputation for itself as a training club with an exceptionally high percentage of junior members and also a club which has large numbers of small "O" Class dinghies. Sprogs, Enterprises, Dabchicks and O.K. dinghies are the most popular classes.

They probably have the largest O.K. dinghy fleet in the country. This dinghy is considered by many as a training boat for the Finn.

Emmarentia must be one of the few clubs where the owners do not leave their craft at the club during the week. Everyone unrigs and takes their boats home after a days racing.

When the club was first established, a security fence was erected but this proved no deterrent to vandals. They cut down the fence with wire cutters, hacked rigging on the boats and even spilled paint over some of the boats.

FLORIDA YACHT CLUB CLOSING CRUISE

FLORIDA held a successful closing cruise on Saturday, May 15. The Commodore, Brian Haynes, took the sail-past. The local Mayor's entertaining speech gave a Councillor's point of view on yachting and also assured Florida Yacht Club of his full support.

After the speech an impressive spread of trophies and prizes of all descriptions were handed out by the Mayoress. A. Bennington, sailing his Enterprise *Elsie*, obtained the most guns during the season, while H. Beenhakker, in *Kittiwake*, won the handicap series. Amongst the juniors P. Mitchell, skippering *Marauder*, came out tops.

L.M. REGATTA ENTRIES

Of interest is the fact that a new-type Olympic course will be sailed at Lourenço Marques. It will be triangular, starts being at buoy No. 3 to buoy No. 1, being 1.2 miles to windward, buoy No. 2 being .8 mile to port of No. 1, thus closing the triangle. From Nos. 2 to 3 the distance is 1.45 mile (See sketch).

For Flying Dutchmen, Sharpies, Spearheads and over 16-footers the following is a typical course. Start at 3—1—2—3—1—3—1—2—3, finish at 1. This gives a distance of about 10.5 miles. For Finns, Sprogs and under 16-footers it is start 3—1—2—3—1—3, finish at 1, about seven miles.

(see diagram below)

PORTSMOUTH RATING

APOLOGIES to 505 enthusiasts for a remark passed in a previous Highveld Notes regarding 505s being low down on the Portsmouth Rating. By this remark I had no intention of implying that the 505 was lacking in good points mentioned, i.e. handling, comfort, stability, etc., as

the Portsmouth Rating is a measure of speed only.

For those who are not familiar with the Portsmouth Rating, it is a system originally started by the Portsmouth Harbour Racing Association and subsequently adopted by the R.Y.A. It is not a handicap system, but is a means whereby a boat that has been given a handicap under any system can be given an equivalent handicap under any other system. It is in fact a yardstick.

Here under are a few extracts from this of interest to South African yachtsmen:

Note: The lower the time the faster the boat.

The fastest boat on the list (*Dinghy Year Book*, 1963) is the Thi Catamaran rated at 65. There are then eight other boats and Catamarans before the Flying Dutchman, which is rated at 79. Seven boats farther down is the 505 rated at 84. The Finn = 90. International 12 Sq. Meter Sharpie = 91. O.K. Dinghy = 98. Enterprise = 98. Sprogs = 104, and so on.

DUCKS AT TRANSVAAL YACHT CLUB

YES, the heading is quite correct. T.Y.C. is now in the poultry business, with four sleek-looking white Pekin Ducks, which were given by the Commodore, Harry Cross. This is probably the only known example where the Minister of Health's suggestions have been put into effect. The suggestion made was that wherever there was a possibility of snails living in dams, these would be effectively eradicated by ducks. The ducks as yet do not appear to have found many snails, but are a constant source of entertainment to T.Y.C. Club members—especially when the ducks have to be chased home by the club's rescue launch.

It is only hoped that the hungry Hartebeespoort fishermen do not have ideas about duck for dinner!

EBENEZER NEWS

JUST before their closing cruise the Mountain Yacht Club at Ebenezer Dam held an Enterprise Championship Regatta for the Susan Hodgkinson Trophy. The results were:

1. E. Thompson, with A. v. Deventer as crew, in *Witch*;
2. C. Atherstone and wife in *Big Wing*;
3. P. McGaffin, with K. Iuel, in *Sleek Sails*.

Ebenezer has been the last of the Transvaal Yacht Clubs to stage their closing cruise, on June 13, when a race was held for the Commodore's prize in the morning. A number of Mountain Yacht Club members, including the Commodore, Christian Iuel, will be going to Lourenço Marques.

Rumour has it that there has been talk of amalgamating the sailing activities of the Mountain and Iron Crown Yacht Clubs. It is nice to hear of this sort of co-operation; it can only do yachting good.

