

SOUTH AFRICAN

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Yachting

WATERSKIING
POWER & SAIL

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NATIONAL REGATTA



Don Ord—best of the “seniors” with a final fourth—on one of the downwind legs, with Peter Morgenrood, the surprise winner from Rhodesia, close on his heels.

WITH Delagoa Bay providing one of the best stretches of sailing water in Southern Africa, the Clube Naval Marques its traditional and lavish hospitality and Lourenço Marques its exotic atmosphere, this year's National was a rip-roaring success. And because these attractions were coupled with the school holidays, the list of entries topped all previous records.

As at Knysna in 1962, the regatta was divided into two sections: F.D.s, Sharpies and Finns sailing in the first week and the Spearheads, Sprogs and O Class the second. This meant that the strain of administering the regatta fell on the regatta officials for a long period, but it was very necessary to split the National in this way to ease accommodation problems and congestion on the slips and the hard.

The 1961 National, also held at Lourenço Marques, drew a fleet of nearly 200 boats and at times things threatened to get out of hand. Just one example was the problem of the rescue launches during a blow with such a large fleet of boats to look after.

This year's entries were well over the 200 mark and as expected the majority of boats hailed from the Transvaal, with both Natal and Rhodesia being strongly represented. Entries from the Cape were on the thin side but showed up well in the final results, especially in the Sprog Class. One fine effort came from the U.C.T. Yacht Club which assembled a team of two F.D.s, four Spearheads and four Sprogs.

In all classes many of the top names attended, which made for razor-sharp competition. In most cases the final placings must be regarded as a true reflection of actual ratings to-day.

Organisation ashore and afloat was excellent. The bridge work was handled by the Bridge Officers' Association of the Transvaal (B.O.A.T.) who flew their flag of a black crow on a white ground from one of the Catembe ferries, which had been hired to do service as Committee Boat. This is the first time that B.O.A.T. has served at a National and their job was not an easy one. Most mornings the wind was very light or just about non-existent and the starts were regularly postponed.

Eduardo Horta, with his unrivalled knowledge of the bay, went out to lay the marks and smell out the wind. His predictions were often uncannily accurate and the wind nearly always made at the appointed time. Wind shifts occurred frequently before the start and there were often last-minute changes of the weather mark and of the starting line. These fluky changes sometimes happened during a race and what was to have been a beat changed to a reach.

The judge used a tape recorder on the bridge during the finishes and this provided a valuable double check on the results. It was the first time that this had been done at a National and it proved a great success. Life on the bridge became very hectic, particularly on the breezy days when tightly-packed clumps of boats hurtled down on the line

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REPORT AND PHOTOGRAPHS BY DAVID BAKER

to finish within seconds of each other. To add to the turmoil, there were nine different classes sailing on the outer course during the second week.

Trophy Secretary duties were shared; Paddy Peel-Pearce having the job for the first week and sailing *Sarissa* the next, when Geoff Robin, after a week's jousting in the F.D.s, took over. Eric Burner and Poppy van Bredow seemed to spend the entire regatta in the Trophy Secretary's office surrounded by reams of paper. Few people seem to realise how much time and effort go into the organisation, planning and administration of one of these mammoth Nationals. It would be interesting to know what the bill would be if all these manhours had to be paid for.

Might be well worth while to rough out an estimate, if only to silence the small minority of competitors who seem to think these regattas just “happen”.

Rothmans' excellent team took a great deal of the load off the organising committee and the Clube Naval by dealing with thousands of questions from their magnificent caravan. They acted as a buffer between the yachtsmen and the Trophy Secretary's office which enabled regatta officials to get on with their job in comparative peace and quiet. Rothmans handled the P.A. system, looked after lost property and lost children and took on any job from translating Portuguese to helping in rescues.

Shell, who had contributed generously towards the running of the regatta, provided an information bureau and also a supply of handsome stationery headed with the S.A.Y.R.A. burgee. Without the help of these organisations the National would not have run as smoothly.

