

CLUB Notes

DAWN PASSET on the High Veld

IT being very much "off season" and most of the frost-biting having been completed just before the Lourenço Marques National Regatta, there is very little hard sailing news. One's attention is therefore directed towards the coming season. First of all the following T.P.S.A. allocation of 1965-66 Regatta dates are as follows:

September 4, 5, 6: Van Nimwegen Trophy for Finns—Vaaldam Sprog Championships—East Rand Yacht Club.
September 25, 26: Lake Denys Opening Clubhouse and opening cruise.

October 9, 10, 11: Tvl. Championships—Boskop Yacht Club.

November 13, 14 and 20, 21: Florida Yacht Club 14 ft. and under.

November 27, 28: Ken Bryson Trophy (All classes)—Boskop.

December 4, 5: Oranjeville Cruise—Lake Denys.

December 16, 17, 18, 19: Dingaan's Regatta (all classes)—Transvaal Yacht Club.

December 26, 27 and January 1, 2: All classes—East Rand Yacht Club.

January 17, 22: National Championships—Saldanha Bay.

February 5, 6: 15 ft. and under—Westonaria Club.

February 26, 27: Round the Island—Lake Denys.

March 5, 6: National Classes, Dabchicks and Flying Junior—Klerksdorp.

March 12, 13 and 19, 20: All classes—Loch Vaal.

April 8, 11: Ebenezer Regatta—Magoebaskloof. National Classes, 20-footers and Dabchicks—Victoria Lake Club.

Non-National Classes—Pretoria Sailing Club.

New T.P.S.A. Committee: With the new season, Committees are the order of the day. The new T.P.S.A. Committee is as follows: *President*, D. Ord; *Vice-President*, D. Stuart; *Secretary and Treasurer*, L. F. "Budd" Olive. *Committee*, G. Robin, H. Cross, B. Haynes.

B.O.A.T.: The Bridge Officers Association of the Transvaal now has a fixed address at: 45 Hartford Avenue, Silverfields, Krugersdorp, Tvl.

They also have a burgee dominated by a crow. Their new committee is: *Chairman*, H. Lindemann. *Secretary and Treasurer*, S. Goldie. *Committee members*, H. M. Elliott, P. Taylor, B. Haynes, C. Stott.

Any clubs who are faced with organising a regatta and are hesitant about operating the bridge are advised to make full use of this organisation.

Lourenço Marques Side-Lines: As *S.A. Yachting* had their representatives officially covering the Lourenço Marques Regatta the following are a Transvaal's observations of not-so-obvious happenings during the first half of the regatta.

South African Flying Dutchman skippers can well hang their heads for their beating by young Peter Morgenrood and his crew Dennis Lapham of the Mazoe Sailing Club, Salisbury.

Although Peter is only 23 and has a relatively old boat handed down from David Butler and only one suit of Tasker sails, he left all the better-known names such as Sully, Butler, Stauch and Ord well behind.

Morgenrood's win followed a very thorough training

programme, rigorously adhered to.

He and other keen Rhodesian skippers, such as Mike McFadden and Anthony Crossley, not only studied rules and tactics, raced every Sunday and very often Saturdays, but also made certain that they were physically fit enough to cope with the heaviest sailing conditions Lourenço Marques had to offer.

For example, they did many miles of running and also had an Elvström-style training seat for toughening up their sailing muscles.

To show the apathy of our own skippers towards physical fitness, especially development of muscles used in yachting, a yacht training seat built by Finn skipper Henk de Lorm, in his Garden Furniture factory, was shown around at Lourenço Marques and it was hoped that at least 25 keen yachtsmen would be interested in this training seat to enable a small production run. Only three skippers really responded.

It was pleasing to see skippers who could not sail their own boats, lend them to enthusiasts. Two examples were Ian Haggie, who lent his beautiful much-nursed Sharpie *Circe* to Clive Bateman who walked off with the Robert Pyott Trophy.