CLUB FLEET LISTS AND MEMBERSHIP

THE Transvaal Provincial Sailing Association with Geoff Robin as Secretary, has been hard at work. For the first time a complete list of all clubs, waters, fleet lists and members comparing 1964 with 1965 has been drawn up.

There are now 771 yachts in the Transvaal with recognised clubs. The biggest single class are the Finns, 128. Sprogs run a close second, with 127. The club with the largest membership is the East Rand Yacht Club with 300; second is T.Y.C. which has 259 and then V.L.C., 200.

The number of Flying Dutchmen registered decreased from 68 to 65 boats over the past year, while the largest number of new boats in any class was in the Finns, where it increased from 99 to 128. The largest percentage increase was in the 505 Class, from one to six.

NEW CLUB

A BRAND-NEW club has been formed in the Transvaal, the Komati Yacht Club, home waters the Nooitgedacht Dam between Belfast-Carolina-Machadodorp. They have a tremendous stretch of water more than 7½ miles long. We wish them good sailing.

SOUTH AFRICAN YACHTING: July, 1965



ONE FOR FUN

For Waterski Beginners . . .

THERE are now thousands of South African skiers. Many wish to go on in the sport to find the new thrills and wonderful experiences that await them beyond the two ski stage. Once you have accomplished the basics of two skis and can ride them well, crossing the wake and executing decent landings, you can then say you are a skier. But we have found that most who have gone just this far, can still take or leave the sport and do not share the real enthusiasm of the more advanced.

To the uninitiated, accept this invitation to learn "one for fun".

First, let's talk about equipment. Contrary to popular opinion, you do not take these initial learning steps by using a so-called slalom ski. In fact, we are not learning, here, how to "slalom ski", but rather just how to ride on one ski. Slalom skiing is a still later step. So we are going to learn these first phases on a just plain "garden variety", pair of skis.

Learning to ski on one is, essentially, a matter of very delicate balance. As you have already discovered, it takes a minimum of balance and co-ordination to ski on two, but skiing less on one may be compared to walking a tightrope. Since balance is so critical, it is paramount that you watch the ski carefully so that you may "follow" it when it moves.

So an ordinary square-back ski, a standard rope, a boat capable of pulling you 18 m.p.h. (the ideal speed for ALL of your beginning one-ski work, regardless of your weight), and a fair ability to maintain balance on two skis, is all we shall need to learn to ski on one.

SKIING ON ONE—As we progress to each new phase of skiing, we must refer to a couple of basic principles. Probably the most important is the "cardinal rule of water skiing", i.e. *arms straight* at all times. When you are "pulling in" real or imagined "slack" (more often the latter), you are not helping yourself at all, and are likely "building a fall". Bending your arms can, at best, only pull in a couple of feet of slack, while the boat's only job is to keep the rope tight for you, and it does a good job if you will let it. Learning to ski on one, is best learned *inside* the wake, directly behind the boat. Here the water is ordinarily smoother and more consistent and provides for a straight and balanced pull from the boat. It is also important that you watch what you are doing, with your eyes concentrating on the action and course of the skies. Finally, in the fundamentals, knees should be slightly bent AND flexible, to act, as always, as "shock absorbers".

The first step in learning to ski on one, will be learning the "Skier's Salute"; the lifting of one ski from the water. This can and should be first practised on shore. Skiing stance is normal, except that you must lean your upper body back quite a bit more than when riding on two.

Let's examine this aspect. You will find that if you place too much weight forward on a ski, or any other device that planes on the water, the front or bow, will "seek" or "hunt" through the water, causing the entire object to zig-zag. This comes from the ski being too flat with respect to the water's surface. No, shifting that weight further back will then cause the ski to "bury" its back end or stern, so that at 18 m.p.h. it will sort of "plough" through the water. Result:

(Continued on page 47)

For the yachtsman...

VOLVO's the answer



STATION WAGON R2,700.00

The rugged, powerful VOLVO Station Wagon is the ideal car for transporting your boat . . . safely on the roof out of reach of flying, damaging road stones and dust. Plenty of room for stowing your gear . . . 24 sq. ft. loading surface (16 with rear seats in use) and the divided rear door opens at the bottom to take long lengths of up to 8 feet. Outstandingly manoeuvrable, it has a turning circle of only 33 ft. 10 ins.

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the 80's. The lively engine has dual carburettors and five main bearings. The world's most advanced seating gives you the comfort of anatomically correct design with built-in braced support in the back rests of the front seats, individually adjustable to fit you like a glove.

All this, plus Volvo's well-known features — performance, sports car handling and superb engineering — adds up to a station wagon you'll be proud to own.



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