Wind conditions were pretty fair to all competitors during the first week, with something to favour both the heavy and light-weather skippers: Two races with winds from 15 to 25 knots, two days of 10 to 15 and the last two days with light stuff. Second-half contributions were fickle with the trend more towards light airs. One race was

abandoned and on another day the Spearheads, which sailed a longer course, could not save their time. This meant that they had to resail on Saturday afternoon when everybody else was packing their boats.

Once the wind gusted to 30 knots and sent the rescue launches scurrying all over the course. Not many of the local boats were available for rescue duties and it was fortunate that the indefatigable Garnet Kinsman was able to tow his 25-ft. *Adamay* up from Knysna for duty. There were only a few days when the launches had any work apart from towing to do, but when needed, they were needed in a hurry.

It would seem a sensible precaution for all boats to carry anchors when sailing in open water. Waterlogged craft could be prevented from being blown down to leeward which would make life a lot easier for the rescue crews. This is particularly important at Lourenço Marques where disabled craft could be blown into the shipping channel.

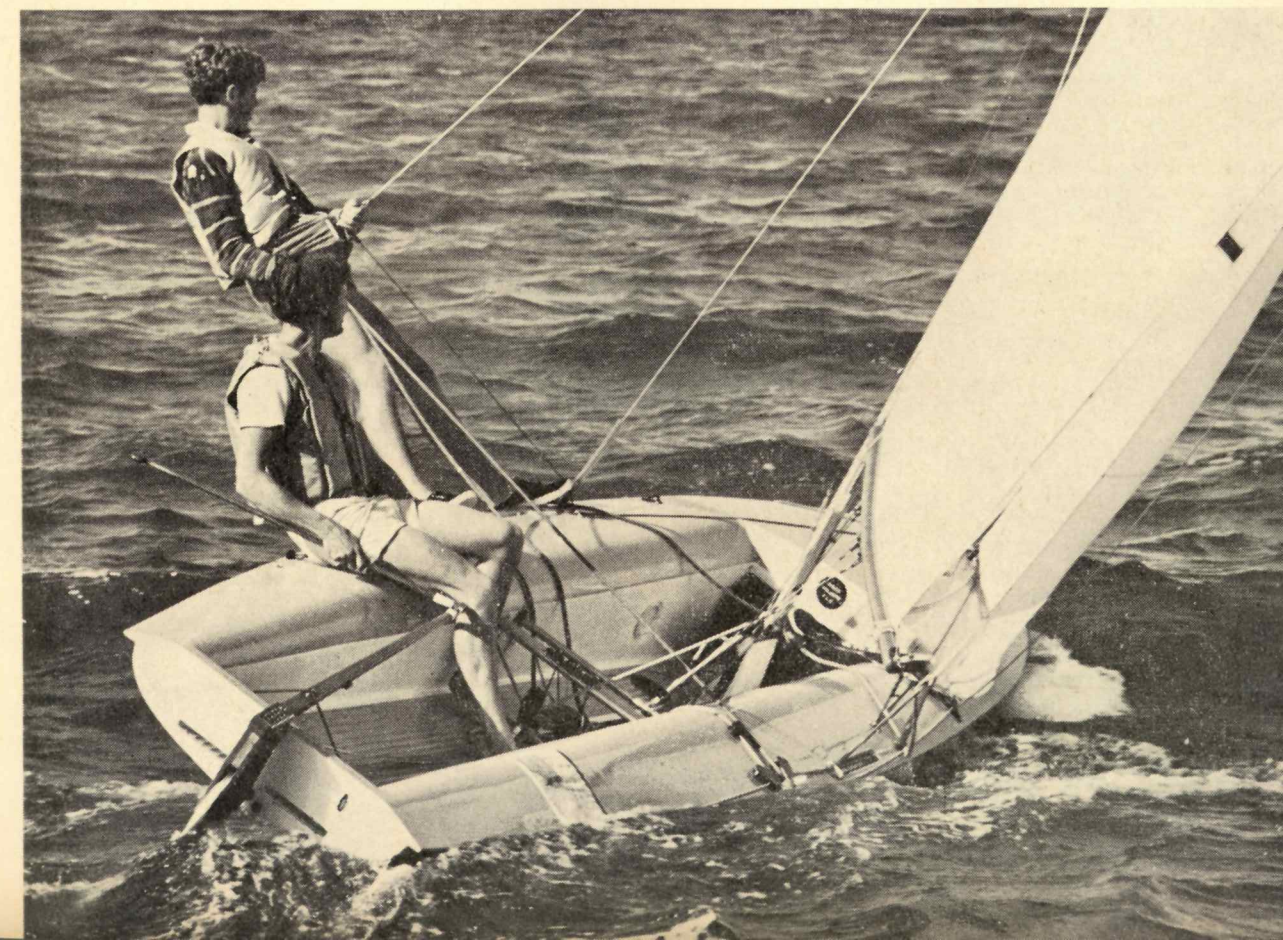
An anchor aboard could also be of great advantage to the racing crews themselves when sailing in drifters in tidal waters and losing hard-won ground by the set of the tide. The only boat seen to take advantage of this fundamental bit of seamanship was Basil Joyce's Sharpie which anchored on the start when becalmed. There is a need for formal instructions on rescue procedure which boat crews and rescue launches would act on automatically. This would enable boats to be saved with maximum speed without being damaged and free the launch to go on to other duties.