Ian Haggie not only lent the boat but the road trailer, car for towing and contributed towards the petrol money as well.

We need not mention how grateful a young yachtsman like Clive Bateman was to be given this wonderful opportunity.

Hellmut Stauch had the choice of sailing one of his two Flying Dutchmen and lent the older but "faster" one to Bryan Metcalfe, who has already sent his own boat to Europe.

Bryan beat Hellmut in the series.

Transvaal Yachting Personalities—1

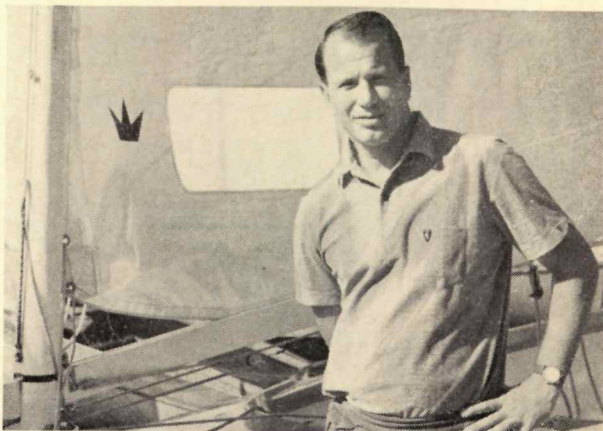
HARVEY BLOGG—Finn Champion

AT the age of 32 Harvey Blogg has achieved an ultimate in dinghy racing by twice in succession winning the National Regatta in the highly-competitive Finn Class, which had the largest turnout of yachts at the recent Lourenço Marques Regatta. Harvey has proved his ability by sailing to success a Finn in the old strip-planked-type boat and also the new plastic version.

His first National was won at Allemanskraal in typical light and patchy inland conditions, which require the utmost in concentration and observation. At Lourenço Marques he showed what he could do in typical heavy coastal conditions with chop, waves and tide.

Harvey first took an interest in sailing as a young boy in Durban when he had a canoe fitted with a sail. After that he sailed a Rebel on Durban Bay. While in Durban he sailed for the Royal Natal Yacht Club.

He then came to the Transvaal where he crewed at Victoria Lake Club on a Sharpie skippered by Bobby Nuttall. He then returned to Durban where he crewed on Gordon



SOUTH AFRICAN YACHTING: August, 1965

HIGHVELDERS TREK TO L.M. . . .



1. Ian Haggie takes the helm of Pumula, the Stauch Atalanta, in L.M. Bay. As he chats to Hellmut Stauch, David Butler quietly dozes off.

2. On the same pleasure jaunt Carmen Stauch and Archie Park Ross enjoy the sunny breeze, with Dawn Haggie in the background.

3. Lester Walton ruefully surveys the damage done to his Flying Dutchman.

4. The notice boards at L.M. which kept those exiled on shore informed with up-to-the-minute results. Finns, F.D.'s and Sharpies return home in the background.

Neill's (present Commodore of the Royal Natal Yacht Club) keel boat *Marita*.

In 1960 he bought his first Finn, which was the first racing dinghy of his own. This dinghy, named *Fractious*, was one or the original South African Finns. Harvey tuned this boat to perfection and won, among others, the Ken Bryson Trophy, Loch Vaal Finn Trophy for the Transvaal Championships and the National at Allemanskraal.

He then sold *Fractious* and recently bought a brand-new H.V.M. fibreglass Finn which he has called *Frivola*. In the few months that he has had this boat he won the V.L.C. Finn Trophy and finally the Eric Benningfield Trophy at the National Regatta for the second year in succession.

Harvey's success in the Finn Class is not only due to his long sailing background, but mainly to the effort he directs towards all aspects of yachting. He is an expert on rules and tactics and keeps absolutely fit—which is essential for sailing a Finn in windy conditions—by attending a gym before all major yachting events. His weight is 180 lb. Harvey also takes a more serious approach to yachting than many skippers.