The tidal current certainly made the up-country skippers work and its effect was very strongly felt on the days with light winds. On gusty days the chop made things difficult until the technique had been mastered and knocked quite a number of points off some scores.

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P. G. Fraser of V.L.C. sailing his beautifully-accounted new fibreglass Spearhead Disco Volante.

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In spite of the vast extent of the bay it was more like a lake than the open sea in that there was hardly a trace of swell. Nearly all the races were sailed to seaward of the shipping channel, so for shore spectators the races were dull. However, a radio link was made with the Clube Naval from the committee boat and from Eduardo Horta's boat at the weather mark, and records were kept ashore of the order of the boats as they finished each round.

1st Week: F.D. Class

Competition in the Dutchman Class was extremely tough—nearly all the big names were sailing—and 45 boats went to the line for the first round.

Brian Metcalfe, almost on the eve of his departure for the world championships, had sportingly come along, sailing a boat borrowed from Hellmut Stauch. In spite of spending hours in tuning, Brian could not get the boat sailing really fast and ended the week in eighth position. The series was of great interest, particularly in the way that the established stars were eclipsed by the younger helmsmen.

Al Leenstra did well to win the first race with G. Graham, also from V.L.C., second. The next race was won by young Peter Morgenrood from Rhodesia with the Snowball twins second—an indication of things to come. The heavier winds suited the twins and, sailing with their usual impeccable teamwork, they scored wins in both the third and fourth races. At this stage the Snowballs were well ahead on points and hot favourites for the championship.

Strongly in the running for places were Morgenrood, Graham, Butcher and Butler.

The fifth round was sailed in light airs and the Snowballs just could not get going, finishing ninth. Mike Butcher took the gun, with Don Ord in second place. The final round was sailed in even lighter stuff and at the start Graham got away well with Ord and Morgenrood close behind him. The Snowballs, though in a good position, lay in a patch of dead air and it was quite some time before they got *Gemini* moving.

At the leeward mark on the second round Graham was in the lead with Morgenrood second and Don Ord third, closely followed by David Butler. In the final round Butler slipped ahead of Ord and the race was splendidly won by Graham with Morgenrood second. The final points gave an indication of how tight the racing was.

Peter Morgenrood was first with the Snowballs second, only 21 points behind the winner. G. Graham finished third and Don Ord fourth. For the second time the trophy has gone to the Rhodesians.

Sharpies

Possibly the finest sailing of the first week was among the Sharpies. The entry was disappointingly low, only 12 boats, but the keen competition made up for this. The results of the tune-up made it obvious that a major duel would be fought by Basil Joyce and Clive Bateman. A win in this series was of great importance to Joyce who had equalled Don Ord's hat trick in *Circe* and if he could pull off a fourth win he would be the only skipper in the long history of the class to have four successive Robert Pyott Trophy wins in the same boat.

Sailing was very consistent, with *Circe* and *Nemesis* sharing wins and *Wake* and *Aeolian* taking third and fourth places with regularity. Joyce won both first and second rounds, with Bateman taking second place. The finish of the third round was significant in the history of national regattas. Sailed in a strong breeze, Joyce was leading at the finish and busy covering *Wake* and *Cha-Cha* with *Circe* lying fourth. *Circe* suddenly came through on a private gust and finished, a dead heat, under the lee of *Nemesis*.

The wins for the next two races both went to Bateman, with Joyce third and second respectively. At this stage Bateman and Joyce had tied on points so the final race was a tense affair. Bateman went very well in the light

wind and was first at the weather mark followed by Jacko Jackson with Basil Joyce 42 seconds behind. On the run Joyce passed Jackson, but Bateman went ahead to increase his lead to 1 minute 5 seconds at No. 3 mark.

He sailed magnificently and steadily increased his lead round by round. At the finish *Circe* was well ahead of *Nemesis* with *Cha-Cha* and *Wake* taking second and third places.

Finns

There were 42 Finns sailing in the National and this figure gives a good idea of how quickly the class has grown during the past year. The secret of success was to make a good start. It was an impossible task to work through the fleet and finish in a good position. This made for disciplined starts and in both weeks there were few recalls in any of the races.

There was some exceptionally fine sailing in this class and Van Nimwegen was outstanding. In spite of retiring from two races, he finished first twice and gained two second places. Honours in the class went to the Highveld boats, with a Rhodesian third and a Portuguese Finn running up in sixth place. Before the final round it was clear that Harvey Blogg would win the Eric Beningfield Trophy and that M. McFadden and E. V. Kohly would be fighting it out for places.

Final Round

F. Nascimento, sailing for Clube Marítimo de Desportos, got away well and took the lead, strongly challenged by Carmen Stauch at the weather mark, with Neil Passet close behind. These positions were held on the run with Nascimento keeping his lead on the beat up to the weather mark. The real excitement of the race came at the leeward mark on the final round. The four leading boats ran down in a tight bunch. Van Nimwegen, who had slowly worked his way through the fleet, was up in the lead, rounded just in front of Nascimento with Passet and Carmen Stauch lying third and fourth.

In the beat Van Nimwegen went well and outpointed the rest to finish first, with Nascimento second and Passet third.

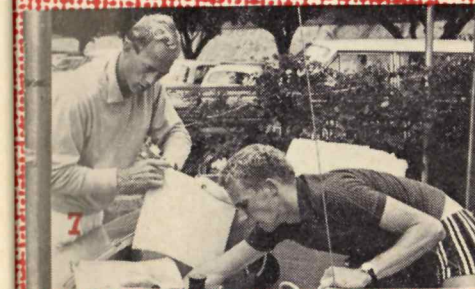
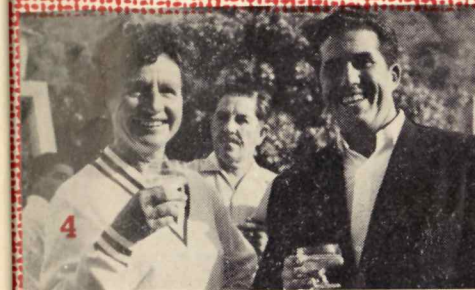
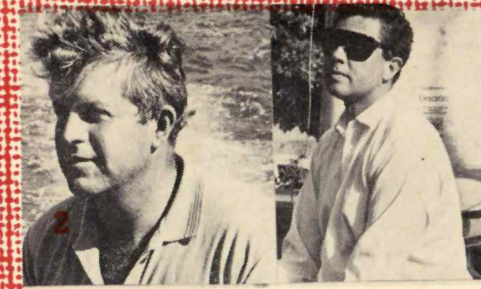
This was Blogg's worst race of the series; he finished tenth, but with his two wins, two seconds and a fourth he was well ahead and thoroughly deserved his overall win.