He is sales manager for Barlows, the Caterpillar people, and has a B.Sc. Engineering degree (Natal). He is married with two daughters and a son. He is also joint secretary of

SOUTH AFRICAN YACHTING: August, 1965

5. Anthony Crossley, one of the hard-sailing bunch of Rhodesians, giving his Finn that final shine.

6. All roads lead to the sea—queueing at the P.E.A. border on the way to the National Regatta.

7. All Finns had to be weighed before the first race as rules were strictly enforced. Ernie Shaw hoists the boat while Jan van Nimwegen and Nic Holdsworth watch.

8. Transvaal Yacht Club's launching and maintenance specialists looking very smart in their new uniforms.

9. The new Clube Maritimo which has been formed by enthusiasts at L.M. as a purely sailing club. Photos: Dawn Passet.

the Finn Association. Apart from yachting, Harvey can, when required, turn in a good game of golf.

Dawn Passet.

DURBAN DOINGS . . . By Bianca Lavies

NATAL yachtsmen decided to follow the example of those in the Transvaal, who recently became the first in the country to form a provincial Bridge Officers' Association.

At a preliminary meeting, convened by Bill Cranko, the Durban bridge official of long standing, it was decided to go ahead.

Mr. Cranko said the idea was that B.O.A.N. would later link with the other provinces, when they had formed similar bodies, and then form a national association.

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more CLUB NOTES

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At their annual general meeting the Royal Natal Yacht Club re-elected all flag officers. The officials are: Hon. Commodore, Mr. R. Ellis Brown; Commodore, Mr. G. J. Neill; Vice-Commodore, Mr. D. Smillie and Rear-Commodore, Mr. J. A. Sully.

The second leg in the series of Enterprise family races was won by Gladwin Westwood and his daughter Gwyneth, by seven minutes and 16 seconds.

Eight boats started and the winds were so light that the judges were forced to shorten course after one round.

Gavin McFarlane, with his wife Shirley as crew, pulled ahead soon after the start and was leading round the first mark, followed by *Ecosetta* (S. Pastorino).

Weston was then third. He fell back to fourth on the run to the next mark, but on the beat that followed he caught up and was well in the lead when the judges shortened course.

The Westwoods won the race on scratch as well as on handicap.

Second across the finishing line was Pastorino, followed by McFarlane.

Off-Shore "Marathon" ...

DURBAN'S first 100-mile Marathon Race, to Zululand and back, was won by The Royal Cape One-design sloop *Thekwini*, skippered by Gordon Neill, after a 31-hour trip.

Jolly Roger, skippered by Malcolm Prentice—the smallest boat in the fleet, a Buccaneer Class 24-footer—was second across the finishing line.

She was only 13 minutes behind *Thekwini* at the turning mark, but was driven back by choppy seas when the wind sprang up from the West.

Jolly Roger won on handicap.

Bluff Yacht Club ...

OVERALL winners of the Duursma series on scratch, at the Bluff Yacht Club, were: 1. *Oyez* (R. Duursma), 2. *De Ruyter III* (B. van Dijk), and 3. *De Ruyter* (Joe Ash).

Dragons in Sweden ...

A DURBAN yachtsman, Charles Reynolds, crewed in the World Dragon Championships in Gelboa, Sweden, on July 14.

Charles Reynolds, a member of the Royal Natal Yacht Club, used to sail a Sprog and crew in a Dragon in South Africa before he left for England in 1961.

In the world championship he was chosen to crew in a Dragon, skippered by Pat Dyas of England.

Only two boats represent each country in the world championship. The other English boat is Sir Gordon Smith's *Tara*.

Charles also took part in the last English Olympic trials.

O.K. Dinghy Week-end ...

THE Bluff Yacht Club's first class event was an O.K. Dinghy week-end, in which 14 boats took part in a series of three races.

The first race was held on Saturday afternoon. Mike Pithouse, a visiting Sprog skipper who sailed an O.K. Dinghy for the first time, had an excellent start. He was neck-and-neck with Bert van Dijk on the first leg, but Rienk Duursma overtook both of them on the first beat. Duursma kept his lead throughout to win by two minutes 49 seconds. Mike Pithouse was second and Bert van Dijk third.