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1. Bruce Smith and Paddy Peel-Pearce folding sails.
2. Geoff Robin regatta secretary for the 2nd week, and Wibo Zwart.
3. Jim Horn and his wife had fun sailing their Spearhead Trident.
4. Carmen Stauch and Libertino Santos.
5. Bridge officials "Stewie" Allan, Brian Haynes and Sandy Goldie.
6. The Rothmans Crew Basil Darlington, Nevil Simmonds and Bob Cruickshank.
7. Gerhard Köper and John Spilhaus won the National Sprog Trophy.
8. Mike Kearney and Hillary Arden sailed Shuvoff.
9. Andre van Rensburg and George Lewis sailed the leading Fireball Fezele.
10. Eduardo Horta and the Committee boat waiting for the finish.
11. Poppy von Bredow launches Pell Mell II.
12. Capitao-Tente A. dos Santos Gasper presents the Eric Beningfield Trophy to Harvey Blogg. In the background are Paddy Peel-Pearce and Eric Burner.
13. Peter Morgenrood and Dennis Lapham won the F.D. Trophy.
14. Kevin Willcox receives the Dabchick cup from Admiral Carlos C. de Oliveira.
15. Stan Midlane was the winner of the Inter-Club Sprog Trophy.
16. The Enterprise Trophy went to J. A. Bennington.
17. Emdon Trophy went to D. A. Denley who sailed Witchway with A. Pace-Balzan. Geoff Robin in the background.
18. The Admiral presented Eduardo Horta with a pipe for all his work during the regatta.

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SEEN at LOURENCO MARQUES . . .



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Sprogs

Most of the country's top talent mustered at Lourenço Marques and with a fleet of 48 boats at the line it was obvious that brilliant and consistent sailing would be needed to win the trophy.

The first race was postponed for an hour and at the start, in a light five-knot wind, C. Manson from V.L.C. got away well and held his lead, with Tom McCrorie and Stan Midlane finishing after him. Köper was tenth and Mike Kearney, sailing a brand-new Sprog, twentieth.

After a long delay the second round was sailed in typical drifter conditions on a shortened course. Paddy Peel-Pearce was in the lead at one stage with S. Donkin and Kearney right behind him. But at the finish it was Kearney (fully redeeming his performance the day before) with Midlane behind him and Peel-Pearce in third position. Köper, still in tenth position, had not yet managed to find form.

There was a blow for the third round, gusting to 30 knots. Donkin won with Midlane again in second position. McCrorie third and Köper now in the running with a fourth. At this stage it became obvious that the coastal skippers had the measure of the Sprog Class and could perform well under all conditions. The position on points made the series interesting with Donkin and Midlane a joint first, each with 3,016 points, and Kearney and McCrorie third with 2,840 points each.

That afternoon the wind died and the inter-club event was sailed in light airs. Midlane of Z.V.Y.C. was outstanding and built up a big advantage in the first round, forging ahead to finish with a six-minute lead over the second boat, *Sniekie*, sailed by N. Koring of I.S.C. Third was Peel-Pearce of E.R.Y.C.

The fourth round was abandoned when Köper was in the lead and so two races were sailed on the Friday. Köper was now sailing very well and finished first in both rounds with Midlane a consistent second. The final round was sailed in a moderate breeze, with Midlane still well in the running provided he finished in the first three. Köper sailed immaculately, achieving his third win, with Midlane dropping to fifth position.

Köper had at long last managed to clinch the title after two attempts in 1961 and 1964 Nationals, when he missed the honour by a hair's breadth. In the overall results Midlane was second with Donkin and McCrorie in third and fourth places and Kearney, another coastal sailor, in fifth place. First Transvaal boat was Paddy Peel-Pearce, who finished sixth.

Spearheads

It was good to have a keen entry of Spearheads after last National's "no contest" at Allemanskraal. Competition was fierce and it was clear from the results of the tune-up that Doug Harrowsmith was going to be well in the running in his magnificent new fibreglass hull.

Harrowsmith took the lead in the first race, with H. Losken and D. Denley close behind. Denley closed the gap during the run and on the beat outpointed Harrowsmith to finish first with E. Dokoupil second. The course

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Finns are going from strength to strength in top class racing, as can be seen by this mass of carefully prepared racing machines at L.M.



Fifth round of the hard-sailed Sharpies. Basil Joyce, who met his match at last, rounds the mark with Clive Bateman just ahead.

was shortened during the second round and Denley had the galling experience of finishing just 2½ minutes after time had expired.

The race had to be resailed on the final afternoon of the regatta.

Harrowsmith had his share of bad luck during the series, once by capsizing on top of a mark and retiring from another race when a rudder pintle carried away. Denley was outstanding and had the series all his own way with four firsts and a second. Though he could not take part in the resail on Saturday afternoon, as he had to pack his boat, he had no need to sail. E. Dokoupil from R.N.Y.C. sailing *Umsuka* (the boat which won the 1962 title) came second overall, in spite of having to retire from one round, with a series of consistent second and third places.

The inter-club contest was dominated by Denley who led throughout and finished well in front of Harrowsmith. Dokoupil held second position for most of the first round, but was overtaken on the run by Harrowsmith and finished some way behind him in third place.

National Enterprise Class and O Class

Though officially a part of the O Class, the Enterprises, with a fleet of 12 boats, had their own start after the main body of the O Class had got away. The series was dominated by J. Bennington of Florida Yacht Club, who was the outright winner with four firsts and a second. J. R. Hutchison sailed well and finished second with N. Menzies of P.S.C. third.

The O Class consisted of a varied assortment of boats, many of which had not been seen at a National before. The most potent dinghies among the fleet were the three 505s from E.R.Y.C. D. MacKenzie was beaten only in one race and finished first overall with four wins and a second (one race D.N.S.).

By the end of the first round in most of the races MacKenzie had sailed right through the Sprog fleet which had started five minutes ahead, and was on the tail of the last Spearheads!

Six Fireballs raced, and here again the class was dominated by one boat—in this case *Fezele*, sailed by W. J. van Rensburg who finished third on overall results. Fourth, fifth and sixth places all went to the Fireball fleet. The other boats sailing on the outer course were four O.K. dinghies, five G.P. 14s, a Winger and a Flying Junior.

The smaller members of the O Class sailed inshore on the Clube Naval courses and the fleet was made up of six



Doug Harrowsmith in *Admetus II* on a spinnaker reach.

Dabchicks, an Andy, a Cygnet and a Dab Cat. The Dab Cat was a Dabchick hull cut in two and turned into a catamaran, rigged with a Sharpie-sized main and a head-sail from a F.D.! The Dabchick races were competently won by K. Willcox in *Slick Chick* with Goldsmith taking second place overall.



The Emdon Trophy winner D. Denley (above) rounds No. 3 with Doug Harrowsmith close behind.

Fezele (below), W. J. van Rensburg, was the hottest boat in the Fireballs, but not fast enough for the 505s sailing with them in the O Class.



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D. M. MacKenzie with Don's daughter, Jody Ord, as crew were the top boat in the O Class.



Fifth round of the Finns. From the left: Jimmy Whittle, A. Crossley, Archie Park-Ross and Bobby Nuttall.



Part of the fleet of 48 Sprogs, at the finish. Above, from left: Sandpiper, J. Goldsmith, Shadoo, P. Helmbold and Smoochie, Marion Davies.

G. Wertheim Aymes in his *Enterprise Zuidewind* (below) on one of the down-wind legs. Enterprises sailed as a group and did well in heavy weather.