Winds were light and easterly for the second race on Sunday morning.

Mike Pithouse and Joe Ash fought it out during the first round, but again Rienk Duursma took the lead. He would

have won the race had he not forgotten to round the last mark after the judges shortened course. He doubled back to correct his mistake, but was then placed sixth. Joe Ash became the winner with Bert van Dijk second and Bob Ormsby third. Mike Pithouse had retired after touching a mark.

At the start of the third round the championship was still wide open.

There was practically no wind and the boats sat like ducks on the line after the gun had gone.

A lead was taken first by Bob Ormsby and then by Joe Ash, but at the start of the second round Rienk Duursma was well ahead. He kept his lead and increased it till he won by the wide margin of 18 minutes 15 seconds.

It had been an enjoyable and sociable week-end with a highlight the braaivleis on Saturday night followed by a dance at the Thatch during which O.K. Dinghy skipper Cliff Duncan proved an expert at playing the organ.

The bridge was efficiently run by Mrs. Wenn, Mrs. van Dijk, Mrs. Will and Mrs. Ross.

Coquette's Maiden Voyage ...

JIMMY Magee's 40-ft. yacht *Coquette* arrived in Durban after a five-day nightmare trip from Johannesburg during which the ship got stuck five times under bridges, in ditches and in mud and snow.

It was quite a trip, but they finally got here, and by crane their pride and glory, 14 tons of it, was lifted into Durban Bay. It was a big moment when Mrs. Val Magee christened the ship with champagne.

Coquette had taken 3½ years of building on a vacant piece of land near the Johannesburg-Alberton road. She is an all-steel ketch, fitted with the latest navigational equipment.

Jimmy and Val Magee with their two young sons James, 8, and John, 9, left Durban a week later on their first trip which was to take them to Lourenço Marques and then to Madagascar, the Seychelles and back to the Mozambique Channel by way of the Comoro Islands.

Other crew members on board were Graham Campradt, Charles Magee, Armando Santos from Lisbon and Norman Lay, who designed the sail plan.

In a last-minute scramble before leaving, with the crew completing various things on deck, Val Magee wrote about nine letters in 20 minutes to friends in Johannesburg to say that they were finally sailing. And at 10 o'clock that morning *Coquette* left her moorings for her first long trip.

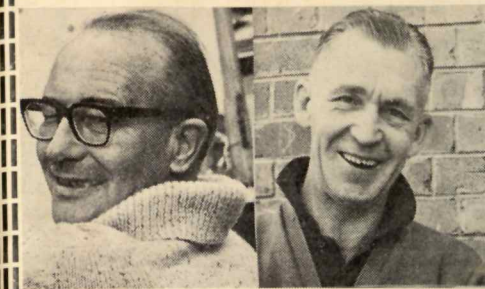
They motored out of the harbour entrance and then they waited for a slight breeze to fill her sails. She looked magnificent as she slowly disappeared from sight.

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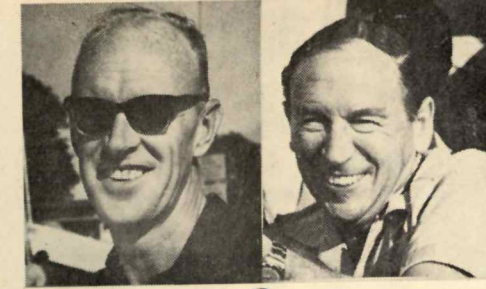
Some of the O.K. skippers taking part in the championship were:

1. Bert van Dijk and Jack Ross.
2. Rienk Duursma, the winner of the series, and Commodore Joe Ash.
3. Dave West and Andy Cohen.
4. Jack Clyde and Bob Ormsby.
5. Buster Will and Geoff Leader.
6. Willem Metz and Colin Ford.
7. Skippers preparing their craft for the first race.
8. Tammy (31) sailed by Dave West and Odin sailed by Colin Ford fight it out.
9. The windless start of the third race.
10. Bob Ormsby in Owzat.
11. The judges from left: Mrs. van Dijk, Mrs. Webb, Mrs. Will and Mrs. Ross.
12. Boats slowly drift to the line for the third race.
13. Sprog skipper Mike sailed an O.K. dinghy for the first time; with him is Miss Fran Richardson.
14. Mike Pithouse in Ole and Bob Ormsby in Owzat.
15. Joe Ash in *De Ruyter* (13) leads the fleet.
16. The braaivleis on the Saturday evening. Facing the camera are Joe Ash (left) and Ted Brandon.
17. Games during the dance at The Thatch.
18. O.K. dinghy skipper Cliff Duncan at the organ.

Photos: Bianca Lavies.



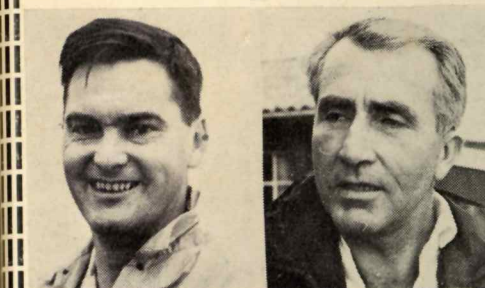
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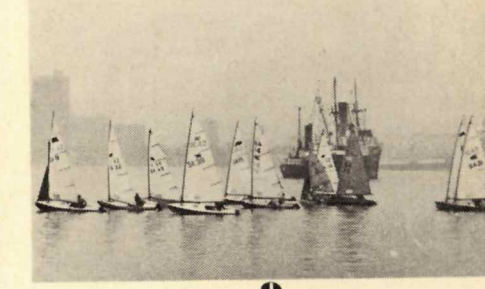
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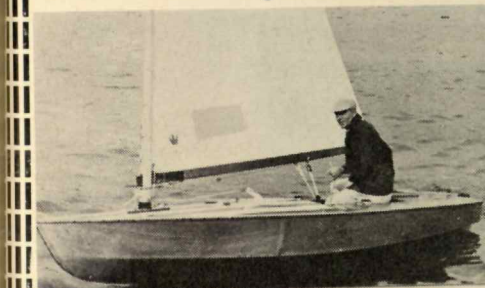
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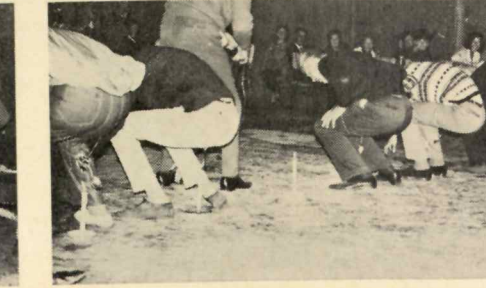
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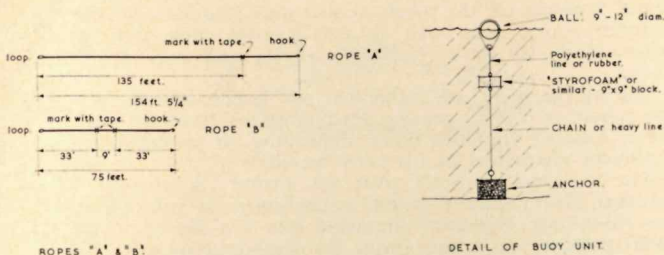


SLALOM (continued from page 43)

block and anchor is shown. The minimum weight for anchorage is a pair of concrete building blocks, while an ideal weight would be a solid block, with a ring cast on top.

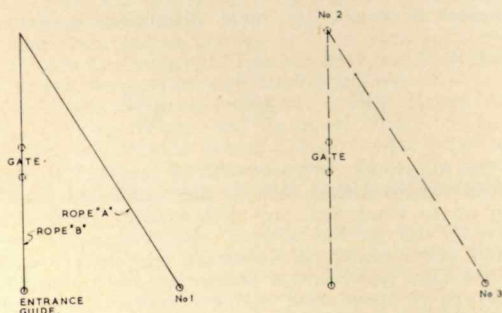
The laying procedure is as follows:

Place an assembled buoy unit about 37½ ft. to the right



The diagram above shows the dimensions in markings required to make up ropes A and B, as well as a suitable buoy unit. The latter detail can be amended as ingenuity or supply of materials dictate, provided the construction is sound.

The use of ropes A and B to form a right angle measurement is indicated below. The solid lines of the left hand position the entrance gate and the broken line (which represents the second such operation) determines the position of another gate and buoy No 2.



of the position of the first boat gate. Have the float about 30 in. below the surface and tie the ball so that it is half-submerged, to give a taut measuring line. Using the 135-ft. mark on rope A, have the swimmers set eight buoys in line, each 135 ft. apart. The course will now appear as Diagram IV, in which buoys, 1, 3 and 5 are part of the course and the rest are guides for gates and buoys 2, 4 and 6.

It need not be stressed that the measurements and "lining-up" should be as accurate as possible, as the line of buoys will now act as a base-line for the rest.

Ropes A and B now come into their own and when stretched (by the long-suffering swimmers) as shown on Diagram V they form a right angle to the base line, enabling the gates and buoys 2, 4 and 6 to be laid, by moving the triangle so formed from one set of buoys to the next.

When all the buoys are set, check for line-up on the left side, and remeasure if necessary. The guide balls can finally be removed, leaving their anchors and floats just below the surface. They will then be in position to enable lost buoys to be repositioned.

As explained earlier, the method is not to be compared with a happy swimming party. An accuracy of plus or minus 3 in. should be maintained when a swimmer sets a buoy—this can mean several hours in the water before the job is done, so wet-suits and a floatation device such as a life-jacket should be worn.

More Club Notes

(Continued from page 38)

Henley-Midmar Yacht Club

At a joint annual meeting of the Midmar Country Club and its only active section, the Henley-Midmar Yacht Club, the constitutions of both bodies were amended so as to be the same, and the name Henley-Midmar Yacht Club adopted.

At the meeting the following office bearers were elected: President, Senator Bill Sutton; Vice-President, Mr. Gordon Neill; Commodore, Mr. Joe Duveen; Vice-Commodore (Sail), Gee Bompas; Vice-Commodore (Power), Bob Smither; Rear-Commodore, Maurice Dobeyn. Honorary Secretary, Peter Reyburn; and Hon. Treasurer, Charles Axelsson.

The Club Committee which comes under the commodore consists of Geo. Hawarden, David Stumbles, Les Bray, Peter Reyburn, Charles Axelsson, Gee Bompas and Maurice Dobeyn.

The Sailing Committee, which comes under the vice-commodore, is Ron Weston, Errol Tatham, Fritz von Klemperer, Basil Hancock.

The annual Azalea Regatta is to be held this year on Midmar Dam, near Maritzburg, from September 4 to 6.

Programme for the regatta is:

Saturday, Sept. 4

11 a.m. Tune up race. 2 p.m. Class race (handicap). 6 p.m. Welcome party.

Sunday, Sept. 5

10.30 a.m. Azalea Cup (fleet race). 2 p.m. Class race (handicap).

Monday, Sept. 6

10 a.m. Class race (handicap). 1 p.m. Class race (handicap). 4.15 p.m. Prize giving.

Last year more than 80 boats lined up for the starts and it is anticipated more will be competing this year over the club's olympic course.

Visitor yachtsmen are welcome and should contact the Secretary, Henley Midmar Yacht Club, P.O. Box 856, Maritzburg.

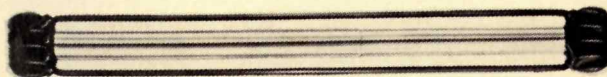
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